Agenda

Council Meeting

6.30pm, Tuesday 10 September 2024

Richmond Town Hall
Wurundjeri Country

www.yarracity.vic.gov.au

Council Meetings

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

Council meetings are decision-making forums and only Councillors have a formal role. However, Council is committed to transparent governance and to ensuring that any person whose rights will be directly affected by a decision of Council is entitled to communicate their views and have their interests considered before the decision is made.

Question Time

Yarra City Council welcomes questions from members of the community.

Registration

To ask a question, you will need to register and provide your question by 6.30pm on the day before the meeting. Late registrations cannot be accepted, and you will be unable to address the meeting without registration.

Asking your question

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

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

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

Comments not allowed

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

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

Addressing the Council

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

Registration

To ask address Council, you will need to register by 6.30pm on the day before the meeting. Late registrations cannot be accepted, and you will be unable to address the meeting without registration.

Addressing the Council

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

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

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

Comments not allowed

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

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

Arrangements to ensure our meetings are accessible to the public

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

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

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

Recording and Publication of Meetings

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

Order of business

1. **Acknowledgement of Country**
2. **Attendance, apologies and requests for leave of absence**
3. **Announcements**
4. **Declarations of conflict of interest**
5. **Confirmation of minutes**
6. **Question time**
7. **Council business reports**
8. **Notices of motion**
7. **Council business reports (continued) if required.**
9. **Petitions and joint letters**
10. **Questions without notice**
11. **Delegates' reports**
12. **General business**
13. **Urgent business**
14. **Confidential business reports**

1. Acknowledgment of Country

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

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

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

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

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

2. Attendance, apologies and requests for leave of absence

Attendance

Councillors

- Cr Edward Crossland — Mayor
- Cr Anab Mohamud — Deputy Mayor
- Cr Michael Glynatsis — Councillor
- Cr Stephen Jolly — Councillor
- Cr Herschel Landes — Councillor
- Cr Claudia Nguyen — Councillor
- Cr Bridgid O'Brien — Councillor
- Cr Amanda Stone — Councillor
- Cr Sophie Wade — Councillor

Council staff

Chief Executive Officer

- Sue Wilkinson — Chief Executive Officer

General Managers

- Brooke Colbert — Governance, Communications and Customer Experience
- Sam Hewett — Infrastructure and Environment
- Kerry McGrath — Community Strengthening
- Mary Osman — City Sustainability and Strategy
- Lucy Roffey — Corporate Services

Governance

- Phil De Losa — Manager Governance and Integrity
- Patrick O'Gorman — Senior Governance Coordinator
- Mel Nikou — Governance Officer

3. Announcements

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

4. Declarations of conflict of interest

Any Councillor who has a conflict of interest in a matter being considered at this meeting is required to disclose that interest either by explaining the nature of the conflict of interest to those present or advising that they have disclosed the nature of the interest in writing to the Chief Executive Officer before the meeting commenced.

5. Confirmation of minutes

RECOMMENDATION

That the minutes of the Council Meeting held on Tuesday 13 August 2024 be confirmed.

6. Question time

An opportunity is provided for questions from members of the public.

7. Council business reports

Item		Page	Rec. Page	Report Presenter
7.1	Bridge Road Special Charge 2024-2030	10	19	Simon Osborne - Coordinator Economic Development
7.2	PPE24/0481 - Notice of Development - 21 - 53 Hoddle Street, Collingwood	80	89	Kathryn Pound – Manager Statutory Planning
7.3	2023/24 Annual Financial Statements and Performance Statement Adoption in Principle	487	491	Matt Jarvis - Chief Financial Officer
7.4	Proposed Discontinuance of Road abutting 98A - 106 Balmain Street, Cremorne	568	572	Fadi Fakhoury – Manager Property and Leisure
7.5	Vertical Greening Guidelines	581	587	Susan Stanes - Senior Coordinator Design and Place Making
7.6	Public Open Space Lighting Policy	606	610	Susan Stanes - Senior Coordinator Design and Place Making
7.7	Local Liveable Streets Update	627	632	Mary Osman - GM City Sustainability and Strategy
7.8	Governance Report - September 2024	663	665	Phil De Losa – Manager Governance and Integrity

8. Notices of motion

Item		Page	Rec. Page	Report Presenter
8.1	Notice of Rescission No. 1 of 2024 - Proposed Discontinuance of Road at Charlotte Street, Richmond	666	667	Stephen Jolly – Councillor
7.9	Proposed Discontinuance of Road at Charlotte Street, Richmond	667	676	
8.2	Notice of Motion No.17 of 2024 - Alphington Bowls Club	956	956	Bridgid O'Brien - Councillor
8.3	Notice of Motion No.18 of 2024 - Recognising LGBTIQA+ People in the 2026 Australian Census	957	958	Edward Crossland - Mayor

9. Petitions and joint letters

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

10. Questions without notice

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

11. Delegate's reports

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

12. General business

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

13. Urgent business

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

14. Confidential business reports

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

RECOMMENDATION

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

Item

14.1 **Tree Removal**

This item is to be considered in closed session to allow:

- consideration of legal privileged information, being information to which legal professional privilege or client legal privilege applies, and
- 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 that is legally privileged and information relating to insurance considerations.

14.2 **VCAT Application**

This item is to be considered in closed session to allow consideration of land use planning information, being information that if prematurely released is likely to encourage speculation in land values.

These grounds are applicable because the report contains information Related to a VCAT matter.

7.1 Bridge Road Special Charge 2024-2030

Reference	D24/331369
Author	Simon Osborne - Coordinator Economic Development
Authoriser	General Manager City Sustainability and Strategy
Disclosure	The authoriser, having made enquiries with members of staff involved in the preparation of this report, asserts that they are not aware of any general or material conflicts of interest in relation to the matters presented.

The Chief Executive Officer has declared a general conflict of interest on this item.

Purpose

1. The purpose of this report is to:
   (a) consider the written submissions of both support and objections, received by Council in accordance with section 163A, 163B and 223 of the Local Government Act 1989 (Act); and
   (b) consider whether (or not) to declare a Special Charge for the Bridge Road Precinct.

Critical analysis

History and background

2. Across Yarra City Council's 12 major retail and service precincts, Bridge Road in Richmond is the only precinct which has a Special Rate or Charge.
3. The Bridge Road Special Charge (the Special Charge) has been in place since 1997, with the current agreement being in place since 1 October 2018 and expires on 30 September 2024.
4. The Special Charge is a collection of money from commercial properties within a defined geographic area, to be used for the sole purpose of marketing, promotion, business development and centre management of the specified activity centre and is referred to as a Special Charge. All funds collected for this distinct purpose, are then distributed to the incorporated business association under a funding agreement with Council.
5. Special Rate and Charge declarations are a statutory process governed by Sections 163 - 166 of the *Local Government Act 1989* (the Act). In declaring a Special Rate or Charge, Council must consider that:
   (a) the proposal relates to the performance of a function or exercise of a power of Council;
   (b) there will be a special benefit to those persons liable to pay the Special Rate or Charge; and
   (c) there is a reasonable distribution of the rate amongst those persons liable to pay the Special Rate or Charge.
6. Council's Rates Department collects the Special Charge through the normal rating process, whilst compliance and reporting are managed by the Economic Development team.
7. All funds collected are distributed to the Bridge Road Main Street (BRMS) Association under a funding agreement with Council.
8. In late 2023, at Council's request, BRMS Association undertook an external review of the current Special Charge by engaging Peter McNabb and Associates to understand the effectiveness of the program, and to understand if recommendations from the 2018 review were implemented (Attachment 1).

9. The outcome from the recent review highlighted some major improvements, in particular a significant increase in the number of members increasing from 19 to over 200, committee meetings being held on a regular basis with significant attendance, and a marked improvement on the type and delivery of marketing programming across the precinct.

10. The BRMS Association has submitted a Business Plan and budget break down (Attachment 2) for the duration of the proposed scheme and highlights how the Association has actioned recommended changes from the 2018 review. In addition, the BRMS Association has submitted a 2024-2025 Marketing Plan (Attachment 3) which provides a detailed account of the strategic direction and tangible projects that the Association are endeavouring to deliver.

11. On 3 April 2024, Council received a letter from the BRMS Association requesting that Council begin the statutory process to renew the Special Charge for a further 5 years 9 months, from 1 October 2024 to 30 June 2030 (Attachment 4) (the Scheme).

12. The proposed Scheme will include 671 properties which will raise an estimated $217,000 in the first year of the Scheme, with an increase of 4% annually for the subsequent years through to 2029-2030.

13. In addition, a formal request was made by the BRMS Association for an annual contribution from Council of $45,000, to supplement the amount raised under the Scheme. Under the current Scheme that has been in effect since 2018, Council contributed $60,000 annually.

14. The proposed boundary map (see figure 1) and property addresses are included in Attachment 5 and point 27 of this report.

Discussion

15. To gauge support for striking a new Special Charge for 2024 – 2030, Council officers set the BRMS Association a threshold of requiring 50 percent support from occupied, open and available for comment businesses, in order for Council to consider progressing the statutory process to this next stage which is the Intention to Declare a Special Charge.

16. The total number of commercially rateable properties eligible for the Scheme in the precinct is 671, although only 448 were identified as being contactable for this initial consultation. The three largest proportions of properties who were not contactable were:

    (a) vacant properties (106);

    (b) serviced apartments (74);

    (c) businesses in the process of closing down (11); and

    (d) other (residential, car parks, post boxes, signs) (32).

17. Throughout March and April, the BRMS Association visited the 448 properties that were occupied, open, and available for comment and carried out a business poll to identify the level of support for the renewal of the Scheme.

18. From this poll, Council officers received indications of business support including signed documents from 258 businesses, which accounts for 58 percent of 448 properties.

19. Conversely, Council officers received indications from the BRMS Association that only 20 properties or 4 percent out of the 448 properties were not supportive of the proposed Scheme. The remaining 205 businesses were neutral in their support.

20. Taking into consideration the strong support for the Scheme received by the initial engagement, at the Council meeting on June 18, 2024, Council resolved to commence the statutory process in accordance with Section 163 of the Act to declare the Special Charge. The process included a public notice outlining the details of the Proposed Declaration of the Special Charge for the Bridge Road Precinct, which was published in The Age newspaper on 20 June 2024, and displayed at the Richmond and Collingwood Town Halls and on Council's website. The closing date for receipt of submissions and objections by Council was 5pm 18 July 2024.

21. On 20 June 2024, Council sent letters to all affected property owners and all affected occupiers/operators included in the Scheme. The letters advised of Council's intention to declare a Special Charge for the Bridge Road Precinct and Council's commencement of the statutory process, and included a copy of the public notice, special charge boundary map and the levy amount that would be applied to the property.

22. Following the 28 day statutory period for written submissions, Council received a total of 252 submissions:

    (a) 229 submissions supported the Special Charge (91% of total); and

    (b) 23 submissions did not support the Special Charge (9% of total).

23. Of the 252 total submissions, there were 13 submissions that included additional feedback. All 13 who provided additional feedback do not support the Special Charge. This feedback is attached, with identifiable information removed for privacy reasons (Attachment 6).

24. Section 163B(6) of the Act states that:

> *A Council can not make a declaration if the Council receives objections from persons who will be required to pay the special rate or special charge in respect of a majority of the rateable properties in respect of which the special rate or special charge would be imposed.*

25. In other words, if more than 50 per cent of the people who would be required to pay the Special Charge object to it, Council cannot declare it. In this case, the 50 per cent threshold of objections has not been met, and so it is open to Council to declare the Special Charge.

26. Council must consider all submissions received in relation to the Scheme in accordance with the Act prior to making a decision regarding the declaration of the proposed Special Charge. This includes speakers who wish to speak to their submission at the Council meeting held on September 10, 2024.

Scheme Boundary

27. The property boundary of the Scheme was decided upon by the BRMS Association, comprising of 6 elected Bridge Road business operators. To ensure that properties are being charged the Special Rate correctly, there will be quarterly reviews and updates conducted by the Valuations and Economic Development teams of Council. If redevelopments resulting in subdivisions happen within the proposed Scheme boundary, the new properties will be added to the Scheme and will have the Special Charge applied to them. Conversely, any property that changes from commercial, retail, leisure, tourism or light industrial to residential use will be removed from the Scheme.

Figure 1 – Boundary Map

28. The boundary of the Scheme is outlined above, and provided in Attachment 1, and includes commercial properties:

(a) 2 - 662 (inclusive) Bridge Road, Richmond;

(b) 196 - 280 (inclusive) Church Street, Richmond;

(c) 166 - 195 (inclusive) Lennox Street, Richmond; and

(d) 37 Griffiths Street, Richmond.

29. Properties exempt from paying the Special Charge include:

(a) all residential properties;

(b) automatic teller machines; and

(c) non-rateable properties.

Collection of funds

30. It is proposed that there are five tiers of charge for the Scheme, that reflect the size and value of the property, and as determined by Council receive a special benefit from the Special Charge.

31. The Special Charge would be applied to properties that are used, or reasonably capable of being used, for retail, commercial, leisure, tourism, entertainment, light industrial or professional purposes:

(a) Properties with a Capital Improved Value above $5.398 million (29) on Bridge Road - pay $1000 p.a. in 24/25;

(b) Ground Floor properties with a Capital Improved Value below $5.398 million on Bridge Road – pay $390 p.a. in 24/25;

(c) Upper-level properties with a Capital Improved Value below $5.398 million on Bridge Road – pay $260 p.a. in 24/25;

(d) Side street properties - pay $130 p.a. in 24/25; and

(e) Serviced Apartments at 187 Lennox Street – pay $1000 spilt among 75 units or $13 each p.a. in 24/25.

32. Based on a total of 671 properties, and applying the five-tiered model, the Special Charge would raise an approximate total of $217,000 in the first year of the Scheme.

33. A 4% increase is proposed for each of the financial years following from 2024-2025 to 2029-2030, resulting in approximately $274,574* being collected in the final year of the Scheme. *Note: this amount is assuming no changes in the number, valuation or location of properties being charged.

34. In addition to the amount raised by the Special Charge from property owners, the BRMS Association is seeking a Council contribution of $45,000 p.a. for the duration of the 6-year Scheme. The basis of this request is that:

(a) BRMS Association recognises Council's own financial sustainability, and has reduced the amount being requested from $60,000 (under the current scheme) to $45,000;

(b) The investment of $45,000 by Council is comparable to investments into other streets, such as Victoria Street for Lunar Festival and Johnston Street for the Hispanic Fiesta;

(c) BRMS Association would commit to an annual $20,000 festive investment for the Bridge Road Town Hall during November/December, as well as establishing an 'Open for Business' program in partnership with Council that would support existing and attract new businesses to the street;

(d) BRMS Association recognises that Council will not fund marketing and promotion activities for the Bridge Road Precinct (beyond the BRMS Association's application of the Scheme funds to this purposed); and

(e) The amount being requested would not have a 4% annual increase applied to it.

Distribution of funds

35. Council will provide the BRMS Association with the Scheme funds every 3 months (quarterly), on receipt of an accepted Activity Report and valid tax invoice. Prior to the BRMS Association issuing a valid tax invoice, Council will confirm the total amount of Scheme funds collected for the 3 month period, to include on the tax invoice. Should the collected Scheme funds be less than expected, Council will not supplement payments to cover the balance, Council will only issue the Scheme funds actually received.

36. The Special Charge will be for the sole purpose of marketing, promotion, business development and centre management of the specified Activity Centre. It is considered that the value of the properties included in the Scheme, their desirability as a letting proposition and their general amenity could be enhanced by the activities generated from the Scheme funds. In other words, the activities funded by the Scheme Funds will be of special benefit to the people liable to pay the Special Charge, as required by section 163(1) of the Act.

Options

37. Council has three options to consider:

    (a) Option 1 – To implement a Special Charge for the Bridge Road Precinct Richmond and provide a Council Contribution in accordance with the present request by the BRMS;

    (b) Option 2 - To implement a Special Charge for the Bridge Road Precinct Richmond, but without providing a Council Contribution; and

    (c) Option 3 - Abandon the renewal of the Special Charge Scheme for the Bridge Road Precinct Richmond.

Community and stakeholder engagement

38. Council officers have provided advice to the BRMS Association throughout the process of the intention to declare this proposed Scheme.

39. Council is bound by the statutory process to provide notice of its intention to declare the Scheme and consider submissions received in respect of it. The BRMS Association is responsible for securing support for the Scheme and communicating its benefits to the property and business owners.

40. Council, through the Economic Development team, has communicated the statutory process to those affected property and business owners through the stages dictated by the Act which included:

    (a) On June 20 2024, issued both property owners and business operators notice by post in the designated Scheme area of the proposed renewal of the Scheme, the statutory process and their estimated Special Charge amounts from 1 October 2024;

    (b) Published a Public notice in The Age on 20 June 2024, and included information on the Council website, as well as having physical copies available at Richmond and Collingwood Town Halls; and

    (c) Allowed submissions for at least 28 days after the publication of the notice, and specified that any objections must be received within 28 days of the public notice, and concluded the objection and submission process at 5pm on 18 July 2024.

41. Submissions were accepted by email, post or by hand delivery to Richmond Town Hall.

42. The statutory processes undertaken by Council allowed for all the property owners and occupiers to be informed of the Council's intentions for the Scheme, their rights and obligations and also the opportunity they have to provide comment and formal feedback through each stage of the proposal.

43. Following this report all property owners and occupiers will be advised of Council's decision and the reasons for its decision.

44. If the Scheme is adopted, and the Special Charge declared, notice of the levy will be sent to the business and property owners. Property owners then have 30 days to appeal to the Victorian Civil and Administrative Tribunal (VCAT).

Policy analysis

Alignment to Community Vision and Council Plan

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

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

    (a) There is opportunity for Council to work with Business Associations to educate and examine ways to 'green' businesses including waste reduction, energy usage, sustainable design, circularity and use of sustainable transport.

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

    (a) A successful business/retail precinct provides a multitude of services to the community ensuring all have access to health and wellbeing services and facilities. A community that is connected is a healthy community and business precincts provide these connectivity opportunities.

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

    (a) Special Charge funds empower the business community to actively and creatively market, promote and develop their precinct to maintain vibrancy and economic viability and to provide the community with a well-resourced business precinct that provides excellent services, gathering places and employment.

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

    (a) Successful business/retail precincts underpin the liveability of a high-density city, like Yarra and are pivotal in creating a city of diverse and distinctive neighbourhoods and public spaces.

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

    (a) Business Associations enable Council to efficiently understand business precinct needs and work with Associations in a collaborative way for the benefit of the community.

Climate emergency and sustainability implications

51. A financially sustainable Business Association allows Council to work with businesses in the Precinct on sustainable best practice programs that will reduce emissions, waste and energy usage and achieve improved sustainability outcomes.

52. Vibrant local activity centres provide residents with the opportunity to shop locally and sustainably by walking, cycling or taking public transport to access their centre rather than driving elsewhere.

Community and social implications

53. Vibrant local activity centres are critical to the health and development of the local community. Centres provide employment, community meeting places, resources, leisure opportunities and essential services to the community.

Economic development implications

54. The renewal of the Scheme will generate significant funds for the direct purpose of marketing and promotion of Bridge Road. The direct impact of this should see an increase in business attraction, business retention, employment, visitation and may also see a decrease in commercial vacancies.

55. Bridge Road is a major shopping precinct serving the local Richmond community as well as regional, interstate and international visitors

56. Collective approaches to the management of main streets, and the role and value of sustainable funding and representative associations is recognised nationally and internationally. When businesses come together with a common goal, or interest, they can band together in any number of ways to create an influence and a presence that is greater than the sum of its parts.

57. The proposed co-contribution of $45,000 from council demonstrates Council's commitment to Bridge Road as a local business precinct over the long term.

Human rights and gender equality implications

58. The "right to take part in public life" is of notable relevance to the BRMS Special Charge.

Operational analysis

Financial and resource impacts

59. Council incurs administrative costs for the renewal of the Scheme. These have been included in the 24/25 budget as a place holder to support the Scheme.

60. Related to the request for a $45,000 contribution from Council on an annual basis to support the BRMS Association activities, a place holder has also been included within the 24/25 budget should Council resolve to contribute the full amount.

61. Council administers the collection of the Scheme funds for the life of the Scheme and distributes the Scheme funds to the BRMS Association in four quarterly instalments after they submit an Activity Report.

Legal Implications

62. The risks associated with the proposal are limited by the following:

    (a) If the Scheme is declared, the BRMS Association will enter into a formal funding agreement with Council for the duration of the Scheme which outlines the specific purposes for which the funds can be spent;

    (b) Under the terms of the proposed funding agreement, the BRMS Association:

        (i) will be required to submit an Activity Report that includes financial reporting documentation every three months (profit and loss, balance sheet, general ledger, and marketing activity report). Scheme funds will not be paid to the BRMS Association until all reporting is received and approved;

        (ii) must be an incorporated entity through the life of Scheme and must act in accordance with the *Associations Incorporation Reform Act 2012*; and

        (iii) will be required to adopt its Business Plan to guide expenditure of the Scheme funds;

(c) The BRMS Association will expend the Scheme funds on behalf of Council as an administrator of the Scheme funds and will at all times bound by the funding agreement with Council, and Council will reserve solely all discretions relevant to the application of the Scheme funds. Section 164 of the Act enables Council to discontinue the Scheme if there is any inappropriate expenditure; and

(d) If Council does not wish to support the Scheme, there may be an expectation from the commercial precinct that Council will fund and deliver marketing and promotion activities for the precinct directly.

Submissions

63. Any person can make a submission under section 223 of the Act in relation to Council's proposal to make a declaration under section 163 of the Act.

64. Since the commencement of the statutory process for the Bridge Road Special Charge Scheme a total of 252 written submissions have been received. From these 252 submissions 229 were in support of the Special Charge.

Objections

65. Under section 163B of the Act persons who will be required to pay the Special Charge can make an objection. The right of objection is in addition to the right to make a submission under section 163A.

66. The Act specifies that if Council receives objections from a majority (at least 51%) of persons who will be required to pay the Special Charge, Council is prohibited from proceeding with the proposed Scheme.

67. 13 written objections were received before the closing date 18 July 2024, below the 50 per cent threshold for not proceeding with the declaration.

68. The key issues raised in the objections, by way of general summary; are as follows:

(a) There would be no special benefit for some properties;

Officer advice: Council is advised that there will be a potential benefit to businesses located within the Bridge Road Precinct, even if this is only a future and indirect benefit, as the purpose of the Scheme is to enhance the overall viability and vitality of the shopping precinct.

On this basis, it is considered that there will be a benefit to businesses located within the Bridge Road Precinct, despite some businesses believing that these benefits are not 'needed' by the business and that the Scheme otherwise offers "very little benefit or value" and merely constitutes an "extra impost".

The Special Charge is proposed to apply to commercial, retail and professional properties in the Bridge Road Precinct which are considered to receive a special benefit from being part of the Scheme.

All properties within the Bridge Road Precinct that area being used for these purposes, or are reasonably capable of being used for these purposes, are considered to receive a special benefit because the value and/or the use, occupation or enjoyment of the properties will be maintained or enhanced.

A differential charge is proposed to reflect the nature and extent of indirect and direct benefits to different properties within the Bridge Road Precinct, with a higher charge for ground floor properties in Bridge Road ($300), and lower charges for other than ground floor properties in Bridge Road ($200), and properties located in streets other and Bridge Road ($100). It is also considered that the Scheme area should remain as originally proposed by Council, in that it should include all properties in Bridge Road.

The funds will be utilised by the BRMS Association for the development and implementation of an integrated marketing and promotion program which would benefit all properties within the Bridge Road Precinct.

(b) The charge is unnecessary and unfair and Council should pay;

Officer advice: The Special Charge has been requested by the BRMS Association to support marketing and promotion of the Bridge Road Precinct, and beyond this, Council has sought to engage the relevant property owners and business community throughout the statutory notification and consultation process. If the Special Charge is declared Council would also contribute $45,000 per annum to the Scheme. It is the view of officers that the proposed Special Charge is fair and necessary, in terms of Council seeking to take a proactive stance to improve the local economy.

(c) The charge places extra taxation on the owners of property and should be voluntary and not mandatory;

Officer advice: The Special Charge is proposed to apply to commercial, retail and professional properties in the Bridge Road Precinct which it is considered will receive a special benefit from being part of the Scheme. Under the provisions of the Act the owner of the property is primarily liable to pay the Special Charge. However, some landlords have leasing arrangements which allow the Charge to be passed on to the tenant and the decision about who is ultimately liable is a matter between the landlord and the tenant under the terms of any lease arrangements.

(d) Cannot see the benefit of the marketing activities;

Officer advice: Bridge Road comprises of a diverse business mix and is over 2km in length, so it is reasonable to assume that not all marketing activities will be suited to every business and across the entire Bridge Road Precinct. The BRMS Association provides the following opportunities for businesses and property owners to provide feedback and input to help shape the direction of the marketing program:

(i) committee meetings are held monthly and are open to all business operators in the precinct;

(ii) each year, the BRMS Association sends AGM notices and invitations to all property owners and business operators inviting them to become members of the committee; and

(iii) annual feedback surveys are sent to businesses registered on their database.

Council in partnership with the BRMS Association conducted an external review of the marketing activities in late 2023, to identify opportunities for improvements. The review involved extensive consultation which resulted in the development of a number of recommendations for further improvements which included the area of marketing. The BRMS Association has prepared a Business Plan that has a stronger focus on market segmentation, digital and social media, along with strategic events and partnerships which aim to highlight the evolving offering.

Legal Implications

69. The BRMS Association has indicated that the $45,000 contribution from Council is critical to its ability to deliver an effective marketing program that reflects the expectations that have been identified through the review process. Therefore, it would be unlikely that the BRMS Association would enter into a new partnership agreement with Council without this funding, thus putting the Scheme in jeopardy.

Conclusion

70. Following the consideration of written submissions, (and Councillors taking into account verbal submissions at the meeting on September 10 2024) Council may resolve to adopt, modify or abandon the Special Charge Scheme. Officers recommend that Council pursue Option 1.

Option 1 – To implement a Special Charge for the Bridge Road Precinct Richmond and provide a Council Contribution in accordance with the present request by the BRMS

71. There is a strong expectation from the BRMS Association that Council will continue to contribute funding to the amount raised from the Special Charge.

72. The BRMS Association has reduced the requested contribution amount from Council's by 25% from the current amount of $60,000 to $45,000 per annum.

73. The BRMS Association has requested that the proposed Scheme raise approximately $217,000 per annum (before any Council contribution), which is $60,000 more than the amount raised by the current Scheme, however the cost of business has increased significantly since 2018, and adjusting for inflation over the last 6 years equates to approximately $48,000 increase.

74. Council's separate contribution further strengthens the partnership between Council and the BRMS Association, which is critical to achieving a more strategic and integrated approach to supporting effective marketing activities for the Bridge Road Precinct.

75. It is noted that the Council contribution of $45,000 to the BRMS has been budgeted for 24/25.

Option 2 - To implement a Special Charge for the Bridge Road Precinct Richmond, but without providing a Council Contribution

76. Without the $45,000 Council contribution, it is unlikely that the BRMS Association will be able to deliver on the Report recommendations and Business Plan.

77. It would be unlikely that the BRMS Association would enter into a new partnership agreement with Council, thus putting the Scheme in jeopardy.

Option 3 - Abandon the renewal of the Special Charge Scheme for the Bridge Road Precinct Richmond

78. By not proceeding with the renewal of the Special Charge, Council would minimise its contribution in terms of staff and monetary resources required for the establishment and management of the Scheme. However, with no source of funding, the BRMS Association would be unable to continue its integrated marketing and promotional program for the Bridge Road Precinct as a local, visitor and commercial destination.

RECOMMENDATION

1. That Council, having considered all submissions and objections received in accordance with sections 163A, 163B and 223 of the Local Government Act 1989 (***Act***), declares a Special Charge (***Special Charge***) under section 163(1) of the Act as follows:

   (a) the Special Charge is declared for the period commencing on 1 October 2024 and concluding on 30 June 2030;

   (b) the Special Charge be declared for the purposes of defraying expenses to be incurred by Council related to the encouragement of commerce, retail, professional activity and employment in the Bridge Road Precinct (***Precinct***), which:

      (i) Council considers will be of special benefit to the persons required to pay the Special Charge; and

      (ii) arises out of Council's functions relating to the peace, order and good government of the municipal district of the City of Yarra, in particular the encouragement of commerce, retail activity and employment opportunities;

(c) the criteria which form the basis of the declaration of the Special Charge are the ownership of rateable land used, or reasonably capable of being used, for commercial, retail or professional purposes, which rateable land is situated within the geographical area in which the properties described in paragraph 0 of this declaration are included (i.e. of the Precinct);

(d) the total cost to Council of performing the function is estimated to be $217,000 in the first year of the Scheme, with an increase of 4% annually, which amount will be levied in each year of the Scheme and which in total will raise an approximate amount of $1,713,929 over the six year period of the Scheme;

(e) the amount to be levied under the Scheme is $217,000 in the first year of the Scheme, with an increase of 4% annually, which amount will be levied in each year of the Scheme, and which in total will raise an approximate amount of $1,713,929 over the six year period of the Scheme, or such other amount as is lawfully levied as a result of this declaration;

(f) the Special Charge is declared in respect of all rateable land in the 'Bridge Road Precinct', as identified and shown on the plan set out in the attachment forming part of this declaration (being Attachment 5), more specifically described as:

(i) Bridge Road 2 - 662 inclusive;

(ii) Church Street 196 - 280 inclusive;

(iii) Lennox Street 166 - 195 inclusive) Lennox Street; and

(iv) 37 Griffiths Street, Richmond;

(g) the amount of the Special Charge is declared as follows:–

(i) properties with a Capital Improved Value (CIV) above $5.398 million on Bridge Road - pay $1000 p.a. in 24/25;

(ii) properties located on Bridge Road and situated at ground level with a Capital Improved Value below $5.398 million - $390 per annum;

(iii) properties located on Bridge Road and situated other than at ground level with a Capital Improved Value below $5.398 million - $260 per annum;

(iv) properties located with an address other than Bridge Road - pay $130 p.a. in 24/25; and

(v) Serviced Apartments at 187 Lennox Street – pay $1000 spilt among 75 units, or $13.3 p.a. in 24/25;

(h) the Special Charge will be levied by sending a notice of levy in the prescribed form annually to the person who is liable to pay the Special Charge, which will require that the Special Charge must be paid in the following manner:

(i) by one annual payment to be paid in full by the due date fixed by Council in the notice, which will be a date not less than 30 days after the date of issue of the notice; or

(ii) by four instalments, to be paid by the dates which are fixed by Council in the notice;

(i) Council will consider cases of financial and other hardship and may consider other payment options for the Special Charge;

(j) no incentives will be given for payment of the Special Charge before the due date for payment;

(k) for the purposes of having determined the total amount of the Special Charge to be levied under the Scheme:

(i) considers and formally records that only those properties located within the Precinct shown in Attachment 5 will derive a special benefit from the imposition of the Special Charge; and

(ii) determines and formally records for the purposes of sections 163(2)(a), (2A) and (2B) of the Act that the estimated proportion of the total benefits of the Scheme to which the performance of the function and the exercise of the power relates (including all special benefits and community benefits) that will accrue as special benefits to all of the persons who are liable to pay the Special Charge is in a ratio of 1:1 (or 100%);

(l) notes that the Special Charge funds will be administered by the Bridge Road Main Street Association pursuant to, and in accordance with, a funding agreement to be entered into between Council and the Association, and authorises Council's Chief Executive Officer, or her delegate, to negotiate and execute that funding agreement for the period of the Scheme;

(m) gives notice to all owners and occupiers of properties included in the Scheme and all persons who have lodged a submission and/or an objection in writing of the decision of Council to declare and levy the Special Charge commencing on 1 October 2024, and the reasons for the decision;

(n) for the purposes of paragraph (m), the reasons for the decision of Council to declare the Special Charge are that:–

(i) having received 252 written submissions, 229 or 91% of submitters were in support of a Special Charge, showing a broad level of support from both property owners and business occupiers;

(ii) having only received 23 objections to the Scheme – there is minimal objection to the Scheme;

(iii) Council considers that it is acting in accordance with the function and powers conferred on it under the Act and the *Local Government Act 2020*, having regard to its broad role, purpose and objectives;

(iv) all persons who are liable or required to pay the Special Charge and the properties respectively owned or occupied by them will receive a special benefit in the form of enhanced marketing and visitation of the Precinct; and

(v) the basis of distribution of the Special Charge amongst those persons who are liable or required to pay the Special Charge is considered to be fair and reasonable; and

(o) advises the Bridge Road Main Street Association of this decision.

2. That Council makes a separate contribution of $45,000 per annum to the Bridge Road Main Street Association for the duration of the Scheme in recognition of the additional costs associated with administering the Scheme funds and delivering the initiatives identified in the improvement plan outlined within the Effectiveness of Bridge Road Special Charge Program (attachment 1), to be used only for that purpose and reflected in the funding agreement entered into under paragraph 0.

3. That Council notes the Bridge Main Street Inc. Strategic Business Plan – 2024 -2030 (being Attachment 2) and the Bridge Road Marketing Strategy for 2024 -2025 (being Attachment 3).

Attachments

1⇩ Attachment 1 - Effectiveness of Bridge Road Special Charge Program

2⇩ Attachment 2 - BRMS 2024-2030 Strategic Business Plan

3⇩ Attachment 3 - Bridge Road Marketing Plan 2024-2025

4⇩ Attachment 4 - BRMS Special Charge Scheme 2024-2026 - Letter to CEO

5⇩ Attachment 5 - BRMS Special Charge Boundary Map

6⇩ Attachment 6 - Summary of written submissions BRMS renewal

Effectiveness of Bridge Road Richmond Special Charge Program

December 2023

Peter McNabb and Associates

1. INTRODUCTION

1.1 Purpose of the Report

The purpose of this project is to provide an independent assessment of the effectiveness of the Bridge Road Richmond Special Charge Program in relation to best practice approaches in Australia to centre management, marketing, and business development programs in main street centres funded by special rates and/or charges.

1.2 Methodology

The assessment is based on:

- An outline of a “best practice” indicators in main street programs funded by special rates or charges
- Organisation and review of information related to those indicators about the Bridge Road Richmond Special Charge Program provided by the City of Yarra and Bridge Road Main Street Inc. President and Treasurer
- Visits to over 200 businesses in Bridge Road to ascertain the level of awareness of and support for the program as well as issues that need to be addressed
- Discussions about the content and effectiveness of the program with members of the 2022-23 and 2023-34 Bridge Road Main Street Committees
- Regular discussions about the program with Jeremy Hope, the Bridge Road Main Street program coordinator
- Discussions about the social media approach to the program and its results with Clarissa Harris and Alannah Fenech from True Tribe
- Regular discussions about the program with Will Anderson and Simon Osborne from the City of Yarra
- Participation at the Bridge Road Main Street traders meeting on 24 October 2023 and the AGM on 28 November 2023 and review of the effectiveness of those meetings

2. BEST PRACTICE APPROACHES

Our involvement in more than 100 main street programs over more than 25 years has enabled our company to develop a “best practice” approach to these programs. The key ingredients are covered under the following headings:

Marketing

- Distinctive branding and digital information
- Effective marketing of a centre and its businesses
- Memorable promotional events

Business Development

- Good business training
- Effective business networking
- Assistance in attracting appropriate new businesses to a centre
- Assistance in improving the business mix of a centre

Community Development

- Strengthening of connections with the local community
- Extensive use of community people and resources in the marketing program
- Financial and in-kind support for community initiatives
- Sponsorship of program activities by community organisations

Advocacy for and Provision of Infrastructure and Services

- Successful lobbying to obtain new infrastructure or services
- Financial support for ongoing services

Governance

- A large and diverse membership in the business association
- A well-functioning committee of management
- A very good AGM run by the business association
- Productive centre management
- Outstanding delivery of agreed programs and activities within budget
- Sound business planning of future activities
- Excellent communication and accountability with stakeholders including outlining the benefits and achievements of the program
- Effective problem solving of issues raised in the centre
- Regular monitoring and evaluation of the program and its governance arrangements against agreed performance measures
- Continuous operation over many years

Funding and Return on Investment

- Sound and secure source of funding
- Availability of funding over many years
- Large amount of funding to undertake the marketing and other activities
- High level of business awareness of the special levy funding arrangements
- Low level of business and property owner opposition to the funding arrangements
- Regular monitoring and evaluation of the financial position of the business association
- High level of return on investment

3. KEY CHARACTERISTICS

Bridge Road Main Street was established in 2002 to promote this long and diverse precinct in the City of Yarra in a coordinated and integrated manner. The aim of the program is to enhance its economic and social viability and its general amenity. The program is funded by a special charge organised by the City of Yarra and applied to more than 550 properties in a designated area - one of the largest geographical areas for this type of program in Melbourne. Other key characteristics of the program are outlined in the following chart:

Key Features	Characteristics
Special Charge Structure	
Basis of special charge	A three tiered approach with annual special charges of $300, $200 and $100 depending on the geographical location of the property
Total amount to be raised	$157,000 each year from 2018 to 2024 supplemented by $60,000 from the City of Yarra
Average contribution per property	$272 per annum
Length of time of current special charge	Six years from 1 October 2018
Total time period of special charge	21 years
Breakdown of Special Charge Budget	
Social Media	20%
Other Advertising	10%
Events & Other Promotions	37%
Business Planning	3%
Business Networking	1%
Physical Improvements – murals	8%
Centre Coordinator	19%
Administration	2%
Total	**100%**
Management Structure	
Type of structure	Incorporated association with committee of management
Size & composition of Committee	Nine members representing different types of businesses in different parts of Bridge Road
Centre/Marketing Support Team	Jeremy Hope with support from a few casual workers
Frequency of meetings of Committee	No regular meetings of the Committee. Discussions between the coordinator and the President and Treasurer with decisions ratified

	at the regular trader association meetings
Communication with businesses	Monthly newsletter, regular emails, text messages and visits
Business Planning & Monitoring	
Business Plan	5-year strategic marketing plan developed in 2018. Updated plan produced in July 2023 when the current coordinator came on board
Annual Marketing Plan	Annual marketing plan
Monitoring and measurement of progress	Quarterly report to City of Yarra. Annual Report to Bridge Road Main Street Inc. at its AGM in November each year

4. BACKGROUND CONTEXT

The following background issues about the Bridge Road Richmond Program were raised in our discussions with key people connected with the program:

- The current program commenced in October 2018
- COVID had a significant impact on the delivery of the program between 2020 and 2022. Bridge Road Main Street Inc. was able to undertake only a limited range of activities, particularly in relation to promotional events in the precinct.
- To deal with this challenge, Jackson Wade, the President, was active in working online with 120 businesses, enabling a cleaning program and promoting Bridge Road as one of the safest streets in the City of Yarra. A mural program providing five large scale murals on the sides of buildings was initiated. There was a major upgrade of the Bridge Road Main Street website in 2022. A successful Christmas Wonderland event was held in December 2022.
- The association also put a higher priority on social media in its marketing strategy and engaged True Tribe, a specialist company, in 2022 to oversee that with regular posts on Facebook, Instagram and Tik Tok. This resulted in expenditure of $90,500 in 2022-23, the largest budget item in that year's program.
- The continuity of the program over this period was jeopardised with the association having three different coordinators and periods of time without any coordinator at all. This limited effective engagement with the business community. Several businesses subsequently became despondent about the program.
- The spending on marketing activities and centre management became reduced to about 63 to 80% of the income received from the special charge and Council's grant of $60,000 per annum. This created annual surpluses up to $94,000 at 30 June 2022. This has subsequently been reduced to $31,447 at 30 June 2023
- With the changeover in coordinators, the association's business plans and reporting have not been as good with the necessary reports to the City of Yarra not being delivered in a good form and on time.
- The program has been run primarily by the President and Nellie Dicks, the Treasurer. Although a committee of 10 was elected at the 2022 AGM, there were very few meetings of the Committee and hence the commitment from the whole Committee declined.
- There has been an ongoing desire by the President and Treasurer for succession planning of Committee members, as a few of the members have been there for a long time. This has undermined the respect from the business community.
- The overall situation with respect to the marketing and business improvement program changed considerably for the better with the appointment of Jeremy Hope from Outsource My Marketing in mid 2023. He has worked closely with True Tribe on the social media campaign. Jeremy has brought drive and enthusiasm to the exercise particularly with his engagement with businesses throughout the precinct leading to new memberships in the association, development of a new strategic marketing plan, and delivery of five promotional activities highlighting Father's Day, AFL Footy Finals, the Postcards feature on Channel 9 on 4 November 2023, the Fashion and Beauty promotion, and the Christmas, Boxing Day and New Year's Eve programs including the Christmas windows competition.

As a result of these significant changes, this review has focused primarily on the effectiveness of the program since 1 July 2023.

5. EFFECTIVENESS EVALUATION

The effectiveness of the Bridge Road Program was evaluated through detailed information obtained about the program, discussions with key people involved in it and business people throughout the Bridge Road Precinct. More detailed Information against the best practice indicators is outlined in the Appendix to the report. A summary of the material is presented below:

Marketing and Promotion

- Bridge Road Richmond has had a very extensive and effective marketing and promotion program since August 2023.
- The branding is now consistent and distinctive.
- The digital advertising efforts through social media are effective.
- The five promotional programs since August 2023 have offered very good and memorable events responding to the target markets.
  .

Business Development

- Bridge Road Richmond has a limited business development program. The most effective aspect is the very good business networking provided at the monthly Main Street Inc. association meetings held since August 2023. There has been an increasing number of attendees at each meeting.
- Strong business-to-business interactions have taken place at the trader meetings resulting in cross sales and promotions.
- The program is not actively involved in attracting new businesses to the precinct, particularly to fill vacant premises and improve the business mix. However, it provides support for new businesses once established.

Community Development

- There have been some connections made with the local community, particularly through membership with the Rotary Club of Richmond and support for the Salvation Army and the initiatives being undertaken by the Climarte Gallery.
- The Bridge Road Program has not made use recently of community people and resources in its promotional activities. However, there is a desire to use local artists in the production of future murals on buildings in the precinct.
- Community sponsorship of Bridge Road activities is not a priority yet. However, there is desire to organise this kind of sponsorship in the upcoming Bridge Road magazine

Advocacy for and Provision of Infrastructure and Services

- The Bridge Road Program currently is not involved in lobbying to obtain new infrastructure or services in the precinct. It also is not involved in providing direct financial support for ongoing public services.

Governance

- The Bridge Road governance approach is only fair. There is limited use of the full committee of management, as most decisions are made by the President and Treasurer. The strategic plans and budgets of the group and the role of the coordinator focus primarily on marketing rather than a broader centre management approach.

- There have been significant improvements over the last five months particularly as a result of the energetic approach of Jeremy Hope with the effective delivery of five major promotions and the more focused social media effort from True Tribe.

- Financial management of the association's income and expenditure generally has been good with quarterly and annual reports presented to the City of Yarra and the association's AGM. However, there is a need to provide financial reports to the meetings of the association committee to regularly monitor and guide expenditure against budget as well as having updates of the overall profit and loss situation.

- Succession planning for the association committee members is progressing, particularly with the election at the AGM in November 2023 of two new members to the executive and several new general committee members. This needs to continue.

- Communication with the program's key stakeholders (businesses in the special rate scheme and Council representatives) has been improving over the last five months, particularly with updates to the business email and mobile phone database and regular visits to businesses by Jeremy Hope. This has resulted in 60% awareness of the program amongst the more than 450 businesses in the precinct.

- There is limited monitoring and evaluation of the program's activities apart from the analysis provided by True Tribe and Jeremy Hope on the social media platforms. There is no customer feedback or surveys of business operators on the strengths and weaknesses of the program.

- Bridge Road Richmond has a coordinated program that has operated for more than 20 years. This is a considerable achievement. The continuous funding provided by the special charge and annual Council grant with an ongoing business association committee and coordinator are the key factors that have contributed to the longevity of this program.

Funding and Return on Investment

- Bridge Road Richmond has a secure source of funding provided continuously over many years through its special charge supplemented by the annual $60,000 grants from the City of Yarra. However, the annual amount of the special charge is very low (currently $157,000 per annum) in relation to the 577 properties involved. It equates to an average property contribution of about $272 per annum compared with $319 to $784 per annum for similar sized programs in Sydney Road Brunswick, Sunshine, Kew Junction, Glenferrie Road Hawthorn, and Camberwell. There also has been no increase in the

special charge since 2018, unlike other programs that have had annual increases in keeping with CPI.

- There has been poor management of the special charge by the City of Yarra over the last five years. Only 515 of the 577 properties in the scheme have been levied the charge raising only $139,300 instead of $157,000 per annum. This situation is being corrected in 2023-24.
- There has been no analysis yet on the financial return on investment in the Bridge Road Program.

6. CONCLUSIONS AND RECOMMENDATIONS

Conclusions

The Bridge Road Program is reasonably effective. It has improved considerably in the five months from August to December 2023.

The reasons for its effectiveness are:

- Its ambitious and entrepreneurial approach particularly since the appointment of Jeremy Hope as the centre coordinator
- The secure source of funding provided for many years by a special charge levied by the City of Yarra and the annual grant from the City of Yarra. The special charge approach requiring contributions from businesses and/or property owners in the designated Bridge Road Precinct, is more effective than direct funding of the whole program by the City Council through general rates, given the limitation in Council resources
- The increasingly extensive range of activities undertaken in marketing the Bridge Road Precinct through the five promotional programs undertaken since August 2023 and the targeted social media campaign organised by True Tribe.
- The developing strong connections with businesses throughout the precinct
- Ongoing efforts to improve business engagement with the program particularly to provide more information to businesses and get them involved in promotional events and business networking

Recommendations

The recommendations arising from this review of the Bridge Road Richmond Program are that:

- The program should be renewed with funding primarily from a special levy
- The special levy should be increased to at least $260,000 per annum in line with several other comparable programs in Melbourne (particularly Kew Junction) with a similar number of rateable properties in their schemes
- The levy should be based on a special rate rather than a special charge with property contributions based on their capital improved value (CIV) rather than a fixed amount. This approach is expected to raise a much larger budget than the current scheme.
- The City of Yarra should organise as soon as possible in January 2023 the modelling of various special rate options to achieve the $260,000 and discuss these with the Bridge Road Main Street Committee
- When there is an agreed option, the Bridge Road Committee should develop a new strategic business plan and budget for the next six years, with a stronger focus on business development activities and a much higher allocation of time and budget to the centre coordinator. The coordinator should be considered as a full time position (40 hours a week) and much more than simply a marketing consultant.
- The Committee should provide information to and encourage support from all the affected businesses in the precinct about the new special rate proposal. This should be facilitated by a brochure outlining the value proposition of the proposal with reference to the achievements obtained in the last five months and the general amount that each business would be required to pay, together with discussions with individual businesses
- When the information has been provided and a reasonable level of support obtained from businesses (expected to be achieved in the January to March 2023 period), the Committee should recommend to the City of Yarra that the statutory process for renewing the special levy should commence. This would be expected to occur in April or May 2023. This would enable the new special rate to come into force on 1 October 2023.

- The Committee organises regular monthly or bi-monthly meetings to involve all members in decision-making and monitoring of activities and their expenditure. This means that financial reports be produced for each meeting
- Governance training be put in place for the Committee given the number of new executive and general members
- Succession planning continues to take place over the next year particularly for the key positions of President and Treasurer
- The program puts a stronger focus on non-retail and hospitality businesses, particularly professional and health services through more communication and engagement with them, more social media posts, and more networking events featuring these businesses
- The program continues to focus on more business-to-business interactions, promoting the value of using local businesses
- The calendar of promotional events continues with activities such as roving musicians and artists extending along the length of Bridge Road
- The program has a stronger community development focus with greater use of community people and resources in its promotional activities and some community sponsorship of these activities
- There is regular monitoring and evaluation of the program's activities
- There is continuous update of the business database with email and telephone contact details so that all businesses in the precinct receive regular communication
- In the longer term, there is an analysis of the return on investment related to the program's activities

APPENDIX

Bridge Road Special Charge Performance Evaluation

Best Practice Indicator	Bridge Road Special Charge Performance in 2023
Distinctive branding and digital information	• Consistent branding under the Bridge Road Main Street banner with a new mnemonic on 90% of all posts resulting in increased brand recognition • Bridge Road logo featured across all printed material and digital communications. • Ongoing update of the Bridge Road website (minimum of four website updates of businesses per week) with new written descriptions and photos, and improved SEO for over 80 businesses between July and December 2023
Effective marketing of the centre and its businesses	• Very good social campaign with weekly posts geared to 10 different business categories in the precinct. However, not enough posts covering commercial and health services • Increased visits to www.bridgerd.com.au • Over 32,000 social media followers • Over 12,000 App downloads • Over 30,000 people signed up to Bridge Road databases • Production and distribution of over 8,000 tourism brochures featuring products and services distinctive to the Bridge Road Precinct to hotels, Melbourne Airport Welcome Centre, and households in the 3121 postcode.
Memorable promotional events	• Five distinctive promotions held since mid 2023 - Father's Day, AFL Footy finals, Channel 9 Postcards feature, Beauty & Fashion promotion, and Christmas, Boxing Day and New Year's Eve promotion generating strong business interest and support • Breakdown of each program below. • Through these promotions, the reach on Facebook increased by over 370% to over 107,000, visits increased by over 300% to 3,423, and likes up over 700% to 65.
	Father's Day • A good response with 30 businesses participating in the promotion • 300 votes in the competition for 37 different businesses

Best Practice Indicator	Bridge Road Special Charge Performance in 2023
	AFL Footy Finals Fever • A very good response with over 40,000 people within a five km radius of Bridge Road engaged and 300 entries in the competition • A very good response to the AFL Finals video with over 21,000 views and 8,700 plays
	Channel 9 Postcards feature on Channel 9 on 21 October 2023 • High profile promotion with 150 businesses visited to promote the Postcards feature on Bridge Road • Very positive response to the feature from businesses throughout Bridge Road
	Beauty & Fashion Promotion delivered November 2023. • Good response with 29 participating retailers – 50% of the retailers approached in these categories • Opportunity for customers to win weekly voucher(s) worth up to $200 • 185 entries to the competition and eight winners
	Christmas and New Years Eve Program delivered December 2023. • A wide range of activities including "Eat, Meet, Shop in Bridge Road" bin wrappers along the length of the street, a Christmas window competition for businesses to participate in, and several Christmas videos to subscribers within five and 10 km radius • The "Eat, Meet, Shop – Celebrate on Bridge Road" video attracted 16,000 hits • Christmas Sales ad for major retailers attracting 106,000 views in a day • Social media post promoting the Richmond Traders Christmas giveaway reaching over 46,000 people • Equally strong reach for the Bridge Road Christmas, Boxing Day, and New Years Eve promotions
Business Development	
Good business training	• No business training program in place yet

Best Practice Indicator	**Bridge Road Special Charge Performance in 2023**
Effective business networking	• Very good business networking at the monthly Main Street Inc. association meetings held since August 2023 with an increasing number of attendees • Strong business-to-business interactions at the trader meetings resulting in cross sales and promotions
Assistance in attracting appropriate new businesses to a centre	• Regular discussions between Jeremy Hope and key real estate agencies about strategies to fill vacancies in the Bridge Road precinct
Assistance in improving the business mix of a centre	• Not a current priority
Community Development	
Strengthening of connections with the local community	• Good connections developed with the Rotary Club of Richmond, Salvation Army and Climarte Gallery. • Support for Climarte's efforts to bring together a broad cross-section of people in the arts, humanities and sciences, to advocate for immediate, effective and creative action to achieve a sustainable climate
Extensive use of community people and resources in the marketing program	• Not a priority yet . Desire to use local artists in the production of future murals
Financial and in-kind support for community initiatives	• Not a priority yet
Sponsorship of program activities by community organisations	• Not a priority yet. Desire to have community sponsorship in the upcoming Bridge Road magazine

Best Practice Indicator	Bridge Road Special Charge Performance in 2023
Advocacy	
Successful advocacy for and provision of Infrastructure and Services	• Not yet.
Financial support for ongoing services in the centre	• None
Governance	
A large and diverse membership in the business association	• A very good membership of 118 with an increase of 46 or 64% since August 2023 • A diverse range of members from different types of businesses in different parts of the precinct • Need to work to increase membership to above 200 to achieve more engagement and commitment from businesses in the Bridge Road program
A well-functioning committee of management	• A well represented new committee comprising nine members, elected by members of the association at the AGM on 28 November 2023. Several new and young members of the committee. • In the past, very few formal committee meetings. Proposals and decisions generally worked out by the President and Treasurer and ratified at the general trader meetings • No financial reports presented regularly to the Committee members.
A very good AGM run by the business association	• Overall, a fair rather than very good AGM. On the positive side, there was an agenda, a report of activities over the last financial year, a financial report for 2022-23, nomination forms from businesses seeking to be on the new Committee, 15 members attending the meeting representing more than the 12 required to achieve a quorum, and an election of nine Committee members for 2023-24, including two new and young executive members and new general committee members • However, the President did not chair the meeting, the process of electing of the new Committee did not allow for six general committee members as was the case in 2022-23. No call for nominations from business people at the meeting, no thank you to retiring Committee members, incorrect information provided by the Treasurer about the

Best Practice Indicator	Bridge Road Special Charge Performance in 2023
	three special charge tiers.
Productive centre management	• Very limited centre management arrangements with only one person – Jeremy Hope – undertaking most of the effort, but working more than 20 hours per week for a low annual fee of about $50,000 • Enthusiasm and drive demonstrated by Jeremy Hope in connecting with a wide range of businesses in the precinct and delivering several new marketing initiatives since August 2023 • A few other casual workers involved in updating the database, and assisting with marketing projects. • Need for a larger centre management approach and budget to undertake the range of services that are expected in this extensive centre of over 570 properties
Outstanding delivery of agreed programs and activities within budget	• Since July 2023, very good delivery of program activities within budget.
Sound business planning of future activities	• Good business planning approach with the production of the five year Strategic Marketing Plan (2018—2024) and Annual Plan and Budget for 2023-24
Excellent communication and accountability with stakeholders resulting in broad awareness of and support for the program	• Very good newsletter about the program produced every month since August 2023 and now sent to over 300 businesses • Regular emails and text messages sent to 290 businesses to provide updates about the program • Contact by the centre coordinator with over 30 businesses each week since August 2023. More than 410 businesses contacted in the last five months. • 60% awareness of the program amongst the more than 450 businesses in the precinct
Effective problem solving of issues raised in the centre	• Good problem solving of issues.
Regular monitoring, evaluation and reporting of the program and its governance arrangements	• Very good monitoring of promotional events and social media posts and their impact • Quarterly report of these activities and governance arrangements provided to the City of Yarra. An evaluation plan is established at the beginning of each year financial identifying how evaluation is to be undertaken. • Annual report of activities provided to the Bridge Road Main

Best Practice Indicator	Bridge Road Special Charge Performance in 2023
	Street Inc. AGM
Continuous operation over many years	• Continuous operation for 21 years although a quiet and disjointed effort between 2020 and mid 2023
Funding & Return on Investment	
Sound and secure source of funding	• City of Yarra not effective in administering the special charge over the last five years. The special charge was designed to cover 577 properties in the Bridge Road Precinct and raise $157,000 per annum. However, for the last five years, the scheme has raised only $139,300 per annum and covered 515 properties. 72 additional commercially-rated properties in the precinct that have never been levied the special charge recently have been uncovered. These properties are about to be been levied a total of up to $ 20,000 in 2023-24. This will result in a total special charge of about $157,000 covering 587 properties in 2023-24. • Although only $139,300 per annum has been raised over the last five years, Council has provided the Bridge Road Main Street association with the full $157,000 per annum from 2018-19 to 2022-23. Together with Council's annual grant of $60,000, this arrangement has provided a very secure source of funding for Bridge Road Main Street.
Availability of funding over many years	• The initial special charge scheme established in 2002 and the three consecutive renewals has enabled the funding for the program for 21 years
Large amount of funding to undertake the marketing and other activities	• Very low level of special charge funding of $157,000 per annum in relation to the more than 570 properties involved. • An average property contribution for Bridge Road of about $272 per annum compared with $319 to $784 per annum for similar sized programs in Sydney Road Brunswick, Sunshine, Kew Junction, Glenferrie Road Hawthorn, and Camberwell • No increase in the special charge since 2018
High level of business awareness of the special charge funding arrangements	• 60% business awareness – a reasonable level compared with other centre programs in Melbourne • Need for an ongoing program to increase awareness and understanding of the benefits of the Bridge Road program
Low level of business and property owner opposition to the funding arrangements	• Low level of business and property owner opposition to the special charge over the years, likely because of the small amount of money contributed by each property

Best Practice Indicator	**Bridge Road Special Charge Performance in 2023**
Regular monitoring and evaluation of the financial position of the business association	• Regular monitoring of marketing and promotional expenses against the annual budget • No monthly financial reports to the Bridge Road Committee or traders meetings of expenditure against budget • Generally good quarterly financial report as part of the overall program report to the City of Yarra, although the September 2023 report did not include income received during the quarter from the special charge
High level of return on investment	• No measurement yet of the financial return on investment

Bridge Road Main Street Inc.
2024-2030 STRATEGIC BUSINESS PLAN
July 2024

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Contents

Executive Summary 3
About our business plan 3
Introduction 4
About the BRMS Business Plan 2024–2030 4
Developing the plan 5
SWOT Analysis 6
The organisation 7
Future vision and mission statement 8
Vision 8
Mission statement 8
BRMS Special Charge Program 9
Background – what is a special charge program? 9
What do businesses contribute? 9
The Bridge Road precinct 10
Relationship with Yarra City Council 10
Business mix 10
Breakdown of Existing Uses in Bridge Road Precinct* 11
Characteristics of the Precinct 11
Strategies 13
Physical improvements 13
Marketing and promotion 14
Business development 15
Centre management and communication 18
Centre manager 19
Financial sustainability 20
Monitoring and evaluation 23

Executive Summary

Established in 1998, Bridge Road Main Street Incorporated (BRMS) was created to promote and enhance the Bridge Road shopping precinct in the City of Yarra through a coordinated marketing and management program.
This initiative is funded by a 'special charge' levied by Yarra City Council on over 440 commercial properties in the defined precinct, making it one of Melbourne's largest geographical areas for such a program. The Bridge Road Special Charge program has been in existence since 2002.
BRMS has been instrumental in supporting Bridge Road businesses through this program, enhancing the appeal, performance, and offerings of Bridge Road. Our efforts have resulted in successful events, comprehensive marketing campaigns, branding and tourism initiatives, and effective advocacy with Yarra City Council and other stakeholders.

About our business plan

We present this business plan to outline the key directions and strategies that will guide Bridge Road Main Street's focus, budget, and resources over the next 5 years and 9 months. We are committed to driving the precinct forward, ensuring it remains a vibrant and dynamic part of Melbourne.

Introduction

Bridge Road Richmond is an iconic and well-known shopping precinct, with diverse retail shopping, food and beverage offerings, and heritage architecture. The precinct is located approximately 3.5 kilometers south- east of the Melbourne CBD. It is one of the twelve key activity centres in the City of Yarra.

Since being established in the 1837, the street has undergone many transformations. In the late 1970s and 80s, Bridge Road nurtured a thriving music scene. From 1980 to 2000, retail fashion outlets dominated the area, followed by a surge of cafes and restaurants in the mid-2000s. The street faced significant challenges during the COVID-19 pandemic in 2020 but is now making a comeback, with 16 less vacant properties on Bridge Road in 2024 compared with the previous year.

Businesses working together for the collective benefit of a precinct can yield significant benefits, as demonstrated by many active business associations across Melbourne and Australia. When supported by sustainable funding schemes, these associations have the capability to strategically market, promote, and advocate for the collective interests of businesses within their precincts. In the face of increasing challenges for main street shopping such as the rise of online shopping and shifting consumer preferences, the activation of business associations becomes increasingly crucial. These associations play a pivotal role in enabling main streets to proactively address challenges, leverage opportunities, and achieve success.

This model of marketing and management for main streets has been present in Victoria for over 30 years. BRMS is among the nearly 65 incorporated business associations in Victoria that benefit from a special charge, to which all properties within the defined precinct contribute. The current 6-year BRMS Special Charge program is set to expire on 30 September 2024. BRMS has consistently operated with a business plan to guide expenditure, as mandated by the Partnership Agreement with Yarra City Council.

About the BRMS Business Plan 2024–2030

This business plan outlines the framework for how BRMS will manage, operate, and achieve its objectives as a business association over the next 5 years and 9 months. It serves as an essential organisational tool to communicate the purpose and goals of BRMS to businesses, the Council, and other key stakeholders, detailing the primary areas of focus for strategies and expenditures.

Specifically, this business plan will:

- Define and communicate our vision, role, and strategic priorities to businesses and stakeholders
- Guide our key directions and expenditures, supporting effective decision-making
- Establish the foundations for implementing our annual marketing plan, along with other operational, management, and governance matters
- Enhance our partnership, communication, and engagement with businesses, the community, and the Council
- Provide a framework for measuring performance outcomes and fostering continuous improvement

This planned approach offers key strategies around the areas of:

- Marketing
- Management
- Business engagement and support
- Environment and amenity (placemaking)

The below diagram illustrates how this business plan supports our yearly and operational planning and execution:

Developing the plan

In developing this plan, we have drawn considerably on the feedback provided by the December 2023 review by Peter McNabb and Associates "Effectiveness of Bridge Road Richmond Special Charge Program". The results and feedback from businesses has been used to set the directions and focus, to position BRMS to deliver a more compelling, relevant and engaging program that will gain greater support and interest from businesses.
Key recommendations that have had influence include:

- Marketing and promotion
- Business
- Business development
- Community development
- Governance – centre management and communication
- Financial strategy

SWOT Analysis

Strengths • Extensive marketing and promotion • Consistent and effective branding • Strong social media presence • Since August 2023, current coordinator brings drive and enthusiasm to engaging with businesses, driving new memberships, and delivering promotional activities. • Effective delivery of five major promotions. • Strong B2B relationships fostered at trader meetings. • Provides support for new businesses. • Financial management of income and expenditure generally has been good. • Considerable achievement operating for more than 20 years. • A well-represented committee • Low level of business and property owner opposition to the special charge	**Weaknesses** • 3 different coordinators during the 2018-2024 scheme • Periods of time with no coordinator • Limited effective engagement with the business community. Several businesses subsequently became despondent about the program. • Business plans and reporting have not been as good with reporting not being delivered in a good form and on time to Yarra City Council. • Governance approach is only fair. • The strategic plans and budgets, and the role of the coordinator focus primarily on marketing rather than a broader centre management approach. • Tired and unappealing streetscape appearance
Opportunities • Enhanced online marketing through the precinct's website and social media • Focused promotional events with leverage from community organisations. • Ongoing business/precinct development initiatives. • Membership drive. • Regular committee meetings to improve governance and involve all members in decision making. • Greater use of community people and resources in promotional activities • Governance training for the committee • Attract new businesses to the precinct, particularly to fill vacant premises. • Lobby to obtain new infrastructure or services in the precinct. • Provide financial reports to the committee to regularly monitor and guide expenditure, as well as having updates of the overall profit and loss situation. • Succession planning needs to continue for President and Treasurer positions. • Regular monitoring and evaluation of the program's activities, with business feedback surveys on the strengths and weaknesses of the program.	**Threats** • The amount this special charge raises is low, compared with similar sized programs in Sydney Road, Sunshine, Kew Junction, Glenferrie Road, and Camberwell. • There has been no increase in the special charge since 2018. Other programs have annual increases in keeping with CPI. • Increasing competition from other nearby centres and online shopping. • Apathy or lack of engagement from some businesses. • Reluctance by property owners to invest in their properties, filling vacancies and improvements in the precinct. • Safety and security due to poor lighting, visibility of police and street-facing security cameras • Vacant properties • Antisocial behaviour deterring people form feeling safe or the perception of safety • Current car parking arrangements in the precinct • Slow and difficult Council approval process for new developments • Complicated, time consuming and costly council process for minor business changes

The organisation

Bridge Road Main Street is an independent, not-for-profit association dedicated to supporting and representing the business community within the Bridge Road precinct. We operate separately from Yarra City Council and are managed by an annually elected committee. This committee comprises a President, Vice President, Secretary, Treasurer, and up to six general members, all drawn from association members. Eligibility for membership requires one to be an owner, operator, or business representative of a Bridge Road main street business.
The committee is further supported by a contracted marketing coordinator.

Position	Name	Business name
President	Jackson Wade	Niche on Bridge
Vice President	Sean Saliba	The Motley Hotel
Treasurer	Nellie Dicks	Bank of Queensland
Secretary	Rebecca Andonovski	Grace by Curtis Stone
Committee member	Mark Scuderi	MenzClub
Committee member	Claire Ewart-Kennedy	Winning Edge Presentations
Committee member	Stefanie Panaccio	House of Handmade
Committee member	Paul Winters	Kwik Kopy Richmond
Committee member	Rick Ibraimi	Bridge Road Florist

Future vision and mission statement

Vision

- To make the Bridge Road Precinct a key destination for residents and visitors by capitalising on its strengths in diverse cuisine and world class healthcare, beauty, fashion, homewares and professional services.
- To create a business environment that positions the precinct as an iconic place through a diverse and interesting business mix.

Mission statement

The mission of the Association is to:

- Develop and promote the Bridge Road Precinct so that it becomes a more active and vibrant precinct with increased visitation and fewer vacancies.
- Develop a stronger sense of cohesion and involvement among all the businesses in the precinct.

Specific outcomes to be achieved over time from the work of the Association are:

- A more coordinated and cohesive business community committed to ongoing marketing and development of the centre.
- Improvements in the physical infrastructure and appearance of the precinct.
- Significant reduction in the number of vacant premises both at ground level and upstairs.
- An enhanced image and profile for the whole precinct.
- Improved customer perceptions about the precinct.
- A continual improvement in spending patterns in the precinct resulting in a better trading performance.

BRMS Special Charge Program

Background – what is a special charge program?

The Local Government Act enables Councils to levy a special rate and/or charge (separate to property rates) to help pay for a service, works or activities that will be of special benefit to a particular group of properties within a defined area. A 'special benefit' is a benefit that is additional to, or greater than, the benefit generally available to the other people outside of the area.

For over 30 years, many businesses associations in Victoria have been relying on and benefiting from this legislation to support the collective marketing and management of main street precincts. With this program, the business association determines the projects and activities that will be delivered, and the associated budget required. The funds are then collected by Council and forwarded to the business association annually at a fixed term, based on the delivery of agreed projects that are stipulated in a funding agreement.

BRMS have had a special charge in place since 2002. In 2023, the scheme raised a total of approximately $168,000. Council supplemented the charge, contributing approximately $65,000, creating a total annual budget of $233,000 for BRMS to expend for the purposes of marketing and management.

The Special Charge declaration stipulates the purposes of the funds as follows:

Funding a part-time Centre Coordinator, promotional, advertising, marketing, business development and other incidental expenses to be approved by the Council and agreed to from time to time between the Council and BRMS, for the encouragement of commerce and retail activity in the Bridge Road precinct.

What do businesses contribute?

Each property will contribute an annual charge based on their location within the precinct. The Proposed Special Charge would be assessed and levied differentially, with the following amounts initially being payable:

Properties with a Bridge Road address and situated at ground level	$390 per annum
Properties with a Bridge Road address and situated other than at ground level	$260 per annum
Properties with a Bridge Road address and a Capital Improved Value (CIV) of $5.398 million or more	$1,000 per annum
Properties at 187 Lennox Street (serviced apartments)	$13.50 per annum
All other properties within the Precinct	$130 per annum

From 1 July 2025 an annual increase of 4% would be applied, and on 1 July each year thereafter.

The Bridge Road precinct

The land and the properties in relation to which the Scheme would be declared is all the land and properties used or reasonably capable of being used for commercial purposes in the Precinct, being the following street addresses:

- 2-662 (inclusive) Bridge Road
- 196-280 (inclusive) Church Street
- 166-195 (inclusive) Lennox Street
- 37 Griffiths Street

Relationship with Yarra City Council

Yarra City Council collects funds on behalf of BRMS through their rate system, ensuring clear processes and expectations regarding the proper use of these funds as per the declaration. This is monitored and managed through a formal partnership agreement, which outlines the association's obligations in financial management, planning, and reporting. These obligations include:

- Submitting an annual budget with a business plan for Council approval.
- Submitting an annual independent audited financial report.
- Providing quarterly reports to the Council on budget and activities.
- Identifying and reporting on performance indicators.

These requirements ensure a best practice approach to expenditure, providing clear transparency and accountability for the funds.
The primary focus of these funds is on marketing, promotion, and boosting commerce and retail activity, which also directs the committee's focus. BRMS operates independently of Yarra City Council, which means our influence on other council-controlled matters (such as parking, streetscape, local laws, permits, and planning) is limited. However, we do advocate to the Council and express our views on issues impacting the street and business activities. While these Council matters are important, our primary focus remains on the elements we can control and that align with the purpose of the funds.

Business mix

The Bridge Road precinct has an interesting mix of takeaway food offering, homewares and clothing shops that add to the retailing offer, as do more convenience-oriented outlets provided by the post shop, pharmacies, laundries and dry cleaners.
The precinct performs an important role as a health, wellness and fitness hub with 67 services representing 13% of all premises. There is a range of medical specialists particularly at the Epworth Hospital. Dental clinics, optical services, fitness and Pilates studios, massage clinics, and radiology services are prevalent throughout the precinct.

67 commercial and professional services also operate in the precinct, representing 13% of all premises. These include real estate and property management, solicitors, accountants, architects, and other specialist consulting services
Hospitality also is an important business category. There are over 55 cafes, restaurants and bars as well as four hotels, constituting 12% of all premises. Italian, Indian, Thai, Mexican, Turkish, Syrian, Japanese and Burmese are some of the many cultures represented in the restaurants and cafes. The pubs, wine and cocktail bars are edgy elements in the precinct. These outlets contribute to a strong nighttime economy.
Hairdressing, beauty, nail and tattoo services are prevalent in 30 outlets representing 12% of all premises.
There are currently a high number of vacancies – 105 in total representing 21% of properties, however these numbers are decreasing annually thanks to the ongoing work of the Association.

Breakdown of Existing Uses in Bridge Road Precinct*

Use	No. of uses	% of total
Retail food including takeaway food and household goods	164	31.8
Hospitality (cafes, restaurants, bars, hotels)	62	12
Health, wellness, fitness, medical, dental, optical and massage	67	13
Commercial services	67	13
Hairdressing, beauty, nail & tattoo services	30	5.8
Automotive services	6	1.1
Laundry, dry cleaning, locksmith, repairs	4	0.8
Accommodation - hotels, apartment complex	4	0.8
Community and education services	3	0.6
Pet supplies & services	2	0.4
Sub total	**409**	**79.4**
Vacant or closed premises	106	20.6
Grand total	**515**	**100**

Retailing is the predominant business activity. The precinct has over 160 retail businesses, representing 32% of all premises. The Richmond Traders complex is a key anchor with the Coles Supermarket and a range of fresh food outlets. There are other distinctive grocery shops, deli's, bakeries, and health food shops in Bridge Road and Church Street.
**Source: Peter McNabb and Associates, May 2024.*

Characteristics of the Precinct

The Bridge Road Precinct serves as both a convenience centre for residents as well as a specialist destination centre attracting visitors from a wide area. There is both a daytime and nighttime economy.
The physical appearance of Bridge Road has been in decline for many years. It looks dirty and neglected. The vibe that used to exist in the street several years ago has gone. The precinct has been left behind
COVID-19 had a significant impact on the precinct, where many businesses struggled to remain solvent. A large number of businesses borrowed money, or mortgaged their own assets to ensure cashflow, but now these loans need to be repaid, and with rising interest rates, high cost of living and low consumer confidence – it has had made it increasingly more difficult for businesses to stay operational.

On the other hand, some businesses experienced increased local patronage due to more people working at home and a shift to 'safer' outdoor shopping. Many restaurants and cafes expanded into take away and home delivery services, although the success of this was not evenly felt. Government grants and benefits were helpful but did not cover all costs.
After these difficult times, there have been some positive developments. With the employment of both Jeremy Hope as the marketing coordinator and a contracted social media agency True Tribe, there has been a strong connection with businesses throughout the precinct and a regular and wide range of promotional and social media activities undertaken.
Twelve distinctive promotions have been held since mid-2023 – Father's Day, AFL Footy Finals, Channel 9 Postcards feature, beauty and fashion promotion, Christmas, Boxing Day and New Year's Eve, Valentine's Day, Easter and Mother's Day promotions generating strong business interest and support.
Paid advertising has occurred with each promotion with the largest achieving a reach of more than 160,000 people over nine days.
There also has been an ongoing update of the Bridge Road website (minimum of four website updates of businesses per week) with new written descriptions and photos. An extensive social media campaign has been conducted with weekly posts geared to six different business categories in the precinct.

Strategies

A set of realistic strategies has been developed in the Business Plan to realise the vision for the Bridge Road Precinct. The strategies are to be tackled in an integrated manner. Ownership of the strategies by all the key parties connected with the precinct also is critical.
The strategies encompass the following components:

1. Physical improvements
2. Marketing and promotion
3. Business development
4. Community development
5. Open For Business Program
6. Centre management and communication
7. Financial sustainability

Physical improvements

Areas and action	Outcomes
• Undertake a general clean-up campaign and active graffiti removal in conjunction with Council staff. • Organise removal of graffiti in conjunction with Council from public spaces and private buildings.	A cleaner, more welcoming and appealing street for traders to move to and shoppers to visit.
Support the work of real estate agents and property owners to fill vacant properties.	Less vacancies will create a more thriving precinct. Businesses will prosper and shoppers will have better experiences and perceptions of the street.
• Explore opportunity to install additional lighting to meet CPTED standards in areas of the precinct. • Work with Victoria Police to create a safe environment and support community safety initiatives.	• Reduction in crime and antisocial behaviour. • Improved safety. • People will stay longer and later in the precinct.
Investigate feasibility of banners and decorations throughout the precinct..	Increased awareness of Bridge Road brand.
Advocate to Council on the value and importance of an accessible, vibrant, well-maintained precinct. Includes more street trees, informal gathering spaces, accessible pedestrian access, active street fronts, convenient and affordable parking, arts and cultural elements, and street furniture.	• Street environment that looks good, creates vibrancy and encourages people to shop and interact with one another. • Safe and pedestrian-friendly so people stay longer and experience what Bridge Road has to offer.

Marketing and promotion

Areas and action	Outcomes
Develop an annual Marketing Plan that is communicated in advance annually, to allow time for businesses to plan for participation and integration with their own marketing. Key aspects: involving key segments, event based, activations, social media, community focus, promotional campaigns, and tourism.	• Increased awareness of what BRMS has planned. • Increase ability for businesses to participate in activities that are relevant to them.
Continue the Bridge Road Precinct branding campaign.	Consistent and recognisable branding that resonates with community and reinforces our messaging of Bridge Road as a premier destination for shopping, services and experiences.
Organise a series of themed street promotions linked to key sectors in the precinct – e.g. food and wine, health and wellness, commercial and professional services, homewares, and the arts.	Creative and engaging ways to bring new and existing visitors to the precinct and showcase our world class businesses doing what they do best.
Deliver seasonal promotions at key of in conjunction with major Melbourne events such as the Australian Open, Grand Prix, and AFL Finals	Leverage off nearby major events and position the precinct as a leading supporter and advocate for tourism in Victoria.
Continue with ongoing social media and website promotional campaigns.	• Increased repeat brand awareness. • Supporting more businesses in the precinct. • Attracting new visitors.
Explore local marketing and event partnership opportunities that develop community connections. Consider partnering with: • Epworth Hospital • Local sporting clubs • Local schools • Local charities	• Increase awareness of Bridge Road offering. • Develop local connections and loyalty. • Exposure to potential new customers. • Enhancing community relations. • Developing social responsibility.
A more effective gift card to be used to drive traffic to the precinct.	Make it easier for more people to spend money at and support businesses in the precinct.
Revamp booklet distributed to hotels, tourist outlets.	Increase awareness of Bridge Road offer and appeal to tourist market.

Business development

Areas and action	Outcomes
Facilitate business networking and training opportunities.	• Businesses have more opportunity to participate and contribute. Increased ownership in the program and on-going engagement. • More inclusive, connected business community that leverages from one another.
Encourage businesses in the precinct to participate in awards programs to that excellence in the precinct is recognised.	• Make businesses feel seen, appreciated and celebrated. • Share positive stories and successes from the business community to a wider Melbourne audience.
Encourage real estate agents and property owners to fill vacant properties to strengthen the precinct's business mix.	• Less vacancies will create a more thriving precinct. Businesses will prosper and shoppers will have better experiences and perceptions of the street. • A diverse retail mix gives more people more reasons to visit the precinct and spend more time.
Approach desired businesses for the precinct (e.g. successful businesses in other centres looking to expand) and encourage them to consider the precinct.	Reducing vacancies and filling them with known brands will bring more people to the precinct.
• Continue to produce high quality e-newsletters to highlight key achievements, seek feedback and report on marketing outcomes and directions. • More regular meetings, and one-on-one visits.	• Increased visibility of the coordinator role. • Improved communication and awareness of BRMS activities. • Increased opportunity for interaction and information exchange.
Membership drive.	Increase in membership base and improved engagement in matters of the association.
Conduct surveys on key campaigns and events to gain feedback and understand sentiment and areas for improvement.	Increased opportunity for feedback and expressing of ideas and opinions to help improve outputs and guide BRMS.

Areas and action	Outcomes
Establish a community e-newsletter to engage locals and share business activity, promotions, events and news from the trader's association.	• Celebrate and promote businesses in the precinct to increase awareness and share the personal story behind each business. • Draw this back to community and give shoppers a reason to visit the precinct by building a personal connection.
Involve local schools and other community organisations through music and dance performances, painting and sculptural displays, in the promotions program.	• Give back to the local community. • Position the precinct as one that celebrates and supports local, grassroots organisations and communities. • Increased visitation to the precinct. • Targeting new audiences.
Organise youth group activities such as talent searches, busker events and school choir performances in the street.	• Expand to new audiences. • A new and unique offering/reason for people to visit the precinct.

Open For Business Program

Areas and action	Outcomes

• **Support existing businesses by:**
  o Identifying solutions to common challenges
  o Providing relevant business education
  o Enhancing communication with the council
	• Enhance the community's well-being by driving improvements for both the council and the precinct.
	• Boost the economic performance, profitability, and visibility of all businesses on the street.

• **Attract new business by:** • Working closely with agents and landlords to attract new businesses to the precinct • Working closely with council on programs and initiatives to attract new business • Contacting and conducting "Open Business" promotions to potential new business target groups	• Make Bridge Road a more appealing option for new businesses, encouraging fresh investments • Combat vacancy rates, ensuring the area remains vibrant and economically strong.

• **Foster business retention by:**
  o Uncovering potential businesses that intend to leave the street and understand their issues.
  o Working with agents, council, other state organisations and commercial providers to provide potential solutions that could enable the business to remain on Bridge Road
	• addresses immediate business concerns and promotes a forward-thinking agenda, shaping a sustainable future for the community.

Centre management and communication

Areas and action	Outcomes
BRMS operates in accordance with their rules of association and partnership agreement with Council	A well-governed association that complies with its legal duties and responsibilities and is accountable to its members and stakeholders
Organise regular committee meetings	• Accountability. • Involve ALL committee members in decision making and monitoring of activities and their expenditure – not just the President and Treasurer
Improved communication with Yarra City Council, particularly the Economic Development department	• Council will have increased confidence in BRMS that we are on top of our responsibilities and delivering on our projects
Develop a recruitment campaign to attract new committee members to BRMS. Includes: • communication of information that informs roles and purpose of BRMS and benefits of being involved • Identifying any skill or business gaps in committee	• Improved 'buy in' from business community • Broader representation of businesses on committee from a wider range of businesses. • Improve understanding about the role of the committee members and what is required • Supports succession planning
Provide information about the role of committee and office bearers and ensure that all members undertake governance training to support them in their roles	Skilled committee members who are clear about their legal requirements and the partnership agreement requirements
Report annually to businesses on marketing and business plan actions through AGM and hard copy newsletter	Greater accountability and awareness of the program and outputs

Centre manager

Areas and action	Outcomes
Administration of the meeting agendas and minutes	Well-run and efficient meetings that stay on time and on topic
Produce strategic action plan, annual budgets, and quarterly reporting for Council	• We require transparent, strategic documents that guide our work for the next 5 years and 9 months • Accountability and transparency with the whole committee and Council of our goals, actions and achievements
Maintain an up-to-date database of businesses in the precinct	Clarity around who is on the street, who has been engaged with and to what extent, and who we still must engage with
Produce reports to be sent to the committee on ongoing activities	Accountability and transparency around our goals, actions and achievements
Prepare grant submissions	Increased funding and awareness for the precinct
Regular communication with businesses, members and committee	Increased trust from business owners in BRMS
Maintain relationships with community, traders, Council and other stakeholders	Increased trust from business owners, councilors and council staff in BRMS

Financial sustainability

The 2024-25 budget to undertake the proposed precinct management, marketing, and business development initiatives outlined in the Strategic Business Plan is recommended to be $223,000. A breakdown of this budget is as follows:

CAMPAIGN TYPE		PROJECTED COST	
Annual Expenses		SUB TOTAL	**$ 24,590**
	Gift Card inc. mgt.		$ 3,500
	Insurance		$ 2,000
	Graphic Design		$ 2,000
	Business Feedback/Surveys		$ 2,000
	Website fixes		$ 1,000
	Contractors		$ 2,000
	Photography		$ 1,000
	Market Research		$ 1,000
	Annual Website Hosting		$ 1,000
	Welcome Kits		$ 1,000
	Motorcycle Club Events		$ 1,200
	Annual Audit		$ 1,400
	G-Suite Email		$ 140
	Main Street Australia Annual Membership		$ 350
	Street Art Program		$ 3,000
	Concierge Promotion		$ 2,000
Admin		SUB TOTAL	**$ 53,847**
	Bookeeping & Xero		$ 1,350
	Marketing Consultant		$ 52,497
Advertising		SUB TOTAL	**$ 6,400**
	Meta ads (boositing) weekly posts		$ 6,400
	Other advertising		
Bridge Road Brochure		SUB TOTAL	**$ 14,360**
	Graphic Design Revamp		$ 4,000
	Printing		$ 5,500
	Distribution		$ 4,860

Council Contribution		SUB TOTAL	**$ 45,000**
	Open For Business Program (using COY $20,000 contribution) **Support existing business and promote the narrative of "The City of Yarra is Open For Business" in step with council $5500** - Collating petitions by engaging face to face and digitally - Engaging consultants to provide training and support - Conduct meetings with relevant council officers and business owners **Attract new business $11,000** - Workshop with agents and landlords, ideal business targets and create marketing content for "The City of Yarra is Open For Business". - Design and manage a three way communication system between COY, the traders association and agents. That efficiently deals with new business enquiries. - Develop email marketing templates - Regular emails to targets whilst building list of potential targets - Proactively reach out to potential targets groups and conduct face to face meetings or "The City of Yarra is Open For Business" events on Bridge Road **Foster business retention $3,500** - Conduct an annual face to face survey to establish if businesses will re-sign and when their lease is due. - Maintain a "suspect's" register - Flag suspects to relevant solution providers - Agent, council, state government organisation, external consultant - Follow up and close case		$ 20,000
	Streetwide Christmas window silhouette stickers		$ 10,000
	"Christmas on Bridge Road Events & Activations - Selfies with Santa $10,000 - What's on during Christmas calendar $2000 - Parking Angles $1000 - Top up printing of Christmas bin signs $1000 - Giveaways to elevate social media engagement $1000"		$ 15,000
Empty Shop Signage		SUB TOTAL	**$ 2,000**
	Grapic Design		$ 1,000
	Printing		$ 1,000

Monthly Marketing & Promotions		SUB TOTAL	**$**	**51,980**
	Promotional Videos		$	6,000
	Promotional Video ads		$	9,000
	Printing		$	12,000
	SMS		$	1,600
	Web development for promotion		$	4,000
	Prizes for competition		$	2,900
	Activation contractors		$	12,000
	Meta Ad Management		$	4,480
Social Media		SUB TOTAL	**$**	**33,750**
	Weekly Trader posts		$	33,750
Speial Rate Compliance		SUB TOTAL	**$**	**6,815**
	Trader Engagement & Meetings		$	4,500
	Newsletters (mailchimp subscription)		$	315
	AGM Documents		$	2,000
Website		SUB TOTAL	**$**	**3,600**
	Weekly Trader updates		$	3,600
Grand Total			$	242,342

It is proposed that the special charge be supplemented by an annual contribution from Yarra City Council of $45,000, marking a decrease of $15,000 from the previous yearly contribution of $60,000.

Of this proposed Council contribution, $25,000 is designated for an annual Street wide decorations, events and activations while the remaining $20,000 is earmarked to support the open for business program. The open for business program is contingent upon securing the entire $20,000 contribution from the Council.

Furthermore, BRMS does not have the capacity to include these the open for business program duties within the existing marketing coordinator's role, as it extends beyond their current responsibilities. The allocation of these funds will enable us to expand this role, creating a mutually beneficial situation for both the Council and the community.

Additional funds also may be obtained by the association through government grants.

It is important to maintain an ongoing financial accountability system. A financial report is to be organised and provided to a BMRS committee meeting every month to monitor expenditure against the income achieved through the special charge.

An audit of the Association's income and expenditure is to continue to be prepared on a quarterly basis in line with the funding agreement between BRMS and Yarra City Council. An annual financial report is to be presented to the association's AGM as well as to Council.

Monitoring and evaluation

The degree of achievement of the actions outlined in this Strategic Business Plan will be evaluated at regular intervals throughout each financial year.
Key performance indicators to be included in the evaluation are:

- Number of traders visited
- Number of signed up members of Bridge Road Main Street Inc
- Recording membership figures and attendance at meetings
- Business and customer surveys to measure awareness, attitudes, issues, opportunities and obtain ideas
- Number of different businesses promoted on social media
- Vacant shop count
- Number of traders visited
- Number of graffiti repots lodged to Yarra City Council
- Compliance with the reporting requirements to Council as indicated in the funding agreement with Yarra City Council

Bridge Road Marketing Plan 2024- 2025

Vision

• To make the Bridge Road Precinct a key destination for local residents and other visitors by capitalising on its strengths in diverse cuisine and world class healthcare. beauty, fashion, homewares and professional services.

• To create a business environment that positions the precinct as an iconic place through a diverse and interesting business mix.

Mission

• Develop and promote the Bridge Road Precinct so that it becomes a more active and vibrant precinct with increased visitation and fewer vacancies.

• Develop a stronger sense of cohesion and involvement among all the businesses in the precinct

MARKETING OBJECTIVE/ASPIRATIONS	MARKETING ACTIVITY	PRIMARY BUSINESS GROUP	TARGET CUSTOMER	KPI's	KEY TASKS
Business Activations/ Events					
Highlight the diversity of the offering of the precinct and to position Bridge Road as a social "buzzy" community and 'the place to be'	Deliver activations that target specific market segments/industry sectors such as Men's Fashion (Football Finals Fever) Food, (World Food Safari), Beauty & Women's Fashion (Spring Racing) Renovation & Homewares Promotion, Wellbeing (wellness week)	All business owners	Men's fashion, clothing, accessories and Sports enthusiasts Food enthusiasts, both local and visitors, wine connoisseurs Women interested in fashion, beauty, and attending events. Individuals and homeowners interested in home decor, furnishings, homewares. and Interior design enthusiasts, Individuals who prioritise health and wellness. This includes fitness enthusiasts, holistic well-being, relaxation and self-care experiences. All ads to geo target a 5 km radius.	At least 50 businesses actively participated in campaigns	Enlist captains from each of the industry categories to champion the events with other category related traders. Event Planning and Coordination Marketing Strategy Development Content Creation Collaborative Marketing
Festive Activations/ Events					
Make Bridge Road a vibrant, festive, and attractive destination during the Christmas and Easter seasons. By doing so, it not only benefits local businesses but also enriches the overall community experience.	Create awareness, generate excitement, and encourage participation in both the Christmas and Easter events, ultimately benefiting local businesses and enriching the community experience.	All business owners	Local Residents Families Shoppers Food Enthusiasts Tourists Adventure Seekers Competitive Participants	At least 50 businesses actively participated in campaigns	Event Planning and Coordination Marketing Strategy Development Content Creation Collaborative Marketing
Sporting Activations/events					

Celebrate Local Sporting Culture Engage the Community Elevate Trader Experience Create Unforgettable Moments Highlight Event Calendar Encourage Participation Attract Visitors Strengthen Local Economy	Deliver activations for AFL Finals Fever, Spring Racing Carnival & Hair & Beauty and Australian Open Tennis. Create anticipation, build excitement, and engage the community, ultimately contributing to the success of Melbourne's iconic sporting events and enhancing the trader experience.	Local Retailers and Boutiques Restaurants and Cafes Bars and Pubs Hotels and Accommodation Providers Event Services Beauty and Hair Salons Wellness and Fitness Centres Sports Bars and Sports-Themed Businesses Event Venues and Spaces Tourism and Travel Agencies	Local Sports Enthusiasts Families Sports Fans and Spectators Event-Goers and Entertainment Seekers Visitors and Tourists Local Businesses Event Participants and Competitors Corporate Groups Social Media Followers Food and Beverage Enthusiasts	Event Attendance Community Engagement Business Participation	Event Planning and Coordination Marketing Strategy Development Content Creation Collaborative Marketing
Timeless Love Celebration Activations/events					
Our emphasis is on creating a meaningful and engaging experience for the local community and traders, all while driving economic benefits for local businesses.	Deliver events themed around Father's Day, Valentine's Day, and Mother's Day celebrations, attracting participants and benefiting both the local community and businesses.	All business owners	Local Residents (5 km radius) Couples and Romantics Families Local Shoppers Event Enthusiasts Local Community Groups Social Media Users	Event Attendance Community Engagement Business Participation	Event Planning and Management Marketing and Promotion Event-Day Execution Community Engagement
Eye-catching Key Message Signage					
Promote Diversity: To showcase the diversity of businesses on Bridge Road, including fashion, food, beauty, health, homewares, wellness, business, bars & pubs, and fitness **Enhance Identity:** To enhance the street's identity and sense of place by infusing energy and colour into the environment and making it an attractive and memorable destination. **Positive Perception:** To alter the perception of Bridge Road from a high vacancy area to a thriving, bustling retail and entertainment precinct.	Adorn vacant shop fronts with colourful & vibrant signs. "400+ World Class Retailers" "World Class Healthcare Precinct" "90+ World Class Resteraunts Cafes Bars & Pubs" "100's World Class Professional Services"	This initiative aims to transform the streetscape, enhance the vibrancy, and promote diversity on Bridge Road, making it a more attractive destination for shoppers and diners. Retail businesses, such as fashion boutiques, homewares stores, health and wellness centres, and bars and pubs, will directly benefit from the increased foot traffic and positive changes in the area's identity and perception	Potential retailers Commercial leasing agents Local Shoppers Visitors and Tourists Fashion Enthusiasts Food and Dining Enthusiasts Beauty and Wellness Seekers Home Decor Shoppers Wellness and Fitness Enthusiasts Business Professionals Nightlife and Entertainment Seekers Local Community	Signs on at least 10 empty windows	Design and Production of Adhesive Signs Coordination with Leasing and Sales Agents Sign Installation Promotional Campaign
Elevate Our Brand Recognition					
Continue with simplified messaging: The initiative aims continue with the foundation build with a simpler brand message, making it more straightforward and easy to understand for the target audience. **Consistency**: By consistently using the mnemonic device across all promotional materials, the initiative ensures that the brand's identity is unified and recognizable.	Implementation of a simplified and impactful mnemonic device that prominently features the name "Bridge Rd Richmond 3121." This design will be versatile and suitable for use across various promotional materials.	All business owners	Local Residents (5 km radius) Tourists and Visitors Business Professionals Shoppers Dining Enthusiasts Health and Wellness Seekers Event Attendees Couples and Families Students Business Travellers Social Media Users Word-of-Mouth Referrals	New mnemonic on 90% of all paid and organic posts Brand Recognition Increase	Consistent Branding Survey and Research

Support existing businesses, attract new businesses, foster business retention and positively impact on the council and the precinct	- Collating petitions by engaging face to face and digitally - Engaging consultants to provide training and support - Conduct meetings with relevant council officers and business owners - Workshop with agents and landlords, ideal business targets and create marketing content for "The City of Yarra is Open For Business". - Design and manage a three way communication system between COY, the traders association and agents. That efficiently deals with new business enquiries. - Develop email marketing templates - Regular emails to targets whilst building list of potential targets - Proactively reach out to potential targets groups and conduct face to face meetings or "The City of Yarra is Open For Business" events on Bridge Road - Conduct an annual face to face survey to establish if businesses will re-sign and when their lease is due. - Maintain a "suspect's" register - Flag suspects to relevant solution providers - Agent, council, state government organisation, external consultant - Follow up and close case	All business owners Commercial real estate	Landlords Potential tenants Cake shop Entertainment venues Bakeries Wine bars Butchers Kids clothes & accessories Newsagents	New mnemonic on 90% of all paid and organic posts Brand Recognition Increase	Secure funding from COY fo Open For Business Program Business Surveys Training meetings Workshops Create marketing content Email marketings Cold calling Events Follow ups
Tourist Booklet Revamp					
To increase the number of tourists to Bridge Road precinct	Revamp and distribute our annual tourism brochure that features product and services that are unique/distinctive to the precinct.	Food, fashion, beauty, homewares, medical and entertainment	Primary: Tourists - interstate, within Victoria and Overseas: Secondary: households in our primary trade area	31,000 copies distributed via: -Concierges; -Hotels; -Melbourne Airport Welcome Centre; -Households in 3121	Re design & Re print Monitor distribution monthly Replenish stock so we are always on shelf
Street Art Program					
The main marketing objective of the Street Art Program initiative is to enhance the cultural and visual appeal of Bridge Road while showcasing the diversity and heritage of the area. This will be achieved by giving world leading street artitst acess to a number of walls on Bridge Road	Artist Selection Theme Development Mural Creation Public Engagement Promotion and Documentation Tourism Promotion Community Involvement	Local businesses	Local Residents Tourists and Visitors Art Enthusiasts Sports Fans Music Lovers History Buffs Families Social Media Influencers Event Attendees	At least 2 new murals in the next 12 months.	Location Scouting Lighting Installation Theme Development Broadcast Invitation To Artists Permit and Licensing Promotion and Unveiling Tourism Promotion Community Involvement
Bridge Road Art Show					
The marketing objectives of the Bridge Road Art Show are: Foster Artistic Community Engagement Promote Bridge Road as a Cultural Destination Establish the Bridge Road Art Show as a Signature Event Enhance Bridge Road's Brand Image	Event Promotion Social Media Campaigns Email Marketing Collaborations Public Relations Community Engagement Event Logistics and Management	Artistic and creative community, including artists, art galleries, art enthusiasts, and cultural organizations located on or near Bridge Road. The goal is to unite and engage this creative community in showcasing their talents and celebrating art, thereby enhancing the cultural appeal of Bridge Road.	Art Enthusiasts Local Residents Tourists and Visitors Art Collectors Families and Community Members: Students and Emerging Artists Cultural Organizations	Launch the even by May 2026	Appoint a trader as the Captain of this category Open discussions with Richmond Rotary to partner with us Event Planning and Coordination Promotion and marketing
Car and Motorcycle Club Ride/Drive Days					

Promote Bridge Road Businesses: The primary goal is to use these club ride/drive events as a platform to showcase and promote the businesses along Bridge Road, including cafes, restaurants, shops, and other establishments. By attracting enthusiasts and visitors to these events, the initiative aims to increase foot traffic and patronage at local businesses. In essence, the objective is to leverage the love for cars and motorcycles to spotlight the vibrant and diverse heart of Bridge Road, driving engagement and economic benefits for the local business community.	Coordinating with clubs and business owners, Event promotion.	Cafes and Restaurants Retail Shops Bars and Pubs Homewares Stores Gift Shops Fashion Boutiques	Motorcycle Enthusiasts Classic Car Enthusiasts Local Residents Tourists Food and Coffee Lovers Retail Shoppers Families Event Spectators	4 + events a year	Event Planning & Management Promotion & Marketing Business Engagement
Website					
The 'go to" destination for current information on offers, events and what's happening in the Bridge Road precinct	Update the website so that it's more current, compelling, engaging and provides value to traders • Systematically update traders SEO content, Images, hours of operation and offers. • Add missing and new trader listings • Ensure key attractions and new offerings to the Precinct are up to date	All businesses and property owners of vacant properties	'Livers', New Workers Players	* Min. 4 websites updates per week * Min. 15 Visits to traders per week * Max delay of 24 hours for any web fixes	Systematically visiting all traders Updating website after each visit Liaise with web developer for fixes and updates
Business Engagement / Special Rate Compliance					
Create a sense of pride around Bridge Road and their involvement in the promotion of the Bridge Road Precinct	* Conduct monthly traders meetings * Conduct an annual awards function for the Best on Bridge * Produce monthly traders newsletters showcasing marketing promotions, activity, news and new retailers * Create Bridge Road traders card * Create Bridge Road pay it forward card * Weekly visits to traders - systematically working from one end of the street to the other * Systematically updating the website, mail chimp and our database with contact details, trading hours, and images * Develop electronic version of welcome kit * Recruit captains for each industry segment and in turn new members during weekly visits to traders * Report annually to Business on marketing and business plans actions through the AGM and newsletter	All businesses	Business Owners	* Min 10 trader meetings per year * 1 Annual "Best on Bridge" Awards Dinner * Min 10 newsletters per year * Visit 10 - 15 traders per week * 3 - 4 traders website updates per week * Recruit 1 Captain for each industry sector as a BRMS member * Assist captains to recruit at least 3 BRMS members in their sector * Annual marketing report through AGM * Create Bridge Road traders card * Create Bridge Road pay it forward card	* Publish dates and venues for next 12 months trader meetings in every newsletter * Organise at least 1 traders meeting a month * Organise Annual "Best on Bridge" Awards Dinner * Produce at least one newsletter per month * Visit 10 - 15 traders per week * Update website details for 3 - 4 traders per week * Recruit at least 1 industry sector Captain per month * Recruit at least 2 members per month * Keep up to date metrics for monthly & AGM reporting * Create Bridge Road traders card * Create Bridge Road pay it forward card
Digital Marketing/Social Media					
Immerse Yourself in the Pulse of Bridge Road! **Our Ambition: Elevating Bridge Road to become the ultimate, pulsating, and all-encompassing destination**					Review 10 posts & category diversity achieved weekly Review weekly follower growth

ultimate, pulsating, and all-encompassing destination in Melbourne, capturing the hearts of locals and visitors alike. Our strategy revolves around spotlighting the sheer breadth and exhilarating diversity of our 500 businesses lining this dynamic 2km stretch. *Dive into the Culinary Beat* *Indulge in the Hair & Beauty Symphony* *Explore the Homewares Extravaganza* *Embrace the Fashion Odyssey* *Experience the Professional Prestige* *Savour the Fresh Food Enchantment* *Recharge with the Wellness Harmony* *Feel the Vibrancy of Bars & Pubs* *Ignite Your Fitness Passion* *Unwind in Unmatched Accommodation* *Immerse Yourself in Captivating Entertainment* *Discover the Magic of Thoughtful Gifting* *Embark on Transformative Travel*	Spotlight our diversity by promoting 10 different categories each week (paid posts or ads) While maintaining an even distribution over the course of a year. We rotate the categories in a way that ensures each category and different businesses gets covered equally.	Cafes & Restaurants Hair & Personal Services Homewares Fashion Professional Services Grocery & Fresh Food Other Health Care Bars & Pubs	All ads to geo target consumers within a 5 km radius of Bridge Road.	* Minimum of 10 paid trader posts pw. * 1 Paid event post pm * Monthly social media campaigns implemented * Increased engagement from followers * Increased FB & Instagram followers	Review engagement and budgets weekly
Email Marketing					
Build a direct and regular connection with the Bridge Road Fan Base and give us an immediate and cost effective tool for our messaging and offers.	Deliver emails that showcase our diversity and promote offers that encourage consumer loyalty.	Cafes & Restaurants Hair & Personal Services Homewares Fashion Professional Services Grocery & Fresh Food Other Health Care Bars & Pubs	'Livers', New Workers Players	* 8 consumer emails p.a. * Increase email subscribers via competitions	* Repatriate database from old agency * Set up consumer email template in Mailchimp * Use competitions to build database
Market Research					
Keep abreast of customer and business needs and opportunities	Conduct surveys on all key campaigns and events seeking feedback from business owners and customers to inform future marketing activities.		Customers	at least one survey conducted annually	Survey participating businesses and attendees at events
			Business Owners	at least one survey conducted annually	Undertake annual business survey to help shape the future direction for BRMS and marketing campaigns

Bridge Road Main Street Incorporated
PO Box 317, Richmond, VIC 3121
3/4/2024

Sue Wilkinson
Chief Executive Officer
City of Yarra
333 Bridge Road
Richmond Vic 3121

Dear Sue,

Subject: Renewal of the Bridge Road Main Street Special Charge Scheme for 2024-2030

I hope this letter finds you well. For over two decades, Bridge Road Main Street has been a vibrant and dynamic force in promoting the diverse and bustling precinct of the City of Yarra. As we approach the conclusion of our current special charge scheme, set to expire on 30 September 2024, we at the Bridge Road Main Street Inc Association are eager to continue our successful journey of marketing and management.

The achievements of the past six years stand as a testament to our commitment and impact, including:

- The creation of distinctive branding and digital platforms
- Hosting events that draw visitors and enhance community engagement
- Strategic marketing efforts that spotlight our centre and its businesses
- Memorable and engaging promotional events
- Robust business networking opportunities
- Successful efforts in welcoming fitting new businesses to our precinct
- Strengthening local community connections
- A vibrant, diverse business association membership
- Proactive and effective centre management
- Delivery of programs and activities on time and within budget
- Sound planning for future initiatives
- Exceptional communication and accountability with all stakeholders
- Regular and thorough program evaluation and governance review
- Over 21 years of continuous operation
- Growing partnerships with the City of Yarra Economic Development Department

In recent months, our committee has collaborated with the Council's Economic Development Department to envision and model a renewed scheme that supports our businesses further. Following a thorough review and consultation, a unanimous decision was made at our committee meeting on Wednesday, 20th March 2024, to formally request the initiation of the statutory process for a new scheme, commencing 1 October 2024, for a subsequent six-year term.

We recommend that the scheme largely corresponds to the properties that are in the current scheme and encompass the following:
2 - 662 (inclusive) Bridge Road, Richmond;
196 - 280 (inclusive) Church Street, Richmond;
166 - 195 (inclusive) Lennox Street, Richmond;
37 Griffiths Street, Richmond

The committee supports the following fee structure for rateable businesses and properties, as outlined in our meeting, and anticipates a 4% annual adjustment (after year one) to accommodate CPI increases.

- 29 properties with a CIV above $5.398 million - pay $1000 p.a. in 24/25
- Ground floor on Bridge Road properties - pay $390 p.a in 24/25
- Upper level Bridge Road properties - pay $260 p.a. in 24/25
- Side street properties - pay $130 p.a. in 24/25

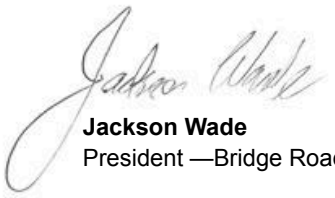
The committee has factored in a reduced council contribution and requested a flat $45,000 over six years; we have proactively planned for a sustainable future, including a dedicated investment around the Richmond Town Hall of $20,000 p.a. during the November/December festive season.

Our partnership with the City of Yarra is greatly valued, and we are thankful for the council's continued support and contribution. Looking ahead, we are committed to crafting a strategic plan that will efficiently allocate funds and further enhance the Bridge Road precinct's vibrancy and appeal. We anticipate presenting the final draft of this plan by May 2024.

We are grateful for your ongoing support and dedication to our precinct. Should you have any inquiries or require further discussion, please feel free to contact me directly at jackson@nicheonbridge.com.au.

Thank you once again for your partnership and support.

Yours Sincerely



Jackson Wade
President —Bridge Road Main Street Inc Association

Rule Street
Little Kent Street
Somerset Street
Davison Street
Highett Street
Thomas Street
Bank Street
Citizens Park
Griffiths Street
Coppin Street
Hull Street
Church Street
Richmond
Palmer Street
30
Berry Street
Bridge Road
Hosie Street
Burnley Street
Lyndhurst Street
Mary Street
Coppin Street
Lord Street
Hunter Street
Fraser Street
Neptune Street
Brougham Street

Written submissions to Bridge Road Special Charge 2024-2030

Total submissions received: 252
Total for: 229 (91%)
Total against: 23 (9%)

Submission no.	Submission	Do you support the Special Charge?
1	I am a director and part landlord at the business below. There is NO “special benefit” on quoted expenditure and we see it as a waste of our resources in this tight time. We have seen no value to our business from the previous scheme and it makes no difference to our business. We OBJECT to being included in the renewal of Bridge Rd Special Charge	No
2	I object to the renewal of the Special Charge. My response is based on the manner in which Yarra City Council and its associates have, through their ostensibly well-meaning but poorly thought through decisions, systematically destroyed the Bridge Road precinct. All their "initiatives" and "public realm improvements" (for example, removing car spaces in favour of tram stops) have only made it worse for owners and traders in the precinct. Our shops are sitting empty, there is no foot traffic and, with minimal or no rent, we are having to pay massive land tax bills that are destroying us financially and emotionally. I do not want Yarra City Council or its associates to be involved in what will most likely be more of the same disastrous "encouragement of commerce and business activity" in Bridge Road, and I certainly do not want to pay an annual fee for it.	No
3	I object to the renewal of the Special Charge. Despite my best efforts, I have been unable to secure a tenant in my property for more than six years because so few people visit the top end of Bridge Road. I attribute the lack of foot traffic to poor decisions made by Yarra City Council that have resulted in Bridge Road becoming a retail wasteland. I do not want to continue to pay money to Yarra City Council and its affiliates so they can make more bad decisions in relation to the Bridge Road precinct. Also, I am paying huge amounts of land tax and insurance, as well as council rates for the property. Without a tenant, I cannot afford to also pay a Special Charge.	No
4	I wish to object to the proposed special levy charge on all business owners around the Bridge Road precinct. I am a third generation operator and 50 years in the business trading from [redacted] Bridge Road. Over this time I have seen the gradual decline of Bridge Road from a vibrant destination street full of commercially viable retail and commercial businesses in the 90’s and early 2000’s to a waste land of closed shops, dirty public space and a drug problem, creating an uneasiness in this precinct. I believe much of this has been due to Yarra City Council’s lack of vision and poor decision making. I do not want to pay an annual fee to facilitate spending on things that should already be covered by Council Rates.	No

	I do not want to pay an annual fee to facilitate spending on things that will potentially result in further hastening the deterioration of Bridge Road. Good examples of these have been the introduction of meters to charge a fee for street parking, the placing of walk on walk off tram ramps in an already narrow neck of Bridge Road between Church and Punt Road and the concrete channelling placed down the centre of Bridge Road for trams. All resulting in simply making it harder to move around which in turn attracts less people to the street to stay and enjoy a shopping/ eating experience. I have no confidence in The Bridge Road Mainstreet Inc making any improvements. In fact, like any predecessor group initiated by Yarra City Council, it will be at the risk of a further waste of public money. A good example of this was the Parks and Gardens initiative to make Bridge Road "greener and more appealing". Poor decision making lead to native trees being planted along the sidewalk in Bridge Road. Once the trees had grown their roots got into the foundation of my premises resulting in a huge structural issue for me and those around me and a massive cost to Yarra City Council. Over the many years I have been approached by numerous Council initiated groups to invest further public money beyond rates. This proposed Business Plan is full of "feel good strategies" like supportive, advocating, encouraging. Once again, like past groups, it does not offer any definitive, workable solutions to fix the problems.	
5	I object to the Special Charge renewal for the followings reasons. Apart from a tree being planted in front of the office, I have not seen much change since the charge was introduced in 2018, moreover as a resident living at [redacted], Richmond for over 45 years I have watched the demise of Bridge Road especially between Church Street and Punt Road and neither the Council or BRMS seem to be doing anything to assist or improve the amenity of the area for retailers. The footpaths always look dirty and shabby and graffiti dominates the streetscape and I have seen minimal street improvements or upgrades by Council in the last 30 years. To exacerbate the situation there was also a significant loss of carparking and road pavement damage in Bridge Road when the elevated tram stops were installed. Whilst not objecting to the installation, Council did nothing to take the opportunity and turn these areas into focal points with street planting, seating and pavement change, instead they are just an eyesore and do nothing for these areas. One would expect with the rate revenue from this area having increased significantly from the developments that have occurred in Bridge Road, some of this revenue should have been invested back into improving Bridge Road, the strip is a disgrace and Council should hang their heads in shame with their lack of support for Bridge Road owners and occupiers. If Council are not prepared to commit and support Bridge Road, why then should owners and occupiers. Unless there is	No

	a funding commitment from Council to clean up and start implementing the Hansen Streetscape Plan as part of this process then what is the point of wasting money preparing a Business Plan. Council needs to show some financial support, rather than offer to keep the books. I am also fascinated by the statement, "it is an investment fund which promotes the precinct through a variety of effective business and marketing activities". Whilst this maybe of value to some, it is of minimal value to others like professional organisations both on street level and first floor level. It is essentially an inequitable and illogical levy based on property and not the retail activity so, if a levy is introduced it should be only applied to those retailers who can participate and value add in promotional activities and, if introduced it should be a voluntary contribution and not a levy. It would be helpful if the "special benefits" of the expenditure for occupations being conducted above Street level and Professional services like Medical services could be identified. I also understand Epworth Hospital is rate exempt altogether so again this is another example of how this levy is totally inequitable. In regard to process and reporting, in the last 6 years: • I have not seen any minutes in regard to the Committee Meetings, so in general I am not aware of what the Committee is up to and should not have to go looking as inferred, I should be receiving minutes and information. • I have never had an individual meeting with the Committee • I cannot recall or having completed any survey or a summary of achievements • I cannot recall receiving any digital media • I cannot recall having received any Research or Data analysis • I have never been offered any promotional material So, this levy was of no value to my business when it was operating and of no value to my current tenant on the first floor. In the section under "What will the money be spent on". All of these points relate much more to retail activities rather than professional offices and there is no mention of Council support to owners and tenants to implement the Business Plan being developed, which will make this is all a waste of time and money. More than likely the Business Plan will finish up filed away because there will be insufficient funds to implement it. I do recall a great fanfare in 2016 about the Hansen Partnership undertaking a Streetscape proposal for Bridge Road, little seems to have come out of it or be implemented. Why is this ? I also think it is offensive for a Council Officer to suggest passing the costs onto the tenants, do Council realise just how tough it is for people trying to run businesses at this time and the last thing they need is additional costs. I suggest a walk along Bridge Road to see the extent of empty shops, the graffiti, the dirt and lack of streetscaping, may provide an appreciation of just how tough it is. With the significant rate increases from property development in Bridge Road, this is an ideal opportunity for Council to	

	get some credibility from the owners and operators in Bridge Road by contributing the $217,000.00 proposed to be raised and complete the Business Plan and undertake the other initiatives and not pass any more costs onto owners and Tenants in these difficult times. In summary, this is just another tax, it is totally inequitable in how it is being applied, there is no concrete plan or proposal document about how and where this money will be directed, it has achieved very little over the past 6 years especially for those who are not on the Street level and there have been no significant improvements or changes to Bridge Road since the initial charge was introduced, in fact when compared to other retail Strips in the City of Yarra, Bridge Road has gone backwards.	
6	it would be good to be included in future correspondence as not one word has been prior on any matter from any committee member.	No
7	I am afraid this time I would object the idea of it. Instead, I would suggest if possible waive the parking ticket fees on bridge to increase convenience for local community.	No
8	I am writing this email to disagree with the renewal of the Special Charge of $390 for the Bridge Road Marketing. After 2 years of opening my business on Bridge Road, I did not see the achievement of the Bridge Road Marketing team. Everything that they tried to help, do not really seem effective to my business improvement, representation and growth. Last year on Christmas's period, it was a campaign by the Marketing team asking the business to decorate the shop for a prize but until now I did not hear from any business around that who win the prize or anything about the campaign. I did not see the increasing of customer and growth in my business by using the Special Charge's budget to put the sticker around Bridge Road in Australia Open and Valentine's Day. All the expenses to continue opening the business are getting more and more expensive, if I could save my budget from ineffective thing that will not fetch good return in the long run, I will have to do so for my business. Please take my view into your consideration of the renewal.	No
9	As you know I imagine well the state of Bridge Road, at least for retail gift shops and small businesses like us has been incredibly challenging, especially this year. You only need to stroll around the street to see the so many vacancies and sadly other nice shops closing down. We are only small businesses that soon will be facing increase on super for our staff and really the inflation is breaking it all, as customers confidence below historical levels and cutting back in expenses. So in other words we as gifts shops on a street level are not having much businesses but we keep hanging on in there with the hope the situation improves. All this to just give you back our personal feedback, is not way small businesses like us will be able to afford this	No

	payments proposed. Perhaps your calculations are very optimistic but reality is the business don't have the money to pay for it. If you charge the landlords, they will just simply pass this into us. We have an insurance building increase this year over 150% that we just ended paying and we as tenants are also charged the full services plus council rates. I am sorry I can receive your news in a better panorama but alas I am telling you the truth, In other approach if your payments will be less than 3 digits number we might make a bigger effort to it, but meanwhile businesses are not recovered on the street it is not viable,	
10	I'm writing this email to say that I am not agree with the Special Charge Scheme. In my opinions, all promotions and events should be paid by council and/or the government. We properties owner already paying heaps lot of taxes including land tax, income tax, council rates, etc. It is a simple math, businesses earn more money means more taxes to the government, asking landlord/tenant to pay extra and then to be charged extra, this is not fair at all. Council and the government must invest money to promo businesses in your city. Moreover, your email stated that the charge can be passed on to the tenant, this is a solid proof that this fee is a burden.	No
11	We are writing to object to the 'Notice of Intention to Declare a Bridge Road Special Charge Scheme 2024 to 2030. Taxes have increased substantially over the past few years, especially land tax, making it difficult for both tenants and landlords.	No
12	In the past years I did support the Bridge Road Special Charges. I still find that there has not been any significant improvement in the precinct as there are many shops closed on Bridge Road due to lack of business. Under the current circumstances I will not be in favour and do not wish to participate and find it unfair to be forced to contribute financially to the additional charges proposed by council for the SPECIAL CHARGE which will also go up yearly. Clearly this strategy has not made any positive impact of improvement in the whole area, but an improvement in the Councils bank account at the cost of the building owners and business owners. As you would be aware and understand that, landlords have faced a major hit in other expenses such as Land Tax and Insurance that have jumped in leaps and bounds in absorbable amounts. Further to this as I understand that the Council also are imposing less time limits on parking areas, also raising the cost of parking in the area. How will this possibly help the business owners.	No

	Has the council considered what kind of impact this will have for the traders which will also spiral into a domino effect, effecting the building owners when the tenants can't pay their rent due to lack of business. Obviously NOT! Its just another scheme to generate income. This will only drive consumers to the shopping centres creating a ghost town on Bridge Rd The only one who will benefit from this is the Selfishness of the Council's GREED in raising their annual revenue. Who's going to be able to afford to pay the rates or Special Bridge Road Levy in a ghost town then. I do have an arrangement with the tenant that I share the costs of the general outgoings, but I have generously helped the tenant by paying the special charge in the past. I also pay full amount of the Land Tax that is charged at a maximum rate. Due to the lack of capability and my limited capacity to work due to injuries, I purely rely on this income to survive and fall short due to the ever so increasing expenses. I cannot emphasise enough that I oppose this decision and cannot spare the extra expense due to cost of living on the rise especially to something that hasn't or shown any improvement along the whole of Bridge Road, not just a strip of it as it has been. I need to add that this top end of Bridge Road between Church Street and Punt Road was the primary focus in promoting it and we didn't benefit further down on Bridge Road. Businesses have been struggling. Landlords rent has not increased and remained the same and some tenants don't or can't even pay that. The Council should sit their panel of team down and consider in restructuring their existing fees by lowering those charges in a bid help building owners and business owners rather than crucifying us. You can sheer a sheep a thousand times, but you can only slaughter it once! I hope my subscription will have some impact on the Council's decision making.	
13	As previously discussed with you I wish to submit my objection for the renewal of the special charge scheme for bridge rd.	No

	The traders association has done very little in any meaningful way to increase foot traffic and business to the street. As I have pointed out to you on many occasions the social media lacks any traction and often represents businesses that don't even fall in the catchment. Their marketing is outdated and quite frankly embarrassing. yellow an black strips on windows.street signs ??? they also run a campaign were they thought a leaflet drop reminding people that they live near bridge rd was appropriate. Honestly these efforts are futile. The street needs to be occupied by a better variety of vendors to provide appeal to both locals and others. The traders association cannot control this despite it's hopes. The silvers circus was also a mystery as to how it was affiliated with the bridge rd district....other than niche and the tennis shop having a juggler perform ...if anyone could please show me actual metrics on the increase of business to the area by these marketing campaigns I would be shocked. Other than photocopying flyers, the network gatherings , the printing of ridiculous strips for windows, the coordinators wage where does the close to $200,000 go? I would rather keep the money in a time where the street is actually struggling or use the money to beautify the street.	

7.2 PPE24/0481 - Notice of Development - 21 - 53 Hoddle Street, Collingwood

Executive Summary

Purpose

1. This report provides Council with an assessment of a planning application to be considered by the Department of Transport and Planning (the 'DTP') for a planning permit to develop 21 – 53 Hoddle Street, Collingwood. The approval is sought under Clause 53.23 (Significant residential development with affordable housing) of the Yarra Planning Scheme.
2. The application seeks approval for the construction of a collection of buildings, up to 18 storeys, with up to 407 dwellings within a build-to-rent model.
3. Council was notified about this new application by the DTP on 18 August 2024, under s52(1)(b) of the *Planning and Environment Act* 1987.
4. This report provides the Minister (through the Department of Transport and Planning) with Council's position.
5. The development is generally similar to planning application No. PLN21/0824 considered by Council under delegation earlier this year and determined that it should not be supported, on a number of grounds. The most significant change in this current proposal is the incorporation of some affordable housing.
6. It is recognised that this site presents a good opportunity for mixed use development, however regard must be had to appropriate scale which has always been a key issue. The original planning application to Council was made for a maximum height of 23 storeys, before being reduced to a maximum of 18 storeys prior to advertising.
7. While some improvements have been made in this application, they do not address the previous key concerns. Further, the affordable housing offering is not fully resolved and proposes the bare minimum requirement. It is therefore recommended that Council respond with the same key concerns that were originally pursued.
8. This report also provides a suite of standard conditions that should be adopted, should the DTP be of the mind to support the development.

Key Issues

9. The key issues for Council in considering the proposal relate to ongoing compliance with key policies within the Yarra Planning Scheme including building height, scale, massing and form and housing supply and affordability. The officer report associated with Planning Application No. PLN21/0824 is an attachment to this report and is relevant to the consideration of the current scheme before Council with the exception of limited differences between both schemes as identified within "The Proposal" section of this report.

Financial Implications

10. None

Recommendation

11. That the General Manager City Sustainability & Strategy write to the Department of Transport and Planning (DTP) on behalf of Council to advise that the proposal is not supported for several key reasons relating to the overall housing supply and affordability, building height, massing, setbacks, transition and architectural composition. Notwithstanding this, a list of recommended conditions will be provided that can be included on any planning permit should the DTP be of a mind to grant the permit.

7.2 PPE24/0481 - Notice of Development - 21 - 53 Hoddle Street, Collingwood

Reference	D24/338113
Author	John Theodosakis - Principal Planner
Authoriser	Manager Statutory Planning
Disclosure	The authoriser, having made enquiries with members of staff involved in the preparation of this report, asserts that they are not aware of any general or material conflicts of interest in relation to the matters presented.

Ward:	Langridge
Proposal:	Application made under Clause 53.23 (Significant residential development with affordable housing) to: • To use land for the purpose of residential dwellings and a community space pursuant to Clause 34.04-1 (C1Z) • To construct a building or construct or carry out works pursuant to Clauses 34.01-4 (C1Z) and 43.02-2 (DDO2) • To alter access to a road in Transport Zone, 2 pursuant to Clause 52.29-2. • To reduce the car parking requirement under Clause 52.06 (car parking).
Existing use:	Vacant (previously used for vehicle sales and repairs)
Applicant:	UEM Sunrise (Collingwood Development) Pty Ltd c/- Urban Planning Collective
Zoning / Overlays:	Commercial 1 Zone Design and Development Overlay – Schedule 2 Development Contributions Plan Overlay – Schedule 1
Date of Application:	18 August 2024
Application Number:	PA2403098 (DTP reference) PPE24/0481 (Council reference)

Background

Relevant Planning History

1. The current application follows the withdrawal of an application for review (P110/2024) of Planning Application No. PLN21/0824 with the Victoria Civil and Administrative Tribunal (the VCAT).
2. Application for Review No. P110/2024 had been scheduled for a Major Case hearing commencing on 22 July for 7 days following lodgement of a Section 79 ‘failure to determine within the prescribed time’ appeal with the VCAT by the permit applicant.
3. Council was relying on the following grounds at the VCAT:

(a) The proposal lacks strategic support and is contrary to policy at Clause 02.03 (Strategic Directions), Clause 15 (Built Environment and Heritage) and fails in its delivery and supply of housing choices at Clause 16 (Housing) of the Yarra Planning Scheme;

(b) The proposal fails to respond to the existing urban context and preferred future development of the area;

(c) The proposal is an overdevelopment and would have an unacceptable impact on the surrounding area because of its building height, massing, setbacks, transition and architectural composition; and

(d) The amenity of the communal / public open space areas is poorly resolved.

4. Council was notified about this new application by the DTP on 18 August 2024, under s52(1)(b) of the *Planning and Environment Act* 1987.

The Proposal

5. Like that previously considered under Planning Application No. PLN21/0824, the current application is for the development of the land for a multi-storey (up to 18 storeys), mixed use buildings, use of the land for dwellings and indoor recreation (gym) and education centre associated with the community space and food and drink premises (non-permit required uses), alteration of access to a road in a Transport Zone 2 (Hoddle Street) and a reduction of the statutory car parking requirements.

6. The officer report which forms an attachment to this report provides a full description of the proposal at pages 11 – 15, including relevant permit triggers and applicable provisions of the Yarra Planning Scheme.

7. The proposal can broadly be described as two building forms Building 1 & 2 as described below:

8. Building 1 (comprises of tower / elements A and B (as depicted in the image 1 that follows extracted from the Urban Context Report at p. 56) and provides:

(a) Up to 18 storeys (59.95m) at the corner of Hoddle and Langridge Streets (Building A);

(b) Up to 17 storeys (55.45m) at the corner of Langridge and Islington Streets (Building B);

(c) Up to 18 storeys (62.8m) to Hoddle Street (Building A); and

(d) Up to 17 storeys (55.47m) to Islington Street (Building B).

9. Building 2 comprises of towers / elements C, D and E (as depicted in image 1) and provides:

(a) Building C located to the south of Buildings A and B and measuring 53.8m (16 storeys) to Hoddle Street, and 52.4m (15 storeys with communal terrace above) to Islington Street;

(b) Building D further south interfacing Hoddle Street measuring 34.5m (10 storeys); and

(c) Building E (“S” shaped building to the south of the towers) is located at the southern interface with a height of 12.9m (3 storeys) to Islington Street and 12.9m (3 storeys) to Hoddle Street.

Image 1: Extracted from p. 56 of the Urban Context Report, prepared by Cox Architecture. Building 1 comprised buildings A and B, and Building 2 comprised buildings C, D and E.

10. The key differences between the scheme previously considered under Planning Application No. PLN21/0824 and that currently before Council are:

    (a) The provision of 10% of the total dwellings being allocated as affordable housing comprising of:

        (i) 80 – 85% being studios and 1 bedroom apartments; and

        (ii) 15 – 20% being 2 bedroom apartments.

        For a period of 10 years from first occupancy.

    (b) Plan notation to confirm that any redundant crossover will be removed and replaced with asphalt footpath and kerb and channel in accordance with council's requirements (refer to Proposed Demolition Plan);

    (c) The RL's depicted on the Site Plan (and carried across the remainder of the plans) have been marginally modified from 76.75, 70.35 and 67.15, to 76.85, 70.58 and 67.37 associated with Buildings A, B (Building 1) and C (Building 2);

    (d) A provision of 210 car parking spaces (increased from 200) and 205 storage cages (increased from 153 storage cages) within the two basement levels;

    (e) A bicycle provision of a total of 263, split between 242 resident and 21 resident visitor (increased from 244, split between 223 residential and 21 visitor);

    (f) The ground floor setbacks across the Islington Street interface, closest to the Langridge Street intersection, increased from 4.2m to 4.27m stepping back to 6.68m;

    (g) Five (in lieu of four tenancies) food and drink premises tenancies at ground level with areas ranging between 156sq.m. and 330sq.m.;

    (h) The ground level shops have been largely deleted (with one shop tenancy of 108sq.m. provided) to facilitate more space dedicated to communal amenity;

    (i) The ground floor has been further reconfigured to allow for entry to an internal courtyard from Hoddle Street;

    (j) The substation within the basement relocated to the ground floor;

(k) The balconies of Apartments:

(i) 124, 125, 126 at Level 1;

(ii) 224, 225 and 226 at Level 2;

(iii) 315, 316 and 317 at Level 3, and

(iv) 415, 416 and 417 at Level 4.

All reduced in size to 8sq.m. as a consequence of their living area increased (i.e. by infilling the area of the balcony).

(l) The internal separation of buildings to the public square modified from 22.3m to 22.4m (refer to Level 1 Plan for this notation);

(m) Provision of 8sq.m. winter gardens for the studio apartments in the north-east corner, at the Hoddle and Langridge Street intersection at Levels 1 – 5;

(n) The balconies of apartments 511 and 512 at Level 5 decreased from 46.8sq.m. and 86.9sq.m. to 29.9sq.m. and 66.6sq.m. to make way for landscaping within the western setback, facing Islington Street;

(o) Several internal layout changes to the apartment sizes facing Islington Street (associated with Building 2) at the upper levels above Level 5 by increasing their area by up to 3sq.m.;

(p) The lengths of buildings depicted on plan have been slightly modified by 100-200mm;

(q) Provision of up to 48 solar panels on the roof of the south-east corner at level 3 of Building 2;

(r) The plant area above the tallest tower in the north-east corner, decreased from 398sq.m. to 262sq.m. to make way for the further provision of up to 61 solar panels around its perimeter;

(s) The three-storey height / podium of the south-east portion (east elevation) increased from 12.83m to 12.98m as measured above the footpath to the flat roof;

(t) The bridging element between Buildings 1 and 2 (east elevation) modified to have a minimum height of 48.2m above the natural ground level (NGL) (decreased from 48.7m);

(u) The western podium height of Building 1 in the south-west corner increased from 15.6m to 16.1m;

(v) The western podium height of Building 2 in north-west corner increased from 19.5m to 19.6m above the NGL;

(w) The façade of Building 1 modified to have greater sized windows, and centrally installed sliding doors for wind protection; and

(x) The southern elevation of the towers and juxtaposition of columns rationalised and simplified, with the boundary wall on the southern boundary corrected to reflect the existing condition.

11. It should be noted the DTP's notices for the purpose of advertising the application identifies the site as No. 21 – 43 Hoddle Street, however the site is identified as 21 – 53 Hoddle Street. DTP has been advised of this discrepancy in an email dated 27 August.

Existing Conditions

Subject Site

12. The description of the subject site as detailed within the Officer report that forms an attachment, remains relevant to the current application before Council.

Surrounding Land

13. The description of the surrounding land as detailed within the Officer report that forms an attachment, remains relevant to the current application before Council.

Planning Scheme Provisions

14. The planning scheme provisions as detailed within the Officer report remain relevant to the current application before Council. There have been no notable changes to the planning scheme since that report was written that are relevant.

Advertising and Submissions

15. Planning application PLN21/0824 was advertised and received 79 objections on various grounds as discussed in the attached Delegate report.

16. The current application being considered by the Minister was notified to Council. The DTP have not provided any details of the extent of notice undertaken or whether any submissions have been received.

Referrals

17. Many of the referral comments previously provided continue to be relied upon in the assessment of the current scheme before Council. Previous referral comments that informed the grounds of refusal are an attachment to this report, namely the Urban Desing Advice authored by MGS Architects.

18. The current application was referred to Council's Engineering Services Unit and Social Planner for advice on the amended car parking layout, increase in the provision of onsite car parking, and introduction of affordable housing, respectively. That referral advice is an attachment.

19. It is also acknowledged that the notice was accompanied by several reports including acoustic and wind reports. However, given the timing for submissions, there was no capacity to have these reports peer reviewed. However, it is understood that DTP will have these peer reviewed for the purpose of their assessment. The recommended conditions following the officer assessment below, have relied on reports that related to Planning Application No. PLN21/0824, as that application had undergone a full review.

OFFICER ASSESSMENT

20. The primary considerations for this application are identical to that considered in the assessment of the scheme set out in the attached report. Key concerns relating to building height, setbacks and massing have not been addressed and remain an ongoing concern.

21. The following table provides an assessment of the identified key differences outlined within *The Proposal* section of this report:

(a) The provision of 10% of the total dwellings being allocated as affordable housing comprising of: *(i) 80 – 85% - studios and 1 bedroom apartments; and* *(ii) 15 – 20% - 2 bedroom apartment.* *For 10 years from first occupancy.*	This is an improvement on the original proposal which did not include affordable housing. This formed a ground of refusal and is considered to go some way to improve the lack of affordable housing. The proposal is a large development incorporating 407 apartments with a varied typology mix. A development of this scale should include a formal commitment to the provision of affordable housing. Whilst compliant with clause 16.01-2L of the Scheme which requires minimum of ten per cent of affordable housing for a major residential development of 50 or more dwellings, the strategy for the delivery of affordable housing for only 10 years is not supported.

	Council's Social Planner did not support this aspect and made a recommendation for this to be increased to a minimum of 25 years and to be appropriately managed by a registered housing authority. The composition of dwelling typology is also not supported as it is limited to smaller studio, 1 and 2 bedroom dwellings with no offering for families and a minimum should include some 3-bedroom dwellings. Their comments are an attachment to this report.
(b) Plan notation to confirm that any redundant crossover will be removed and replaced with asphalt footpath and kerb and channel in accordance with council's requirements.	This variation addresses Council engineers' request for a plan notation.
(c) The RL's depicted have been marginally modified from 76.75, 70.35 and 67.15, to 76.85, 70.58 and 67.37 associated with Buildings A, B (Building 1) and C (Building 2).	This does not address key issues relating to the overall building heights expressed in the attached officer report. Urban design comments provided by MGS Architects, also forming an attachment, clearly expressed concerns with the building heights.
(d) A provision of 210 car parking spaces (increased from 200) and 205 storage cages (increased from 153 storage cages) within two basement levels.	Council's Engineers have provided advice that was generally supportive subject to conditions that related to infrastructure and crossover works and further changes that required parking bays 051, 168 and 170 to be identified as Small Car Spaces. Their advice is an attachment to this report and conditions that can be transposed on a planning permit have been provided that capture their requirements.
(e) A bicycle provision of a total of 263, split between 242 resident and 21 resident visitor (increased from 244, split between 223 residential and 21 visitor).	The bicycle provision has been increased and is considered an improvement.
(f) The ground floor setbacks across the Islington Street interface, closest to the Langridge Street intersection, increased from 4.2m to 4.27m stepping back to 6.68m.	This variation is supported given the increase in the setbacks that will facilitate more circulation space within the site.
(g) Five food and drink premises tenancies at ground level with areas ranging between 156sq.m. and 330sq.m. (in lieu of four tenancies).	The food and drink premises is a non-permit required use under the zone.
(h) The ground level shops have been largely deleted (with one shop tenancy of 108sq.m. provided) to facilitate more space dedicated to communal amenity.	A greater emphasis on communal amenity is a positive response to the circulation spaces from within the development. It is assumed that this will take the shape of co-working spaces similar to that previously entertained by the previous planning application.
(i) The ground floor has been further reconfigured to allow for entry to an internal courtyard from Hoddle Street.	Separate entry to the courtyard from Hoddle Street will also the tenants / residents of the site, have clear access and greater connectivity between public and open spaces.

(j) The substation within the basement relocated to the ground floor.	The substation was previously hidden from public view, by its location in the basement. The current scheme will now position this on the ground floor in full view to Islington Street. This is not supported.
(k) The balconies of Apartments: *(i) 124, 125, 126 at Level 1;* *(ii) 224, 225 and 226 at Level 2;* *(iii) 315, 316 and 317 at Level 3, and* *(iv) 415, 416 and 417 at Level 4* *All reduced in size to 8sq.m. as a consequence of their living area increased (and infilling the area of the balcony).*	The balcony sizes of these apartments comply with the requirements at Clause 58.05-3 – Private Open Space of the Yarra Planning Scheme that has a requirement for the provision of at least 8sq.m. worth. These also meet the minimum dimension required of 1.7m. The living areas of these apartments are also compliant within the requirements of Clause 58.07-1 (Functional Layout) of the Yarra Planning Scheme.
(l) The internal separation of buildings to the public square modified from 22.3m to 22.4m.	This is considered to be a negligible variation.
(m) Provision of 8sq.m. winter gardens for the studio apartments in the north-east corner, at the Hoddle and Langridge Street intersection.	The lack of private open space afforded to the studio apartments in the north-east corner of Building A (that was previously a concern for Council Officers) has been adequately addressed in the current scheme. This is compliant with the requirements at Clause 58.05-3 – Private Open Space of the Yarra Planning Scheme.
(n) The balconies of apartments 511 and 512 at level 5 decreased from 46.8sq.m. and 86.9sq.m. to 29.9sq.m. and 66.6sq.m. to make way for landscaping within the western setback, facing Islington Street.	This variation is inconsequential to the amenity of the identified apartments which continue to exceed the requirements for private open space at Clause 58.05-3 – Private Open Space of the Yarra Planning Scheme.
(o) Several internal layout changes to the apartment sizes facing Islington Street (associated with Building 2) at the upper levels above Level 5 by increasing their area by up to 3sq.m.	Several apartments have increased in size but only marginally (i.e. between 1-3sq.m.). This change is inconsequential to previous considerations relating to internal amenity.
(p) The lengths of buildings depicted on plan have been slightly modified by 100-200mm.	This is imperceivable when considering the overall scale of the scheme.
(q) Provision of up to 48 solar panels on the roof of the south-east corner at level 3 of Building 2.	Provision of solar panels is responsive towards obtaining a more positive ESD outcome overall and is supported.
(r) The plant area above the tallest tower in the north-east corner, decreased from 398sq.m. to 262sq.m. to make way for the further provision of up to 61 solar panels around its perimeter.	Similarly to the above, the provision of solar panels provides a more positive ESD outcome overall and is supported.

(s)	*The three-storey height / podium of the south-east portion (east elevation) increased from 12.83m to 12.98m as measured above the footpath to the flat roof.*	This is imperceivable when considering the overall scale of the scheme.
(t)	*The bridging element between Buildings 1 and 2 (east elevation) modified to have a minimum height of 48.2m above the natural ground level (NGL) (decreased from 48.7m).*	This is imperceivable when considering the overall scale of the scheme and is an element located within the site.
(u)	*The western podium height of Building 1 in the south-west corner increased from 15.6m to 16.1m*	Despite the increase, the overall height is comparable and is not considered to be a significant variation, when considering the overall scale of the scheme.
(v)	*The western podium height of Building 2 in north-west corner increased from 19.5m to 19.6m above the NGL.*	In the same vein as the variation to the above and despite the height being decreased, the overall height remains comparable.
(w)	*The façade of Building 1 modified to have greater sized windows, and centrally installed sliding doors for wind protection.*	This is limited to the framework of the building and is considered inconsequential to the previous assessment.
(x)	*The southern elevation of the towers and juxtaposition of columns rationalised and simplified, with the boundary wall on the southern boundary corrected to reflect the existing condition.*	The columns and juxtaposition of fenestration across the southern elevation of Building 2 have been rationalised in terms of their widths and dimensions. The on-boundary wall on the southern boundary is now accurately depicted. These items are reflective of nuances associated with architectural accuracies and have no impact on the previous Officer assessment.

Conclusion

22. Overall, the changes made are limited, and while they address some secondary concerns they have not addressed the key concerns that led to Council under delegation originally determining that the proposal should not be supported.

23. It is therefore recommended that Council advise the DTP that the proposal is not supported for several key reasons relating to the overall building height, massing, setbacks, transition and architectural composition. Notwithstanding this, a list of recommended conditions will be provided that can be included on any planning permit should the DTP be of a mind to grant the permit.

RECOMMENDATION

That Council note this report (and the delegate report relating to planning application No. PLN21/0824) and accompanying material and referral advice relied upon.

That Council delegate the General Manager City Sustainability & Strategy to write to the Department of Transport and Planning outlining the following:

(a) Council does not support the proposal and its position is that a planning permit should not be granted for this development based on the following key reasons:

  (i) The proposal lacks strategic support and is contrary to policy at Clause 02.03 (Strategic Directions), Clause 15 (Built Environment and Heritage) and fails in its delivery and supply of housing choices at Clause 16 (Housing) of the Yarra Planning Scheme;

  (ii) The proposal fails to provide a meaningful affordable housing contribution, including the number, lack of diversity, and short tenure;

  (iii) The proposal fails to respond to the existing urban context and preferred future development of the area;

  (iv) The proposal is an overdevelopment and would have an unacceptable impact on the surrounding area as a result of its building height, massing, setbacks, transition and architectural composition;

  (v) The amenity of the communal / public open space areas is poorly resolved; and

  (vi) Notwithstanding this, should the DTP be of a mind to grant the permit they should have regard to Council's recommended conditions.

Standard conditions to be included in any planning permit issued

Endorsed Plans

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the decision plans prepared by Cox Architecture, Drawing / Sheet Numbers TP-00-000, TP-01-010, TP-10-100, TP-15-100, TP-20-000, TP-20-010, TP-20-098, TP-20-099, TP-21-000, TP-21-010, TP-21-020, TP-21-030, TP-21-040, TP-21-050, TP-21-060, TP-21-070, TP-21-080, TP-21-090, TP-21-100, TP-21-110, TP-21-120, TP-21-130, TP-21-140, TP-21-150, TP-21-160, TP-21-170, TP-21-180, TP-25-010, TP-25-011, TP-25-020, TP-25-021, TP-30-100, TP-30-110, TP-30-120, TP-30-130, TP-30-160, TP-30-170, TP-30-180, TP-30-190, TP-30-200, TP-35-010, TP-35-030, TP-35-040, TP-40-100, TP-40-110, TP-41-150, TP-45-100, TP-45-105, TP-45-110, TP-45-120, TP-45-130, TP-45-140, TP-45-150, TP-45-200, TP-45-210, TP-45-220, TP-45-230, TP-45-240, TP-55-100, TP-55-105, TP-55-110, TP-55-115, TP-55-120, TP-55-125, TP-55-130, TP-55-135, TP-55-140, TP-55-145, TP-55-150, TP-55-155, TP-55-160, TP55-165, TP-55-610, and TP-90-010 (All Revision V and dated 30/05/24), but modified to include/show:

  (a) …

  (b) ...

  (c) …

  (d) A cross-section of the proposed vehicle crossover to Islington Street with a DDA compliant crossfall of maximum 1:33 and a width of minimum 1.5 metres;

  (e) Dimensions (length/width) and offsets from the building lines of the existing public infrastructure i.e. footpaths, kerbs, road pavements, etc. on the ground floor plans

  (f) A plan notation confirming that public infrastructure must not be adjusted unless agreed with by Council in writing;

(g) A plan notation confirming that line marking and signage will be amended in accordance with the proposed changes along all frontages;

(h) A plan notation designating car spaces 051, 168 and 170 as Small Car Spaces;

(i) Any requirement of the Facade Strategy and Materials and Finishes Plan, where relevant (Condition 4);

(j) Any requirement of the endorsed Streetscape and Public Realm Plans, where relevant (Condition 6);

(k) Any requirement of the endorsed Sustainable Management Plan, where relevant (Condition 8);

(l) Any requirement of the endorsed Waste Management Plan, where relevant (Condition 10);

(m) Any requirement of the endorsed Landscape Plan, where relevant (Condition 12);

(n) Any requirements of the endorsed Tree Management Plan, where relevant (Condition 14);

(o) Any requirement of the endorsed Acoustic Report, where relevant (Condition 18); and

(p) Any requirement of the endorsed Wind Report, where relevant (Condition 20).

(q) Any requirement of the endorsed Public Lighting Plan, where relevant (Condition 22).

2. The use and development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

3. This permit does not come into effect until such time that the Section 173 Agreement AE428825G that affects Land in Plan of Consolidation 371229H, or 53 Hoddle Street, is amended (or ended) under Section 178 of the Planning and Environment Act 1987.

Facade Strategy and Materials and Finishes Plan

4. Concurrent with the submission of Condition 1 plans, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:

(a) Elevation drawings at a scale of 1:20 illustrating typical podium details, crossed intersection of slab edges, entries and doors, and utilities and typical tower facade details;

(b) Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;

(c) Information about how the high-quality appearance of the façade will be maintained; and

(d) coloured drawings outlining colours, materials and finishes.

Ongoing architect involvement

5. As part of the ongoing progress and development of the site, Cox Architects, or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) oversee design and construction of the development; and

(b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

Streetscape and Public Realm Plans

6. Concurrent with the submission of Condition 1 plans, or by such later date as approved in writing by the Responsible Authority, a Public Realm Plan of all public realm improvements associated with the development must be prepared, submitted and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The Public Realm Plan must show, but not be limited to, the following:

   (a) All existing service infrastructure (underground and access points), road markings, signage, street trees and plantings;

   (b) Spot levels and gradients showing DDA compliance and usable walking surfaces;

   (c) A minimum dimension of 3.7m canopy height to Hoddle Street;

   (d) The small cutout in the Hoddle Street frontage that is 3m deep infilled with built form;

   (e) The existing signal box on the Hoddle and Langridge Street corner relocated in a location away from the pedestrian path of travel and provision of landscaping;

   (f) A minimum 1.8m unobstructed path of travel across the Islington Street frontage with the extended footpath width shown to have a dimension of 2.5m;

   (g) The removal of any colonnades and the building setback (as necessary) to provide footpath widening in accordance with the above condition;

   (h) Clear delineation of the public and private realm through a variance in surface materials;

   (i) The removal of the discontinuous awnings across the Islington Street façade and replacement with one continuous awning;

   (j) Details ensuring that outdoor dining can be achieved without wind amelioration techniques. If this cannot be achieved, the deletion of any outdoor dining;

   (k) All proposed streetscape materials should be designed as per Technical Notes: City of Yarra Public Domain Manual and Yarra Standard Drawings;

   (l) Hoddle Street pavements to be reinstated as asphalt footpaths with sawn bluestone kerbs -YSD 321. Grass verge to be reinstated where crossover removed;

   (m) Langridge Street pavements to be reinstated as asphalt footpaths with dressed bluestone kerb with two pitcher channel – YSD316;

   (n) Islington Street pavements to be reinstated as asphalt footpaths with concrete kerb and channels - YSD302. Vehicle crossovers to be YSD602- Bluestone Vehicle Crossing;

   (o) All footpath paving to be consistent treatment from kerb to building edge to avoid slivers of unit paving between the title and building;

   (p) A layout for any outstands, pedestrian crossings, on-street garden beds and rationalised on-street parking should be indicated on plans to be further coordinated with Council Officers, through the detailed design process;

   (q) A detailed technical cross section of Langridge Street with all service alignments and depths; service offsets; drainage; lighting; and root zones; and

   (r) Provision of passively irrigated outstands along Langridge Street,

   to the satisfaction of the Responsible Authority.

7. Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later date as approved in writing by the Responsible Authority, detailed design drawings of the works approved under the Public Realm Plan (as required by Condition 6) addressing all road infrastructure works (including soft/hard landscaping), must be submitted to and approved by Council's Civil Engineering Department. Once approved, the detailed design drawings will be endorsed and will then form part of the permit.

Sustainable Management Plan

8. Concurrent with the submission of Condition 1 plans, an amended Sustainable Management Plan (SMP) must be submitted to and approved by the Responsible Authority. When approved, the amended SMP will be endorsed and will form part of this permit. The amended SMP must be generally in accordance with the Sustainable Management Plan prepared by ADP (Revision 01) and dated 27 July 2023, but updated to include the following:
   (a) Clarification and details of the ventilation system in the car park;
   (b) Details of the solar PV system and its layout marked on the architectural plans;
   (c) A commitment to a minimum of 500kWh of annual electricity generation per dwelling provided by the on-site solar PV system;
   (d) Information and specific targets regarding recycled materials;
   (e) A minimum 10% green cover spread across the ground floor plan;
   (f) Specify SRI of horizontal surfaces;
   (g) Provision of shading to glazed surfaces to reduce energy peak demand;
   (h) Materials and assembly methods to assist with disassembly and adaptive reuse at end of life;
   (i) Consider incorporating a car share space on street (through partnership) or within the basement, and at a minimum provide details of surrounding car share locations within the Building Users Guide and/or Green Travel Plan;
   (j) Consider implementation of green wall or roof elements to increase the urban ecology of the development; and
   (k) Consider an assessment using the green factor tool greenfactor.com.au.
9. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Waste Management Plan

10. Concurrent with the submission of Condition 1 plans, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Leigh Design and dated 28 July 2023 but modified to include:
    (a) All design changes required under Condition 1 of this permit.
11. The provisions, recommendations and requirements of the endorsed waste management plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Landscape Plan

12. Concurrent with the submission of Condition 1 plans, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Concept Report prepared by UEM Sunrise and dated 28 July 2023 but modified to include:
    (a) All design changes required under Condition 1 of this permit;
    (b) Planting plan(s) for each building level proposing landscaping, showing the location of proposed planting, plant quantities and species, as well as a legend containing key features, materials and surfaces;

(c) A plant schedule(s) containing the following information:

(i) plant species (botanical and common name), installation size, width x height at maturity, and plant quantities; and

(ii) The plant schedule(s) should correlate with the planting plan(s);

(d) Detailed drawings for elements such as furniture and planters – showing dimensions (including soil depth), drainage, lining, materials and growing media. Volumes of growing media that are adequate for the plant species proposed and well as cultivation depth;

(e) Clear labels/information on the landscape plan(s) with detailed drawings, and plant schedule(s) indicating the trees and landscaping provide an increased canopy cover and deep soil planting in compliance with the provisions of Clause 58.03-5 landscaping of the Yarra Planning Scheme, including:

(i) Areas and dimensions for deep soil planting;

(ii) Locations and quantities for specified tree types (i.e., type A, B, C); and

(iii) Calculations for proposed canopy for (soil volumes, deep soil planting, and specified tree types (i.e., type A, B, or C).

(f) Details of the proposed green roof, including (but not limited to) dimensions, mulch, soil layers and filtration media, water supply method (where applicable) and overflow measures;

(g) Provision of wind proof mulch for any above ground planted areas; and

(h) A maintenance schedule, including task details and frequency with further information clearly demonstrating how safe maintenance access (such as anchor points for rope access) is to be provided and how this will be integrated into the building design.

13. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

(c) replacing any dead, diseased, dying or damaged plants,

to the satisfaction of the Responsible Authority.

Tree Management Plan

14. Concurrent with the submission of Condition 1 plans, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved, the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for:

(a) the protection and preservation of any existing street trees intended to be retained, including:

(i) pre-construction;

(ii) during construction; and

(iii) post construction;

(b) the provision of any barriers;

(c) any pruning necessary; and

(d) watering and maintenance regimes,

to the satisfaction of the Responsible Authority.

15. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented to the satisfaction of the Responsible Authority.

16. Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later dates as approved in writing by the Responsible Authority, the permit holder must make a one-off contribution of $4,144.80 to the Responsible Authority. This fee will be used for:

    (a) 3 soft-planting 45L medium trees in locations at Langridge with a cost of $697.40 per tree for a total cost of $2092.20;

    (b) 1 soft-planting 45L medium tree located in Hoddle Street where the existing crossover will be removed and reinstated with grassed verge with a cost of $697.40 per tree; and

    (c) 1 road tree 45L medium tree to be located in Islington street with a cost of $1355.20 per tree.

17. All street tree planting, understorey planting and 24 months establishment / maintenance to be undertaken by Council's tree planting contractor.

Acoustic Report

18. Concurrent with the submission of Condition 1 plans, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Renzo Tonin Associated and dated 03 November 2023, but modified to show / address:

    (a) All design changes required under Condition 1 of this permit;

    (b) Confirmation that the gym / yoga space on the ground floor will be managed by the body corporate; and

    (c) Live music from the Yorkshire Hotel and any acoustic mitigation necessary.

19. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Wind Report

20. Concurrent with the submission of Condition 1 plans, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Environmental Wind Speed Measurements on a Wind Tunnel Model of the 21 – 53 Hoddle Street Development, Collingwood prepared by MEL Consultants and dated 20 July 2023, but modified to include (or show):

    (a) All design changes required under Condition 1 of this permit;

    (b) Wind conditions within parts of the communal terraces and public square (i.e. areas with seating and/or resident amenities) to meet the sitting criterion; and

    (c) Wind conditions within the dwelling private terraces / balconies with a minimum area of 12sq.m. to meet the standing criterion.

21. The provisions, recommendations and requirements of the endorsed Wind Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Public Lighting Plan

22. Before the development commences (excluding site preparations, demolition and bulk excavation), or by such later date as approved in writing by the Responsible Authority, a Public Lighting Plan must be submitted to and approved by Council's Civil Engineering Department. When approved, the Public Lighting Plan will be endorsed and will form part of this permit.

23. The Public Lighting Plan must be designed to:

    (a) address lighting along Islington St, Langridge St, Hoddle St, and along areas traversed by pedestrians including entrances to the approved building.

    (b) comply with uniformity, access and maintenance requirements as per standard AS1158.3.1;

    (c) control light spillage in accordance with the requirements of AS 4282 – 2019," *Control of the obtrusive effects of outdoor lighting*"; *and*

    (d) to the satisfaction of the Responsible Authority.

24. The provisions, recommendations and requirements of the endorsed Wind Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Green Travel Plan

25. Before the use commences, a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The Green Travel Plan must include, but not be limited to, the following:

    (a) a description of the location in the context of alternative modes of transport;

    (b) employee welcome packs (e.g. provision of myki/transport ticketing);

    (c) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;

    (d) a designated 'manager' or 'champion' responsible for coordination and implementation;

    (e) details of bicycle parking and bicycle routes;

    (f) details of GTP funding and management responsibilities;

    (g) the specific design of bicycle storage devices proposed to be used for employee;

    (h) spaces, including demonstration of their suitability for parking cargo bikes, electric bikes and recumbent bikes;

    (i) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;

    (j) security arrangements to access the employee bicycle storage spaces; and signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and

    (k) Reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness'. Provisions for the Green Travel Plan to be updated not less than every 5 years.

26. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Head, Transport for Victoria (26 – 29)

27. To ensure that parking relating to the land use does not impact the operation of future bus lanes on Hoddle Street, a plan must be prepared showing proposed "No Stopping" parking restrictions along the west side of Hoddle Street applicable for the frontage of the proposed development for approval by the Responsible Authority.

28. The owner must prior to the occupation of the development install the new “No Stopping” signs on the west side of Hoddle Street along the entire frontage of the subject land to the satisfaction of the Responsible Authority and at no cost to the Responsible Authority and the Head, Transport for Victoria.

29. The permit holder must avoid disruption to bus operation along Hoddle Street during the construction of the development. Any planned disruptions to bus operation during construction and mitigation measures must be communicated to and approved by the Head, Transport for Victoria eight (8) weeks prior.

30. Prior to the occupation of the development all disused or redundant vehicle crossings must be removed, and the area reinstated along the Hoddle Street frontage the satisfaction of and at no cost to the Head, Transport for Victoria.

Environmental Audit

31. Before the use and / or works authorised by this permit commences, an environmental audit report of the land to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Environmental Auditor appointed pursuant to the EP Act must undertake an Environmental Audit in accordance with the provisions of the EP Act and issue:

    (a) An Environmental Audit Statement for the suitability of the land use in accordance with the EP Act (**Statement**),

    and the Statement must be provided to the Responsible Authority.

32. If, pursuant to Condition 29, an Environmental Audit Statement is issued. The statement must be provided either:

    (a) Under Part 8.3, Division 3 of the Environment Protection Act 2017 which states that the site is suitable for the approved use and/or development; or

    (b) Under Part 8.3, Division 3 of the Environment Protection Act 2017 which states that the site is suitable for the approved use if the recommendations made in the statement are complied with;

    (c) if any term or condition of the Statement requires any ongoing maintenance or monitoring, the owner of the land (or another person in anticipation of becoming the owner) must enter into an agreement with the responsible authority pursuant to section 173 of the *Planning and Environment Act* 1987 (**Agreement**). The Agreement must:

        (i) provide for the undertaking of the ongoing maintenance and monitoring as required by the Statement; and

        (ii) be executed before the sensitive use for which the land is being developed commences; and

    (d) the owner of the land, or other person in anticipation of becoming the owner, must pay all costs and expenses (including legal expenses) of, and incidental to, the Agreement (including those incurred by the Responsible Authority).

Ongoing Conditions

33. Where an Environmental Audit Statement for the land in accordance with the EP Act (**Statement**) is issued and before the use authorised by this permit is occupied/commences:

    (a) Written confirmation of compliance must be provided by an environmental professional with suitable qualifications acceptable to the Responsible Authority; and

    (b) Compliance sign-off must be in accordance with any requirements in the Environmental Audit Statement recommendations regarding verification of works,

    All recommendations of the Environmental Audit Statement must be complied with to the satisfaction of the Responsible Authority.

Development Infrastructure Levy

34. Prior to the commencement of the development, the Development Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan or the Owner must enter into an agreement with Yarra City Council to pay the Development Infrastructure Levy within a time specified in the agreement.

Community Infrastructure Levy

35. Prior to the issue of a building permit, the Community Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan.

General

36. The amenity of the area must not, to the satisfaction of the Responsible Authority, be detrimentally affected by the development and uses, including through:
    (a) The transport of materials, goods or commodities to or from land;
    (b) The appearance of any buildings, works or materials;
    (c) The emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil; and
    (d) The presence of vermin.
37. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.
38. The loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the Responsible Authority.
39. Delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.
40. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:
    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity to the satisfaction of the Responsible Authority.
41. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
42. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.
43. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.
44. All pipes, fixtures and fittings servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.
45. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.
46. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.

47. Before the buildings are occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

48. The use/development must at all times comply with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021), as may be amended from time to time.

Car Parking

49. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:

    (a) Constructed and available for use in accordance with the endorsed plans;

    (b) Formed to such levels and drained so that they can be used in accordance with the endorsed plans; and

    (c) Line-marked or provided with some adequate means of showing the car parking spaces,

    All to the satisfaction of the Responsible Authority.

50. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the Responsible Authority.

Loading on Site

51. The loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the Responsible Authority.

Civil Works

52. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority(s).

53. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossings must be demolished and re-instated as footpath, verge (if applicable), and kerb and channel:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority(s).

54. Before the buildings are occupied or by such later date as approved in writing by the Responsible Authority, the footpath along the property's Islington St, Langridge St and Hoddle St frontages must be reconstructed in asphalt:

    (a) at the permit holder's cost; *and*

    (b) to the satisfaction of the Responsible Authority(s).

55. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the property's Islington St and Langridge St frontages must be reconstructed:

    (a) at the permit holder's cost,

    to the satisfaction of the Responsible Authority(s).

56. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, the road pavement along the property's Islington St and Langridge St frontage/s must be re-sheeted:

    (a) at the permit holder's cost,

    to the satisfaction of the Responsible Authority(s).

57. Within 2 months of the completion or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:

    (a) In accordance with Yarra Standard Drawings | Yarra City Council;

    (b) at the permit holder's cost; and

    (c) To the satisfaction of the Responsible Authority.

58. Any service poles, structures or pits located within the public realm areas that interfere with the proposal, must be adjusted accordingly:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority.

Construction hours & noise

59. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

    (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm,;

    (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or

    (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management Required

60. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:

    (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;

    (b) works necessary to protect road and other infrastructure;

    (c) remediation of any damage to road and other infrastructure;

    (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;

    (e) facilities for vehicle washing, which must be located on the land;

    (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;

    (g) site security;

    (h) management of any environmental hazards including, but not limited to,:

        (i) contaminated soil;

        (ii) materials and waste;

        (iii) dust;

        (iv) stormwater contamination from run-off and wash-waters;

(v) sediment from the land on roads;

(vi) washing of concrete trucks and other vehicles and machinery; and

(vii) spillage from refuelling cranes and other vehicles and machinery;

(i) the construction program;

(j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;

(k) parking facilities for construction workers;

(l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;

(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

(n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;

(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;

If required, the Construction Management Plan may be approved in stages. Construction of each stage must not commence until a Construction Management Plan has been endorsed for that stage, to the satisfaction of the Responsible Authority.

(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:

(i) using lower noise work practice and equipment;

(ii) the suitability of the land for the use of an electric crane;

(iii) silencing all mechanical plant by the best practical means using current technology;

(iv) fitting pneumatic tools with an effective silencer;

(v) other relevant considerations; and

(q) any site-specific requirements.

During the construction:

(a) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(b) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;

(c) vehicle borne material must not accumulate on the roads abutting the land;

(d) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(e) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

61. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Section 173 Agreement

62. Prior to the commencement of the development authorised by this permit, 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 provides for the following:

    (a) The offering of the community space rent-free to a selected not-for-profit organisation for a period of 10 years post completion of the development;

    (b) The unfettered 24hour access of the arcade network and the public square, from Langridge Street through to Islington Street;

    (c) Delivery of at least 10% affordable housing and managed by an independent housing manager/provider, who will have a duty to ensure all responsibilities are met and maintain equitable and fair management of the affordable housing;

    (d) A minimum 10% of affordable housing must be 3 bedroom dwellings; and

    (e) A minimum time horizon of 25 years to provide the affordable housing.

63. 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 Responsible Authority's costs and expenses (including legal expenses) incidental to the preparation, registration and enforcement of the agreement.

64. This permit will expire if:

    (a) the development is not commenced within two years of the date of this permit;

    (b) the development is not completed within four years of the date of this permit; and

    (c) The use has not commenced within five years.

    The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Attachments

1⇩ Attachment 1 Urban Context Report

2⇩ Attachment 2 Perspective Renders

3⇩ Attachment 3 Architectural Drawings

4⇩ Attachment 4 Affordable Housing report

5⇩ Attachment 5 Internal Referral Response - Social Planning

6⇩ Attachment 6 Internal Referral Response - Development Engineering

7⇩ Attachment 7 Planning Application no. PLN21/0824 - Delegate Report

8⇩ Attachment 8 PLN21/0824 - External Urban design comments - MGS Architects

9⇩ Attachment 9 PLN21/0824 - Architectural Drawings

10⇩ Attachment 10 PLN21/0824 - Perspective views 1

11⇩ Attachment 11 PLN21/0824 - Perspective views 2

21-53 Hoddle Street
Collingwood
URBAN CONTEXT REPORT
Rev 5 - May 2024
COX
UEM
SUNRISE

Cox Architecture would like to acknowledge the Wurundjeri Woiwurrung people of the Kulin Nation, the Traditional Custodians of the land on which we stand.

We pay our respects to their Elders past and present, and to all First Nations peoples of Australia. We acknowledge their continued and unceded connection to country and culture.

CONTENTS

01 INTRODUCTION

1.01 Architectural Statement
1.02 Project Information
1.03 Project Team
1.04 Previous & Amended Scheme

02 SITE

2.01 Site and Surrounds
2.02 The Site
2.03 Site Photos

03 URBAN CONTEXT ANALYSIS

3.01 Planning Controls
3.02 Context Analysis
3.03 Surrounding Developments
3.04 Urban Context Analysis
3.05 Walkable Amenity
3.06 Opportunities and Constraints
3.07 Housing Market

04 DESIGN RESPONSE

4.01 Build to Rent
4.02 Design principles
4.03 Massing and Form
4.04 Ground Activation
4.05 Site Amenities
4.06 Building Form
4.07 Materiality
4.08 Interior Design Concept
4.09 ESD Principles
4.10 BADS Overview
4.11 Shadow Study
4.12 Detail Shadow Study
4.13 Communal Space Shadow Study

05 APPENDICES

5.01 Architectural Drawings

01
INTRODUCTION

INTRODUCTION

1.01 Architectural Statement

"There are some places that simply demand a story should be told of them."

UEMS RFP, 2020

The 21-53 Hoddle St precinct presents the opportunity to re-invigorate a truly unique site at the edge of Collingwood.

UEM Sunrise in collaboration with Greystar, a global leader in the Build to Rent sector, have brought together a team of experienced consultants led by COX Architecture to implement a genuine mixed-use precinct that will connect the Collingwood and North Richmond communities.

The proposal becomes a diverse, inclusive and cohesive precinct made up of buildings that all share a common DNA. It captures the essence of Melbourne's inner-urban vitality, design to unite people and enhance wellbeing, a catalyst for a thriving new connected community.

At ground, the proposal integrates and strengthens the existing public realm through site connections, maximising opportunities to activate and enliven street edges and inviting pedestrian movement into and through the site. A new public square offers a new green space to the Collingwood Community.

A varied offering of Retail, Food and Beverage and public spaces will be accommodated in the development, further broadening the user experience and available target market to offer a connected and active locality, rich in amenity for residents and the public.

1.02 Project Information

The town planning application has been prepared by COX Architecture and UPco on behalf of UEM Sunrise.

The site is located at 21-53 Hoddle St, Collingwood. It is a unique site with an area of approximately 5,394sqm and defined by its significant Hoddle Street, Langridge Street and Islington Street frontages.

The proposal is for a mixed-use precinct with a variety of built form heights and identities above a very articulated podium.

The precinct proposal comprises of:

- Food and Beverage offerings
- Retail
- Community Commercial Space
- Public square
- Car parking:
    - 2 levels of car parking for residents
    - Vehicle access from Islington St
    - Bike parking and EOT facilities
- Residential use:
    - Podium apartments
    - 2 different buildings above podium
    - Communal rooftops
    - Amenities focused on wellbeing

1.03 Project Team

Client / Developer	UEM Sunrise
Build to Rent Investor	Greystar
Architecture & Design	COX Architecture
Planning Consultant	UPco
Landscape Consultant	Tract Consultant
Quantity Surveyor	Rider Levett Bucknall
Building Services Consultant	ADP Consulting
ESD Consultant	ADP Consulting
Civil & Structural Consultant	WSP Australia
Wind Engineering Consultant	MEL Consultants
Traffic Engineering Consultant	One Mile Grid
Waste Management Consultant	Leigh Design
Acoustic Engineering Consultant	Renzo Tonin & Associates

INTRODUCTION

1.04 Previous and Amended Scheme

Previous Scheme Summary

- Buy-to-sell Dwelling Model
- 10-23 Storey Towers with shared Podium
- 361 build to sell dwellings including 357 apartments and 4 townhouses
- 3985m² commercial office space
- Activated retail ground plane
- 313 car parking spaces within 3 basement levels

Amended Scheme Summary

- Build to Rent Dwelling Model
- 10-18 Storey Towers with shared ground floor lobby
- 407 build to rent dwellings
- Activated retail ground plane
- 200 car parking spaces within 2 basement levels

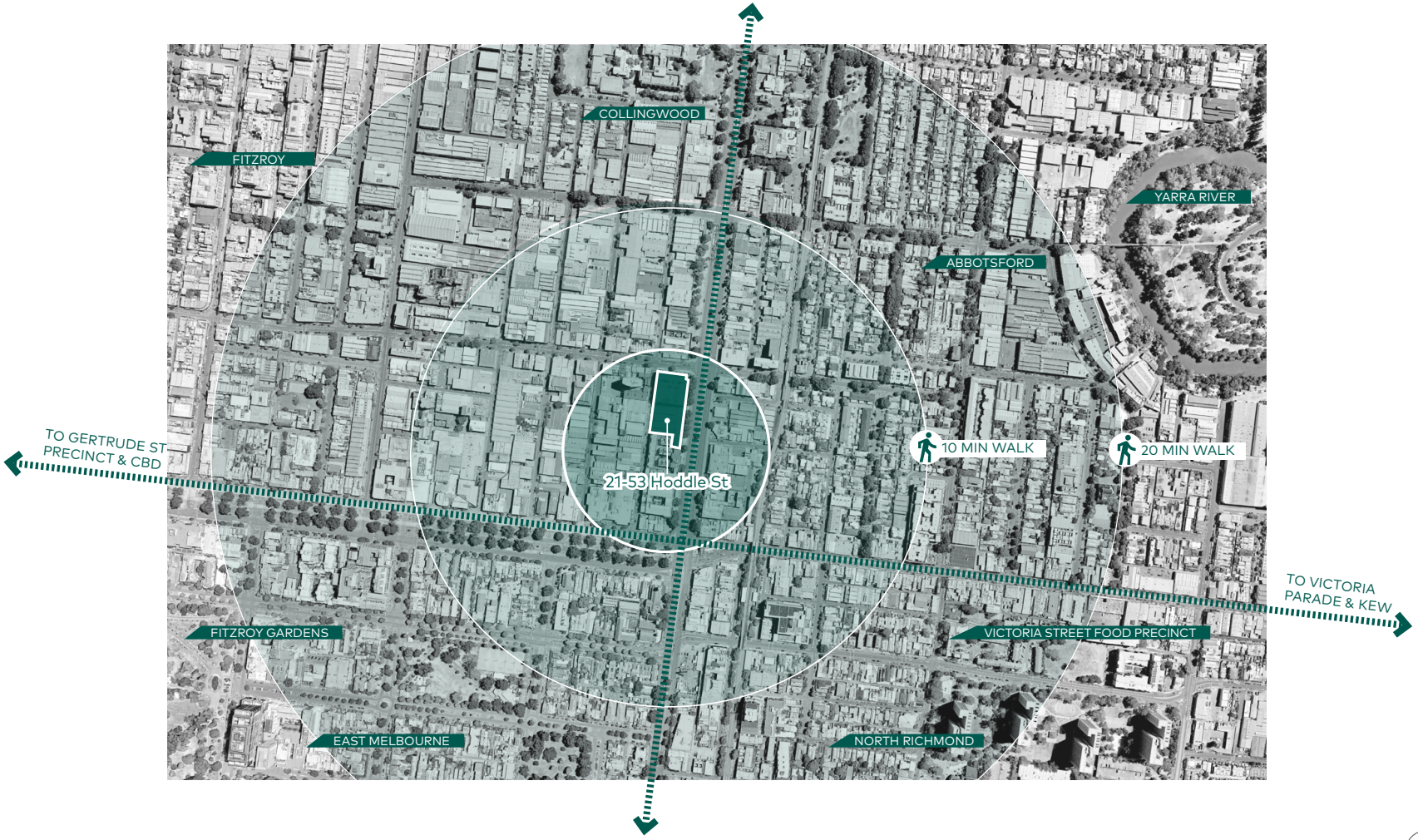
Key Updates from Previous Scheme

- Reduced overall height
- Increased tower setbacks and building separation
- Increased streetwall heights to wider street interfaces
- Connected buildings whilst overtly expressed and articulated built form
- Improved solar amenity
- Re-distributed mass from sensitive locations to less sensitive locations
- New publicly accessible open space connected to the street network
- New semi-public/private courtyard for residents
- Widen Islington Street footpath
- Visually connect Hoddle and Islington Streets via common lobby

02
SITE CONTEXT

SITE CONTEXT

2.01 Site and Surrounds



SITE CONTEXT

2.01 Site and Surrounds

Transportation

TRAM 109 :
(Port Melbourne - Box Hill)

TRAM 12 :
(St Kilda (Fitzroy St) - Victoria Gardens)

TRAIN :
(Mernda and Hurstbridge lines)

BUS STOPS

Public Open Space

01 Harmsworth Street Reserve
02 Hood Street Reserve
03 Town Hall Reserve
04 Gahan Reserve
05 Yarra Bend Park
06 Peel Street Park
07 Powlett Reserve
08 Darling Square
09 Fitzroy Gardens
10 Lennox and Butler Street Park

SITE CONTEXT

2.02 The Site

21-53 Hoddle St is a unique site in a prominent corner of Hoddle Street and Langridge St at the South-East fringe of Collingwood.

The area is characterised by a mixture of light industrial, small residential and new multi residential and commercial developments.

The site offers an excellent opportunity to respond to challenging urban conditions and develop an architecturally designed innovative precinct that complements Collingwood and becomes a catalyst for the area.

The site is also understood as a great opportunity to connect the Collingwood community with the neighbouring North Richmond food and retail precinct along Victoria street.

The site has an area of 5,394sqm, with frontages to Hoddle St, Langridge St and Islington St. At the Southern boundary the site directly interfaces with a residential development.

SITE CONTEXT

2.03 Site Photos

VIEW 01
View of the subject site looking East from Langridge Street

VIEW 02
View of the subject site looking North from Islington Street

SITE CONTEXT

2.03 Site Photos

VIEW 03

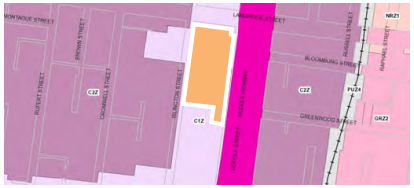
View of the subject site looking West from Langridge Street

VIEW 04

View of the subject site looking North from Hoddle Street

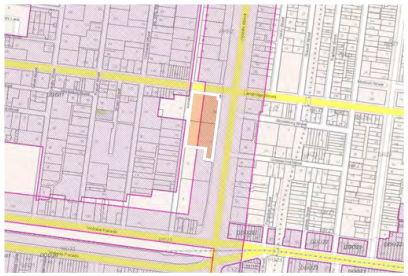
03
URBAN CONTEXT ANALYSIS

C1Z



TRZ2

DDO2



DCPO1

COMMERCIAL 1 ZONE (C1Z)

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To create vibrant mixed-use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

TRANSPORT ZONE CATEGORY 2 (TRZ2) - Hoddle Street

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for an integrated and sustainable transport system.
- To identify transport land use and land required for transport services and facilities.
- To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation.
- To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.

DESIGN AND DEVELOPMENT OVERLAY (DDO2)

- To recognise the importance of main roads to the image of the City.
- To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.
- To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.
- To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.
- To encourage high quality contemporary architecture.
- To encourage urban design that provides for a high level of community safety and comfort.
- To limit visual clutter.
- To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.

DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY (DCPO)

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

URBAN CONTEXT ANALYSIS

3.02 Context Analysis - Strategic Development

Offering opportunity for scale without the negative impacts present in other key corridors within the City of Yarra, the size and location of the subject site can facilitate a higher density.

1. Subject Site

Large, rare, consolidated strategic development site capable of accommodating scale and density efficiently.

2. Arterial Road - Hoddle St

40m wide road reserve provides separation from neighbours to mitigate impacts and can better sustain more intensive development than narrower heritage main streets

3. Adjacent Industrial Area

An emerging employment node within Yarra that is less sensitive to development impacts and would be directly supported by complementary residential and retail land uses.

4. Future Development Zone

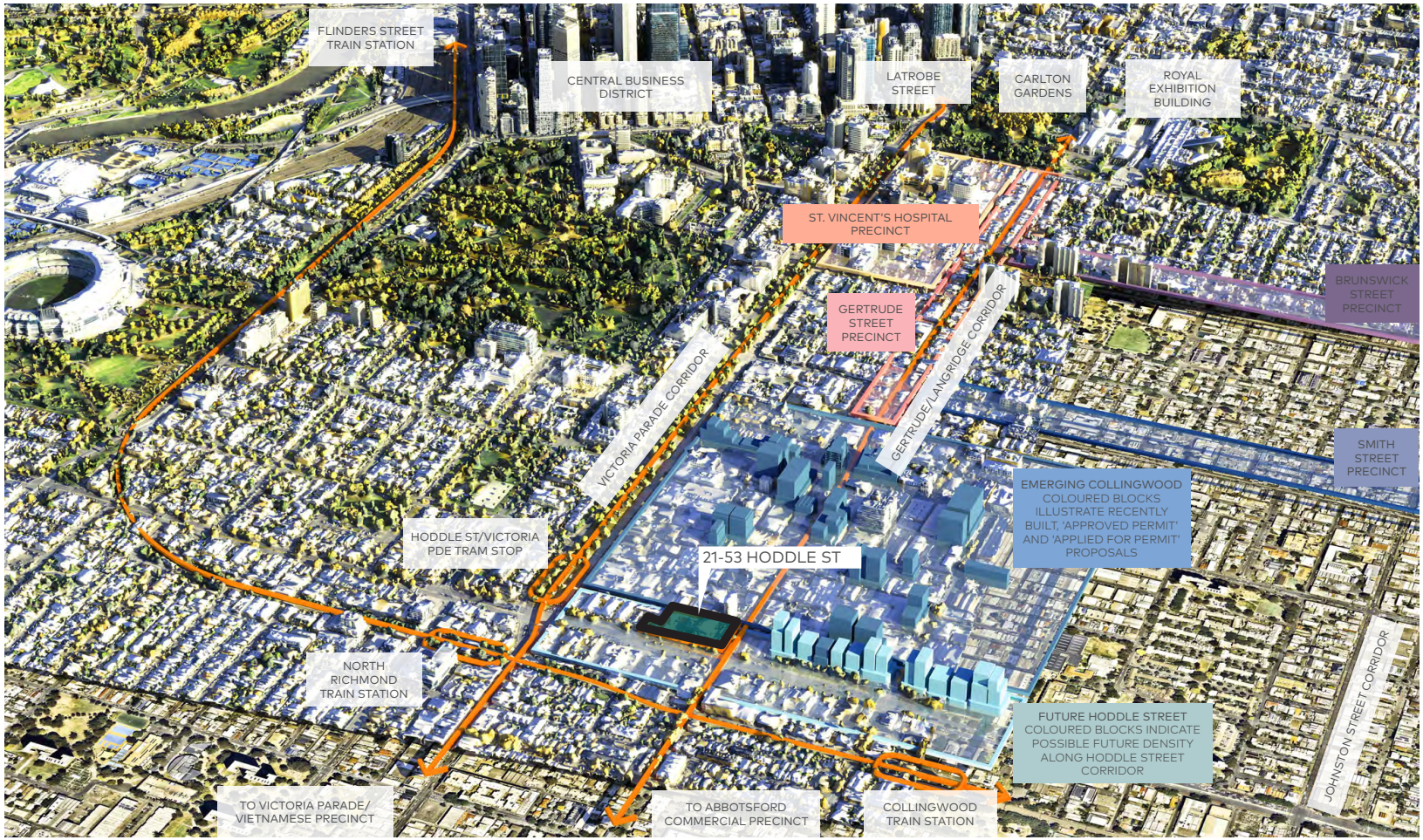
Opportunity for future density along the western Hoddle Street corridor edge.

5. Historic Residential Area

Well separated from site by major arterial road, commercial precinct and rail line. Site's remoteness from low scale, historic residential neighbourhoods is a key opportunity to be optimised.

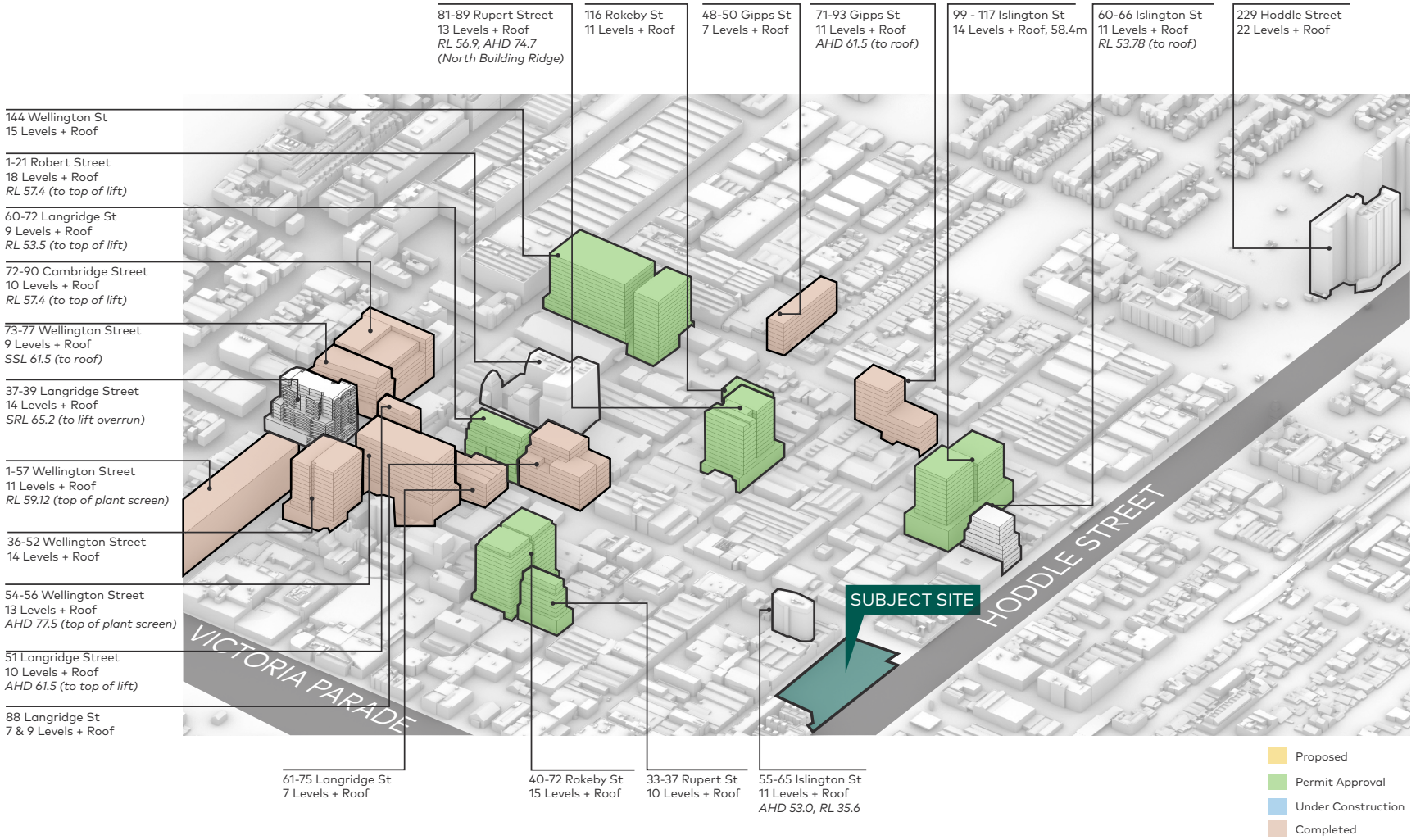
URBAN CONTEXT ANALYSIS

3.02 Context Analysis - Strategic Development



URBAN CONTEXT ANALYSIS

3.03 Surrounding Developments



URBAN CONTEXT ANALYSIS

3.03 Surrounding Developments

1. Holme
37-39 Langridge Street
(Completed)

2. Victoria & Vine
1-57 Wellington Street
(Completed)

3. Northumberland
54-56 Wellington Street
(Under Construction)

4. Yorkshire
1-21 Robert Street
(Completed)

5. Hines
36-52 Wellington Street
(Under Construction)

6. GCQ
71-93 Gipps Street
(Under Construction)

7. The Chifley on the Terrace
128-144 Wellington street
(Proposed)

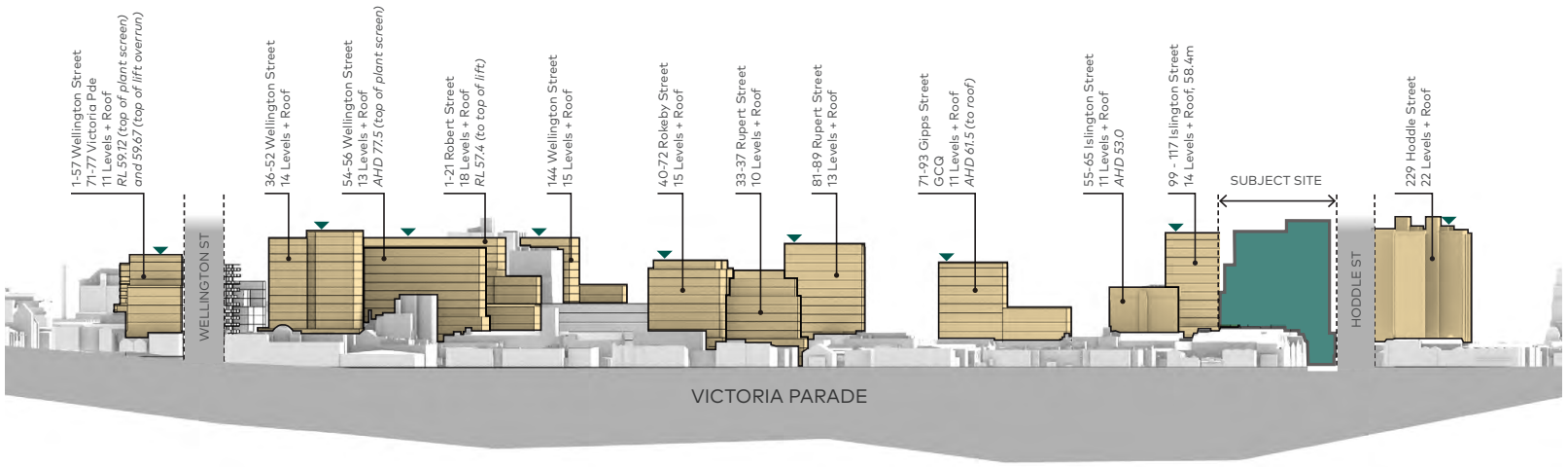
8. Willow Apartment
60-66 Islington street
(Completed)

9. Langridge Lane
60-88 Langridge street
(Completed)

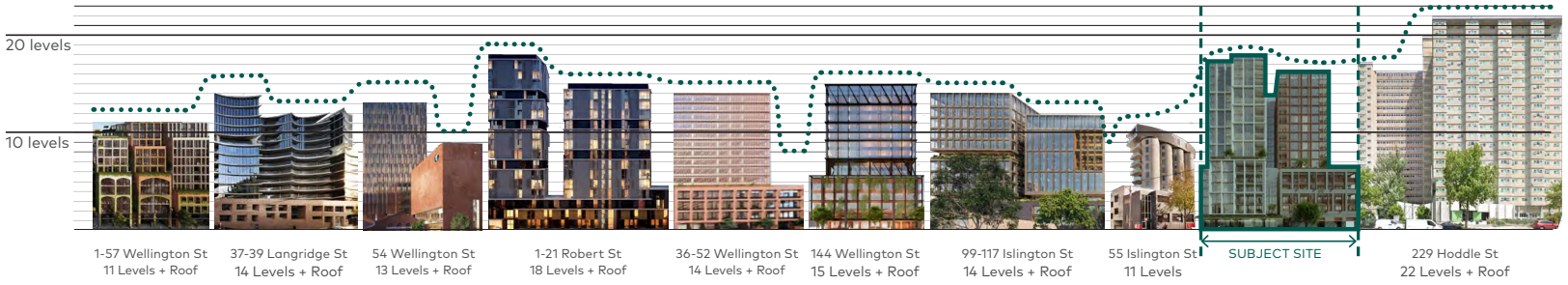
URBAN CONTEXT ANALYSIS

3.03 Surrounding Developments - Built Height

South Elevation - Victoria Parade



Skyline Articulation



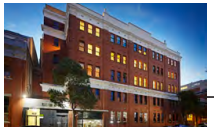
URBAN CONTEXT ANALYSIS

3.03 Surrounding Developments - Built Form

Key aspects of the scheme:

- Breaking the mass to reflect the local urban grain
- Collingwood materiality and texture
- Grid and structured approach reflective of Collingwood's history

This is architecture that is of its place, fits well within the surrounding context and adds to the texture and grain of the streetscape, working to draw the best elements of old Collingwood through and within it, celebrating the grit and diversity that make this area so dynamic and special.


103 Oxford St

68 Oxford St

Holme Apartment

21 Northumberland St

170 Oxford St

210 Cambridge St

Yorkshire Brewery

55-65 Islington St

Victoria and Vine

88 Langridge

39 Shelley St

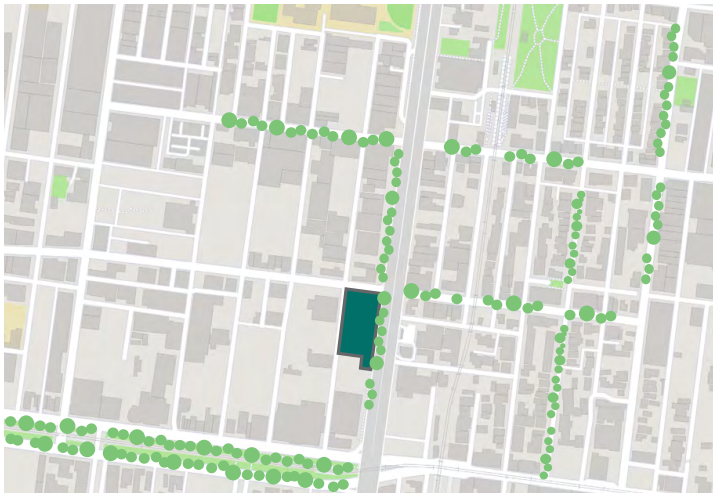
93 Gipps St

193 Wellington St

N

URBAN CONTEXT ANALYSIS

3.04 Urban Context Analysis

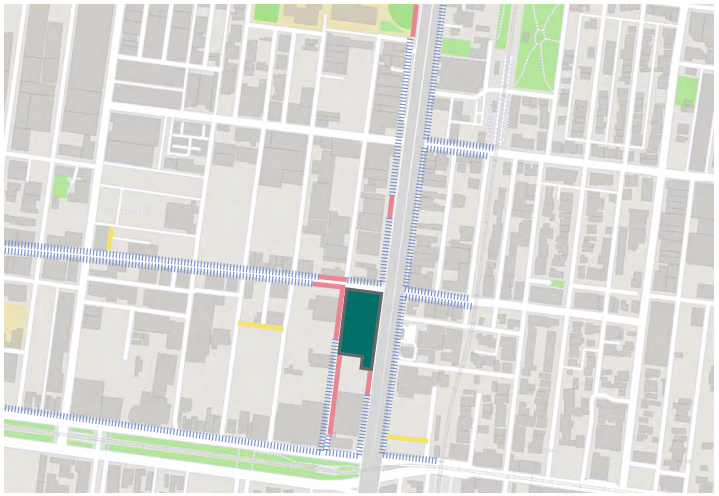


Public Space & Trees

The subject site has Gahan Reserve to the North and Powlett Reserve to the South. The surrounding major roads (Victoria Parade and Hoddle Street) have linear treescapes that form part of Collingwood's urban greenery. The intention of the design is to enhance the city's urban green forest and further maximise pedestrian amenity through landscaping, and the creation of new public spaces and a laneway.

Green Landscaped Street

Public Space



Street Character

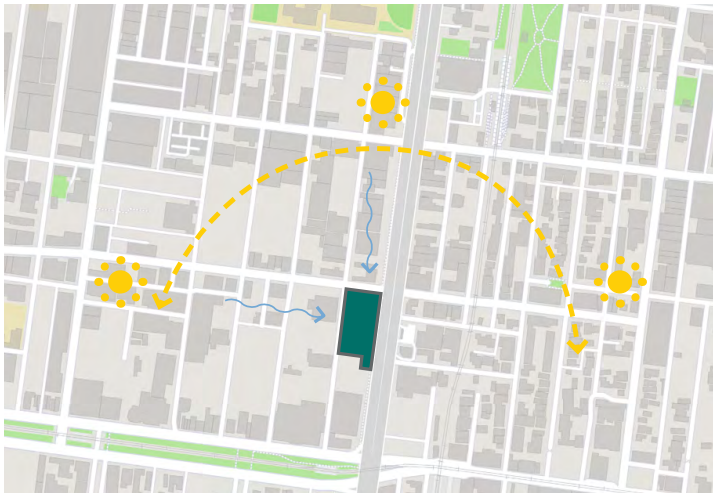
The site is surrounded by three very different street characters. Hoddle St is a major traffic artery, with a predominant small industrial and commercial interface with new multi-residential developments currently being developed or recently completed. Langridge St is a main East-West connector for Collingwood, with a mixture of some small residential and new large commercial and multi-residential buildings. Islington St is a one-way street, with a much smaller scale with small industrial and small residential interfaces.

Residential Frontage

Industrial and Commercial Frontage

Laneway Connection

N

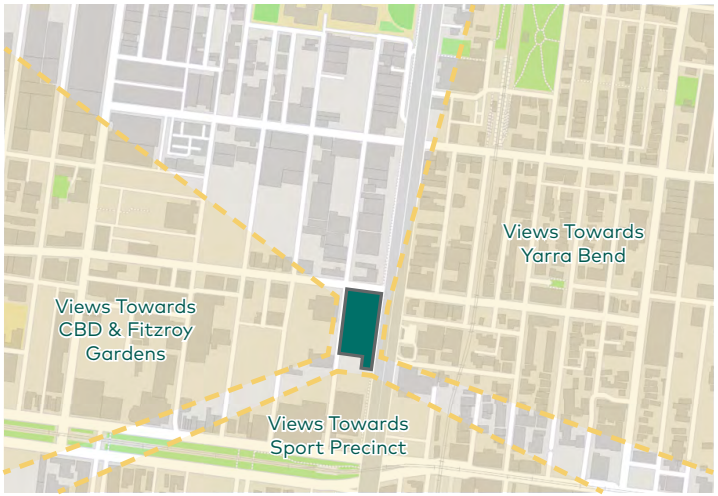


Solar / Wind Orientation

The site has a great solar aspect, with the three main frontages facing East, North and West so the precinct can embrace the natural daylight throughout the day. The prevailing winds will come from the North and the West.

Sun Direction

Prevailing Wind Direction



View & Vistas

The great solar aspect of the site is enhanced with major view corridors. The site has great direct views to the CBD at the Western side, the sports precinct to the South and the Yarra Bend parks and the Dandenong ranges beyond towards the North and East.

Surrounding Views

URBAN CONTEXT ANALYSIS

3.05 Walkable Amenity

F&B Premises

01 Rosella
02 Two Birds Cafe
03 Aka Siro
04 Congress
05 The Studio Beans
06 Lemon Middle & Orange
07 Rupert on Rupert
08 Allpress Espresso
09 Streat
10 Stomping Ground
11 The Aviary
12 Tran Tran

Commercial Service

01 The Hive Shopping Centre
02 Porsche Centre
03 Bunnings Collingwood
04 Woolworths Abbotsford
05 Coles on Smith St

Education

01 Collingwood College
02 Rupert Street Kindergarten
03 Abbotsford Primary School
04 Australian College of the Arts

Social Service

01 St Philip's Anglican Church
02 Collingwood Town Hall

URBAN CONTEXT ANALYSIS

3.06 Opportunities and Constraints

OPPORTUNITIES

LOCATION

01 Close proximity to tram routes

02 Proximity to the Metro Stations

03 Prominent corner at North-East

04 Proximity to retail, entertainment amenities and Victoria St & Smith St food precinct

STREET ACTIVATION

05 Creating a better interface with the busy Hoddle St and Langridge St intersection

06 Potential pedestrian link through the site.

07 Increased activation to Islington Street.

LANDSCAPE

08 Embrace Hoddle Street green spine

09 Green design opportunities to the site

ASPECT & VIEWS

10 City Views

11 Yarra Bend Views

ACCESS

12 Vehicle access from Islington St

13 Pedestrian link to Collingwood shopping precinct

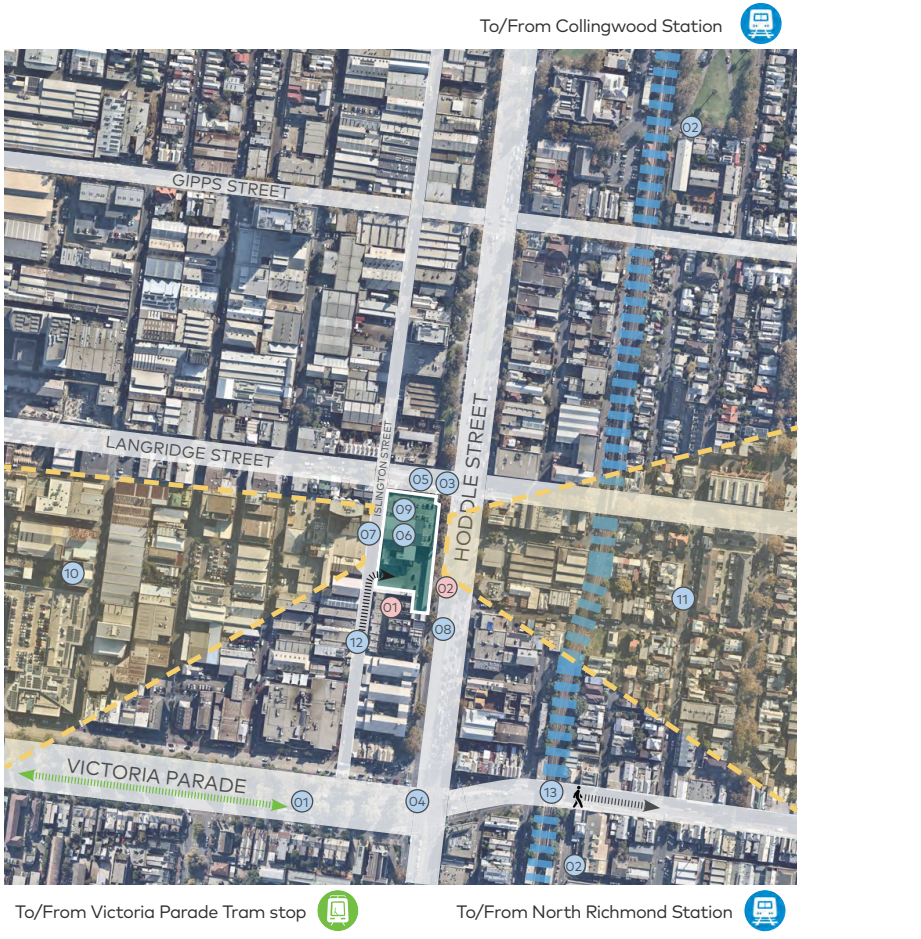
CONSTRAINTS

LOCATION

01 Interface with Residential P.O.S. the Southern boundary

STREET ACTIVATION

02 Interface to Hoddle St



URBAN CONTEXT ANALYSIS

3.07 Housing market

National Housing Availability

National Housing Finance and Investment Corporation (NHFIC) expects the cumulative gap between new household formation and new supply will be around -106,300 dwellings over the five years from 2023 to 2027.
The shortfall of supply at the national level is mostly in apartments and medium density dwellings. The balance of supply versus household demand in this segment is expected to be -62,300 over the 5 years to 2027.

Population Growth in City of Yarra

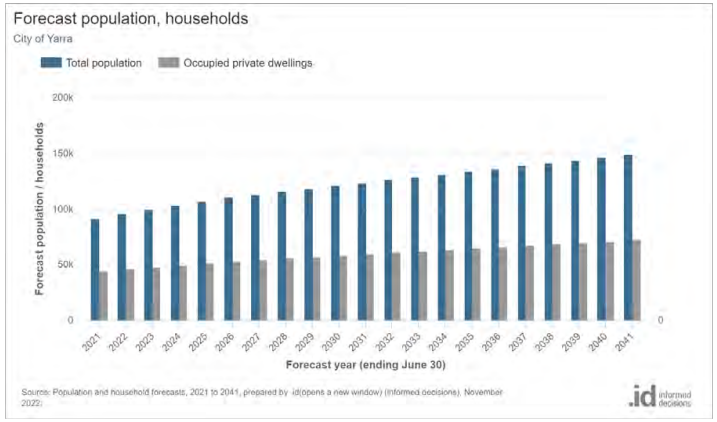
Population and household forecast provided by informed decisions expects population in City of Yarra to increase by 49.80% by 2041, while Lone person households is expect to increase the most, further reducing household size, requiring more dwellings to accommodate the fast growing population.

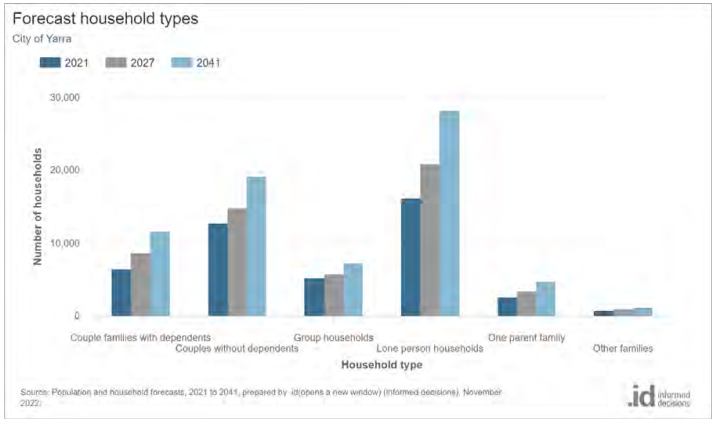
106,300
Shortfall Dwellings 2027

62,300
Shortfall Apartments 2027

113,334
Total population by 2027

58,403
Total Dwellings by 2027





The largest increase between 2021 and 2027 is forecasted to be in Lone person households, which will increase by 4,677 households and account for 38.3% of all households.

OVER 150
OVER 150
CR-V HR-V CR-V
BIG
BUS

04
DESIGN RESPONSE

DESIGN RESPONSE

4.01 Build to Rent

'Build-to-Rent has been a real winner in Victoria. It's a growing market and it's creating affordable, quality homes for Victorians.'

-Treasurer Tim Pallas

What is Build to Rent?

Build to rent is rental housing predicated on single ownership and single management buildings with residential and mixed-use place making at it's heart offering assurance of security of tenure which isn't available in the mum/dad investor rental market.

Developments are designed with a focus on exceptional residential experience - both in the quality of the private space and shared amenities and through the level of service provided to the residents within their communities.

The success of BTR depends on the ability to retain tenants and to build an inclusive environment that people want to be a part of.

Key BTR Benefit

- Security of tenure
- Modern, high-quality apartments
- Managed to create community
- Customer experience focus
- Extensive communal facilities
- Dedicated on site team
- Single ownership
- Single Management
- Purpose build & developed at scale
- Shovel-ready without pre-sales requirement

LIV Munro | Mirvac

155 Johnston St | Greystar

Indie Footscray | Investa

DESIGN RESPONSE

4.01 Build to Rent - Partnership

UEM Sunrise have partnered with global BTR leader Greystar to deliver the first Build to Rent precinct in Collingwood.

UEM Sunrise brings together the talented and skilled, the imaginative and the courageous. The proposed development for 21-53 Hoddle St is UEM Sunrise's third milestone in their expansion in the Australian market, after the completion of their flagship projects - Aurora Melbourne Central; and Conservatory, both located in Melbourne, Australia.

Greystar is a global leader in the Build to Rent space, bringing the Best-in-class platform with a strong focus on exceptional service and building community. With unparalleled asset knowledge, and proven ability to execute, Greystar have a kindred approach with local councils and neighbours to ensure their asset integrates seamlessly with the existing community.

Aurora, Melbourne

Conservatory, Melbourne

14-16 Yarra St, South Yarra

15-85 Gladstone St, South Melbourne

DESIGN RESPONSE

4.01 Build to Rent - The New Brief

The 'Build to Rent' typology focuses on curating a sense of community for the residents and its surrounding precinct.
The site provides a unique opportunity to create a diverse community that captures the essence of Collingwood.

The original proposal for the site was designed as a mixed use, Built to Sell development. The previous design aimed to create a collection of smaller buildings to celebrate the diversity and grit of Collingwood.

Since Greystar joined the project team, the brief changed from a Built to sell to Built to Rent. The shift in the brief provided a rare opportunity to re-examine the massing response to respond to some of the initial concerns that City of Yarra expressed during the original application while addressing some of the key operational and functional requirements that the Build to Rent model requires.

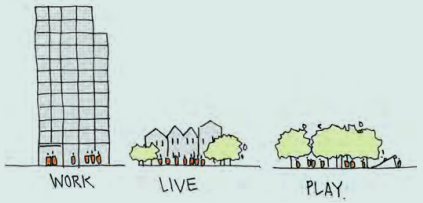
While achieving these requirements, the proposal maintains the design principles to capture the essence of Collingwood's inner-urban vitality, and the precinct is designed to unite people and enhance well-being, to become a catalyst for a thriving new connected community.

Build to Sell

SINGULARITY

DIFFERENT BUILDING ENTRIES

COMPARTMENTALISATION

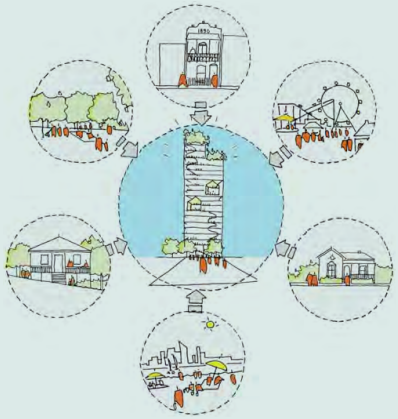


Build to Rent

COMMUNITY

CONSOLIDATED EXPERIENCE

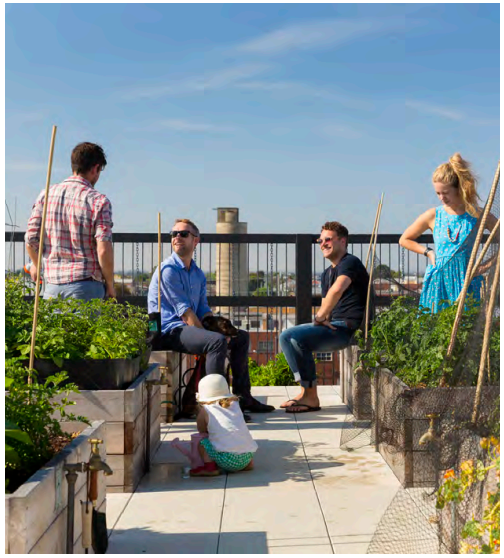
INTEGRATED LIVING



More than a place to live

Shared Communal Amenity

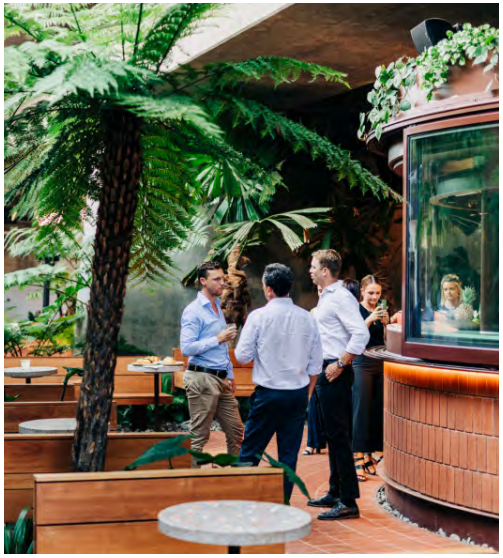
- Connected communal terraces
- Accessible amenities to all residents
- A sense of community



Thinking bigger than a building

Active Ground Experience

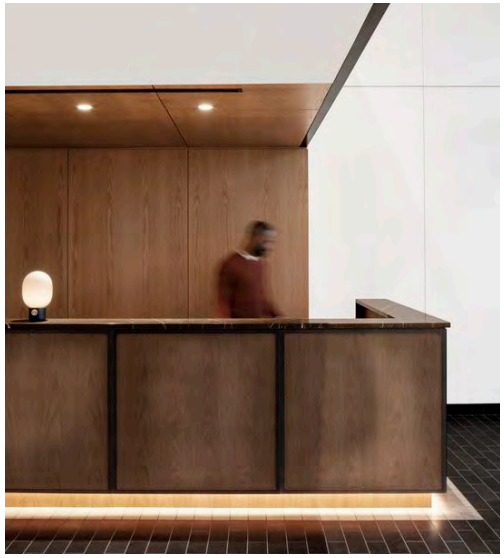
- Enhanced public realm
- Retail / F&B offerings
- Residents amenities



Operational considerations

Design Efficiencies

- Efficient typical floorplates
- Shared experience
- Consolidated concierge for residents



DESIGN RESPONSE

4.02 Design principles

CONTEXTUAL

More Collingwood

Drawing from old Collingwood, robust diversity and adaptability ensure the proposal is of its place.

COMMUNITY

New Social Infrastructure

A well-connected and welcoming precinct that is inclusive and engaged, night and day, weekday and weekend.

CONNECTED

Local Hub - Building Community

A new benchmark for living where people, place and locality are given an authentic identity.

EXEMPLARY

Design & Urban Outcomes

A catalyst project for East Collingwood, the end user experience of the proposal sets a benchmark for future mixed-use developments.

INNOVATIVE

Sustainable Transformation

The design aims to achieve design excellence in environmentally sustainable development from the design stage through to construction and operation.

HOME

Integrated Living

Through an innovative and varied collection of typologies, the residences have meaning and connection to a diverse cross section of the community.

DESIGN RESPONSE

4.03 Massing and form - Massing Response

The design proposal takes the opportunity to make the best of such a unique site in Collingwood, with a site area of 5394sqm.

The proposed building massing is informed by the following key elements:

1 - Street Wall

2 - Street Wall Mass Break

3 - Street Wall Articulation

4 - Tower Build form

5 - Solar plane

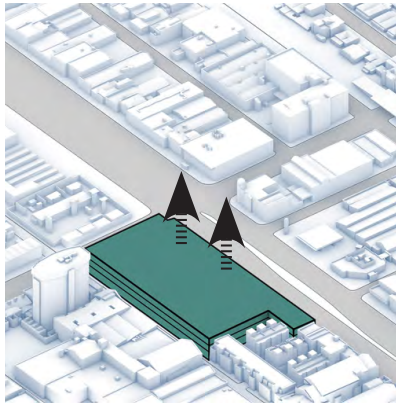
6 - Mass Re-distribution

7 - Form Articulation

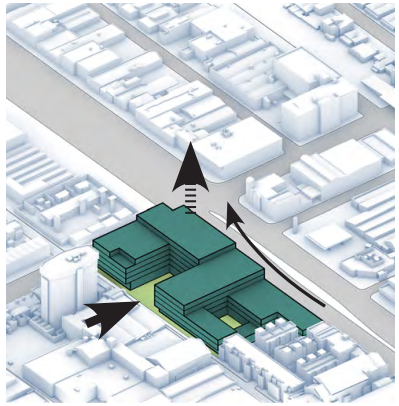
8 - Maximised Aspect

9 - Maximised City Views

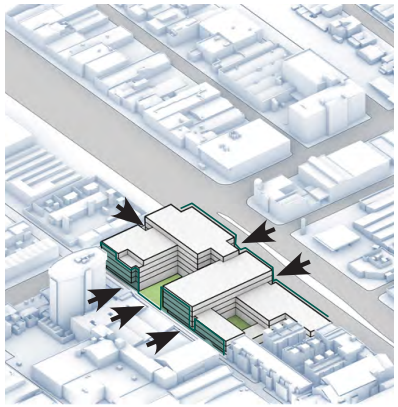
10 - Wind mitigation



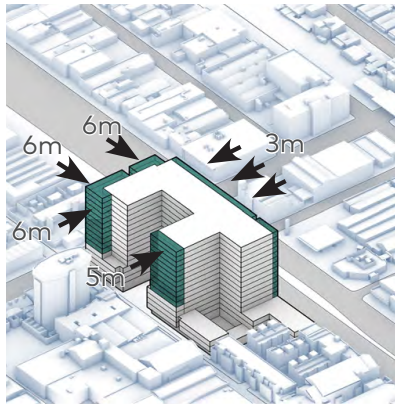
1 - Street Wall
- Appropriate height & scale
- Responding to surrounds



2 - Street Wall Mass Break
- New public square
- Street activation



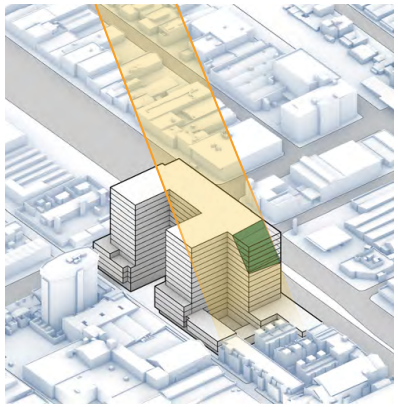
3 - Street Wall Articulation
- Variation and activation in street wall
- Articulated podium form



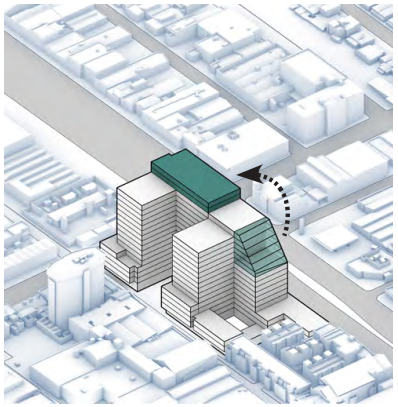
4 - Tower Built Form
- Further street setback to North and West
- Responding to Hoddle St scale
- Maximise city views and solar access

DESIGN RESPONSE

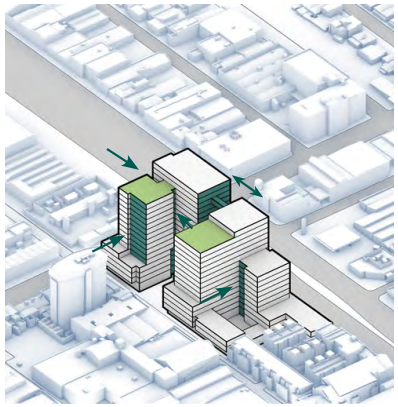
4.03 Massing and form - Massing Response



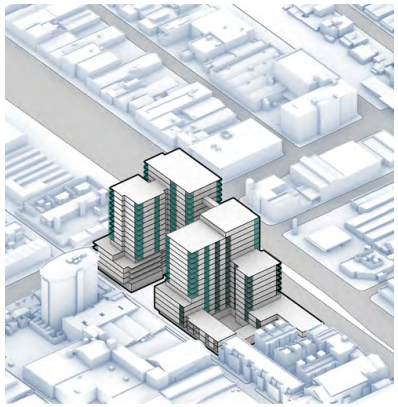
5 - Solar Plane
- Reduction of tower mass for overshadowing
- Opportunity for stepped forms



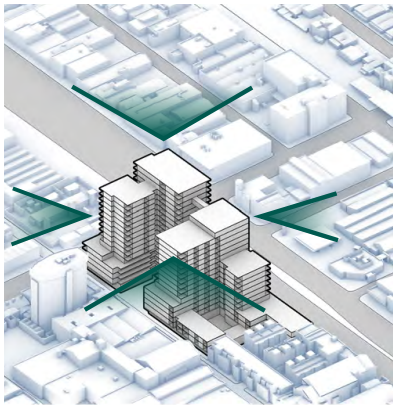
6 - Mass Re-distribution
- Re-distribute massing to anchor Hoddle/ Langridge corner
- Stepped forms



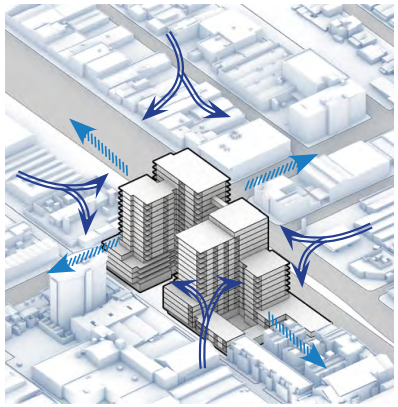
7 - Form Articulation
- Built form articulated for varied identity
- Connection to rooftop amenity



8 - Maximised Aspect
- Articulated built form
- Increased number of corner apartments



9 - Maximised City views
- Stepped form
- Rooftop Terraces
- Views from each building



10 - Wind Mitigation
- Setbacks at podium level
- Articulated corners

DESIGN RESPONSE

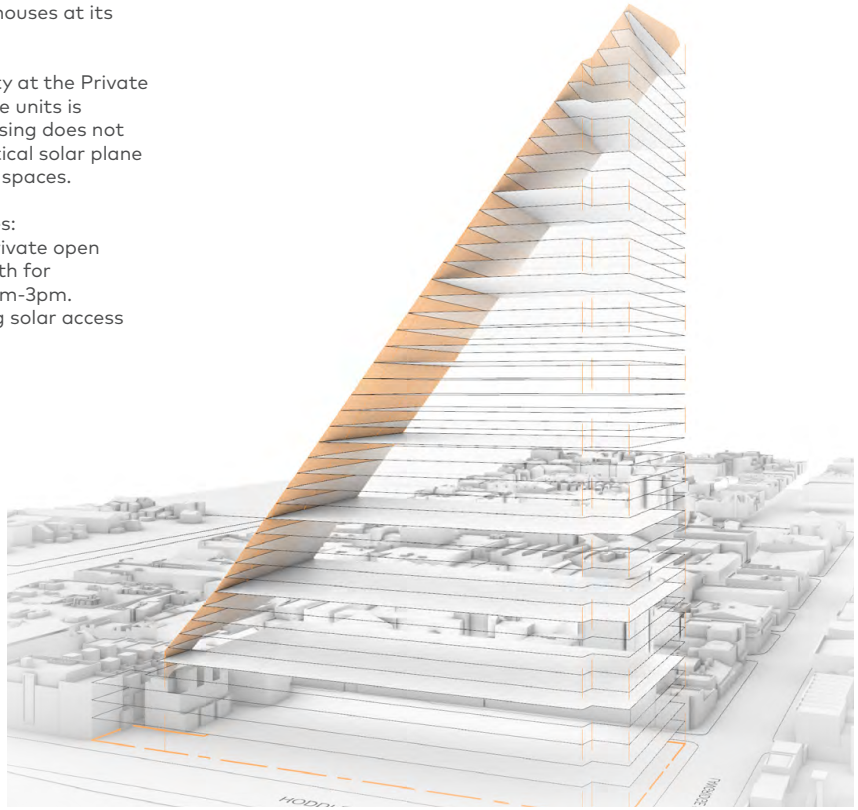
4.03 Massing and form - Tower Height

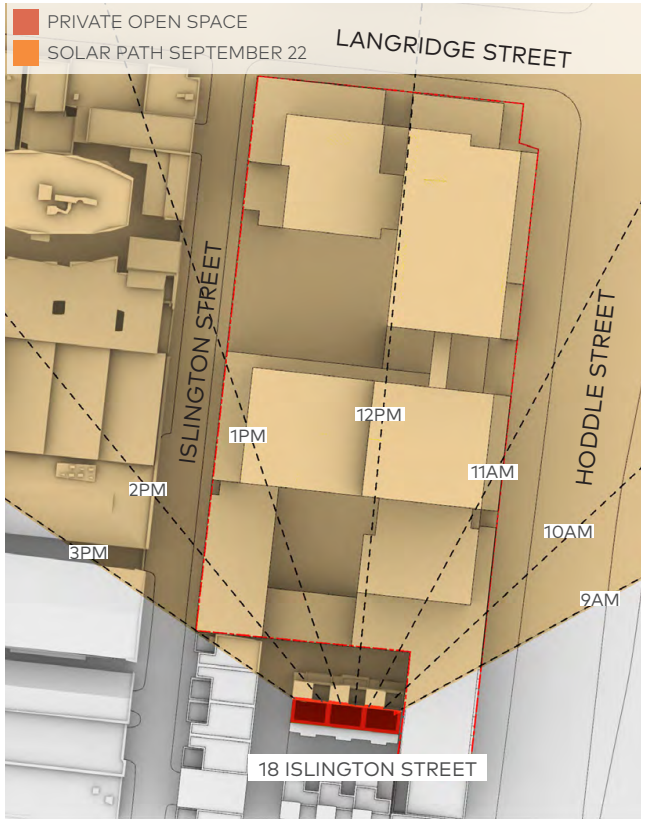
The proposed massing for the precinct takes into consideration the residential townhouses at its southern interface.

To ensure the amenity at the Private Open Spaces of these units is maintained, the massing does not encroach the theoretical solar plane determined by these spaces.

The proposal achieves:

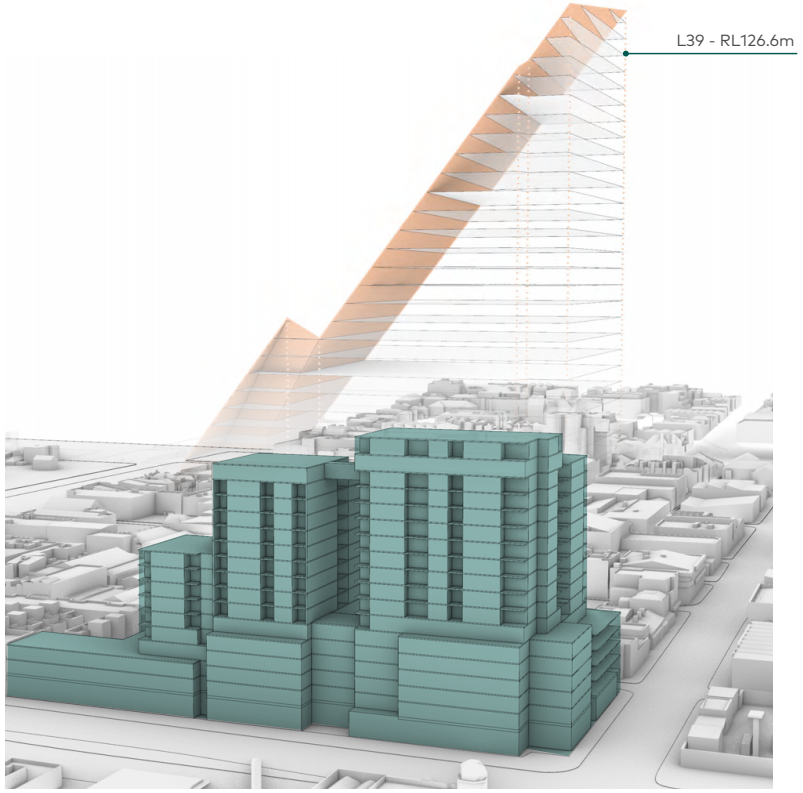
- Solar access to private open spaces to the south for September 22, 9am-3pm.
- 5 hours of existing solar access retained.



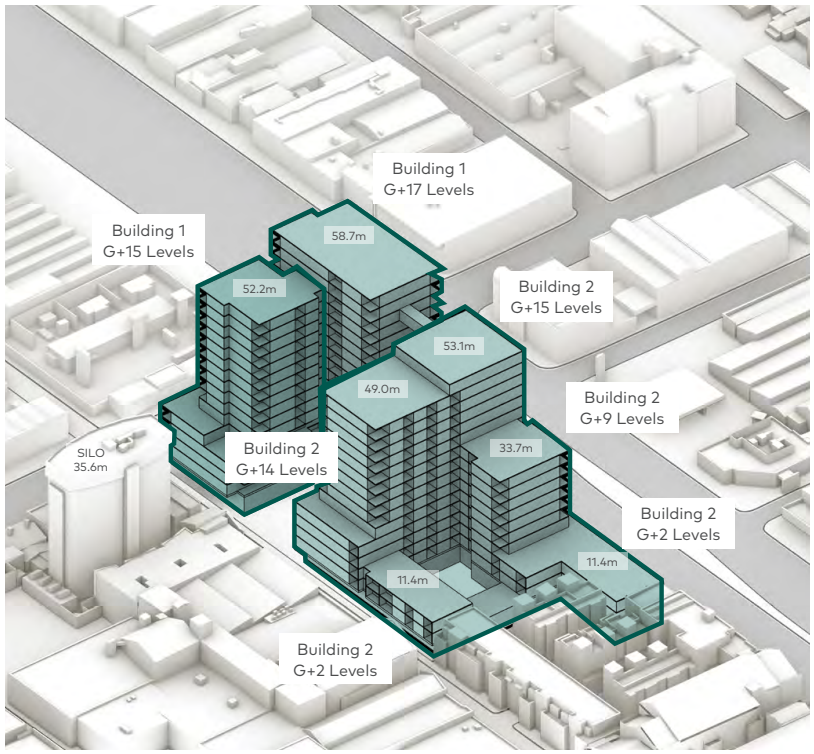


DESIGN RESPONSE

4.03 Massing and form - Tower Height



- Diversity of form, varying heights
- Articulated skyline underpin the tower heights



DESIGN RESPONSE

4.03 Massing and form - Previous application comparison

Reduced overall height and increased setbacks, improving the visual bulk from the previous application significantly.

Previous Application Views

Current Application Views

Previous Application Views

Current Application Views

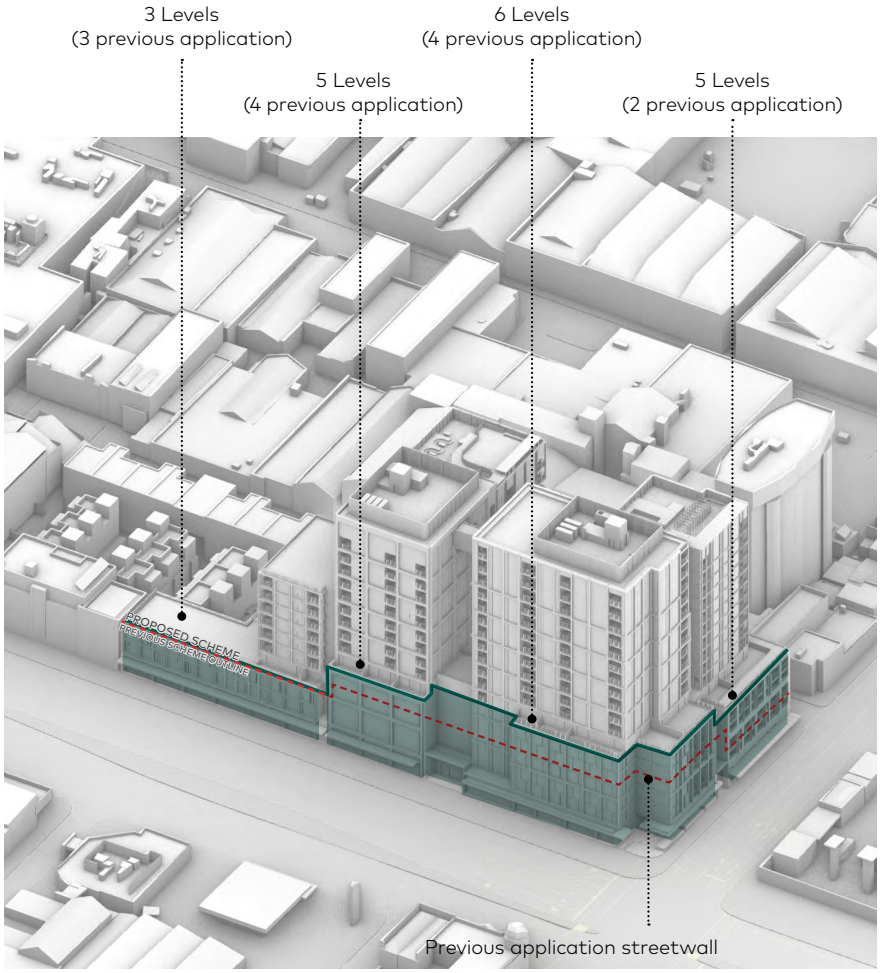
DESIGN RESPONSE

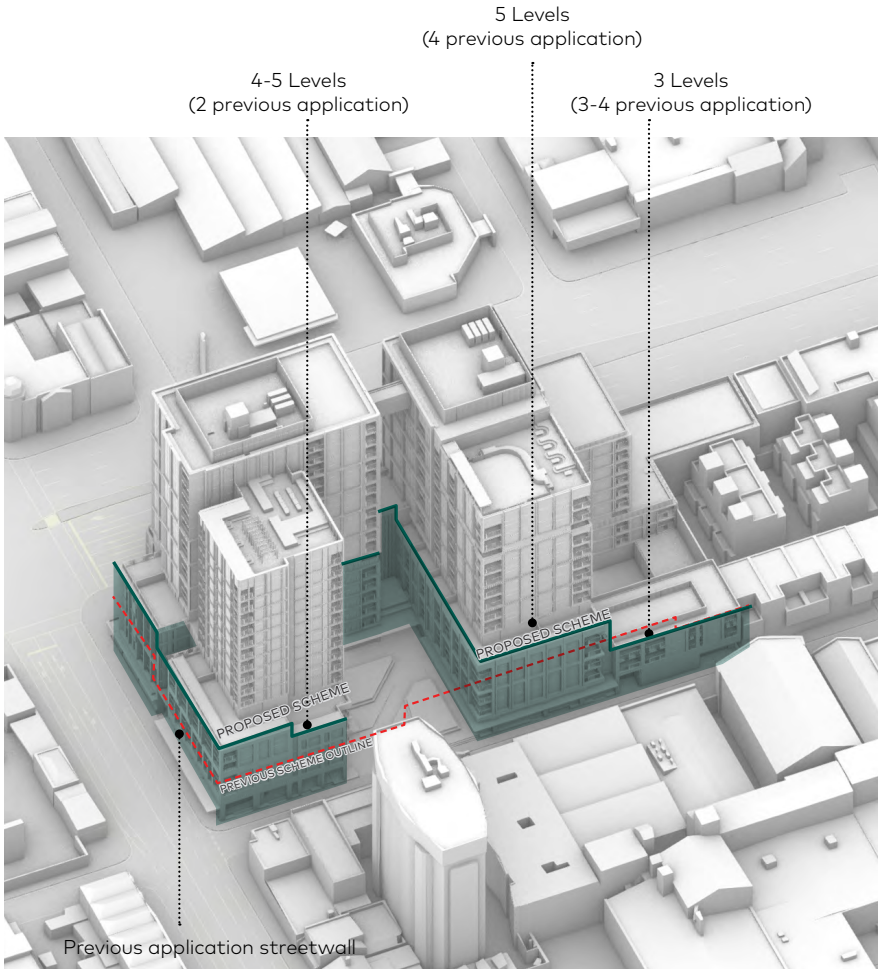
4.03 Massing and form - Street Wall

A sense of discovery and delight is achieved through the varying form and changing materiality of the street walls.

DESIGN RESPONSE

4.03 Massing and form - Street Wall

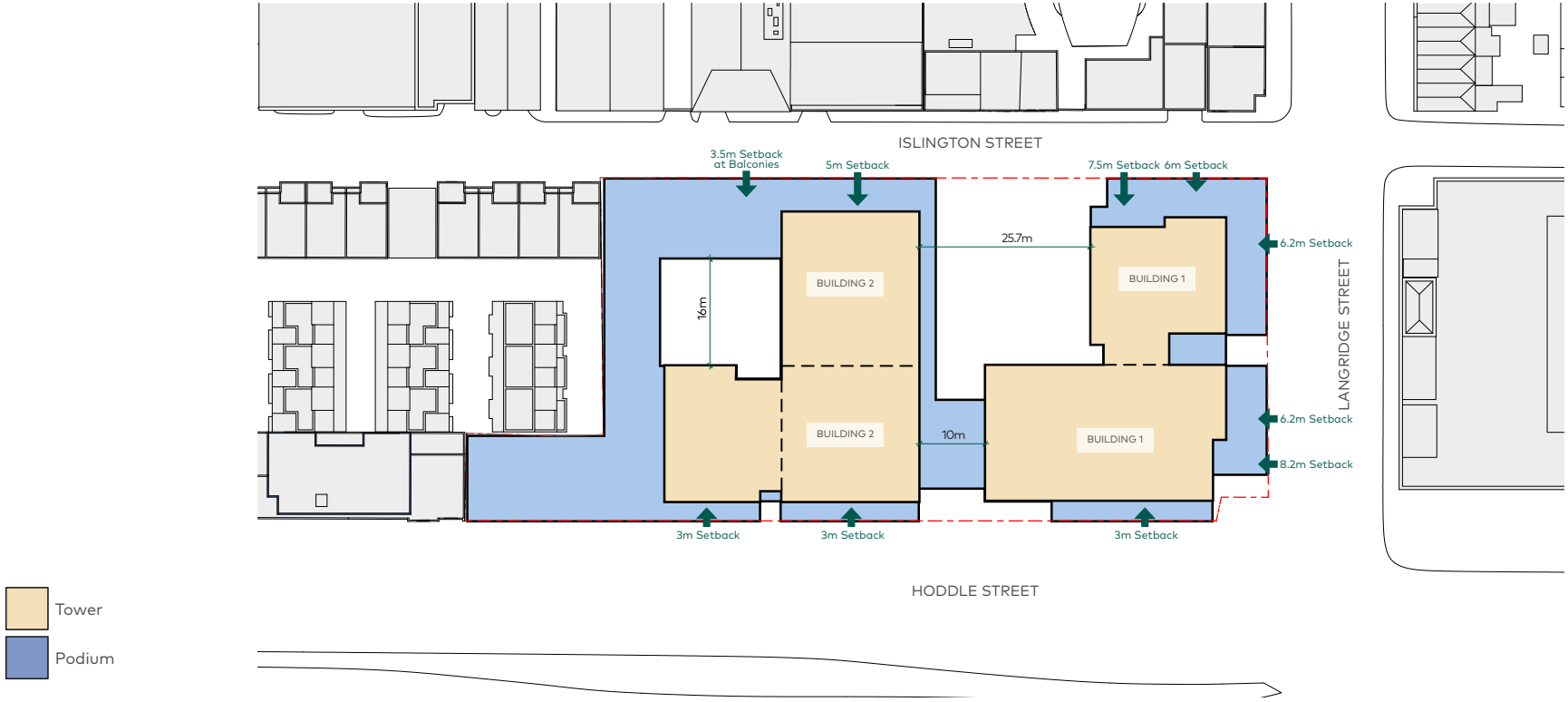




DESIGN RESPONSE

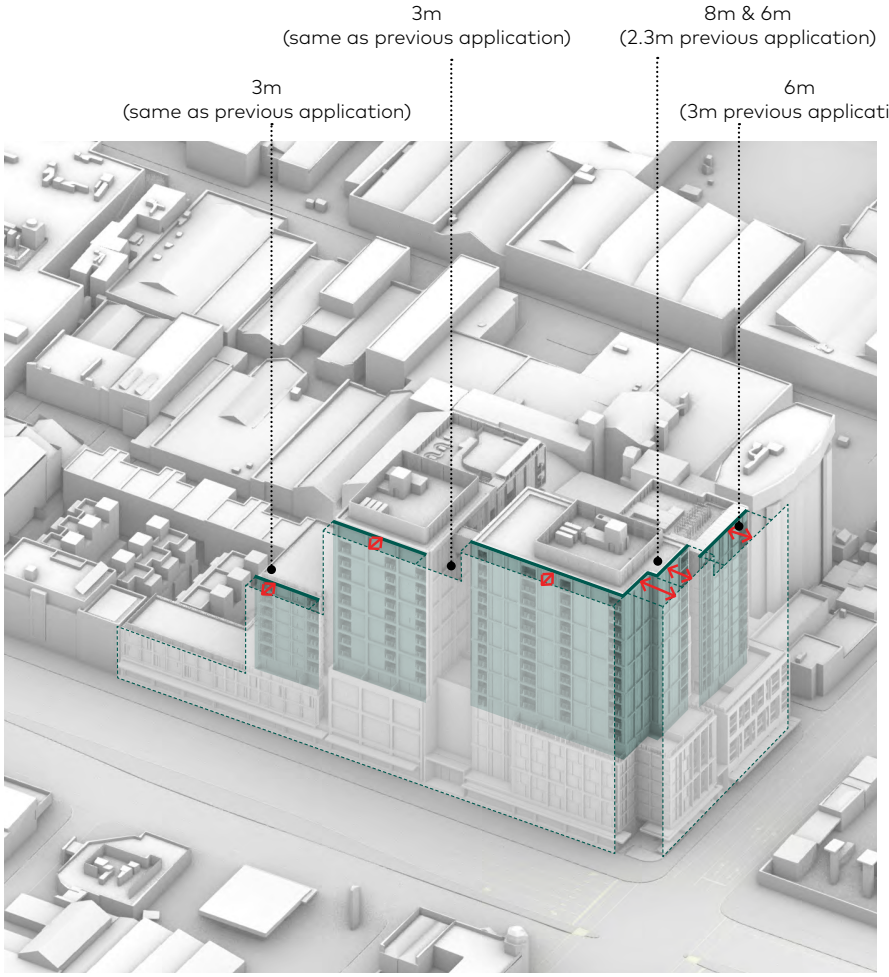
4.03 Massing and form - Tower Setbacks

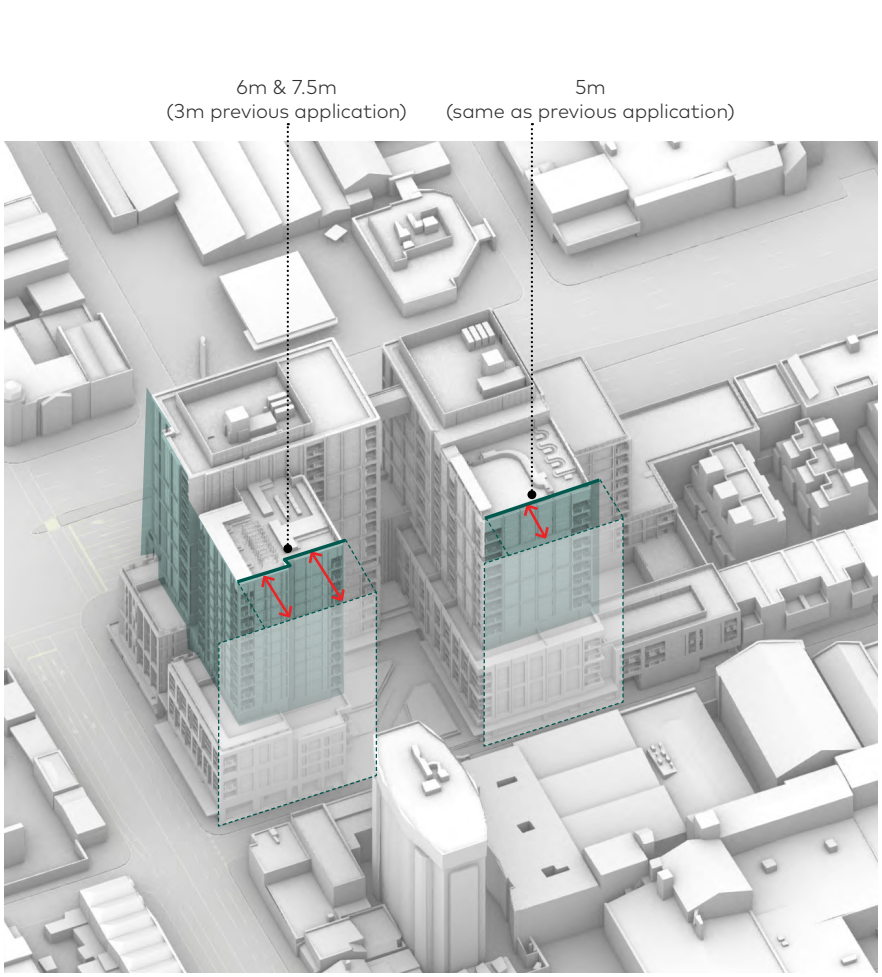
Form and separation maximise resident amenity and deliver an 'in-the-round' skyline articulation for the precinct.



DESIGN RESPONSE

4.03 Massing and form - Tower Setbacks



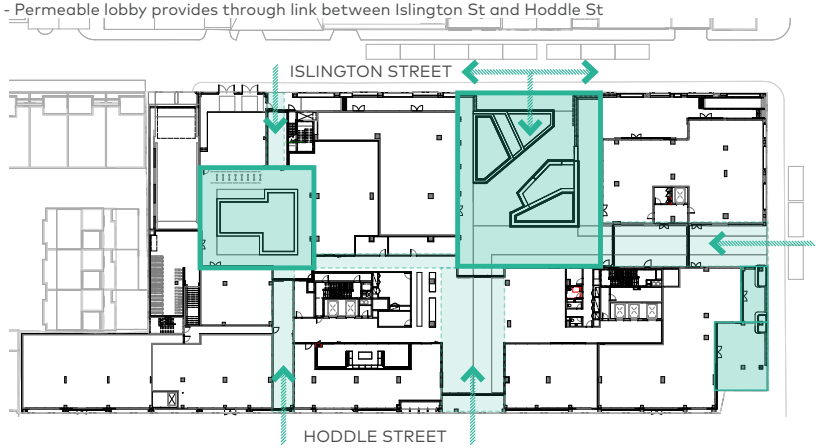


DESIGN RESPONSE

4.04 Ground Activation

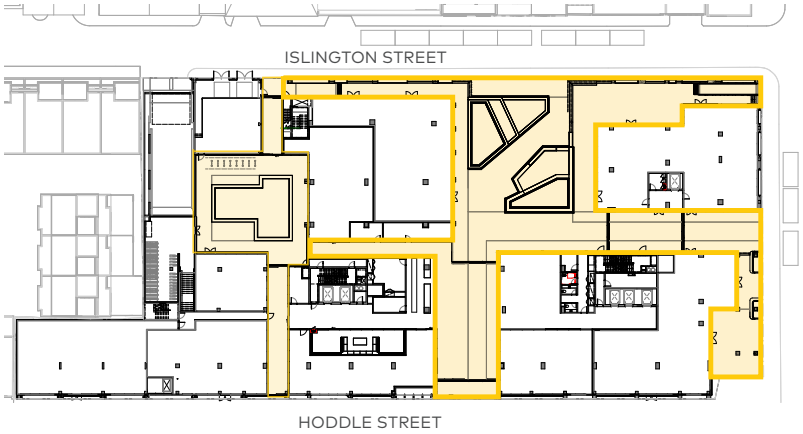
GROUND FLOOR - PUBLIC SQUARE

- A new public square facing Islington St is offered to the surrounding community
- Permeable lobby provides through link between Islington St and Hoddle St



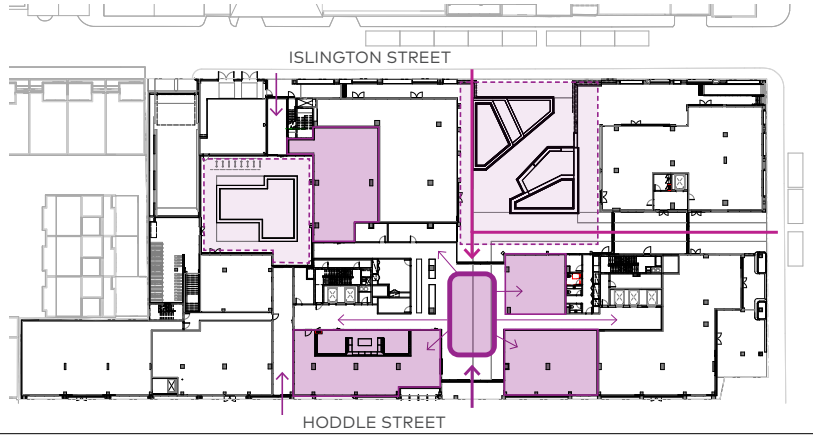
GROUND FLOOR - PEDESTRIAN NETWORK

- Recessed ground floor offers a more walkable Islington Street footpath improves site amenity, creating a 'pedestrian first' ground plane.



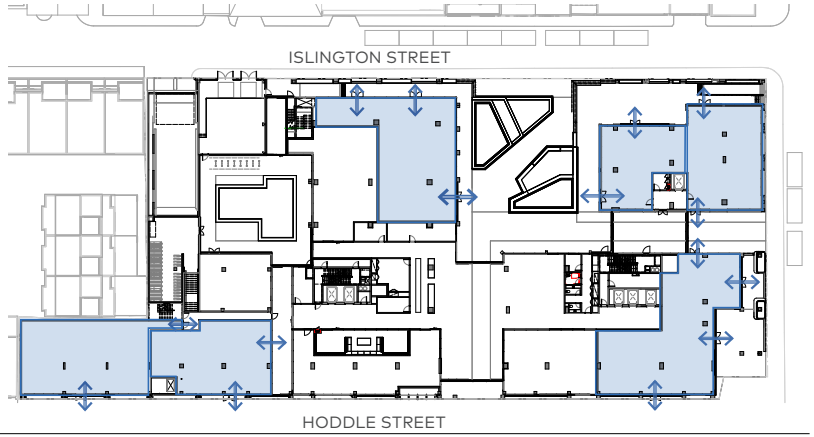
GROUND FLOOR - RESIDENT EXPERIENCE

- Entry lobby expand into a range of amenity space for the resident community
- Secondary entries provide access to bike storage facility and communal courtyard



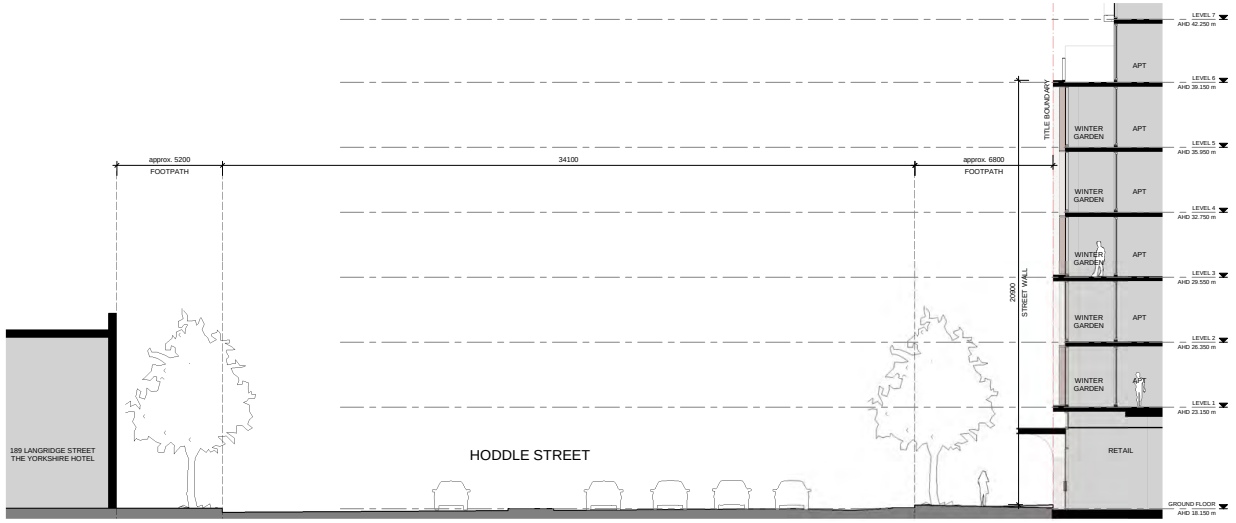
GROUND FLOOR - RETAIL SPACES

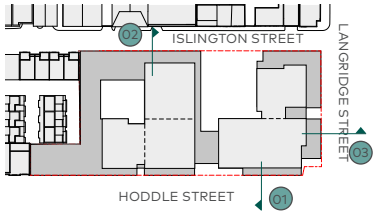
- Soft boundary to retail spaces to activate ground plane



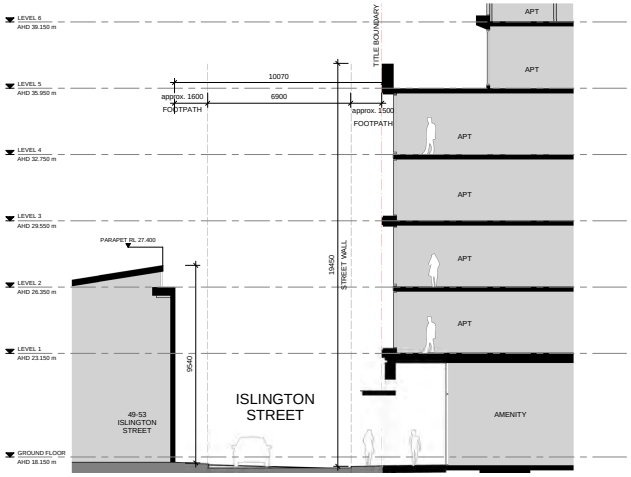
DESIGN RESPONSE

4.04 Ground Activation - Street Interface





SECTION 1 : HODDLE STREETSCAPE SECTION



SECTION 2 : ISLINGTON STREETSCAPE SECTION

SECTION 3 : LANGRIDGE STREETSCAPE SECTION

DESIGN RESPONSE

4.04 Ground Activation - New Social Infrastructure

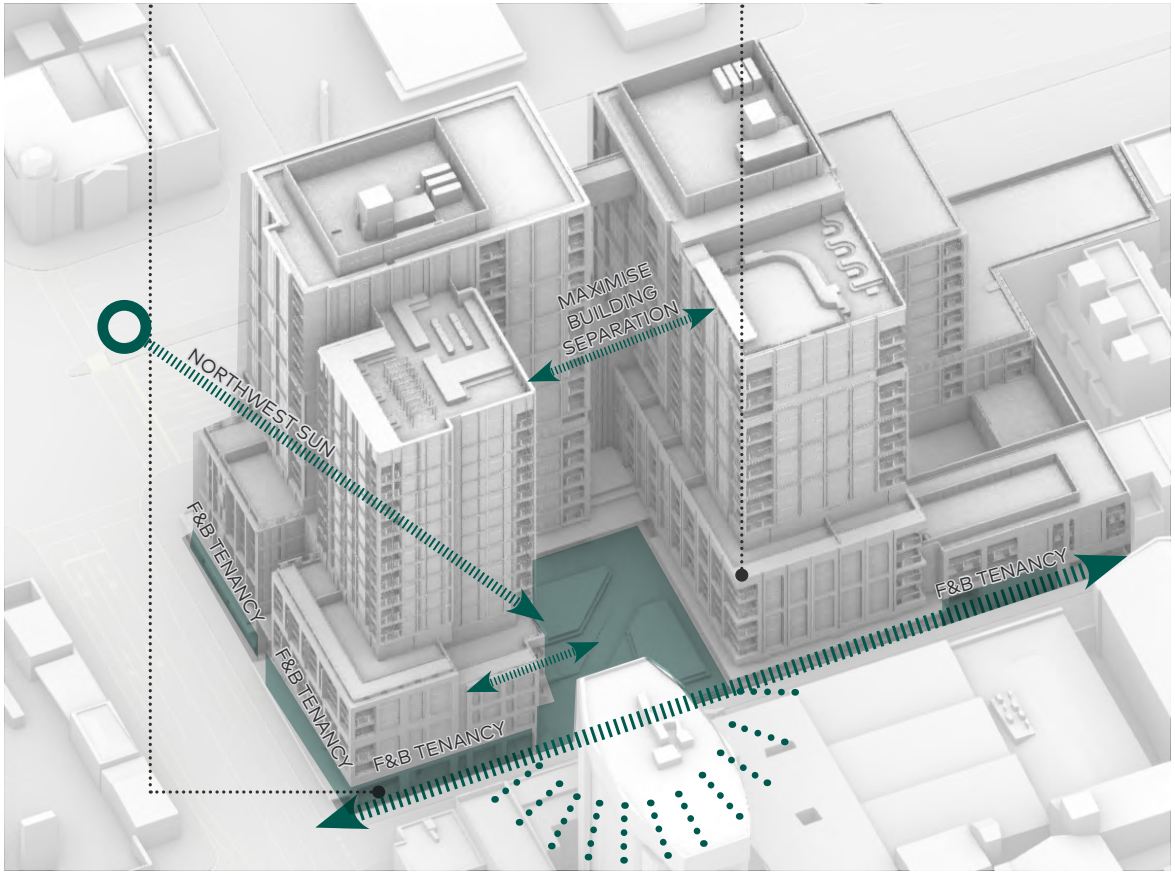
The subject site provides a rare opportunity to add to the public open space for Collingwood. Aiming to strike a balance between development viability and maximise public square area, the proposed public square is located along Islington street with good access to afternoon sun.

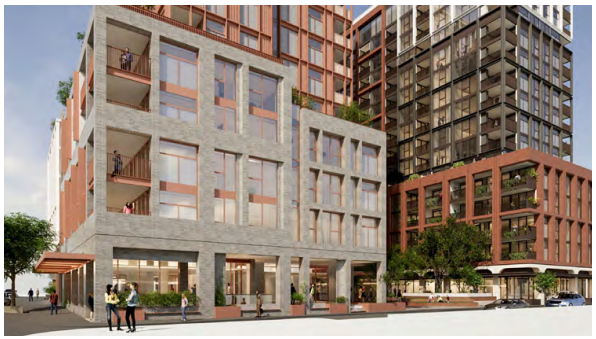
STREET FRONTAGE ACTIVATION

- 3m widening to Islington St Footpath
- F&B offering along Islington St and Langridge St

NEW PUBLIC SQUARE

- Open to Islington St
- North-west solar access
- Deep planter for larger trees
- Connection to F&B offering





Islington street

Langridge street

Islington street square

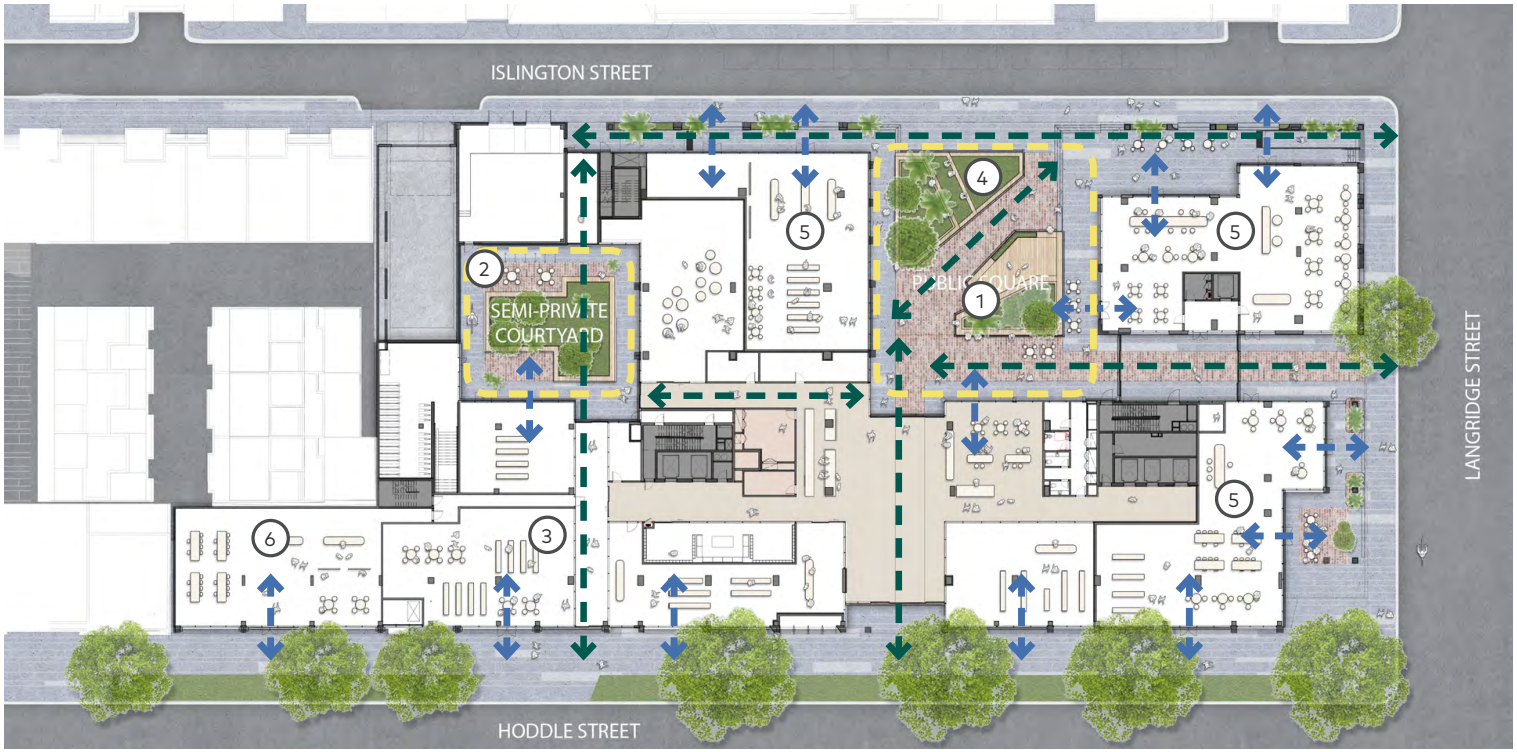
DESIGN RESPONSE

4.04 Ground Activation - Public Offering

Pedestrian Connections

Landscaped public & semi-public realm

Frontage Activation



1 - Public Square

2 - Semi-Private Courtyard

3 - Laneway cafe

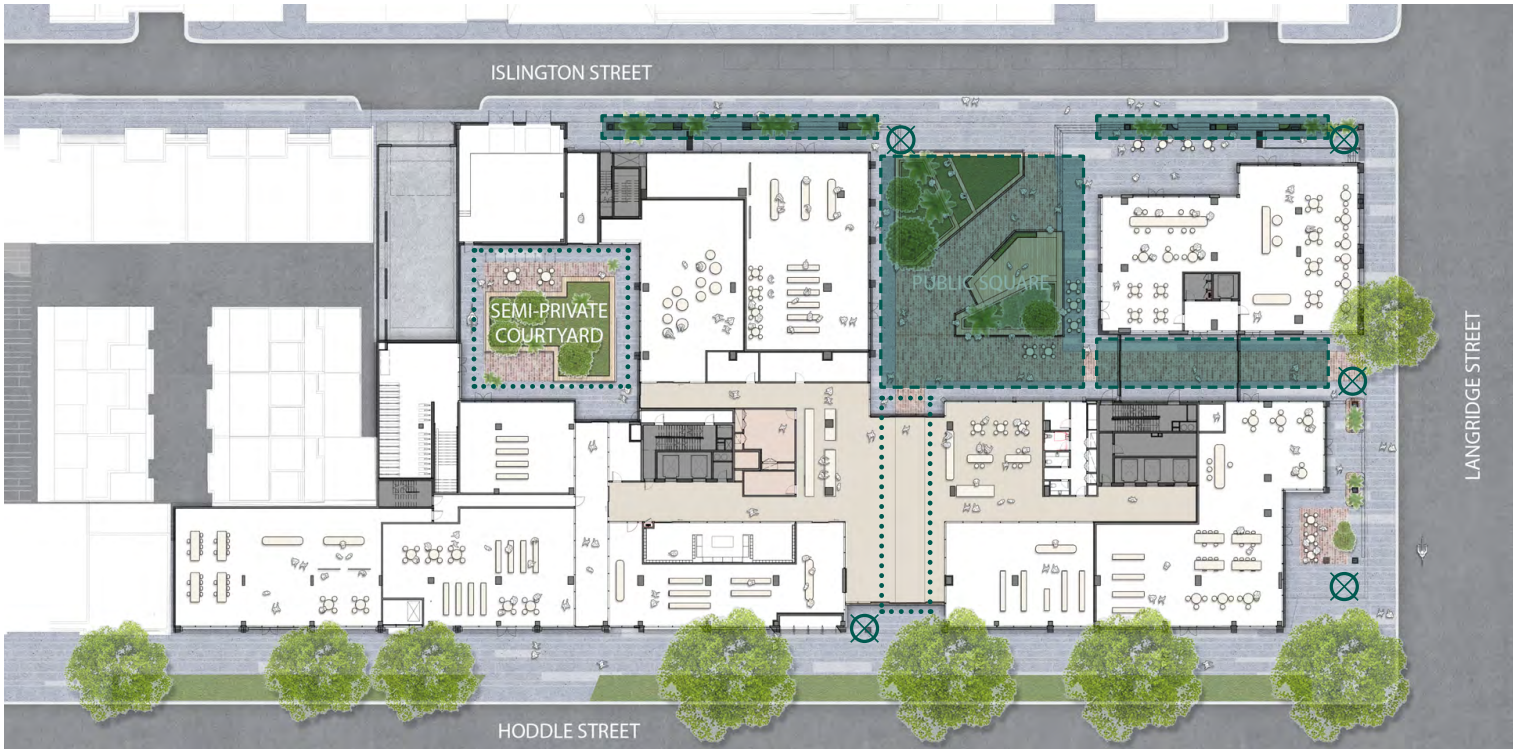
4 - Stepped Planter & Informal Seating

5 - Food & Beverage

6 - Community Space

DESIGN RESPONSE

4.04 Ground Activation - Community Space & Public Art Strategy



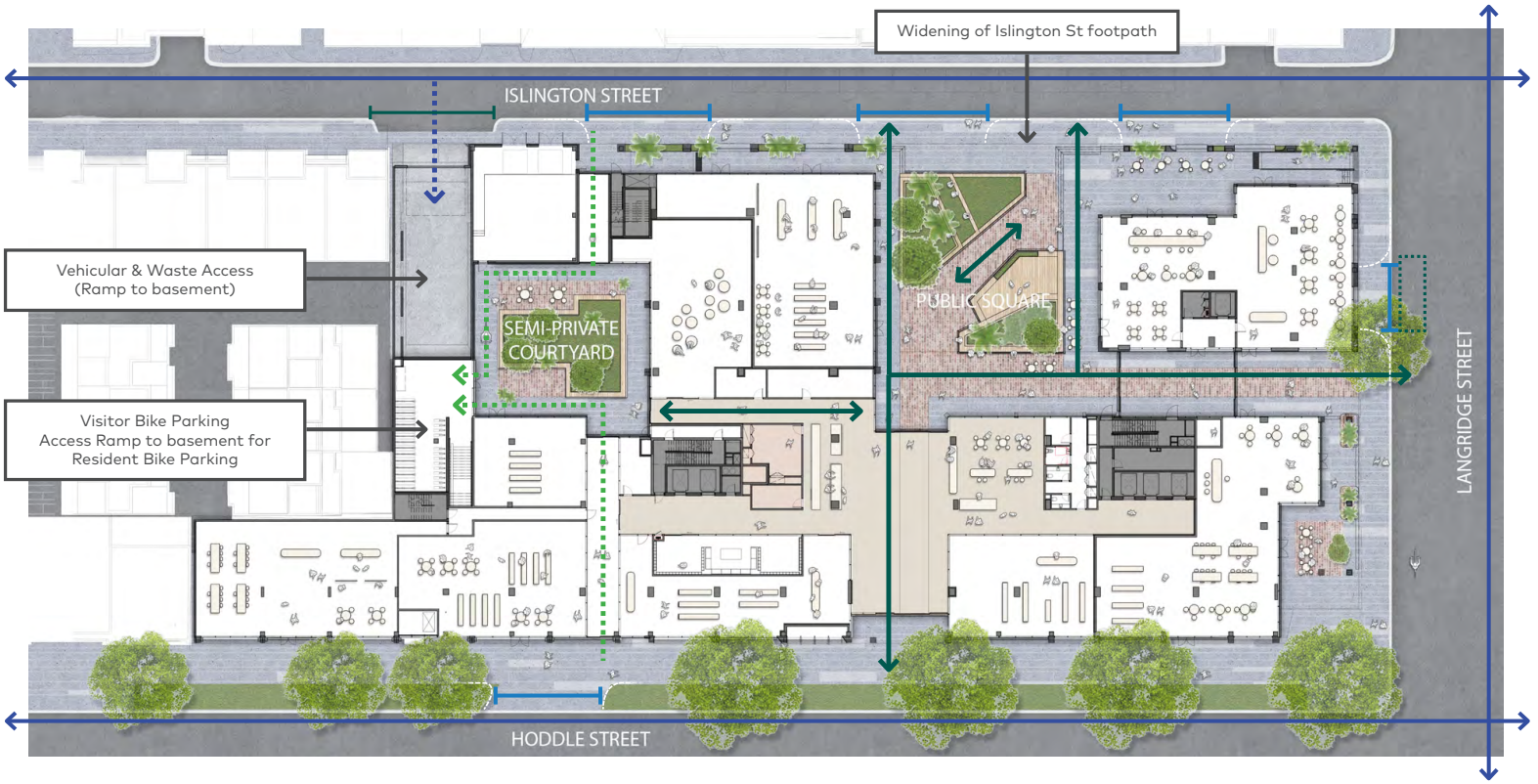
Public Community Space (parklets, seating, considered landscaping)

Semi-Private Space (passive surveillance and controlled operation hours)

Potential Location for Public Art (part of site-wide integrated approach)

DESIGN RESPONSE

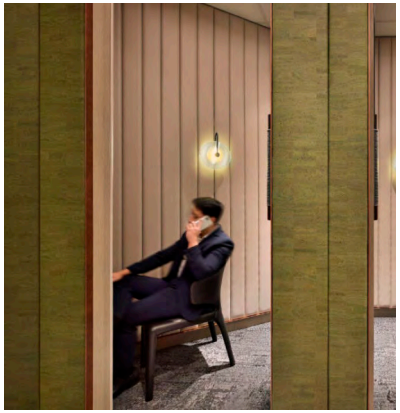
4.04 Ground Activation - Pedestrian and Vehicle Network



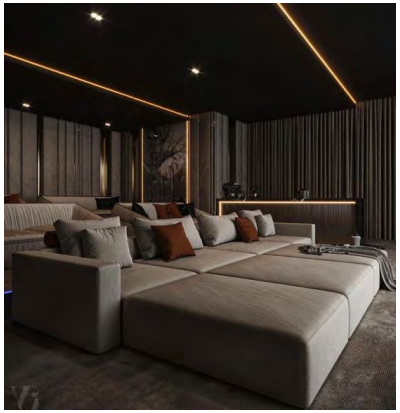
DESIGN RESPONSE

4.05 Site Amenities - Resident Amenities

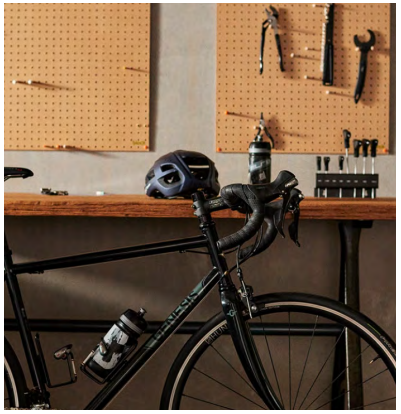
The New Office



Relaxation & Social



Value



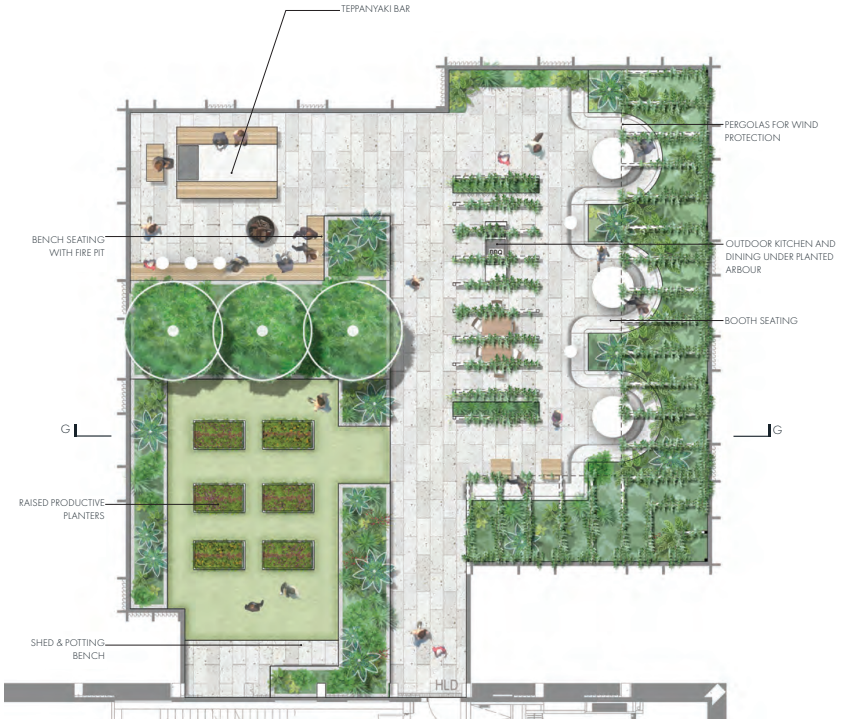
Urban Retreat

DESIGN RESPONSE

4.05 Site Amenities - Rooftop terraces

L15 Rooftop Terrace

L16 Rooftop Terrace



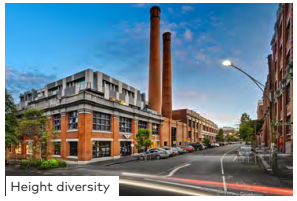
DESIGN RESPONSE

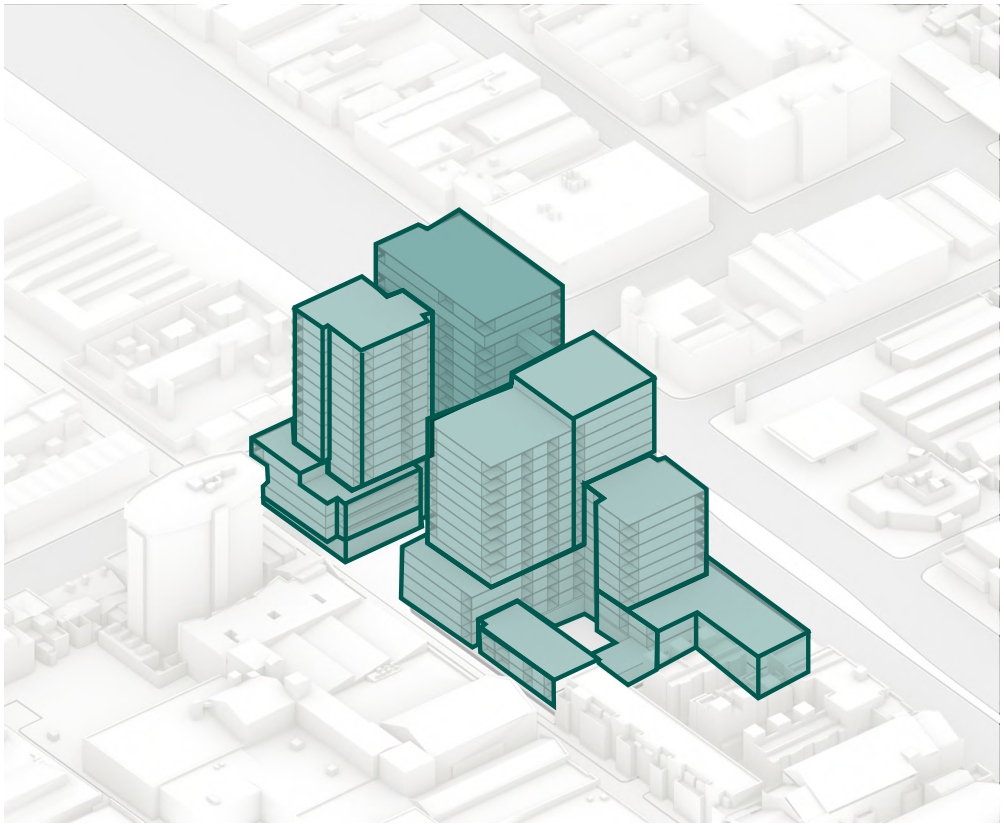
4.06 Building Form - A Village of Forms

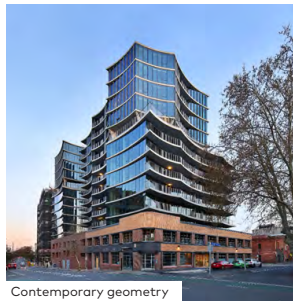
A contextual approach to the varied site frontages is underpinned by a fine grain composition of built form.

Sculptural form

Pattern & articulation


Height diversity




Contemporary geometry

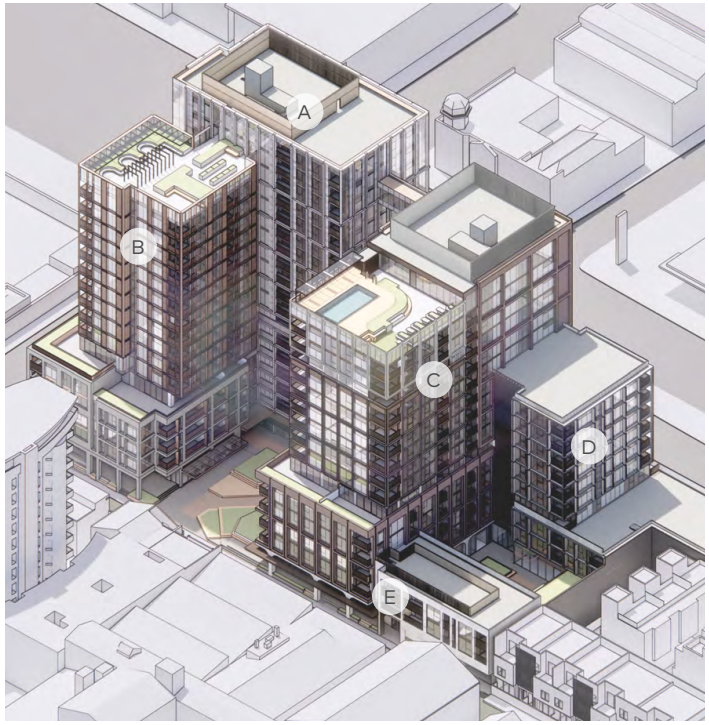
Solidity and fine grain

Expressive form

DESIGN RESPONSE

4.06 Building Form - Composition and Identity

A diverse, inclusive, and cohesive precinct with a range of related yet individual identities through built form articulation. Building on aspects of Collingwood life, and creating a compelling sense of place, this proposal establishes a key threshold for the emerging Collingwood east-end and Hoddle Street corridor.



- Diverse and inclusive community
- Strong and varied identities
- Rooted in Collingwood
- Intimate sense of home

A - Urban Marker

-Urban Marker
-Homogeneous Form
-Active Inhabitation
-Textured materiality

B - Collingwood Corner

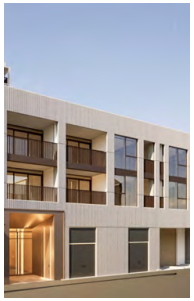
-Restrained formal presence
-Key neighbourhood street-front
-Engaged active Podium
-Industrial materiality reference to Collingwood heritage

C - Islington Common

-Tactile, playful & intimate
-More informal presence
-Fine-grain masonry detailing
-Communal roof-top terrace

D - Collingwood Edge

-Robust and raw
-Strong façade articulation
-Honest materiality
-Framed/inset inhabitation
-Negated Hoddle aspect



E - Islington Mews

-Contextual material
-Integrated
-Fine-grain detailing

Note:
Indicative building identities.

DESIGN RESPONSE

4.06 Building Form

Islington Street Artist impression

DESIGN RESPONSE

4.06 Building Form - A : Urban Marker

A bespoke place to call home, offering more present and meaningful connection to place.

Urban Marker | Sculpted Form | Active Inhabitation | Textured Concrete

Tower Form
A sculpted form presenting towards Hoddle and Langridge st marking a transition into the inner city scale.

Façade Articulation
A grid facade expression emphasises on a strong formal presence acting as an anchor of the whole precinct

Materiality
A shaped and textured façade surface of pigmented concrete whose colour and variation connects to masonry warehouses of the area.

Balcony Expression
Balconies retained within the built form celebrating the order and consistency of the gridded facade expression

Podium
Carrying through the tower design language but with additional layers, the podium provides an alternative to the typical Podium/ Tower typology.

Canopy
A sculptural canopy of tactile materials and surrounded by vegetation welcomes visitors and residents to the precinct.

DESIGN RESPONSE

4.06 Building Form - B : Collingwood Corner

Ample northern light permeates these airy and bright living spaces; dressed in warm coloured materials the residences have the look and feel of the converted studios the area is known for.

Warm and textured | Open light-filled spaces |Key neighbourhood street-front | Active Podium

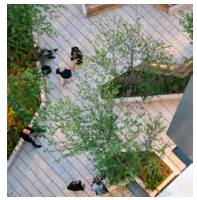
Tower Form
Lightweight frame with corrugated metal panel catching the northern sunlight for an evolving shadow-play through the day.

Façade Articulation
The fine grain complements the tower form and provide highlights and depth to the facade.

Materiality
A textured metal surface provides a tactile and elegant expression to the façade, framing views out of the residences.

Balcony Expression
Inset terraces face the northern aspect, providing shelter and amenity; steel balustrades soften the façade and provide screening.

Podium
A playful textured brick podium grounds the lightweight tower expression and contributes to the tactile urban fabric of Collingwood.



Roof Terrace
A verdant roof-top terrace provides an outdoor amenity, with northern aspect, to the residents

DESIGN RESPONSE

4.06 Building Form - C : Islington Common

Boasting textured and earthy palette, these residences offer an intimate sense of community and a more individual identity.

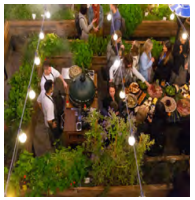
Tactile, playful & intimate | More informal presence | Fine-grain masonry detailing | Communal roof-top terraces

Tower Form

Referencing the local historical industrial and new development built form, the façade plays on the juxtaposition of old and new design language.

Façade Articulation

Referencing the familiar local context, a change in materiality from masonry to light weight metal dissolves the bulk of the built form.



Roof Top

The verdant roof terraces of this building provide the on-site community a place to pause, linger and connect.

Balcony Expression

Small scale facade composition and an earthy pallet of textures and colours communicate an immediate sense of intimacy.

Podium

A highly detailed brick podium softens the interface of the precinct with Collingwood's smaller scale streets like Islington St.

DESIGN RESPONSE

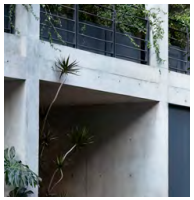
4.06 Building Form - D : Collingwood Edge

With strong connection to place, the light, bright and raw materials emulate the robust energy of Collingwood's historic warehouses.

Robust and raw | Heavy façade articulation | Bold materials | Frame inhabitation | Negated Hoddle aspect

Tower Form
A bold gridded façade frames and celebrates the internal inhabitation of the residences, creating shade and seclusion to the terraces.

Façade Articulation
Three-dimensional depth to the façade elements creates a finer grain rhythm while also providing screening for privacy.



Materiality
Confident use of Brightonlite concrete references industrial heritage while achieving a feeling of enduring permanence for the residences.

Balcony Expression
Balcony recesses are screened, negating exposure while providing a constant-changing rhythm and grain to the facade.

Podium
A bold superstructure frames the office spaces and winter-gardens, while protecting their amenity from the noise of Hoddle St.

DESIGN RESPONSE

4.06 Building Form - E : Islington Mews

With a textural and fine-grain approach, these residences integrate seamlessly with the surrounding urban fabric along Islington St.

Robust and refined | Fine-grain masonry detailing | Frame inhabitation | Neighbourhood aspect

Building Form
A robust façade interface that creates a residential identity, while also providing privacy and screening to interior spaces.

Façade Articulation
A bold superstructure frames the residential spaces and terraces.

Balcony Expression
Calmer residential settings are facilitated by the inward facing aspect of the mews, providing passive surveillance to community areas.

Materiality
The use of textured concrete references the surrounding industrial fabric along Islington St but with an additional layer of craftsmanship and detailing.

DESIGN RESPONSE

4.07 Materiality - Podium

The materiality is inspired by the precinct context, referencing the past and envisioning the future of Collingwood.

A varied but coordinated materiality ensures that each building within the precinct has its own identity but ensuring that the precinct is collectively cohesive within the Collingwood context.

At lower levels, highly textured materials are used to ensure a tactile experience at pedestrian level whilst at tower levels, a refined palette ensures an appropriate response to the Collingwood growing skyline.

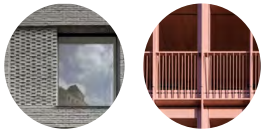
A - URBAN MARKER

Exposed Aggregate Concrete | Fluted Concrete

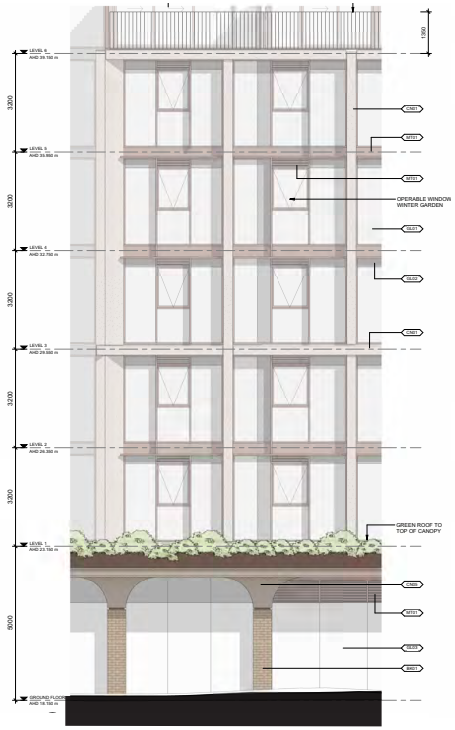
A - URBAN MARKER

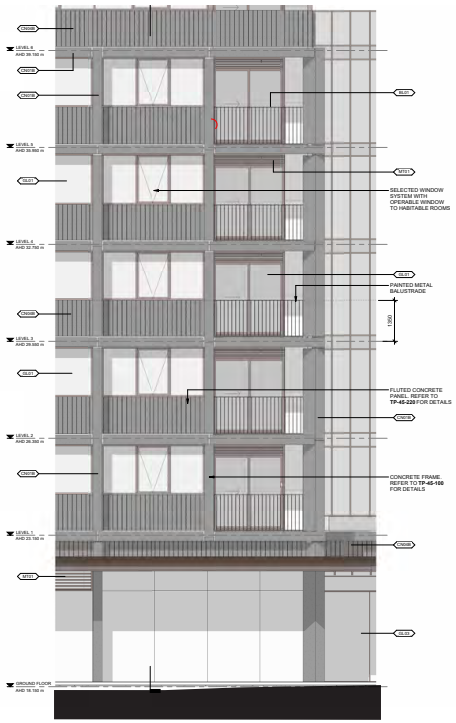
Dark Exposed Aggregate Concrete | Fluted Concrete

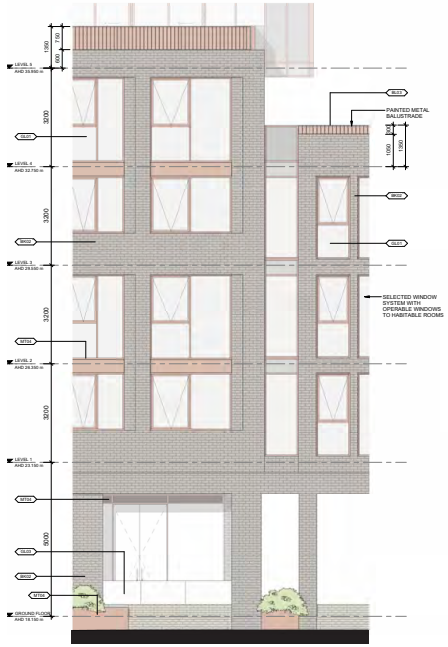
B - COLLINGWOOD CORNER



Grey Brick | Metal detailing







DESIGN RESPONSE

4.07 Materiality - Podium

C - ISLINGTON COMMON

Warm brown Brick

Metal Shroud

D - COLLINGWOOD EDGE

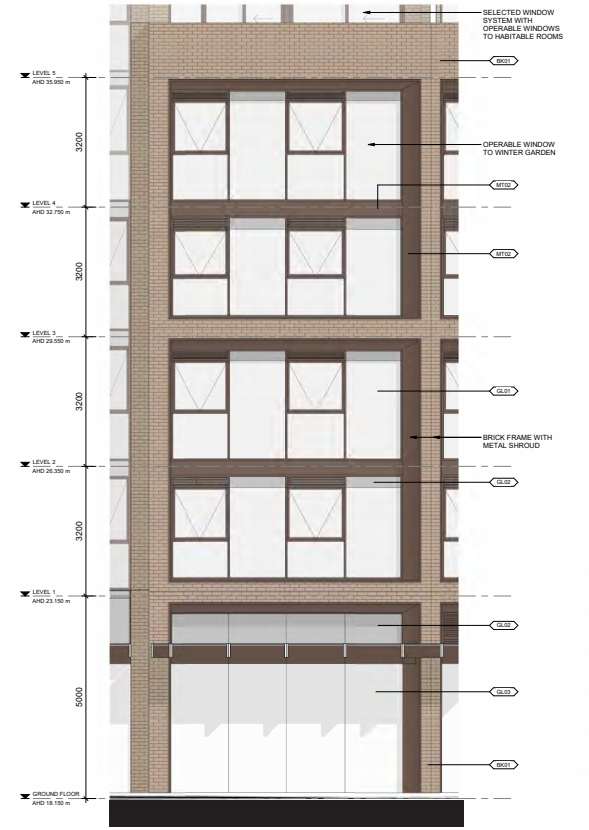
Concrete Column

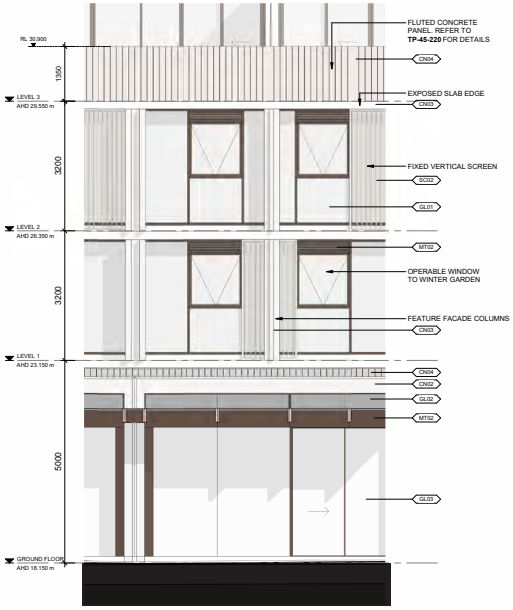
Fluted Concrete

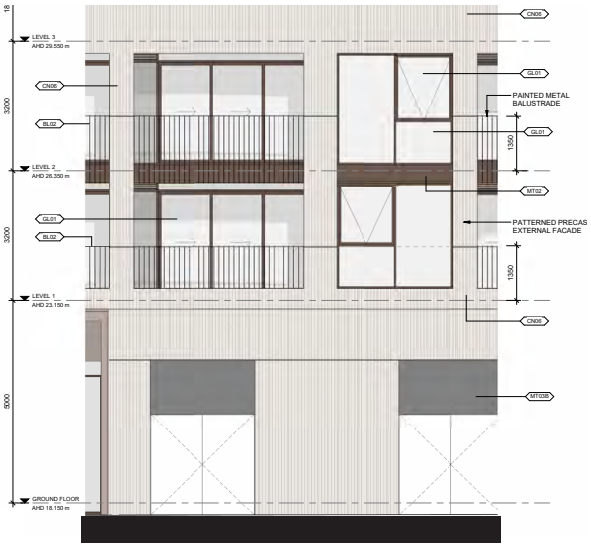
E - ISLINGTON MEWS

Vertically Textured Concrete

Dark Bronze Aluminium







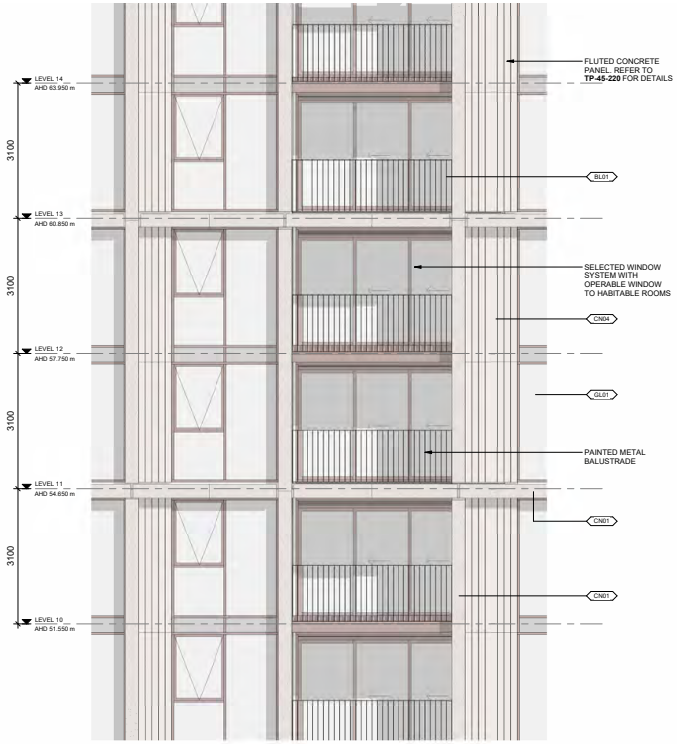
DESIGN RESPONSE

4.07 Materiality - Tower

A - URBAN MARKER

Concrete Frame

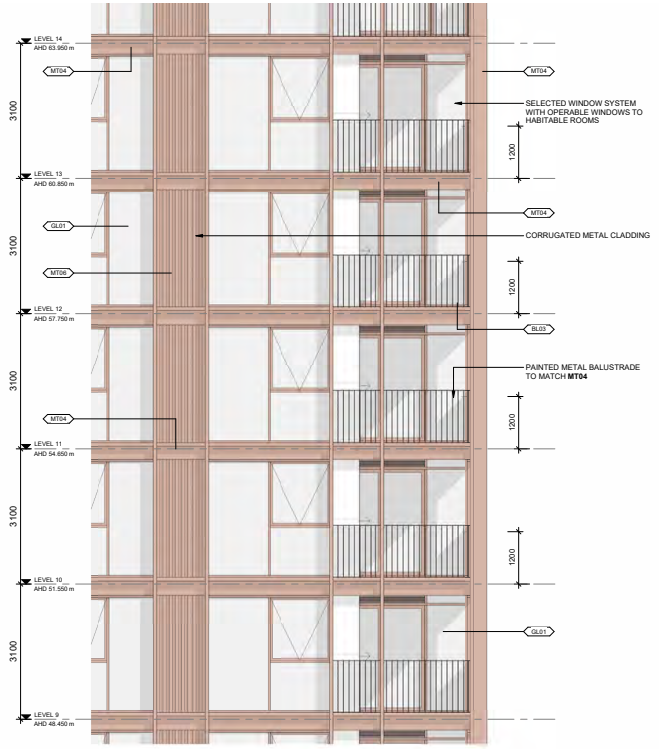
Fluted Concrete



B - COLLINGWOOD CORNER

Corrugated Metal

Terracotta Colour Metal



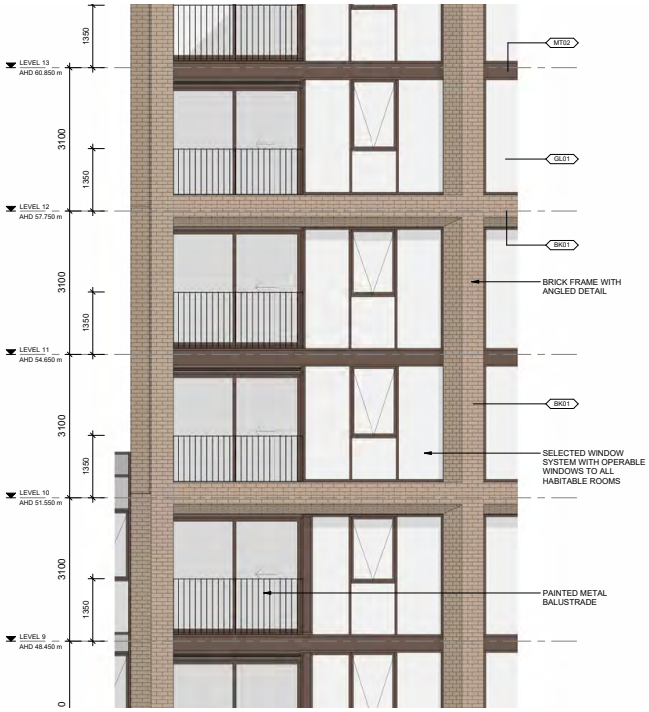
DESIGN RESPONSE

4.07 Materiality - Tower

C - ISLINGTON COMMON

Warm brown Brick

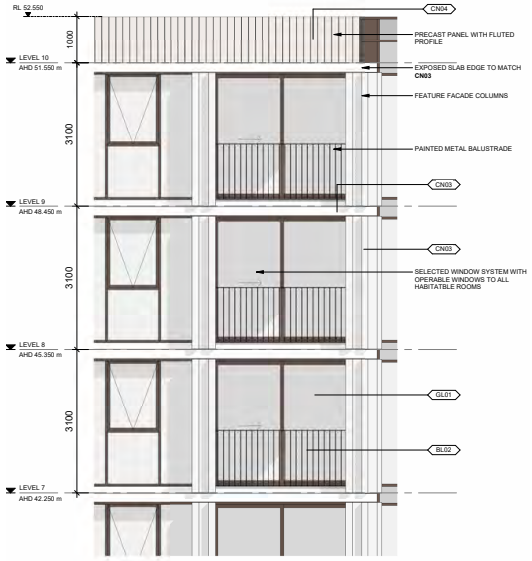
Dark Bronze Aluminium



D - COLLINGWOOD EDGE

Concrete

Dark Bronze Aluminium



DESIGN RESPONSE

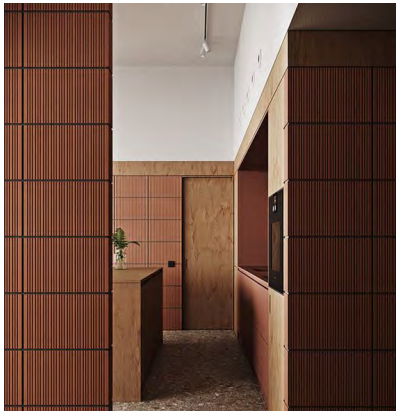
4.08 Interior Design Concept - Amenities

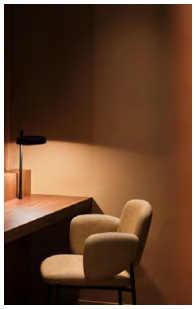
A warm, textured and inviting material and colour palette has been carefully selected to creating a cohesive experience throughout the precinct.

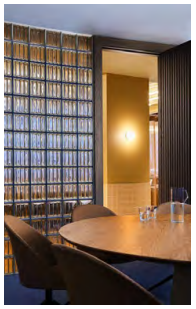
Whilst being cohesive, each of the amenities within the precinct have their own singularities to provide the residents a unique experience in each space.

Lobby

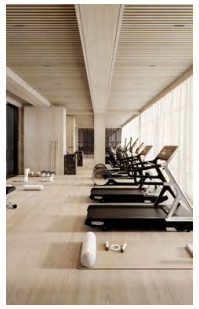
Co-working







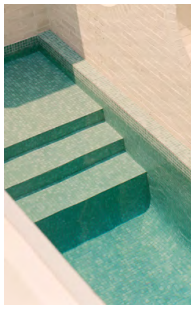
Gym & Wellness



DESIGN RESPONSE

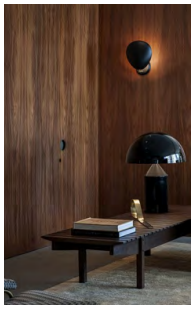
4.08 Interior Design Concept - Amenities

Outdoor pool & terrace

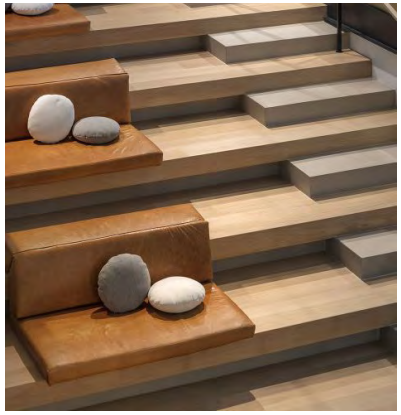


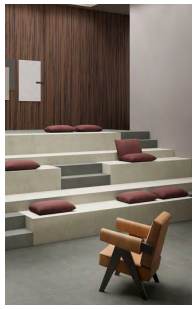
Games Room

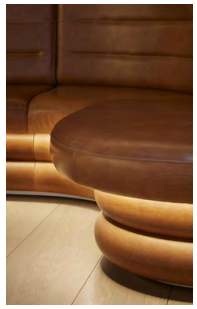
Club Lounge



Cinema







DESIGN RESPONSE

4.09 ESD Principles

UEM Sunrise, Greystar and the project team are committed to achieve design excellence in environmentally sustainable development from the design stage through to construction and operation.

As such, the project has the following sustainability targets:

- Green Star Design & As Built v1.3. 5 Star certified rating;

- Average NatHERS rating of 7 stars across the development, with no individual dwelling achieving less than 6 stars

- Improved building fabric performance on NCC energy efficiency requirements for non-residential and residential common areas of the development;

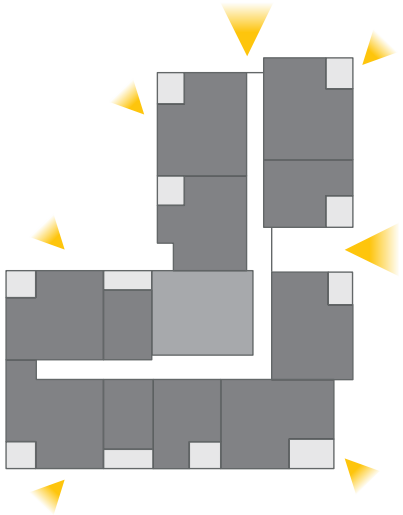
- Preliminary MUSIC assessment demonstrating Best Practice pollutant removal objectives are met and potentially exceeded;

greenstar
Developed by the
Green Building Council of Australia

Category	Description
Management	Adoption of practices and processes that support best practice sustainability outcomes throughout the different phases of a project's design, construction and ongoing operation.
Indoor Environment Quality	Enhance the comfort and well-being of occupants. The credits within this category address issues such as air quality, thermal comfort and acoustic comfort.
Energy	Designed and constructed to reduce overall greenhouse emissions from operations by addressing energy demand reduction, use efficiency and generation from alternative sources.
Transport	Facilitate a reduction on the dependency of private car use as an important means of reducing overall greenhouse gas emissions, as well as to encourage the provision of alternative forms of transportation.
Water	Reduce the consumption of potable water through measures such as the incorporation of water efficient fixtures and building systems and water re-use.
Materials	Address the consumption of resources for the project, by encouraging the selection of low-impact materials.
Land Use and Ecology	Reduce the negative impacts on sites' ecological value as a result of urban development and reward projects that minimise harm and enhance the quality of local ecology.
Emissions	Assess the environmental impacts of 'point source' pollution generated by projects and reduce their effects on the atmosphere, watercourse and native animals.
Innovation	Recognise the implementation of innovative practices, processes and strategies that promote sustainability in the built environment.

DESIGN RESPONSE

4.10 BADS Overview



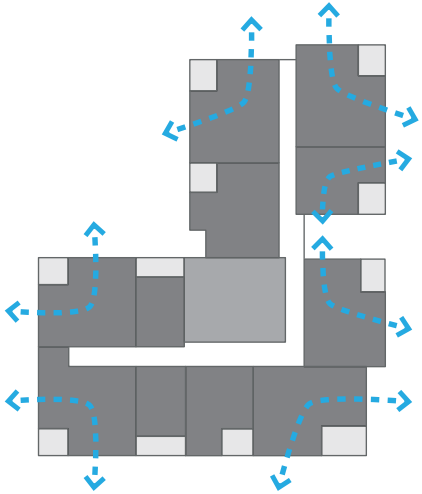
BUILDING ENTRY AND CIRCULATION

Provide common areas and corridors that:

Include at least one source of natural light and natural ventilation.

Avoid obstruction from building services.

Maintain clear sight lines.



NATURAL VENTILATION

At least 40% of dwellings should achieve effective cross ventilation.

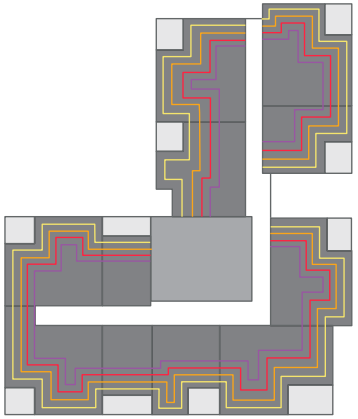
Effective cross ventilation is achieved where:

There is a maximum breeze path through the dwelling of 18 metres.

There is a minimum breeze path through the dwelling of 5 metres.

The ventilation openings have approximately the same area.

The breeze path is measured between the ventilation openings on different orientations of the dwelling.



DAYLIGHT ACCESS – ROOM DEPTH

Standard A single aspect habitable room should not exceed a room depth of 2.5 times the ceiling height.

A single aspect open plan habitable room depth may be increased to 9 metres provided the following requirements are met:

The room combines the living area, dining area and kitchen.

The kitchen is located furthest from the window.

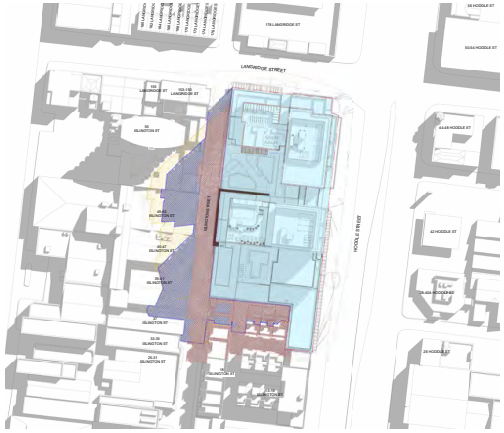
DESIGN RESPONSE

4.11 Shadow Study - 22nd September

22 September
9:00 AM

22 September
10:00 AM

22 September
11:00 AM



22 September
12:00 PM

Proposal

Existing Shadow

Previous Scheme Shadow

Proposed Shadow

DESIGN RESPONSE

4.11 Shadow Study - 22nd September

22 September
1:00 PM

22 September
2:00 PM

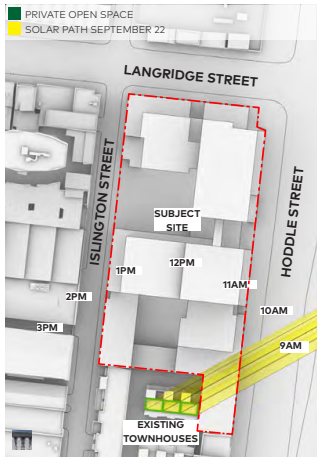
22 September
3:00 PM

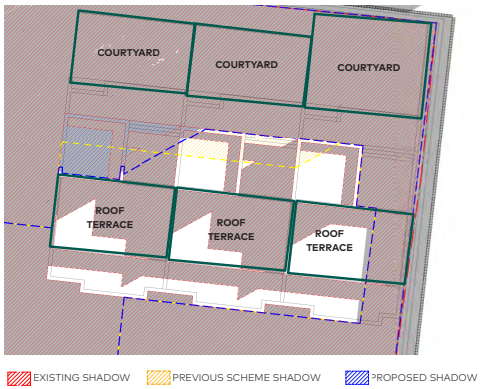
Proposal
Existing Shadow
Previous Scheme Shadow
Proposed Shadow

DESIGN RESPONSE

4.12 Detail Shadow Study - 22nd September

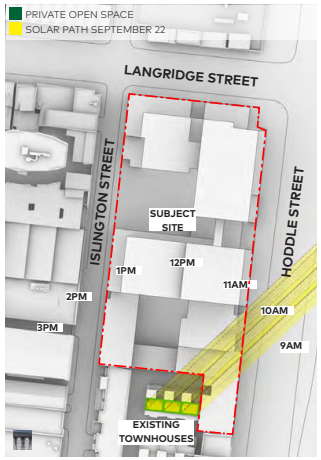
Proposed building form is designed to ensure there is no additional overshadowing to the private open space of the properties to the immediate south of the site on the Equinox

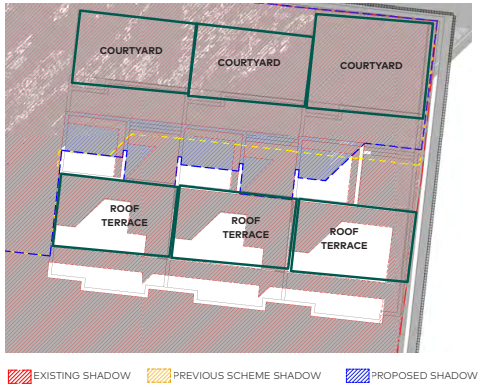




NO ADDITIONAL OVERSHADOWING TO ROOF TERRACES

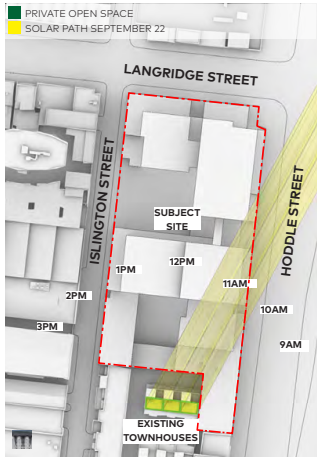
9am, 22 September

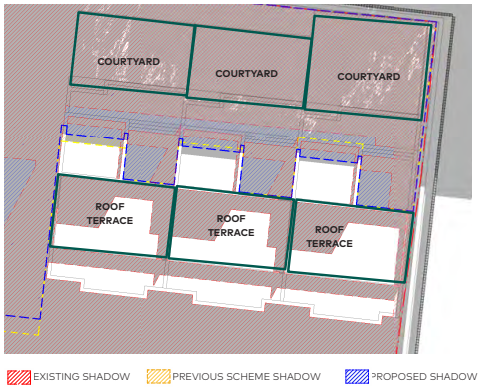




NO ADDITIONAL OVERSHADOWING TO ROOF TERRACES

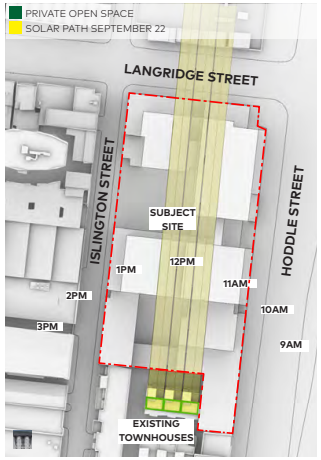
10am, 22 September

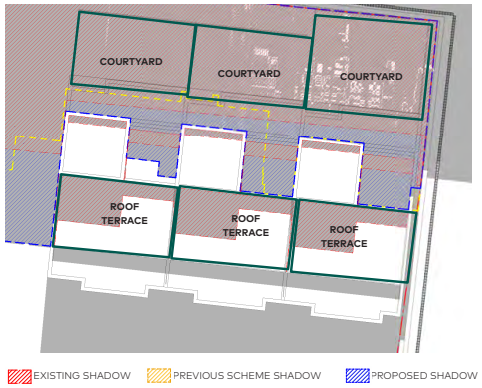




NO ADDITIONAL OVERSHADOWING TO ROOF TERRACES

11am, 22 September





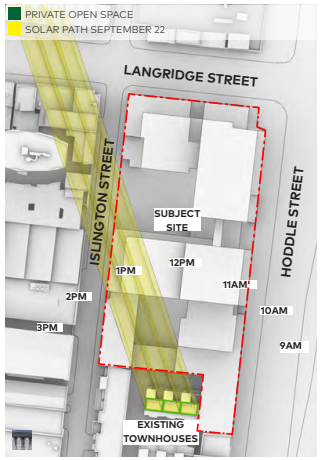
NO ADDITIONAL OVERSHADOWING TO ROOF TERRACES

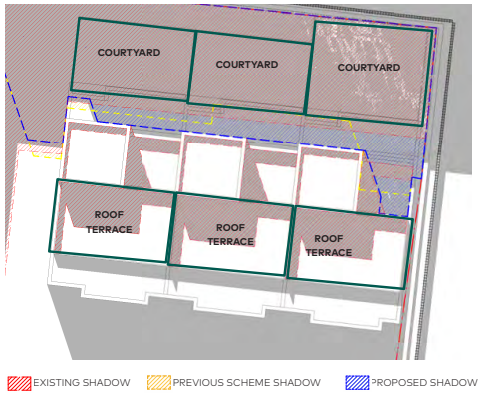
12pm, 22 September

DESIGN RESPONSE

4.12 Detail Shadow Study - 22nd September

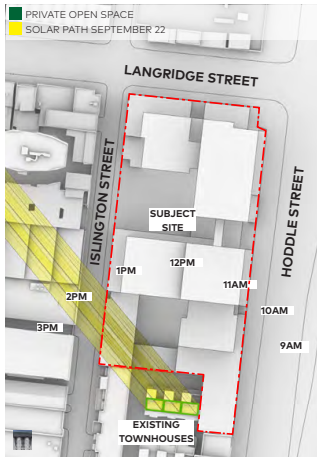
Proposed building form is designed to ensure there is no additional overshadowing to the private open space of the properties to the immediate south of the site on the Equinox

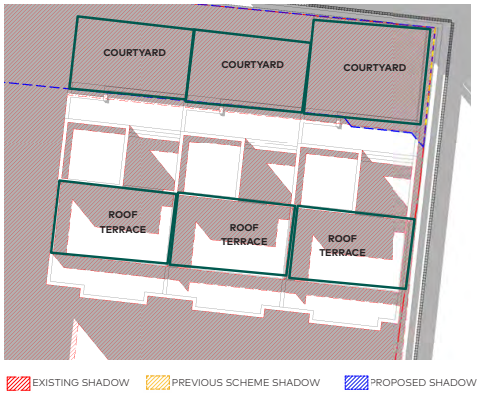




NO ADDITIONAL OVERSHADOWING TO ROOF TERRACES

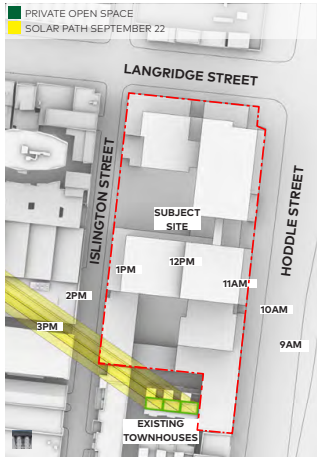
1pm, 22 September

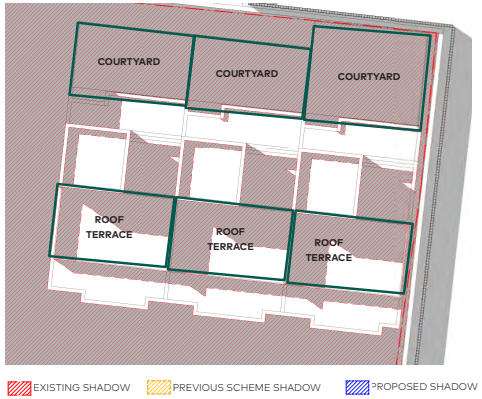




NO ADDITIONAL OVERSHADOWING TO ROOF TERRACES

2pm, 22 September





NO ADDITIONAL OVERSHADOWING TO ROOF TERRACES

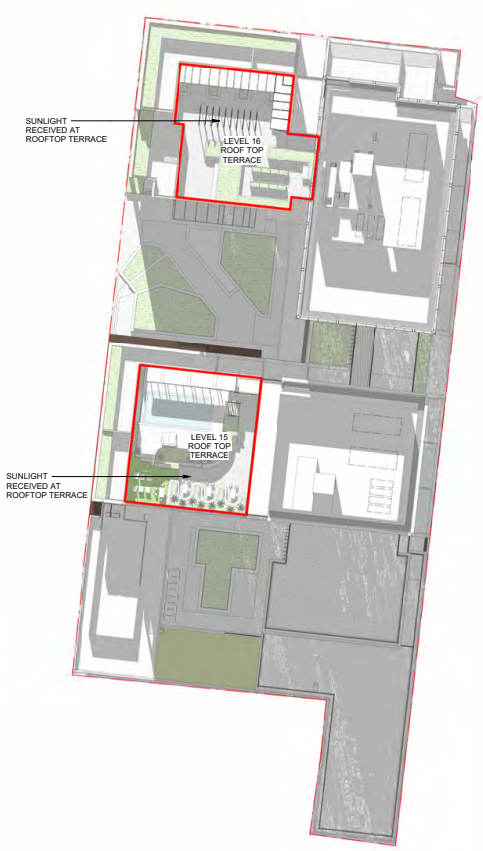
3pm, 22 September

DESIGN RESPONSE

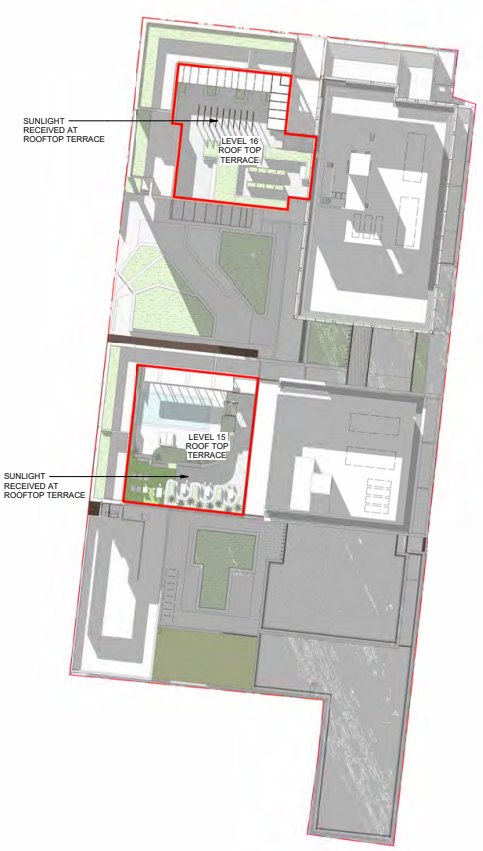
4.13 Communal Space Shadow Study - 21st June

At least 50% of the levels 15 and 16 roof terraces will receive at least 2 hours sunlight between 9am and 3pm at the Solstice.

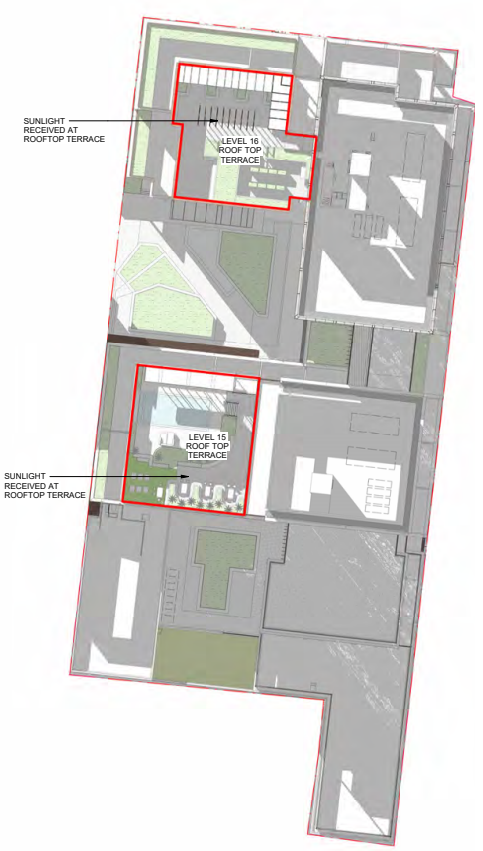
COMMUNAL SPACE



SHADOW DIAGRAM JUNE 21 1pm
SCALE 1 : 350



SHADOW DIAGRAM JUNE 21 2pm
SCALE 1 : 350



SHADOW DIAGRAM JUNE 21 3pm
SCALE 1 : 350

05
APPENDICES

21-53 Hoddle Street
Collingwood
PERSPECTIVE VIEWS
Rev V - May 2024
COX
UEM
SUNRISE

Cox Architecture would like to acknowledge the Wurundjeri Woiwurrung people of the Kulin Nation, the Traditional Custodians of the land on which we stand.

We pay our respects to their Elders past and present, and to all First Nations peoples of Australia. We acknowledge their continued and unceded connection to country and culture.

PERSPECTIVE VIEWS

SHORT RANGE VIEW FROM HODDLE ST LOOKING SOUTH

PERSPECTIVE VIEWS

VIEW FROM CORNER OF LANGRIDGE ST AND ISLINGTON ST

PERSPECTIVE VIEWS

VIEW OF HODDLE ST PODIUM

PERSPECTIVE VIEWS

VIEW FROM ISLINGTON ST LOOKING TO THE PUBLIC SQUARE

PERSPECTIVE VIEWS

VIEW FROM SEMI-PRIVATE COURTYARD TO NORTH

PERSPECTIVE VIEWS

VIEW FROM CORNER OF HODDLE STREET AND LANGRIDGE STREET

PERSPECTIVE VIEWS

VIEW OF LANGRIDGE STREET PODIUM

PERSPECTIVE VIEWS

VIEW FROM HODDLE ST AND LANGRIDGE ST CORNER

PERSPECTIVE VIEWS

VIEW FROM LANGRIDGE ST AND ISLINGTON ST CORNER

VIEW OF BUILDING 2 ALONG HODDLE ST

PERSPECTIVE VIEWS

VIEW OF BUILDING 2 ALONG ISLINGTON ST

PERSPECTIVE VIEWS

VIEW OF ISLINGTON STREET ELEVATION

PERSPECTIVE VIEWS

VIEW OF HODDLE STREET ELEVATION

21-53 HODDLE ST

COLLINGWOOD 3066

MAY 2024

TOWN PLANNING DRAWINGS

REV V

V NEW DRAWINGS

DRAWING LIST

SHEET No.	SHEET NAME	REV
TP-00-000	COVER	V
TP-01-010	DEVELOPMENT SUMMARY	V
TP-10-100	EXISTING CONDITIONS PLAN	V
TP-15-100	PROPOSED DEMOLITION PLAN	V
TP-20-000	MASTERPLAN	V
TP-20-010	SITE PLAN	V
TP-20-098	BASEMENT 02	V
TP-20-099	BASEMENT 01	V
TP-21-000	GROUND FLOOR	V
TP-21-010	LEVEL 01	V
TP-21-020	LEVEL 02	V
TP-21-030	LEVEL 03	V
TP-21-040	LEVEL 04	V
TP-21-050	LEVEL 05	V
TP-21-060	LEVEL 06	V
TP-21-070	LEVEL 07	V
TP-21-080	LEVEL 08	V
TP-21-090	LEVEL 09	V
TP-21-100	LEVEL 10	V
TP-21-110	LEVEL 11	V
TP-21-120	LEVEL 12	V
TP-21-130	LEVEL 13	V
TP-21-140	LEVEL 14	V
TP-21-150	LEVEL 15	V
TP-21-160	LEVEL 16	V
TP-21-170	LEVEL 17	V
TP-21-180	ROOF	V
TP-25-010	BIKE STORAGE PLANS	V
TP-25-011	BIKE STORAGE PLANS	V
TP-25-020	OVERLOOKING DIAGRAMS	V
TP-25-021	SEMI-PRIVATE COURTYARD ACCESS PLAN	V
TP-30-100	EAST ELEVATION	V
TP-30-110	WEST ELEVATION	V
TP-30-120	NORTH ELEVATION	V
TP-30-130	SOUTH ELEVATION	V
TP-30-160	BUILDING 1 SOUTH ELEVATION	V
TP-30-170	BUILDING 2 NORTH ELEVATION	V
TP-30-180	BUILDING 1 & 2 WEST ELEVATION	V
TP-30-190	BUILDING 2 SOUTH ELEVATION	V
TP-30-200	INTERNAL COURTYARD ELEVATIONS	V
TP-35-010	LANGRIDGE STREET ELEVATION	V
TP-35-030	ISLINGTON STREET ELEVATION	V
TP-35-040	HODDLE STREET ELEVATION	V
TP-40-100	NORTH/SOUTH SECTION	V
TP-40-110	EAST/WEST SECTION	V
TP-41-150	ACCESS SECTIONS	V
TP-45-100	PODIUM FACADE - BUILDING 1	V
TP-45-105	PODIUM FACADE - BUILDING 1	V
TP-45-110	PODIUM FACADE - BUILDING 1	V
TP-45-120	PODIUM FACADE - BUILDING 2	V
TP-45-130	PODIUM FACADE - BUILDING 2	V
TP-45-140	PODIUM FACADE - BUILDING 2	V
TP-45-150	PODIUM FACADE - BUILDING 2	V
TP-45-200	TOWER FACADE - BUILDING 1	V
TP-45-210	TOWER FACADE - BUILDING 1	V
TP-45-220	TOWER FACADE - BUILDING 2	V
TP-45-230	TOWER FACADE - BUILDING 2	V
TP-45-240	TOWER FACADE - BUILDING 2	V
TP-55-100	BADS PLANS	V
TP-55-105	BADS PLANS	V

DRAWING LIST

SHEET No.	SHEET NAME	REV
TP-55-110	BADS PLANS	V
TP-55-115	BADS PLANS	V
TP-55-120	BADS PLANS	V
TP-55-125	BADS PLANS	V
TP-55-130	BADS PLANS	V
TP-55-131	BADS PLANS	V
TP-55-138	BADS PLANS	V
TP-55-140	BADS PLANS	V
TP-55-145	BADS PLANS	V
TP-55-150	BADS PLANS	V
TP-55-155	BADS PLANS	V
TP-55-160	BADS PLANS	V
TP-55-165	BADS PLANS	V
TP-55-615	APARTMENT TYPE LIST	V
TP-55-620	BADS COMPLIANCE ANALYSIS TABLE	V
TP-85-010	SHADOW DIAGRAM SEPT 22 9am	V
TP-85-015	SHADOW DIAGRAM SEPT 22 9.30am	V
TP-85-020	SHADOW DIAGRAM SEPT 22 10am	V
TP-85-030	SHADOW DIAGRAM SEPT 22 11am	V
TP-85-040	SHADOW DIAGRAM SEPT 22 12pm	V
TP-85-050	SHADOW DIAGRAM SEPT 22 1pm	V
TP-85-060	SHADOW DIAGRAM SEPT 22 2pm	V
TP-85-070	SHADOW DIAGRAM SEPT 22 3pm	V
TP-85-100	COMMUNAL SPACE SHADOW STUDY	V
TP-85-120	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 1	V
TP-85-125	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 1	V
TP-85-130	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 1	V
TP-85-135	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 1	V
TP-85-140	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 2	V
TP-85-145	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 2	V
TP-85-150	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 2	V
TP-85-155	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 2	V
TP-85-160	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 3	V
TP-85-165	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 3	V
TP-85-170	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 3	V
TP-85-175	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 3	V
TP-85-180	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 4	V
TP-85-185	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 4	V
TP-85-190	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 4	V
TP-85-195	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 4	V
TP-85-200	SECTIONAL SHADOW DIAGRAM - DWELLINGS TO SOUTH	V
TP-85-205	SECTIONAL SHADOW DIAGRAM - DWELLINGS TO SOUTH	V
TP-85-210	SECTIONAL SHADOW DIAGRAM - DWELLINGS TO SOUTH	V
TP-85-215	SECTIONAL SHADOW DIAGRAM - DWELLINGS TO SOUTH	V
TP-90-010	MATERIAL PALETTE	V

V RENDER UPDATED

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
COVER

Drawing Number: **TP-00-000**
Revision: **V**
Date: **30/05/24**
Scale: **@ A1**

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Building 1

Height m	RL m	Level no		Resi NSA sqm	Winter Garden sqm	Terraces sqm	Retail GLAR sqm	Community Space sqm	External Amenities sqm	Internal Amenities sqm	Lobby sqm	BOH / Plant sqm	Car Parking #	Car Parking sqm	Core/Circ Area sqm	GFA (Excl. Terraces, Incl. Winter Garden) sqm	% Efficiency	No. Apts #	STUDIO (38sqm) #	1 BR (50sqm) #	1BR+STUDY (60sqm) #	2BR+2B (70-80sqm) #	2BR+STUDY (75-85sqm) #	3BR+2B (90-150sqm) #
Parapet 4.00	62.600		Plant / Lift Cr																						
3.20	58.600	15	Residential / Core																						
3.20	55.400	14	Residential / Core / Communal	472		62			388						179	651	72.5%	7	2	1		2	1	1
3.20	52.200	13	Residential / Core / Communal	472		62			388						179	651	72.5%	7	2	1		2	1	1
3.20	49.000	12	Bridge / Residential / Core / Residential	765		94									268	1033	74.1%	11	2	2		6		1
3.20	45.800	11	Residential / Core / Residential	771		94									232	1003	76.9%	11	2	2		5	1	1
3.10	42.700	10	Residential / Core / Residential	771		94									232	1003	76.9%	11	2	2		5	1	1
3.10	39.600	9	Residential / Core / Residential	771		94									232	1003	76.9%	11	2	2		5	1	1
3.10	36.500	8	Residential / Core / Residential	771		94									232	1003	76.9%	11	2	2		5	1	1
3.10	33.400	7	Residential / Core / Residential	771		94									232	1003	76.9%	11	2	2		5	1	1
3.10	30.300	6	Residential / Core / Residential	771		94									232	1003	76.9%	11	2	2		5	1	1
3.10	27.200	5	Residential / Core / Residential	771		94									232	1003	76.9%	11	2	2		5	1	1
3.10	24.100	4	Residential / Core / Residential	771		94									232	1003	76.9%	11	2	2		5	1	1
3.10	21.000	3	Residential / Core / Residential	811		211									232	1043	77.8%	11	2	1	1	4	2	1
3.20	17.800	2	Residential / Core / Residential	885	66	149									284	1235	71.7%	13	4		2	5	2	
3.20	14.600	1	Residential / Core / Residential	962	66	201									267	1295	74.3%	15	6	1	3	3	1	1
3.20	11.400		Residential / Core / Residential	1033	66	153									268	1367	75.6%	16	7	1	3	2	1	2
3.20	8.200		Residential / Core / Residential	1032	66	154									269	1367	75.5%	16	7	1	3	2	1	2
3.20	5.000	1	Residential / Core / Residential	1032	66	154									269	1367	75.6%	16	7	1	3	2	1	2
5.00	0.000	Ground	Retail / Lobby / Amenity / Core / Retail				691			286	425	29			132	1563									
4.00	-4.000		BOH / Carpark / Core									1078	85	3625	174	5076									
2.90	-6.900		BOH / Carpark / Core									773	125	4136	167	5076									
			TOTAL	13832	330	1992	691		388	286	425	1851	210	7961	4544	29748		200	55	25	15	68	18	19
																			27.5%	12.5%	7.5%	34.0%	9.0%	9.5%

Tower Info	
Typical Floor-Floor	3.10
No. of floors	15
Total height (m)	58.60
Excl. plant	

Building 2

Height m	RL m	Level no		Resi NSA sqm	Winter Garden sqm	Terraces sqm	Retail GLAR sqm	Community Space sqm	External Amenities sqm	Internal Amenities sqm	Lobby sqm	BOH / Plant sqm	Car Parking #	Car Parking sqm	Core/Circ Area sqm	GFA (Excl. Terraces, Incl. Winter Garden) sqm	% Efficiency	No. Apts #	STUDIO (38sqm) #	1 BR (50sqm) #	1BR+STUDY (60sqm) #	2BR+2B (70-80sqm) #	2BR+STUDY (75-85sqm) #	3BR+2B (90-150sqm) #
Parapet 4	57.100																								
4.10	53.100		Lift Cr / Plant																						
4.10	49.000	15	Bridge / Core / Amenity / Communal						369	374		27			133	534									
3.20	45.800	14	Core / Residential	635		90									171	806	78.8%	10		7	1				2
3.10	42.700	13	Core / Residential	635		90									171	806	78.8%	10		7	1				2
3.10	39.600	12	Core / Residential	635		90									171	806	78.8%	10		7	1				2
3.10	36.500	11	Core / Residential	635		90									171	806	78.8%	10		7	1				2
3.10	33.400	10	Core / Residential	635		90									171	806	78.8%	10		7	1				2
3.10	30.300	9	Residential / Core / Residential	891		114									211	1102	80.9%	14	1	9		1	1		2
3.10	27.200	8	Residential / Core / Residential	891		122									211	1102	80.9%	14	1	9		1	1		2
3.10	24.100	7	Residential / Core / Residential	891		122									211	1102	80.9%	14	1	9		1	1		2
3.10	21.000	6	Residential / Core / Residential	891		122									211	1102	80.9%	14	1	9		1	1		2
3.20	17.800	5	Residential / Core / Residential	1034	8	245									237	1279	80.8%	15	1	3	7	1	1		2
3.20	14.600	4	Residential / Core / Residential	1135	53	128									236	1424	79.7%	17	2	4	7	2	1		1
3.20	11.400	3	Residential / Core / Residential	1160	53	144									234	1447	80.2%	17	2	3	8	1	2		1
3.20	8.200	2	Residential / Core / Residential	1635	146	152									409	2190	74.7%	26	6	5	10	2	2		1
3.20	5.000	1	Residential / Core / Residential	1635	146	152									409	2190	74.7%	26	6	5	10	2	2		1
5.00	0.000	Ground	Retail / BOH / Lobby / Amenity / Core / Amenity / Retail				610	255		621		122			136	1744									
3.80	-3.800		BOH / Core / Carpark																						
2.90	-6.700		Carpark / Core / Carpark																						
			TOTAL	13338	406	1751	610	255	369	995		149			3483	19246		207	21	91	47	12	12	24
																			10%	44%	23%	6%	6%	12%

Refer to Building 1

Tower Info	
Typical Floor-Floor	3.10
No. of floors	16
Total height (m)	53.10
Excl. plant	

V DEVELOPMENT SUMMARY UPDATED

Summary	
Total NSA	26970 m²
Total Wintergarden	736 m²
Total Balc	3743 m²
Total GFA	48994 m²
Total Resi GFA	35001 m²
Total GBA (Incl. Terraces)	38738 m²
Total GLAR	1301 m²
Total Community Space	255 m²
Total External Amenity	757 m²
Total Internal Amenity	1281 m²
Total Apartments	407

APARTMENT MIX

APARTMENT TYPE	NUMBER OF APARTMENTS	RATIO
1B1B	116	28.5%
1B1B1S	62	15.2%
2B2B	80	19.7%
2B2B1S	30	7.4%
3B2B	43	10.6%
STUDIO	76	18.7%
TOTAL	407	

CARPARKING SCHEDULE

CAR PARK TYPE	LEVEL	NUMBER OF SPACES
BASEMENT 1		
4900 x 2600 x 6400 Aisle	BASEMENT 1	41
4900 x 2800 x 5800 Aisle	BASEMENT 1	22
ACCESSIBLE PARKING 5400 x 2400mm	BASEMENT 1	2
EV	BASEMENT 1	20
BASEMENT 1		85
BASEMENT 2		
4900 x 2600 x 6400 Aisle	BASEMENT 2	72
4900 x 2800 x 5800 Aisle	BASEMENT 2	53
BASEMENT 2		125
TOTAL		210

PARKING ALLOCATION

ALLOCATION	NUMBER OF SPACES
RESIDENTIAL	210
TOTAL	210

MOTORBIKE PARKING SCHEDULE

MOTORBIKE PARK TYPE	NUMBER OF SPACES
BASEMENT 1	
Motorbike Parking 2500 x 1200	3
BASEMENT 2	
Motorbike Parking 2500 x 1200	3
TOTAL	6

STORAGE CAGE SCHEDULE

STORAGE TYPE	NUMBER OF STORAGE
BASEMENT 1	
RESIDENTIAL STORAGE CAGE	19
BASEMENT 2	
RESIDENTIAL STORAGE CAGE	186
TOTAL	205

RESIDENTIAL BIKE PARKING SCHEDULE

LEVEL	BIKE SPACE TYPE	NUMBER OF SPACES
RESIDENTIAL BIKE SPACE		
BASEMENT 1	DOUBLE HORIZONTAL STACKED BIKE SPACE	146
BASEMENT 1	VERITICAL BIKE SPACE	96
RESIDENTIAL BIKE SPACE		242
RESIDENTIAL VISITOR BIKE SPACE		
GROUND FLOOR	DOUBLE HORIZONTAL STACKED BIKE SPACE	12
GROUND FLOOR	VERITICAL BIKE SPACE	9
RESIDENTIAL VISITOR BIKE SPACE		21
TOTAL		263

NON RESIDENTIAL BIKE PARKING SCHEDULE

LEVEL	BIKE SPACE TYPE	NUMBER OF SPACES
STAFF BIKE SPACE		
GROUND FLOOR	DOUBLE HORIZONTAL STACKED BIKE SPACE	6
STAFF BIKE SPACE		6
VISITOR BIKE SPACE		
GROUND FLOOR	DOUBLE HORIZONTAL STACKED BIKE SPACE	12
GROUND FLOOR	VERITICAL BIKE SPACE	4
GROUND FLOOR	HOOP BIKE RACK	16
VISITOR BIKE SPACE		32
TOTAL		38

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **DEVELOPMENT SUMMARY**

Drawing Number: **TP-01-010** Revision: **V** Date: **30/05/24** Scale:

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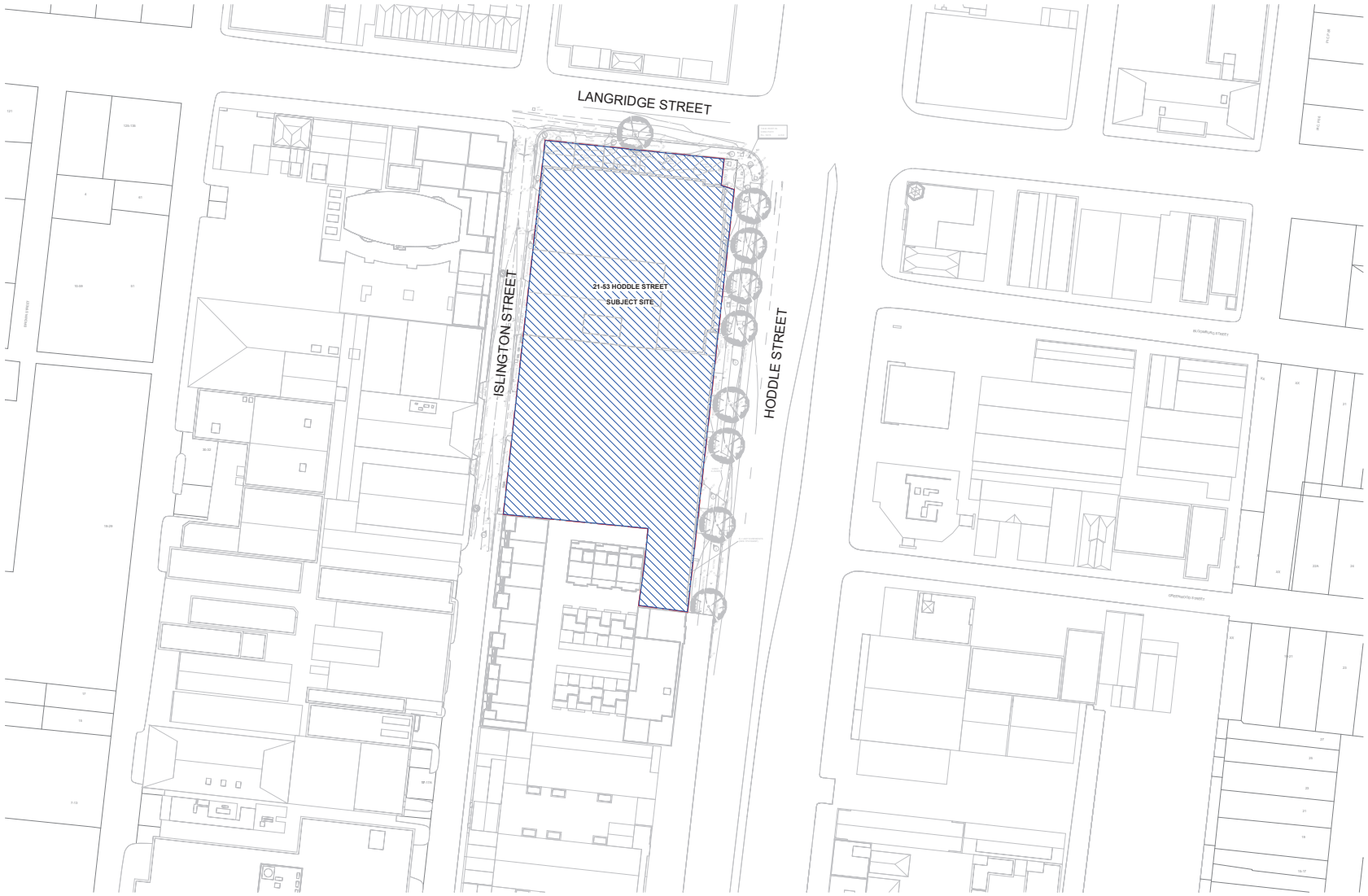

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
EXISTING CONDITIONS PLAN

Drawing Number: **TP-10-100**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 500 @ A1**

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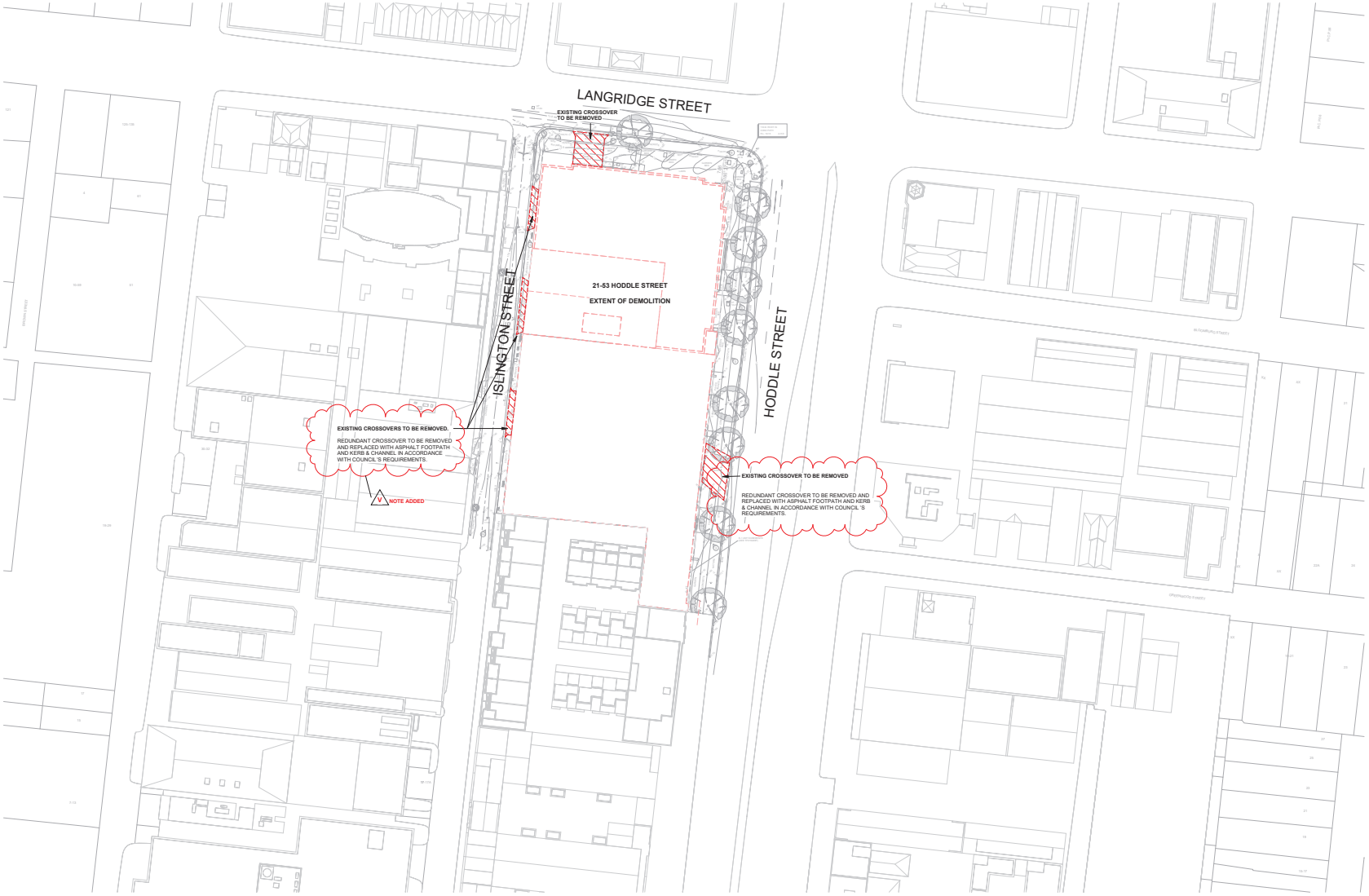

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
PROPOSED DEMOLITION PLAN

Drawing Number: **TP-15-100**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 500 @ A1**

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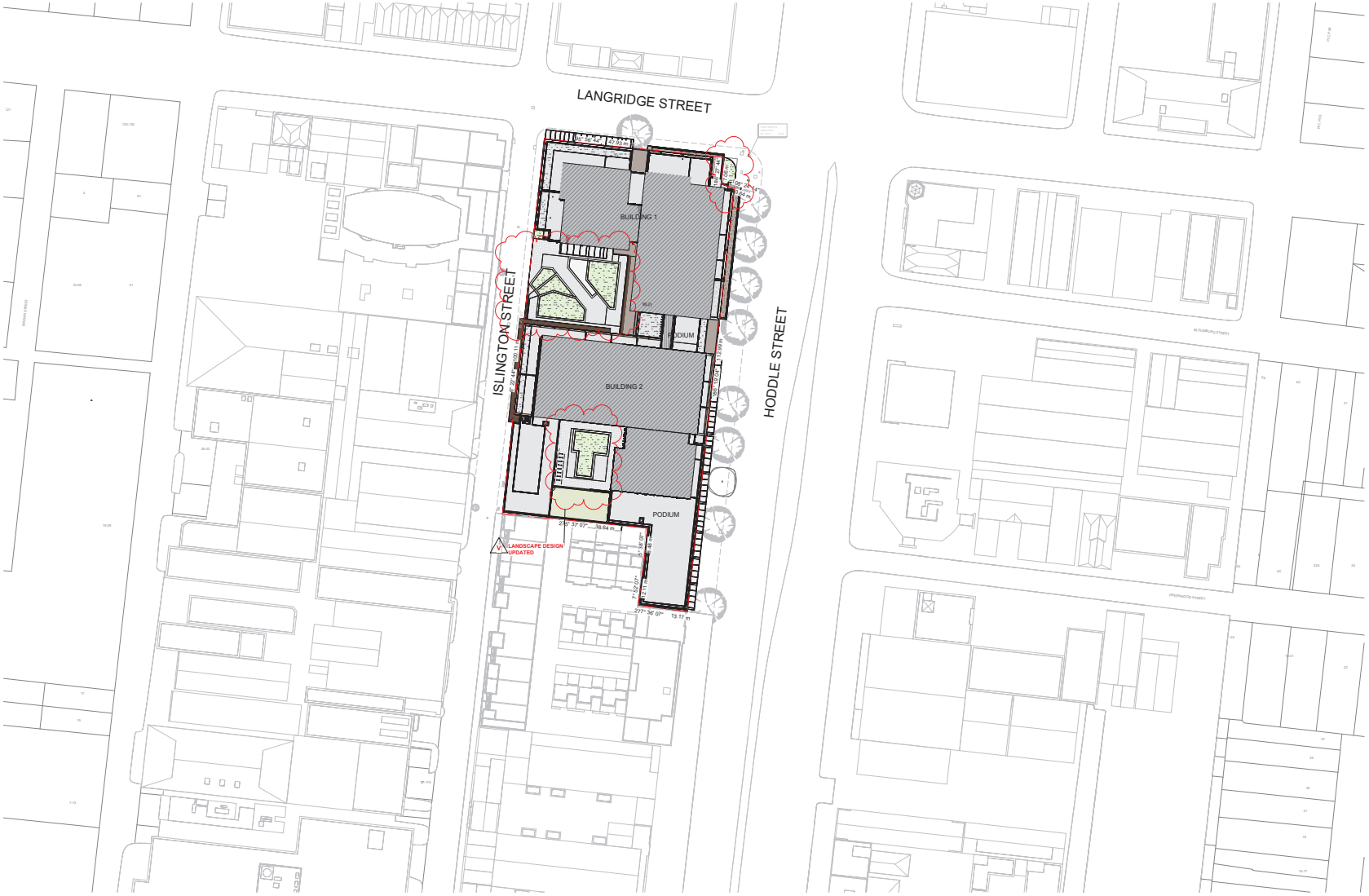

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
MASTERPLAN

Drawing Number: **TP-20-000**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 500 @ A1**

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Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
SITE PLAN

Drawing Number: **TP-20-010**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 300 @ A1**

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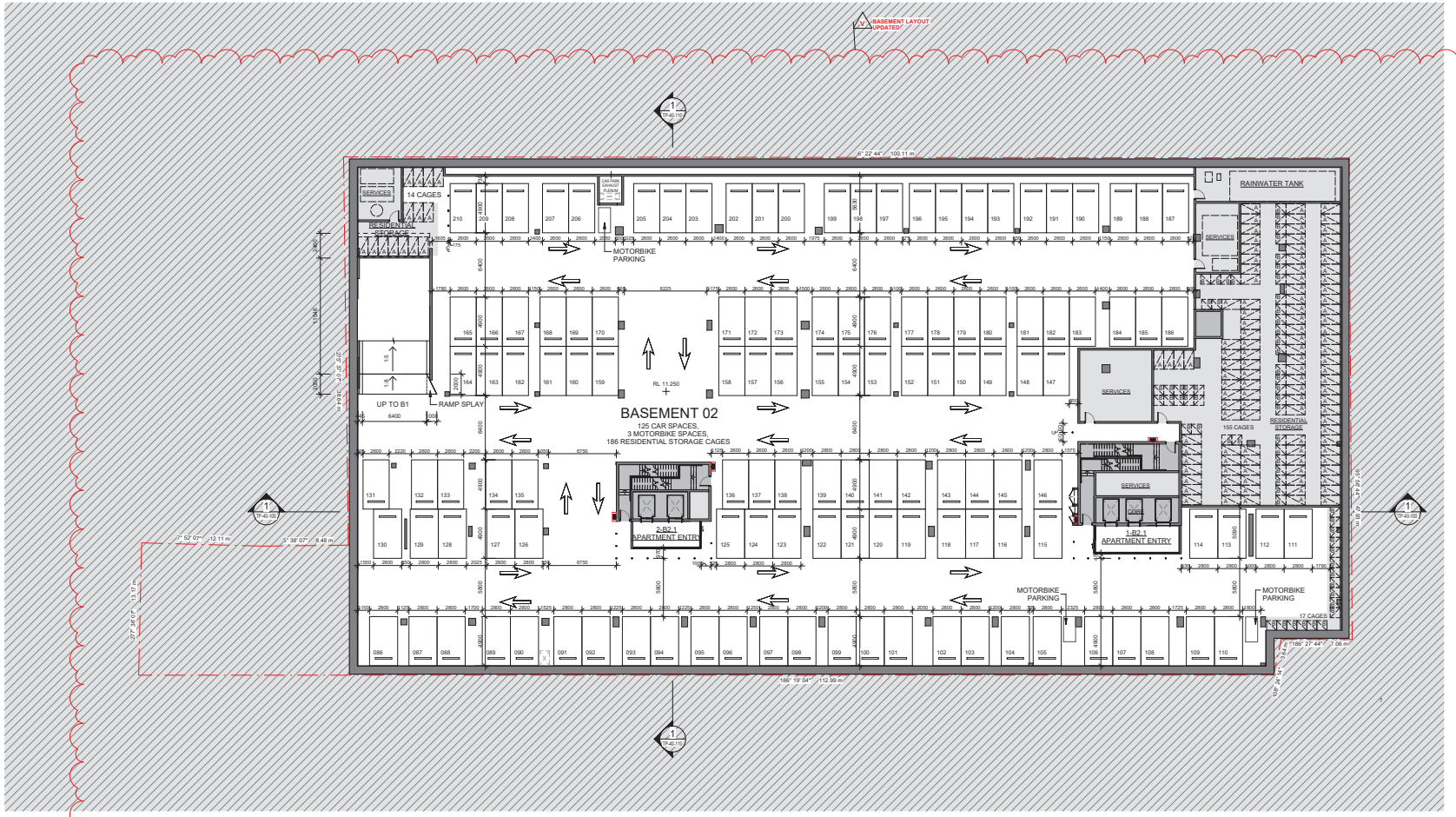

RESIDENTIAL STORAGE CAGE TYPE & CAPACITY			
STORAGE TYPE	STORAGE VOLUME	DIMENSION (WxDxHmm)	NO. OF CAGES
A	3.80 m³	1000x1900x2000	131
B	2.00 m³	1000x1000x2000	74
TOTAL			205

BASEMENT 2 STORAGE	
DESCRIPTION	NO. OF STORAGE
STORAGE CAGE	186
TOTAL	186

BASEMENT 2 CAR PARKING	
PARKING TYPE	NO. OF PARKING
4900 x 2600 x 6400 Aisle	72
4900 x 2800 x 5800 Aisle	53
TOTAL	125

BASEMENT 2 MOTORBIKE PARKING	
PARKING TYPE	NO. OF PARKING
Motorbike Parking 2500 x 1200	3
TOTAL	3

AREA COLOUR LEGEND
- CORE
- GOODS LIFT
- RESIDENTIAL STORAGE
- SERVICES

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **BASEMENT 02**

Drawing Number: **TP-20-098** Revision: **V** Date: **30/05/24** Scale: **1 : 200 @ A1**

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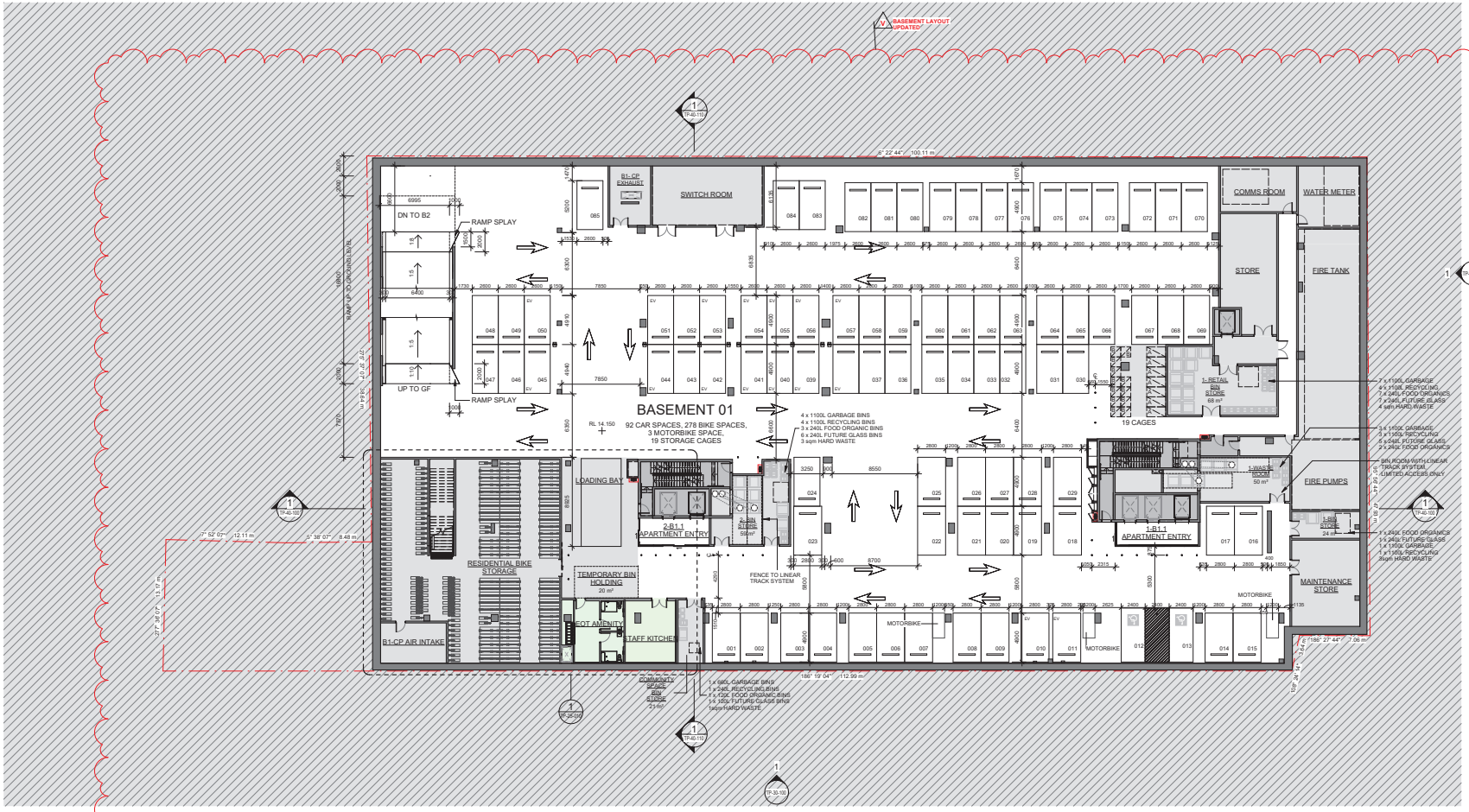

RESIDENTIAL STORAGE CAGE TYPE & CAPACITY			
STORAGE TYPE	STORAGE VOLUME	DIMENSION (WxDxHmm)	NO. OF CAGES
A	3.80 m³	1000x1900x2000	131
B	2.00 m³	1000x1000x2000	74
TOTAL			205

BASEMENT 1 STORAGE	
DESCRIPTION	NO. OF STORAGE
STORAGE CAGE	19
TOTAL	19

BASEMENT 1 BIKE PARKING	
BIKE SPACE TYPE	NO. OF SPACE
DOUBLE HORIZONTAL STACKED BIKE SPACE	146
VERITICAL BIKE SPACE	96
RESIDENTIAL BIKE SPACE	242
TOTAL	242

BASEMENT 1 CAR PARKING	
PARKING TYPE	NO. OF PARKING
ACCESSIBLE PARKING 5400 x 2400mm	2
4900 x 2600 x 6400 Aisle	41
EV	16
4900 x 2800 x 5800 Aisle	22
EV	4
TOTAL: 85	85

BASEMENT 1 MOTORBIKE PARKING	
PARKING TYPE	NO. OF PARKING
Motorbike Parking 2500 x 1200	3
TOTAL	3

AREA COLOUR LEGEND
- BIKE STOREAGE
- CORE
- EOT AMENITY
- GOODS LIFT
- LOADING BAY
- RESIDENTIAL STORAGE
- SERVICES
- STAFF KITCHEN

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **BASEMENT 01**

Drawing Number: **TP-20-099** Revision: **V** Date: **30/05/24** Scale: **1 : 200 @ A1**

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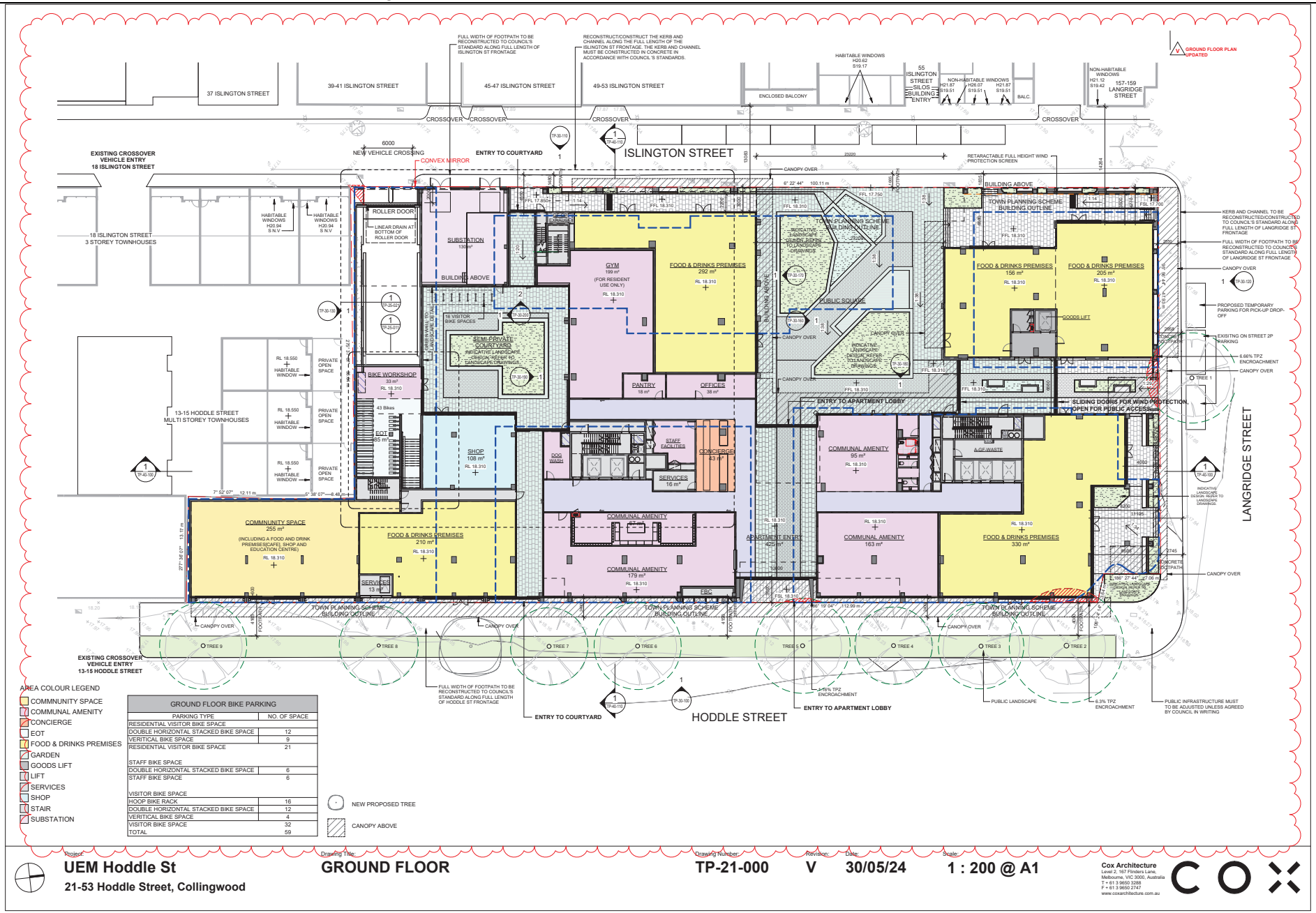

AREA COLOUR LEGEND

- COMMNUNITY SPACE
- COMMUNAL AMENITY
- CONCIERGE
- EOT
- FOOD & DRINKS PREMISES
- GARDEN
- GOODS LIFT
- LIFT
- SERVICES
- SHOP
- STAIR
- SUBSTATION

GROUND FLOOR BIKE PARKING	
PARKING TYPE	NO. OF SPACE
RESIDENTIAL VISITOR BIKE SPACE	
DOUBLE HORIZONTAL STACKED BIKE SPACE	12
VERITICAL BIKE SPACE	9
RESIDENTIAL VISITOR BIKE SPACE	21
STAFF BIKE SPACE	
DOUBLE HORIZONTAL STACKED BIKE SPACE	6
STAFF BIKE SPACE	6
VISITOR BIKE SPACE	
HOOP BIKE RACK	16
DOUBLE HORIZONTAL STACKED BIKE SPACE	12
VERITICAL BIKE SPACE	4
VISITOR BIKE SPACE	32
TOTAL	59

NEW PROPOSED TREE

CANOPY ABOVE

Project	Drawing Title	Drawing Number	Revision	Date	Scale
UEM Hoddle St **21-53 Hoddle Street, Collingwood**	**GROUND FLOOR**	**TP-21-000**	**V**	**30/05/24**	**1 : 200 @ A1**

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Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **LEVEL 01**

Drawing Number: **TP-21-010** Revision: **V** Date: **30/05/24** Scale: **1 : 200 @ A1**

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Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **LEVEL 02**

Drawing Number: **TP-21-020** Revision: **V** Date: **30/05/24** Scale: **1 : 200 @ A1**

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Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
LEVEL 03

Drawing Number: **TP-21-030**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 200 @ A1**

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Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **LEVEL 04**

Drawing Number: **TP-21-040** | Revision: **V** | Date: **30/05/24** | Scale: **1 : 200 @ A1**

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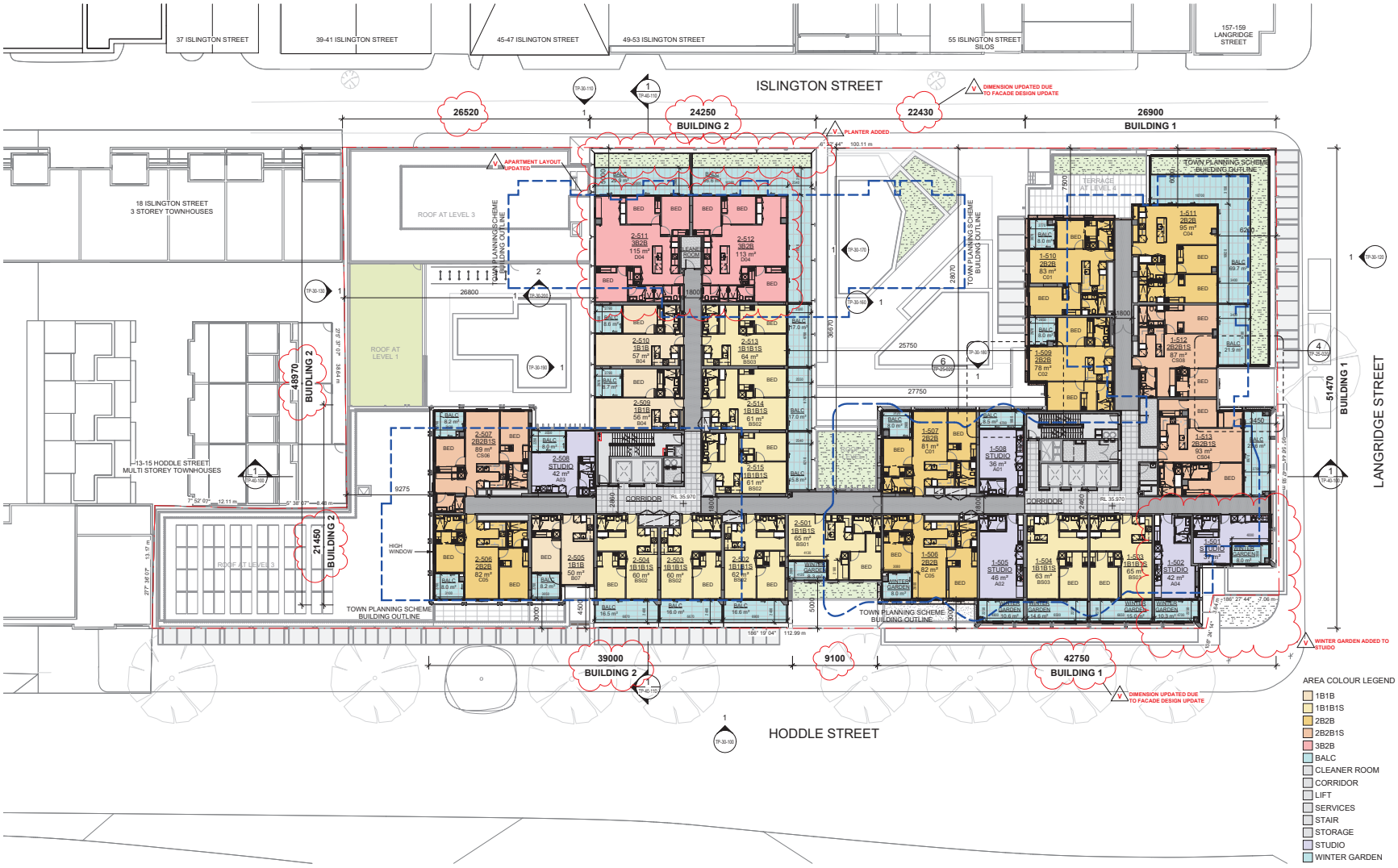

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **LEVEL 05**

Drawing Number: **TP-21-050** Revision: **V** Date: **30/05/24** Scale: **1 : 200 @ A1**

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Project: **UEM Hoddle St**
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Drawing Title: **LEVEL 06**

Drawing Number: **TP-21-060** Revision: **V** Date: **30/05/24** Scale: **1 : 200 @ A1**

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Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **LEVEL 07**

Drawing Number: **TP-21-070**

Revision: **V**

Date: **30/05/24**

Scale: **1 : 200 @ A1**

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Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **LEVEL 08**

Drawing Number: **TP-21-080** Revision: **V** Date: **30/05/24** Scale: **1 : 200 @ A1**

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Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **LEVEL 09**

Drawing Number: **TP-21-090**

Revision: **V**

Date: **30/05/24**

Scale: **1 : 200 @ A1**

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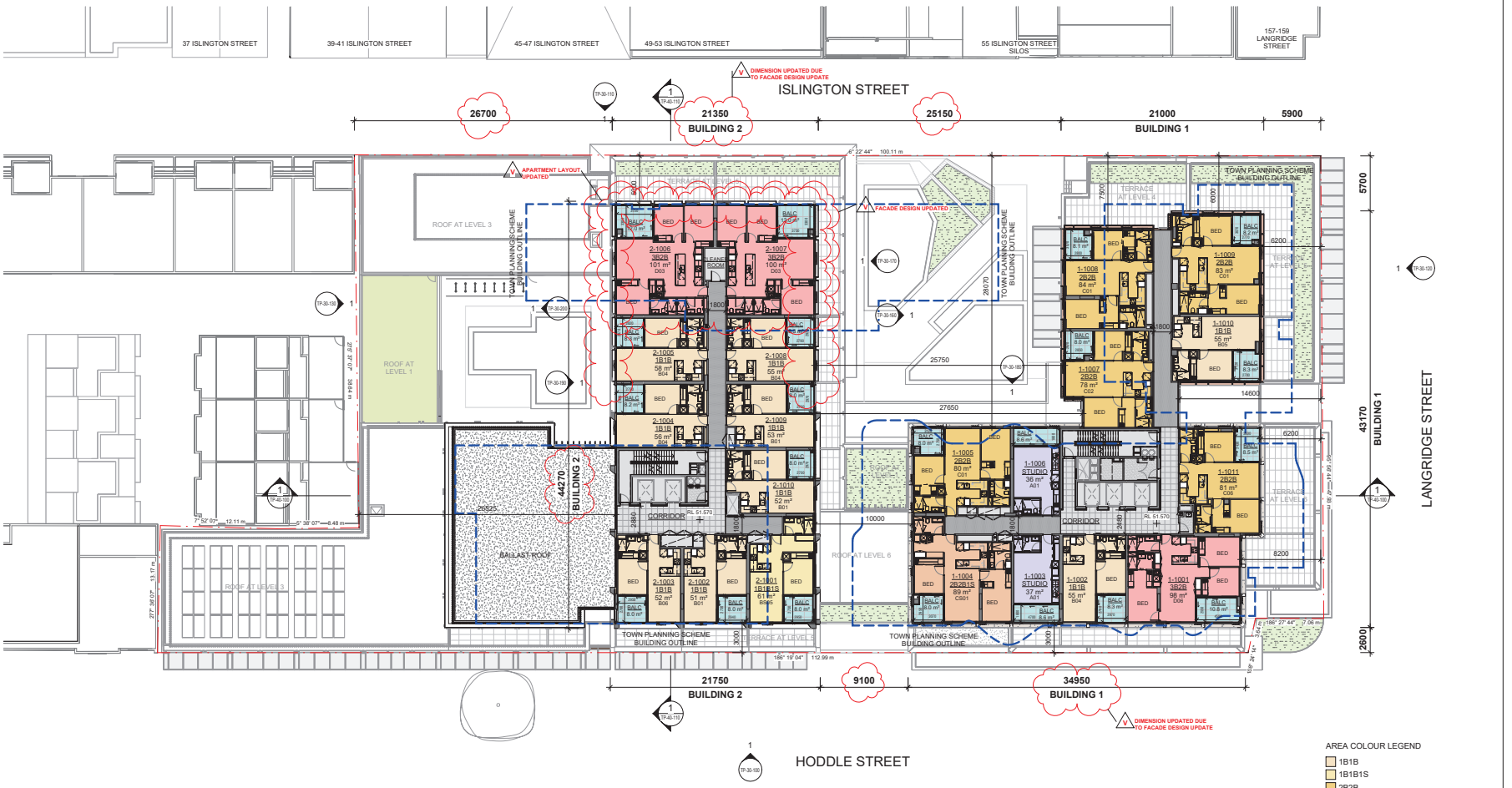

Project: **UEM Hoddle St**
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Drawing Title: **LEVEL 10**

Drawing Number: **TP-21-100** Revision: **V** Date: **30/05/24** Scale: **1 : 200 @ A1**

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Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
LEVEL 11

Drawing Number: **TP-21-110**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 200 @ A1**

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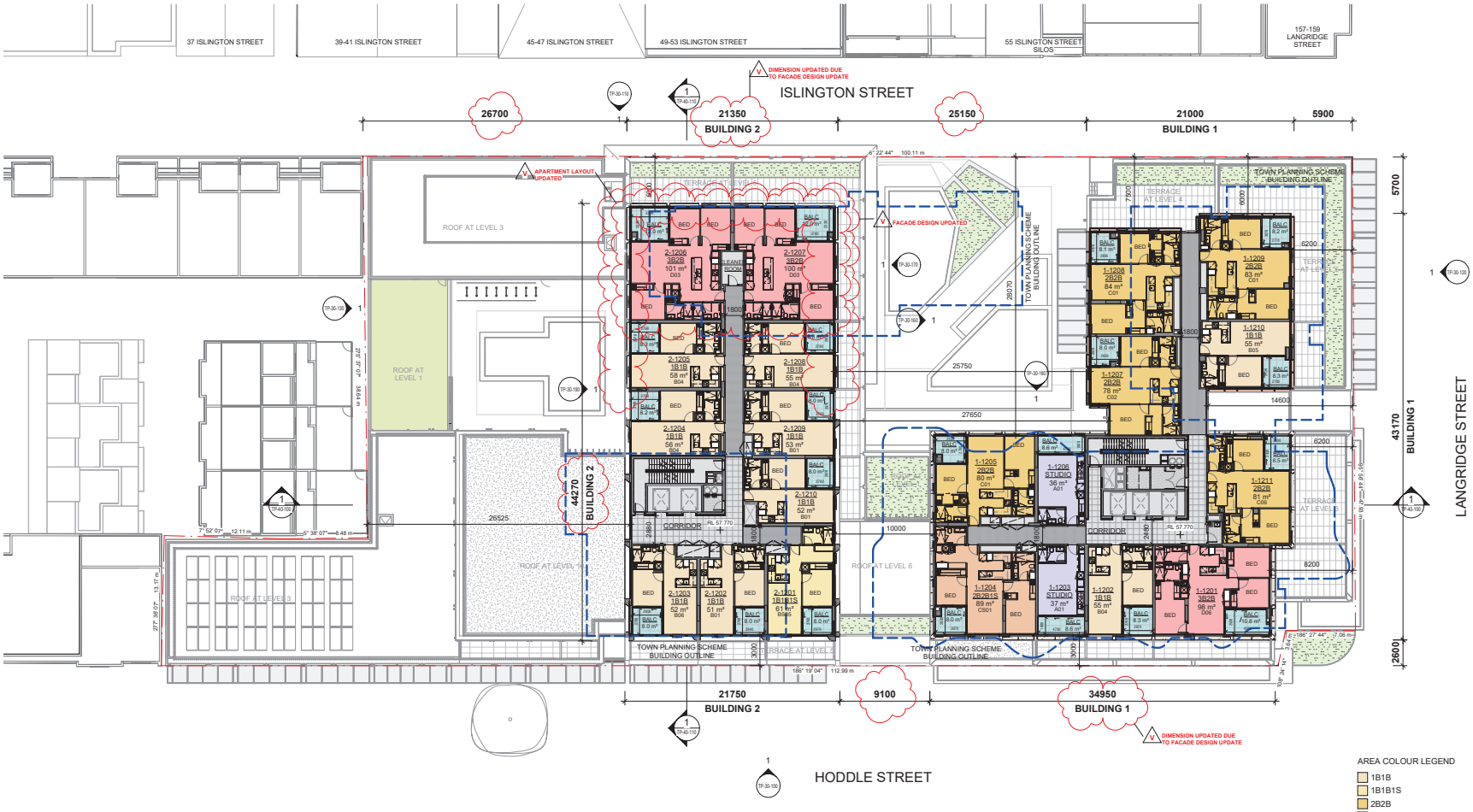

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **LEVEL 12**

Drawing Number: **TP-21-120** | Revision: **V** | Date: **30/05/24** | Scale: **1 : 200 @ A1**

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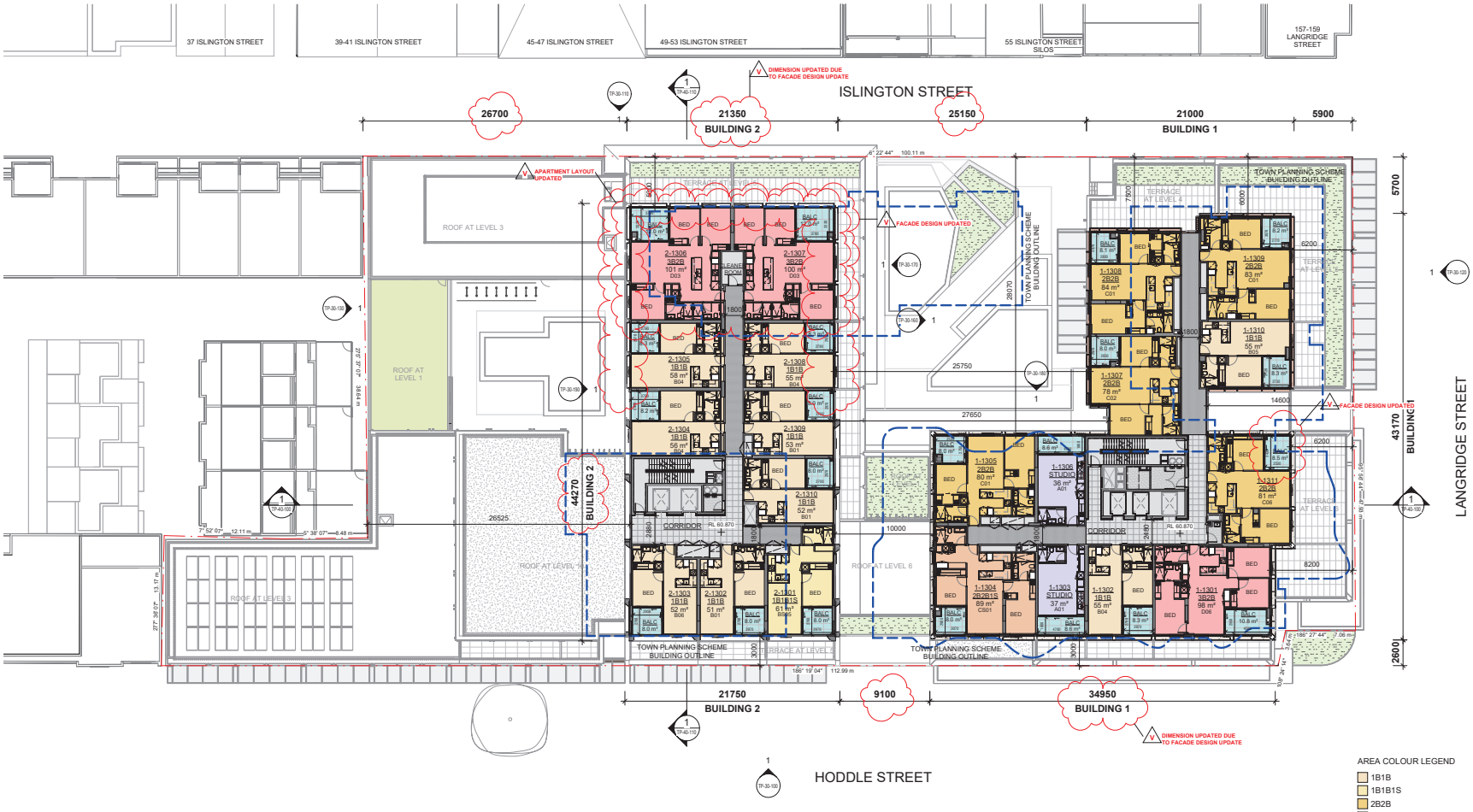

Project: **UEM Hoddle St**
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Drawing Title: **LEVEL 13**

Drawing Number: **TP-21-130** Revision: **V** Date: **30/05/24** Scale: **1 : 200 @ A1**

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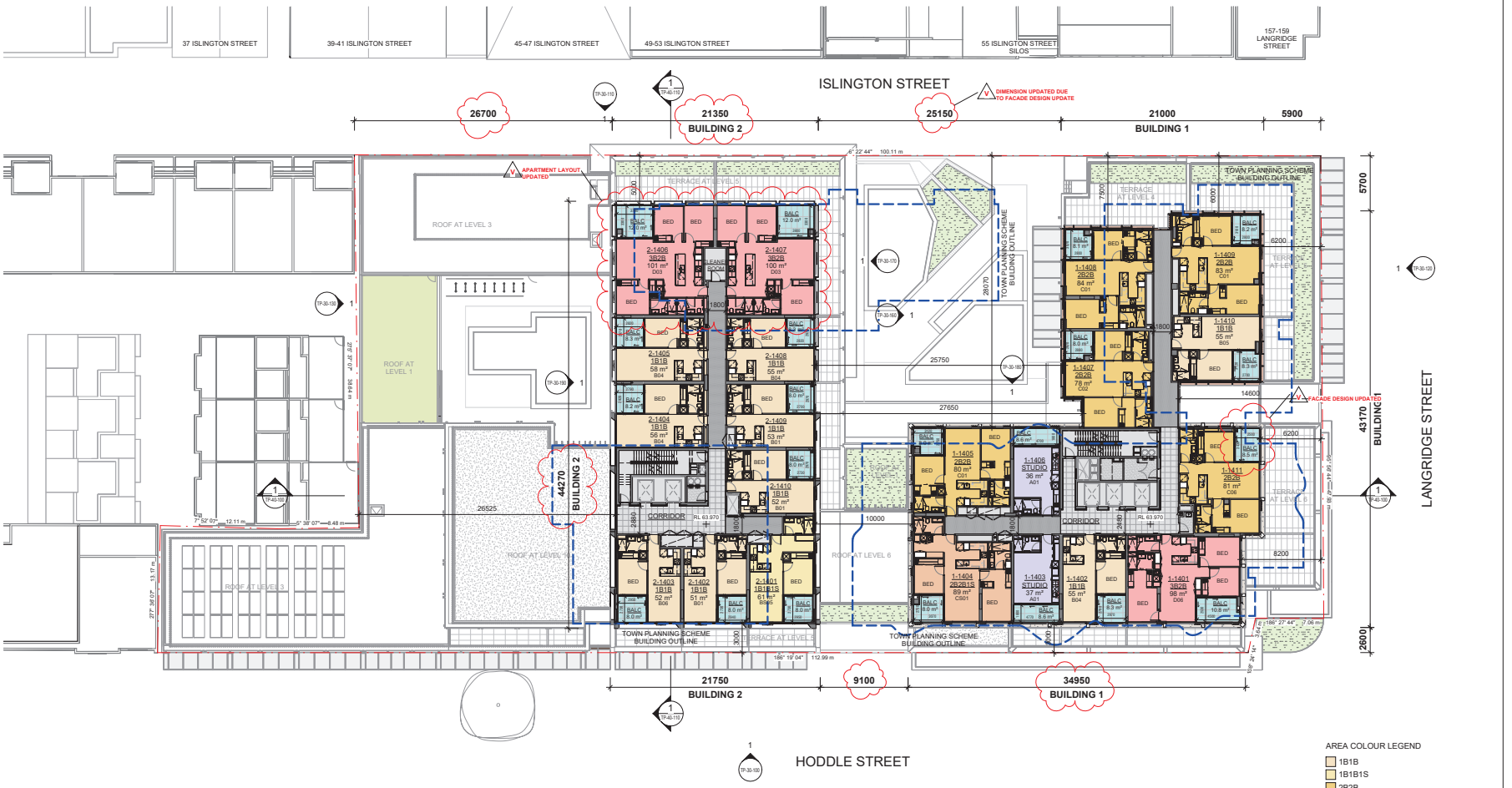

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
LEVEL 14

Drawing Number: **TP-21-140**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 200 @ A1**

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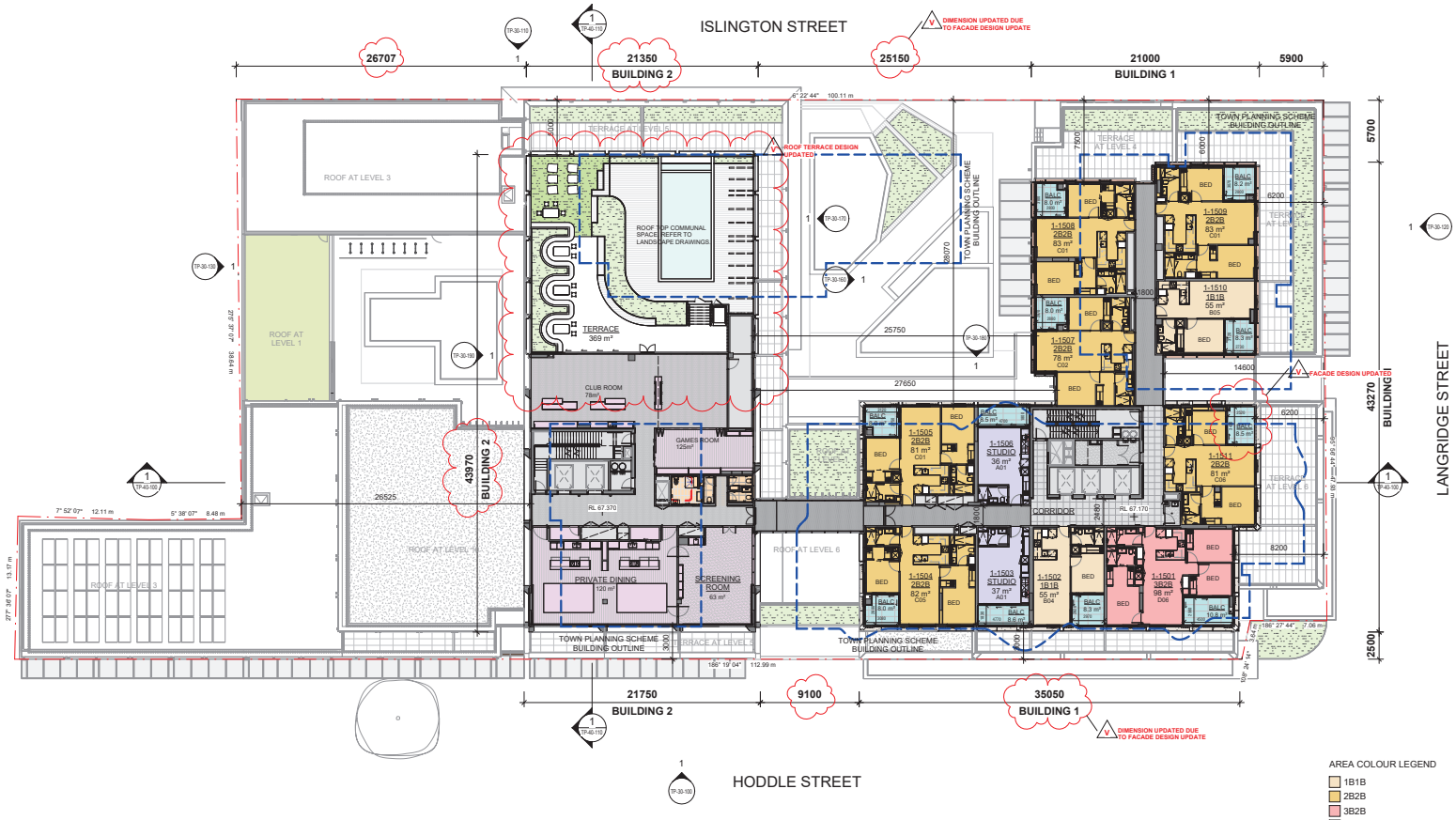

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **LEVEL 15**

Drawing Number: **TP-21-150** | Revision: **V** | Date: **30/05/24** | Scale: **1 : 200 @ A1**

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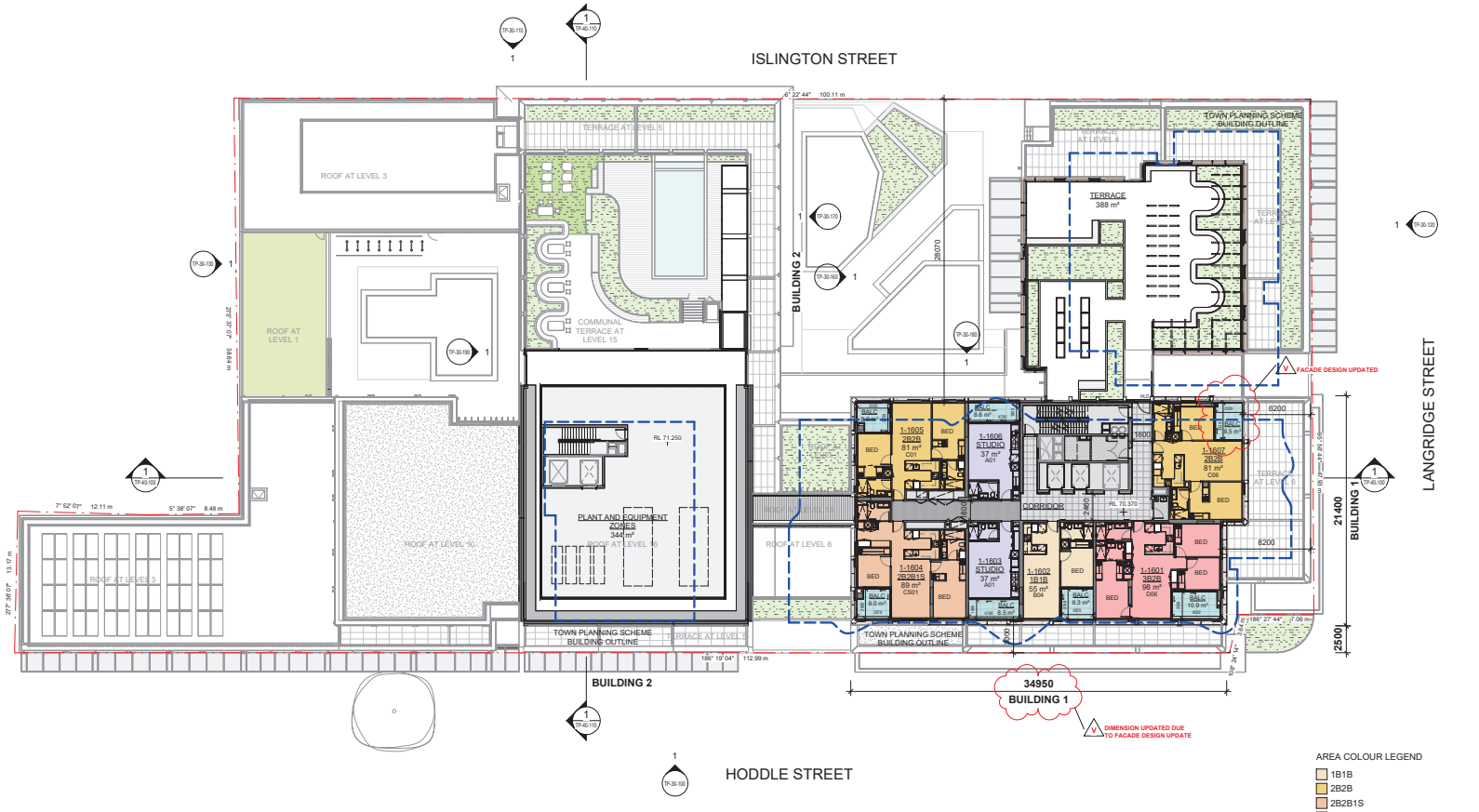

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **LEVEL 16**

Drawing Number: **TP-21-160** | Revision: **V** | Date: **30/05/24** | Scale: **1 : 200 @ A1**

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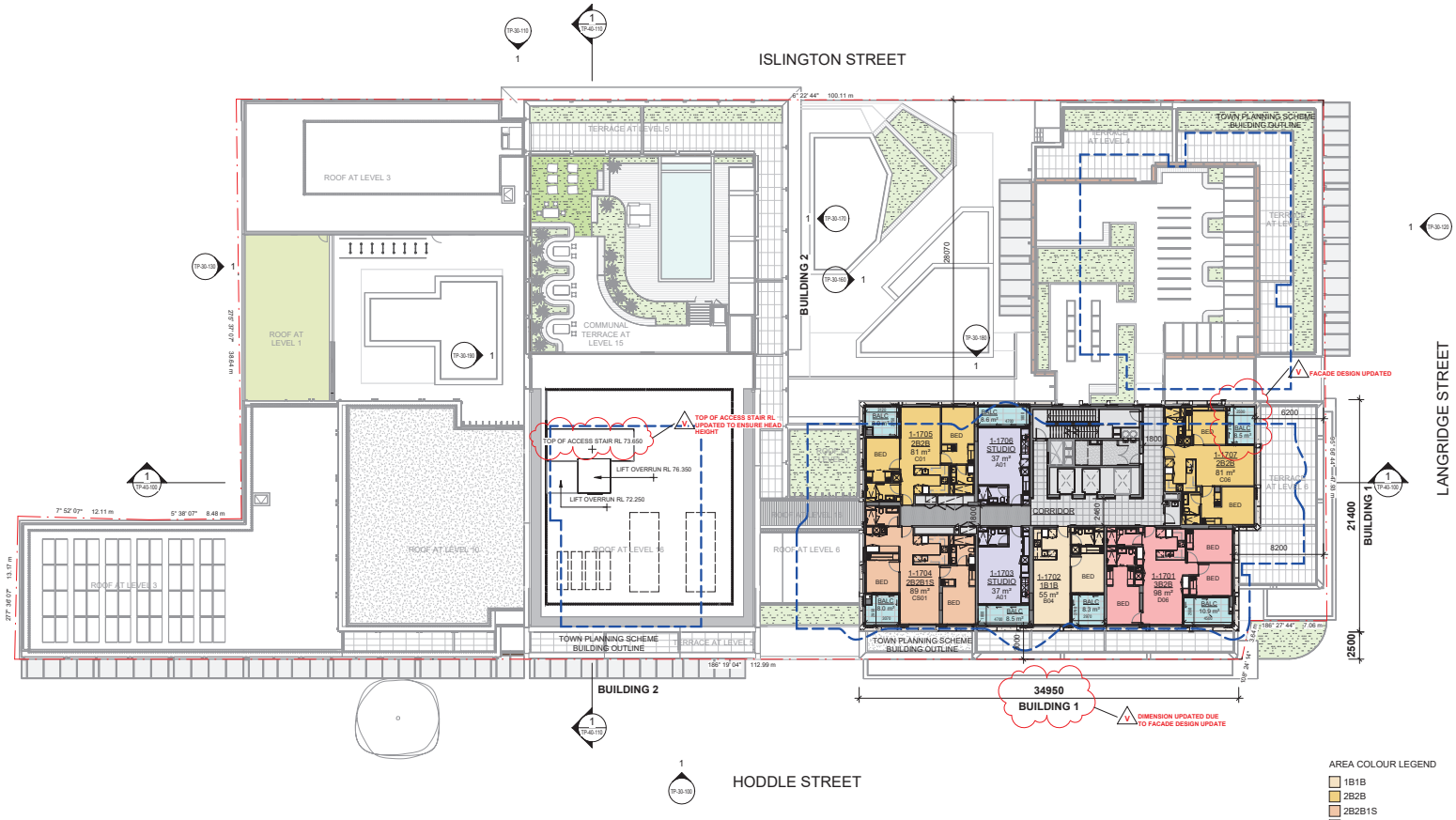

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **LEVEL 17**

Drawing Number: **TP-21-170** Revision: **V** Date: **30/05/24** Scale: **1 : 200 @ A1**

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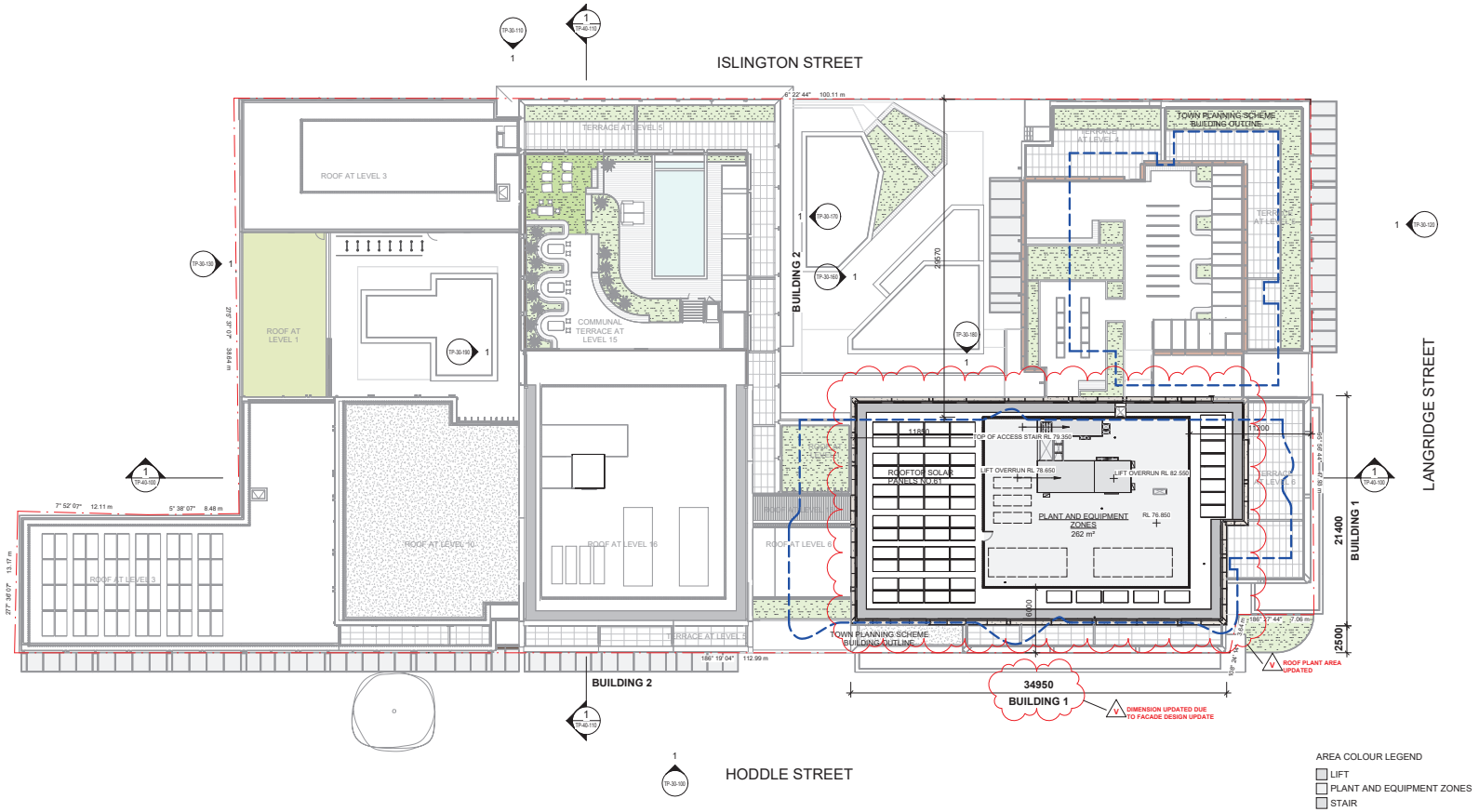

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **ROOF**

Drawing Number: **TP-21-180** | Revision: **V** | Date: **30/05/24** | Scale: **1 : 200 @ A1**

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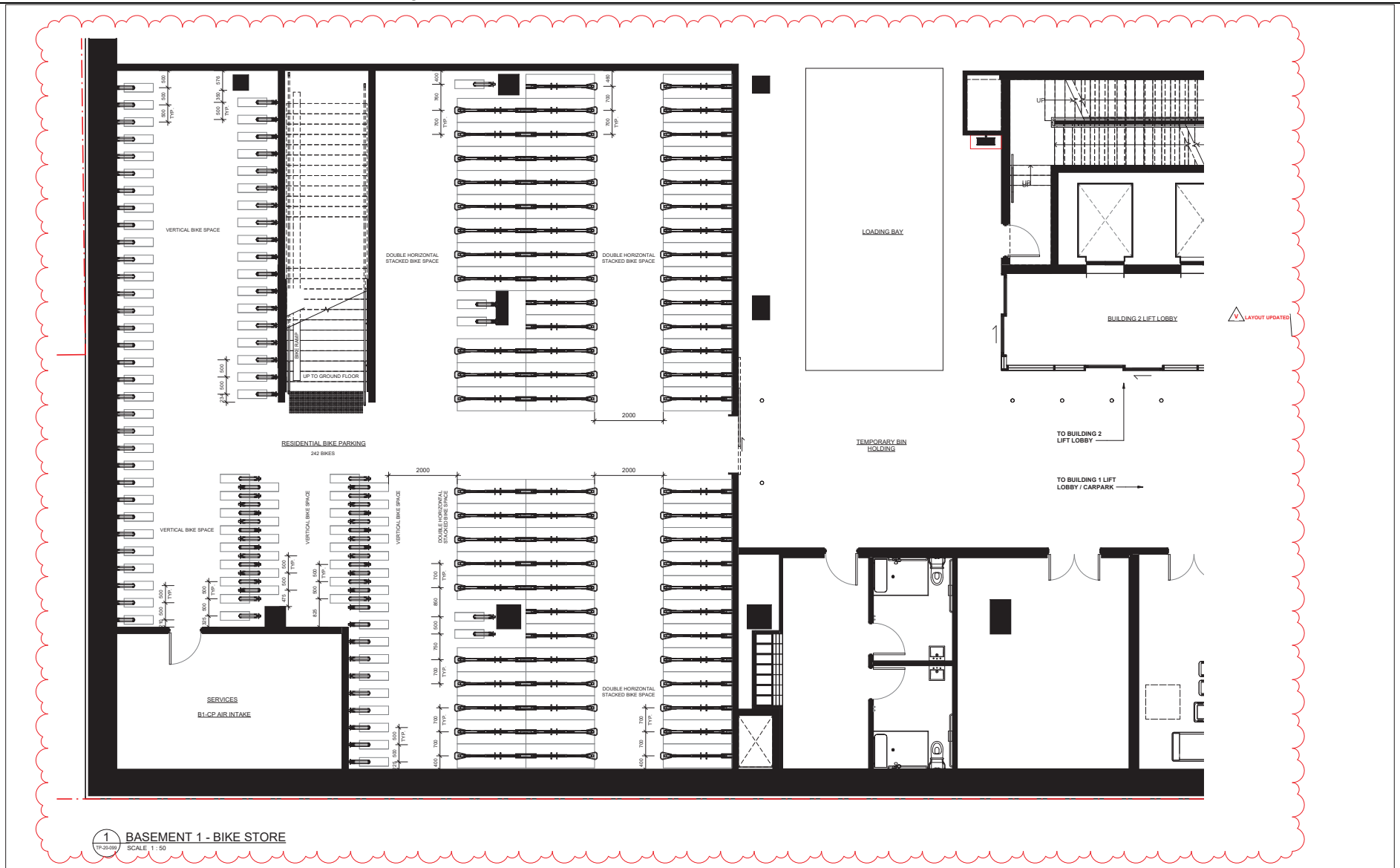

1 BASEMENT 1 - BIKE STORE
TP-20-099
SCALE 1 : 50

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
BIKE STORAGE PLANS

Drawing Number: **TP-25-010**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 50 @ A1**

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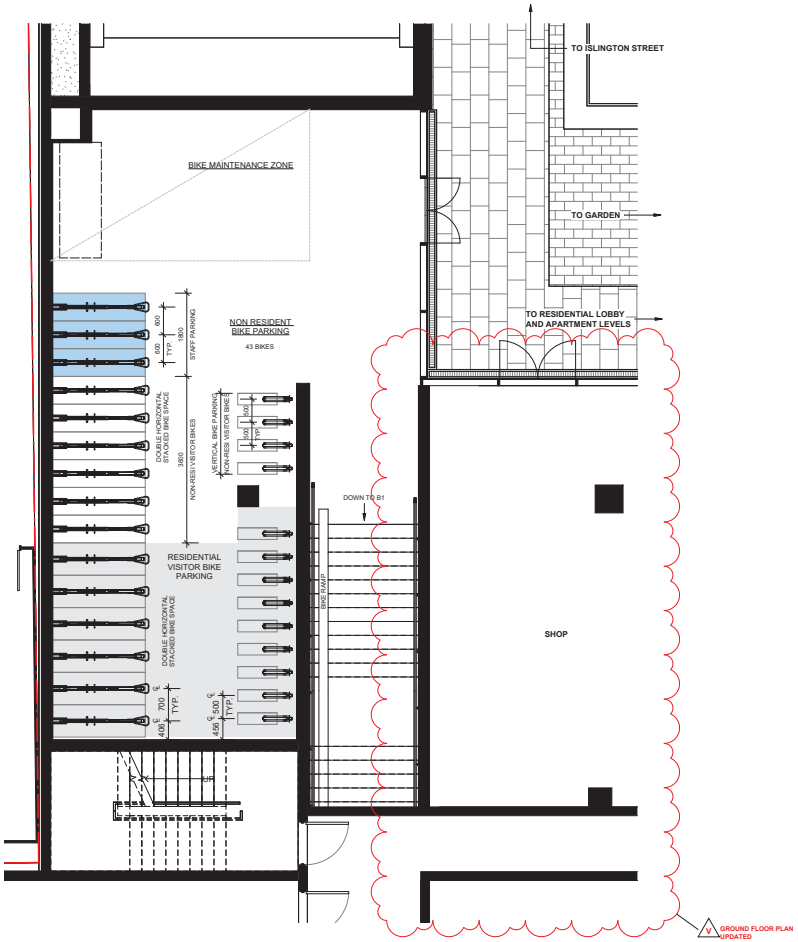

1 TP-21-000 GROUND FLOOR - BIKE STORE
SCALE 1 : 50

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **BIKE STORAGE PLANS**

Drawing Number: **TP-25-011**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 50 @ A1**

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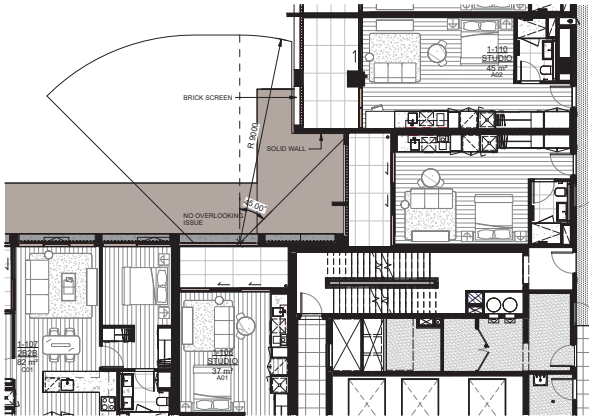
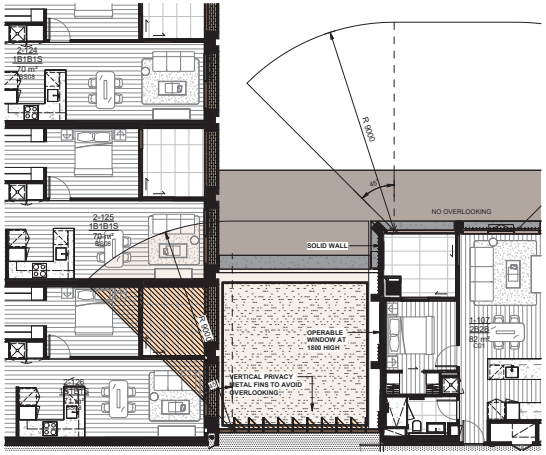
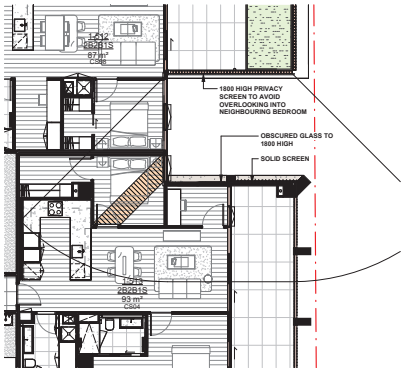


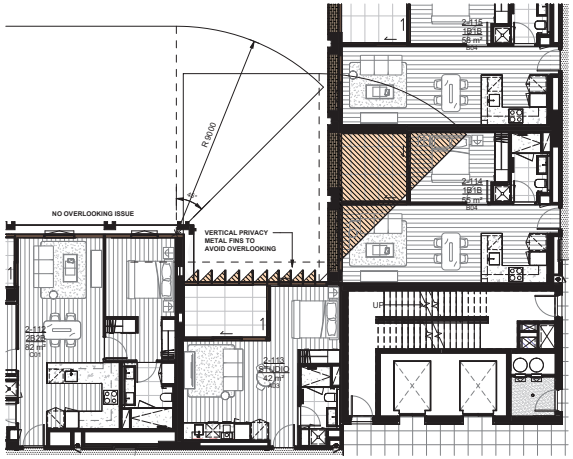
1 TP-21-010 OVERLOOKING 1
SCALE 1 : 100



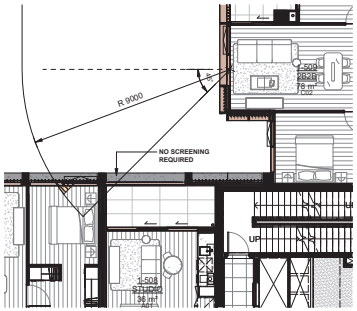
2 TP-21-010 OVERLOOKING 2
SCALE 1 : 100



4 A30-0-010 OVERLOOKING 4
SCALE 1 : 100



3 TP-21-010 OVERLOOKING 3
SCALE 1 : 100



6 A30-0-010 OVERLOOKING 6
SCALE 1 : 100

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
OVERLOOKING DIAGRAMS

Drawing Number: **TP-25-020**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 100 @ A1**

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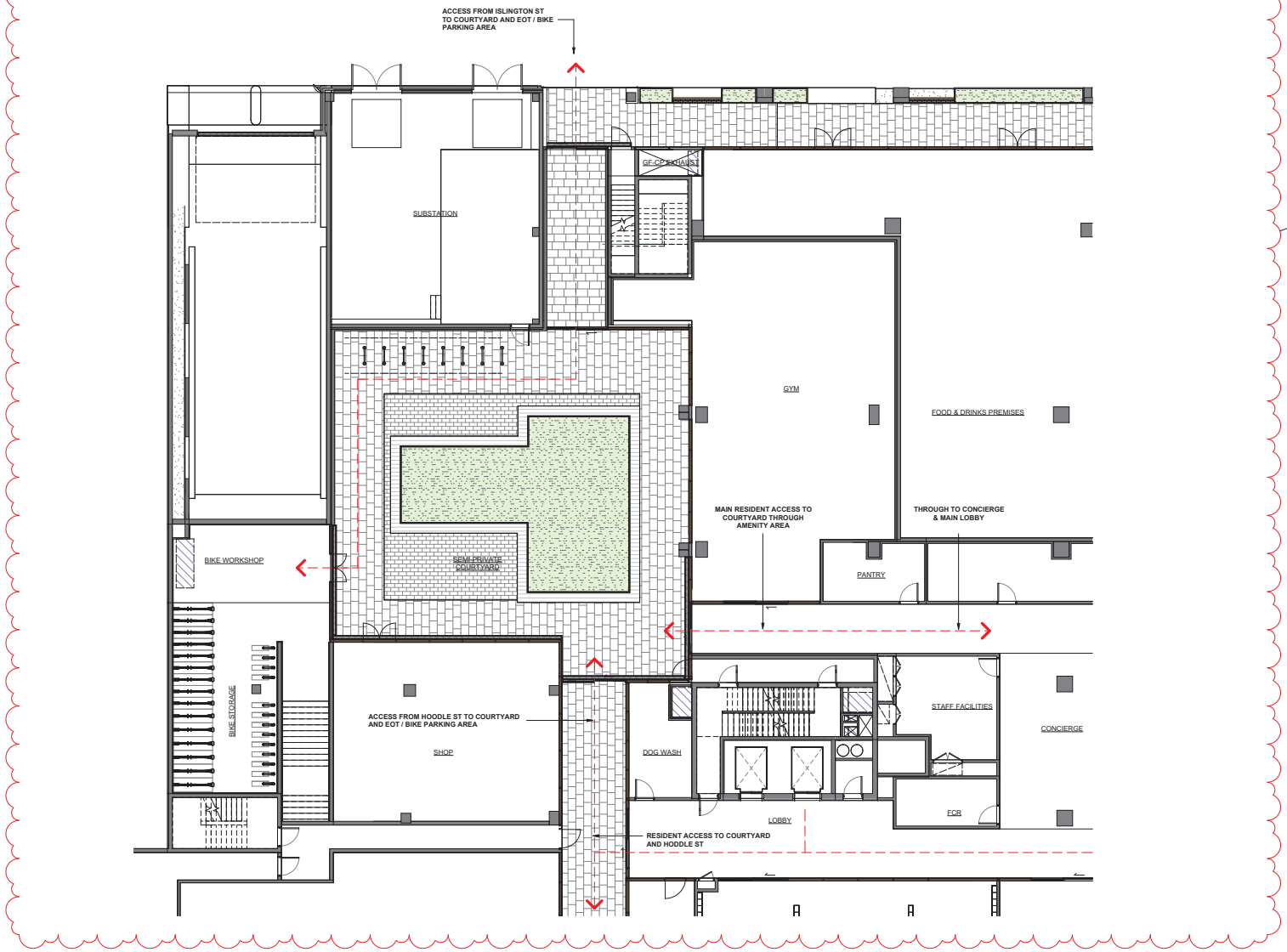

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
SEMI-PRIVATE COURTYARD ACCESS PLAN

Drawing Number: **TP-25-021**

Revision: **V**

Date: **30/05/24**

Scale: **1 : 100 @ A1**

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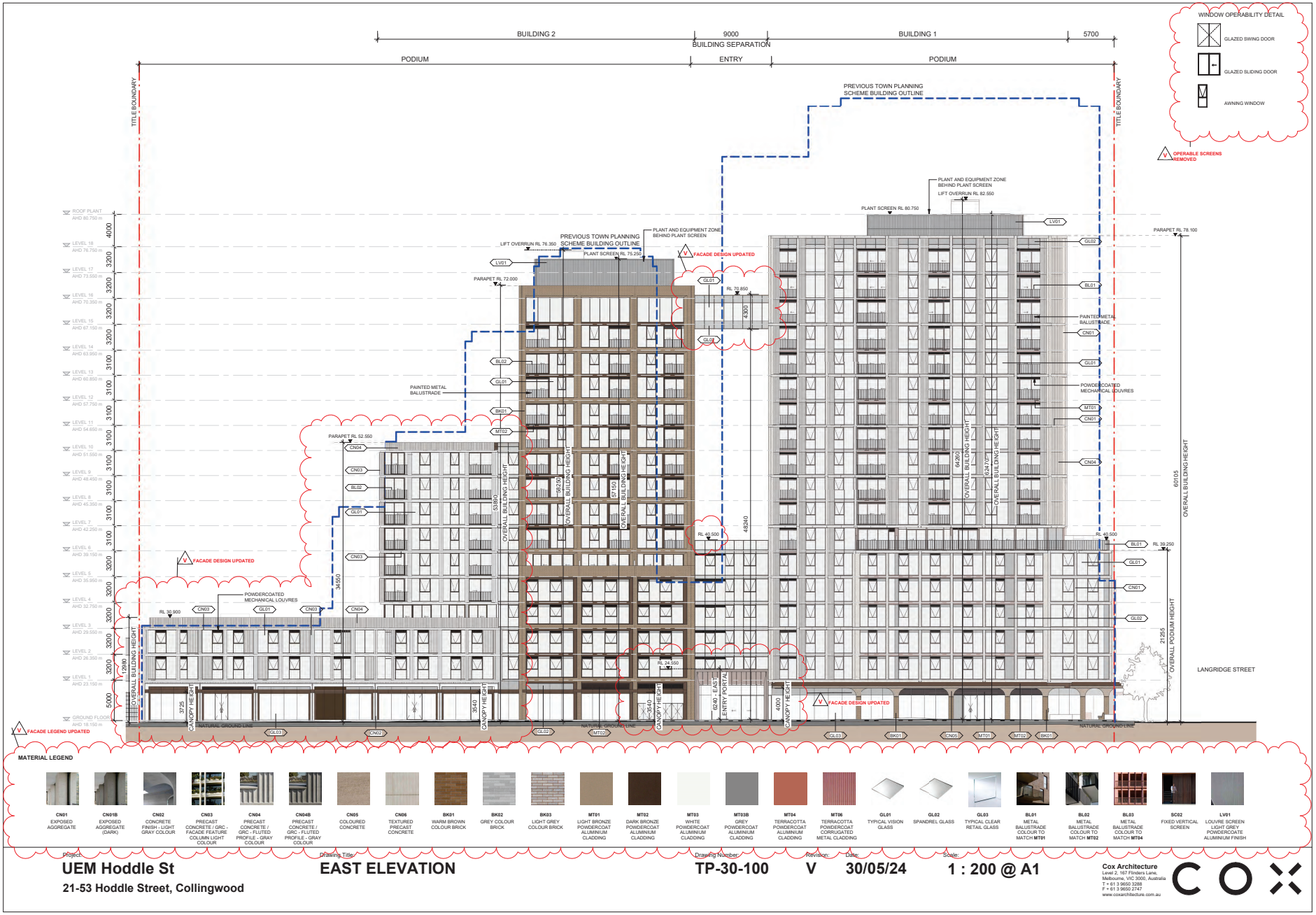

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **EAST ELEVATION**

Drawing Number: **TP-30-100** Revision: **V** Date: **30/05/24** Scale: **1 : 200 @ A1**

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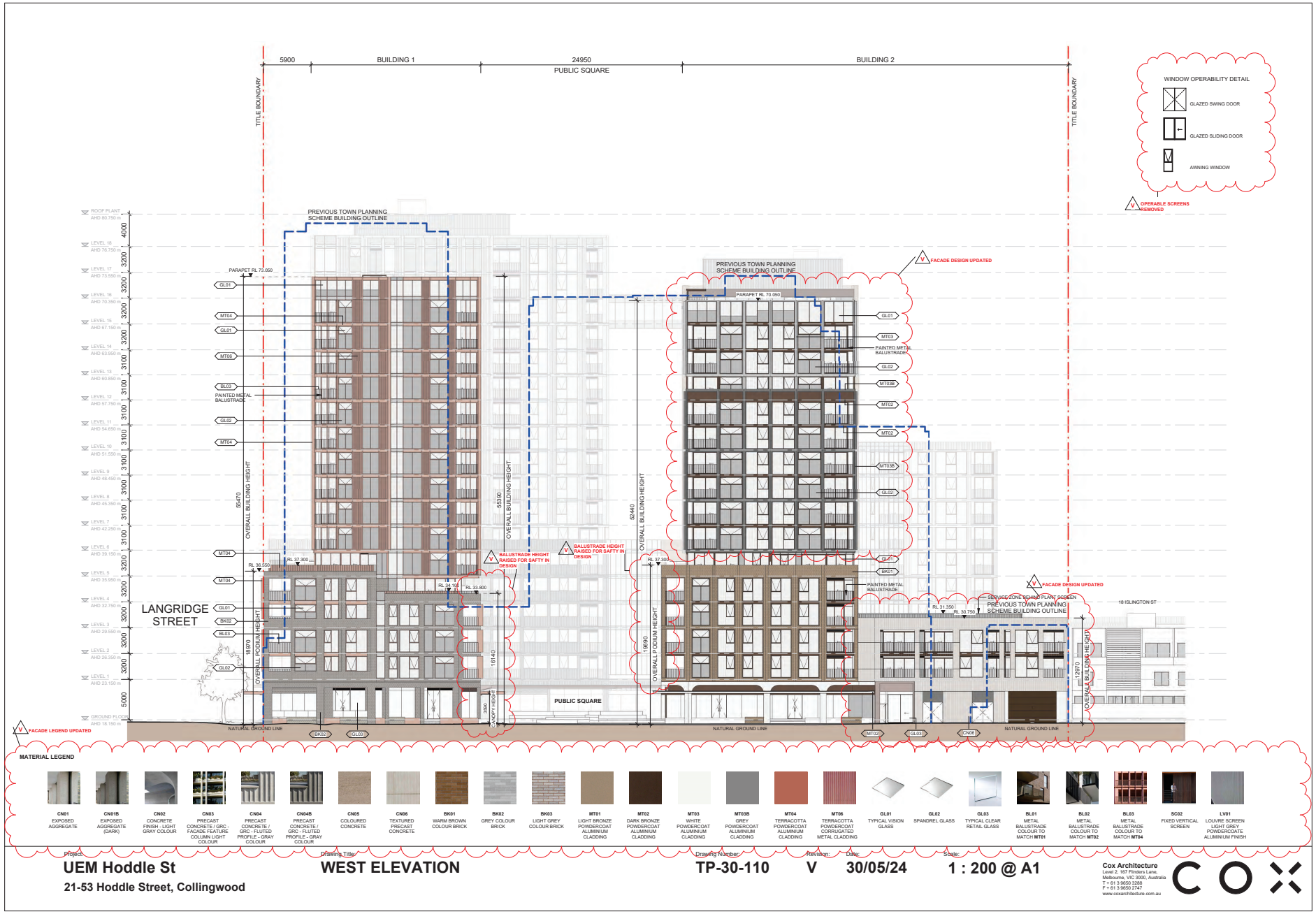

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **WEST ELEVATION**

Drawing Number: **TP-30-110** Revision: **V** Date: **30/05/24** Scale: **1 : 200 @ A1**

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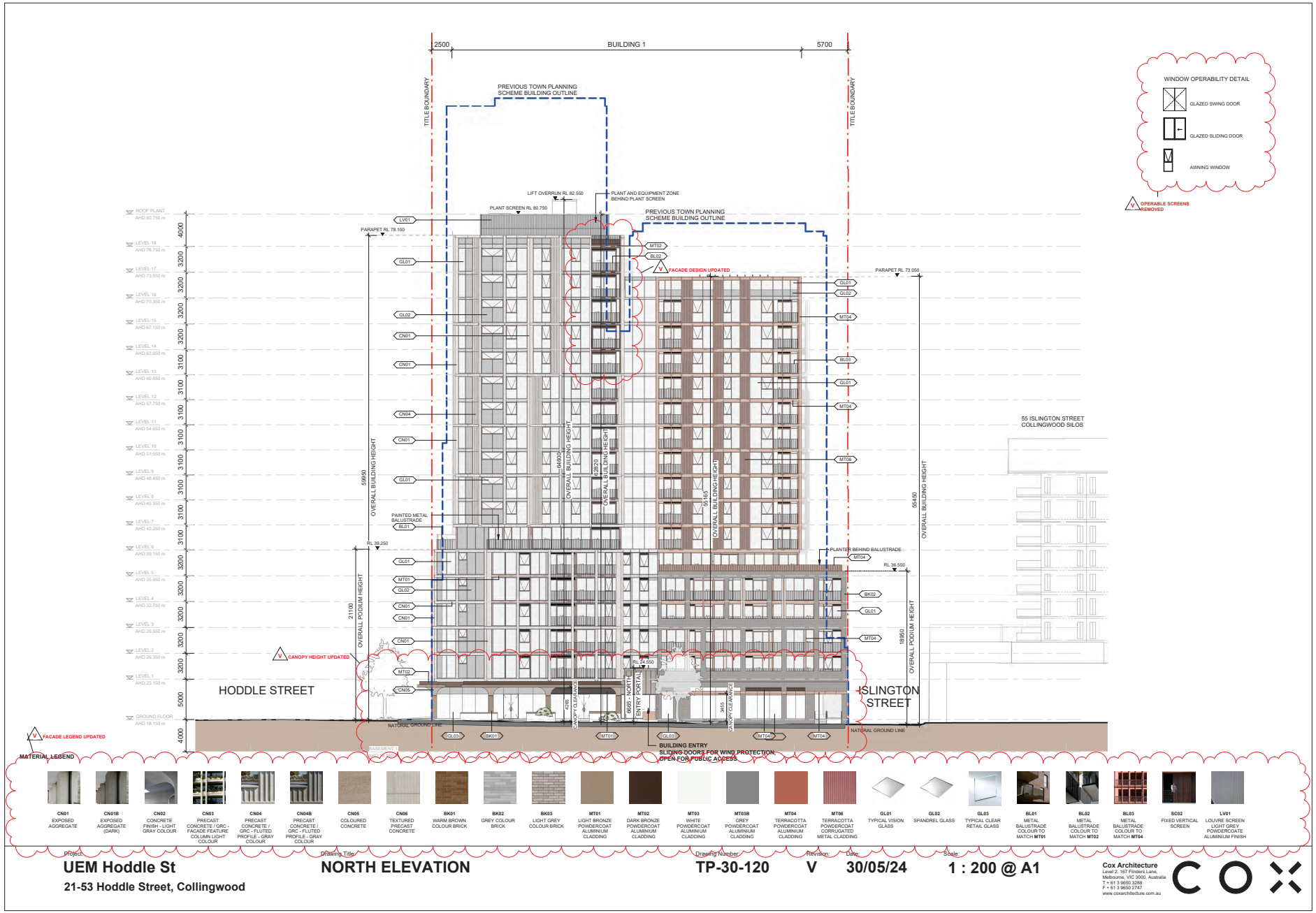

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
NORTH ELEVATION

Drawing Number: **TP-30-120**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 200 @ A1**

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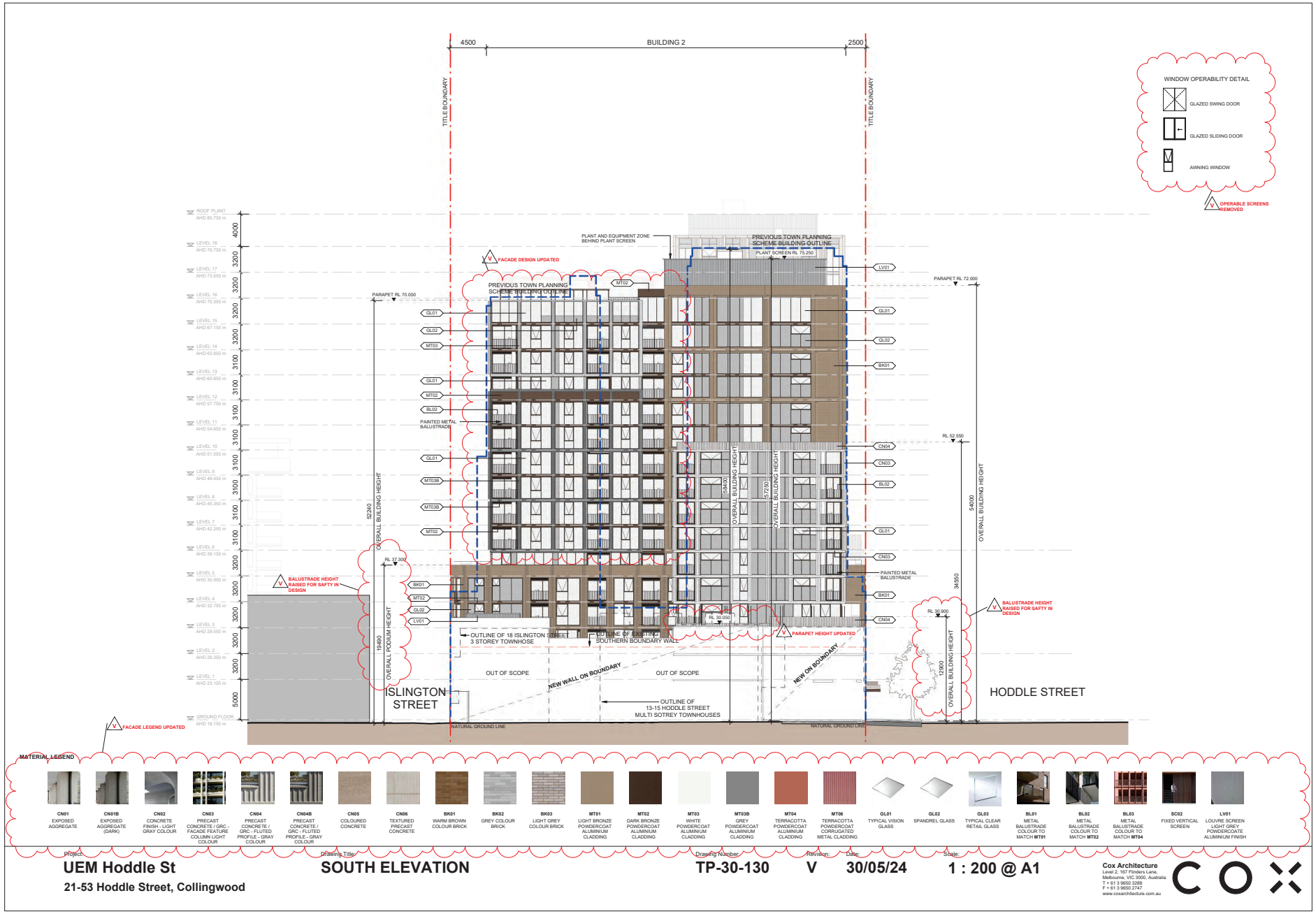
4500
BUILDING 2
2500
TITLE BOUNDARY
TITLE BOUNDARY
WINDOW OPERABILITY DETAIL
GLAZED SWING DOOR
GLAZED SLIDING DOOR
AWNING WINDOW
OPERABLE SCREENS REMOVED
FACADE DESIGN UPDATED
PLANT AND EQUIPMENT ZONE BEHIND PLANT SCREEN
PREVIOUS TOWN PLANNING SCHEME BUILDING OUTLINE
PLANT SCREEN RL 75.250
PARAPET RL 72.000
PARAPET RL 70.050
PAINTED METAL BALUSTRADE
OVERALL BUILDING HEIGHT
54000
52240
19400
RL 52.550
RL 37.300
RL 30.900
RL 30.050
BALUSTRADE HEIGHT RAISED FOR SAFTY IN DESIGN
PARAPET HEIGHT UPDATED
OUTLINE OF 18 ISLINGTON STREET 3 STOREY TOWNHOSE
OUTLINE OF EXISTING SOUTHERN BOUNDARY WALL
OUT OF SCOPE
OUT OF SCOPE
NEW WALL ON BOUNDARY
NEW ON BOUNDARY
ISLINGTON STREET
HODDLE STREET
OUTLINE OF 13-15 HODDLE STREET MULTI SOTREY TOWNHOUSES
NATURAL GROUND LINE
NATURAL GROUND LINE
FACADE LEGEND UPDATED
MATERIAL LEGEND
CN01 EXPOSED AGGREGATE
CN01B EXPOSED AGGREGATE (DARK)
CN02 CONCRETE FINISH - LIGHT GRAY COLOUR
CN03 PRECAST CONCRETE / GRC - FACADE FEATURE COLUMN LIGHT COLOUR
CN04 PRECAST CONCRETE / GRC - FLUTED PROFILE - GRAY COLOUR
CN04B PRECAST CONCRETE / GRC - FLUTED PROFILE - GRAY COLOUR
CN05 COLOURED CONCRETE
CN06 TEXTURED PRECAST CONCRETE
BK01 WARM BROWN COLOUR BRICK
BK02 GREY COLOUR BRICK
BK03 LIGHT GREY COLOUR BRICK
MT01 LIGHT BRONZE POWDERCOAT ALUMINIUM CLADDING
MT02 DARK BRONZE POWDERCOAT ALUMINIUM CLADDING
MT03 WHITE POWDERCOAT ALUMINIUM CLADDING
MT03B GREY POWDERCOAT ALUMINIUM CLADDING
MT04 TERRACOTTA POWDERCOAT ALUMINIUM CLADDING
MT06 TERRACOTTA POWDERCOAT CORRUGATED METAL CLADDING
GL01 TYPICAL VISION GLASS
GL02 SPANDREL GLASS
GL03 TYPICAL CLEAR RETAIL GLASS
BL01 METAL BALUSTRADE COLOUR TO MATCH MT01
BL02 METAL BALUSTRADE COLOUR TO MATCH MT02
BL03 METAL BALUSTRADE COLOUR TO MATCH MT04
SC02 FIXED VERTICAL SCREEN
LV01 LOUVRE SCREEN LIGHT GREY POWDERCOATE ALUMINIUM FINISH
Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood
Drawing Title:
SOUTH ELEVATION
Drawing Number:
TP-30-130
Revision:
V
Date:
30/05/24
Scale:
1 : 200 @ A1
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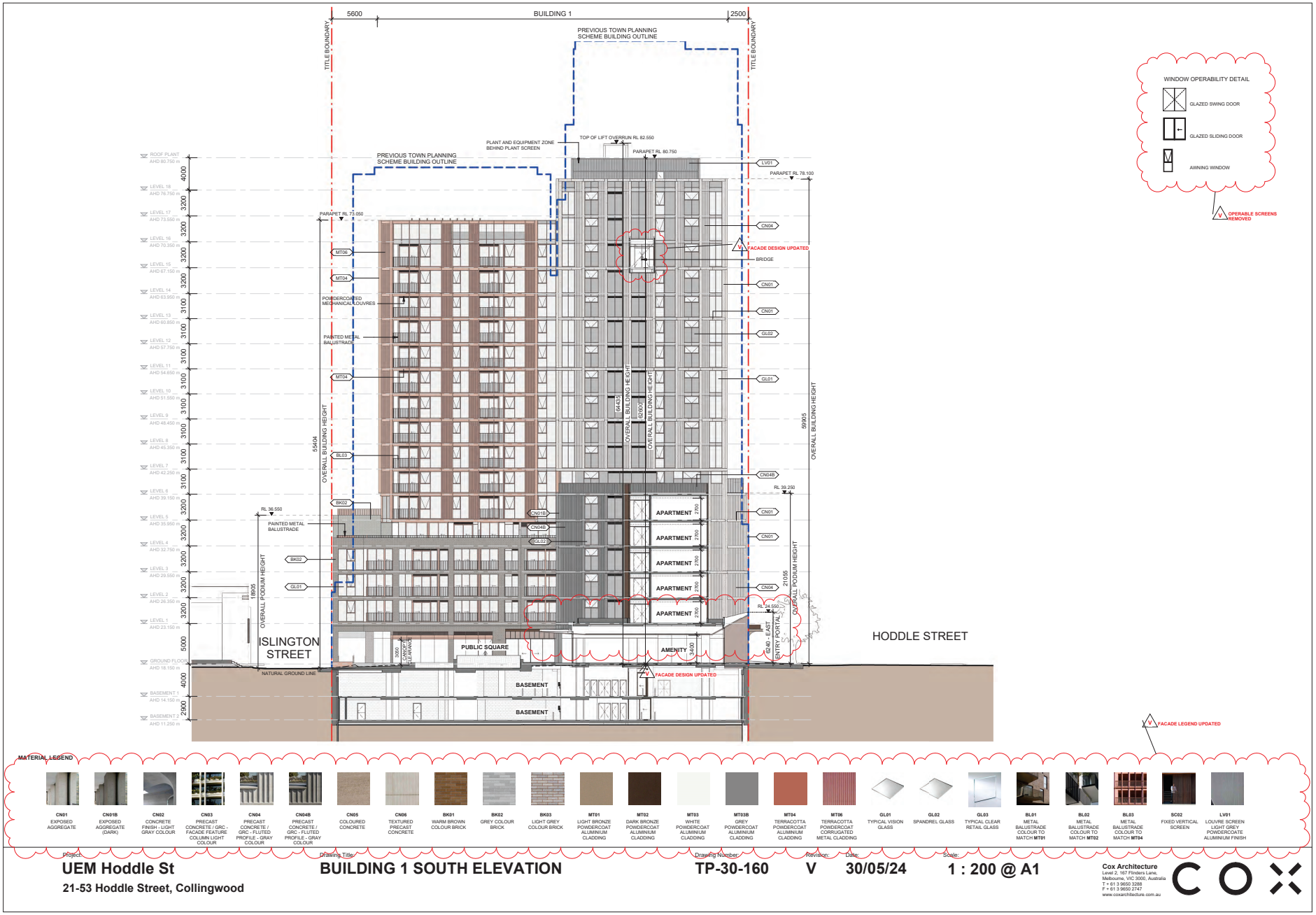
5600
BUILDING 1
2500
TITLE BOUNDARY
TITLE BOUNDARY
PREVIOUS TOWN PLANNING SCHEME BUILDING OUTLINE
PLANT AND EQUIPMENT ZONE BEHIND PLANT SCREEN
TOP OF LIFT OVERRUN RL 82.550
PARAPET RL 80.750
PARAPET RL 78.100
PARAPET RL 73.050
PREVIOUS TOWN PLANNING SCHEME BUILDING OUTLINE
POWDERCOATED MECHANICAL LOUVRES
PAINTED METAL BALUSTRADE
PAINTED METAL BALUSTRADE
RL 36.550
RL 39.250
RL 24.550
FACADE DESIGN UPDATED
BRIDGE
OPERABLE SCREENS REMOVED
WINDOW OPERABILITY DETAIL
GLAZED SWING DOOR
GLAZED SLIDING DOOR
AWNING WINDOW
OVERALL BUILDING HEIGHT
55404
OVERALL BUILDING HEIGHT
59435
OVERALL BUILDING HEIGHT
62900
OVERALL BUILDING HEIGHT
59305
OVERALL PODIUM HEIGHT
18605
OVERALL PODIUM HEIGHT
21055
APARTMENT
APARTMENT
APARTMENT
APARTMENT
APARTMENT
AMENITY
PUBLIC SQUARE
BASEMENT
BASEMENT
ISLINGTON STREET
HODDLE STREET
NATURAL GROUND LINE
6240 - EAST ENTRY PORTAL
FACADE DESIGN UPDATED
FACADE LEGEND UPDATED
MATERIAL LEGEND
CN01 EXPOSED AGGREGATE
CN01B EXPOSED AGGREGATE (DARK)
CN02 CONCRETE FINISH - LIGHT GRAY COLOUR
CN03 PRECAST CONCRETE / GRC - FACADE FEATURE COLUMN LIGHT COLOUR
CN04 PRECAST CONCRETE / GRC - FLUTED PROFILE - GRAY COLOUR
CN04B PRECAST CONCRETE / GRC - FLUTED PROFILE - GRAY COLOUR
CN05 COLOURED CONCRETE
CN06 TEXTURED PRECAST CONCRETE
BK01 WARM BROWN COLOUR BRICK
BK02 GREY COLOUR BRICK
BK03 LIGHT GREY COLOUR BRICK
MT01 LIGHT BRONZE POWDERCOAT ALUMINIUM CLADDING
MT02 DARK BRONZE POWDERCOAT ALUMINIUM CLADDING
MT03 WHITE POWDERCOAT ALUMINIUM CLADDING
MT03B GREY POWDERCOAT ALUMINIUM CLADDING
MT04 TERRACOTTA POWDERCOAT ALUMINIUM CLADDING
MT06 TERRACOTTA POWDERCOAT CORRUGATED METAL CLADDING
GL01 TYPICAL VISION GLASS
GL02 SPANDREL GLASS
GL03 TYPICAL CLEAR RETAIL GLASS
BL01 METAL BALUSTRADE COLOUR TO MATCH MT01
BL02 METAL BALUSTRADE COLOUR TO MATCH MT02
BL03 METAL BALUSTRADE COLOUR TO MATCH MT04
SC02 FIXED VERTICAL SCREEN
LV01 LOUVRE SCREEN LIGHT GREY POWDERCOATE ALUMINIUM FINISH
Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood
Drawing Title:
BUILDING 1 SOUTH ELEVATION
Drawing Number:
TP-30-160
Revision:
V
Date:
30/05/24
Scale:
1 : 200 @ A1
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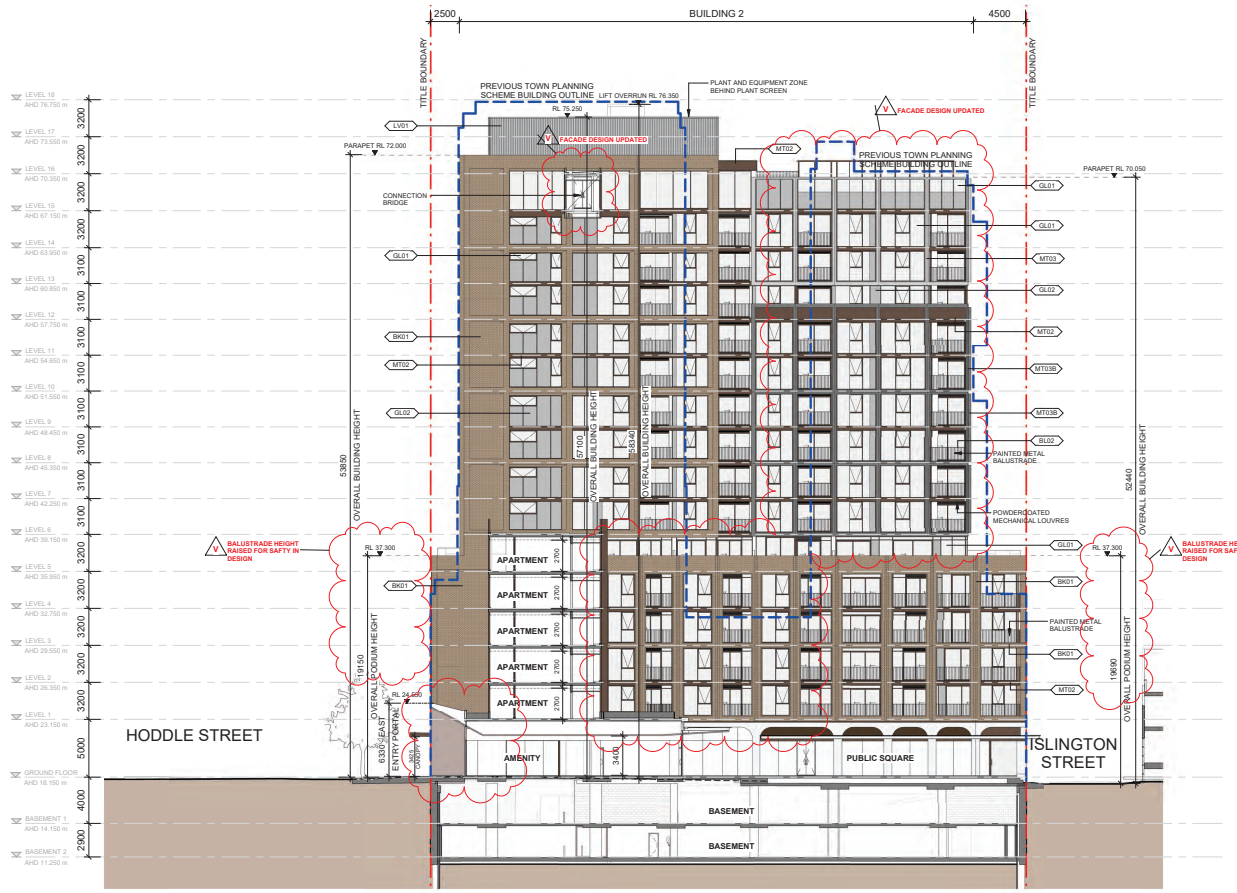

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
BUILDING 2 NORTH ELEVATION

Drawing Number: **TP-30-170**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 200 @ A1**

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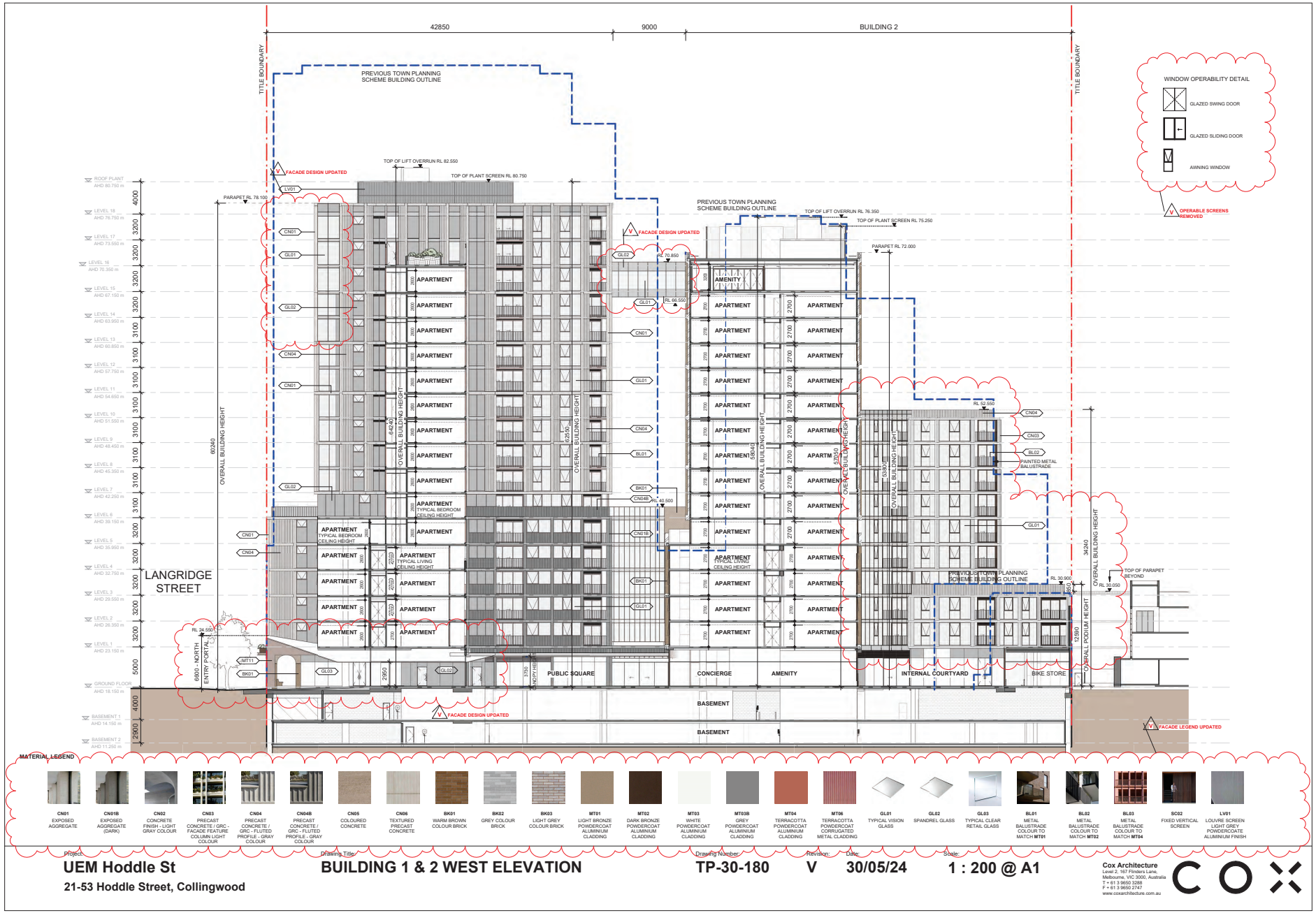

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **BUILDING 1 & 2 WEST ELEVATION**

Drawing Number: **TP-30-180**

Revision: **V**

Date: **30/05/24**

Scale: **1 : 200 @ A1**

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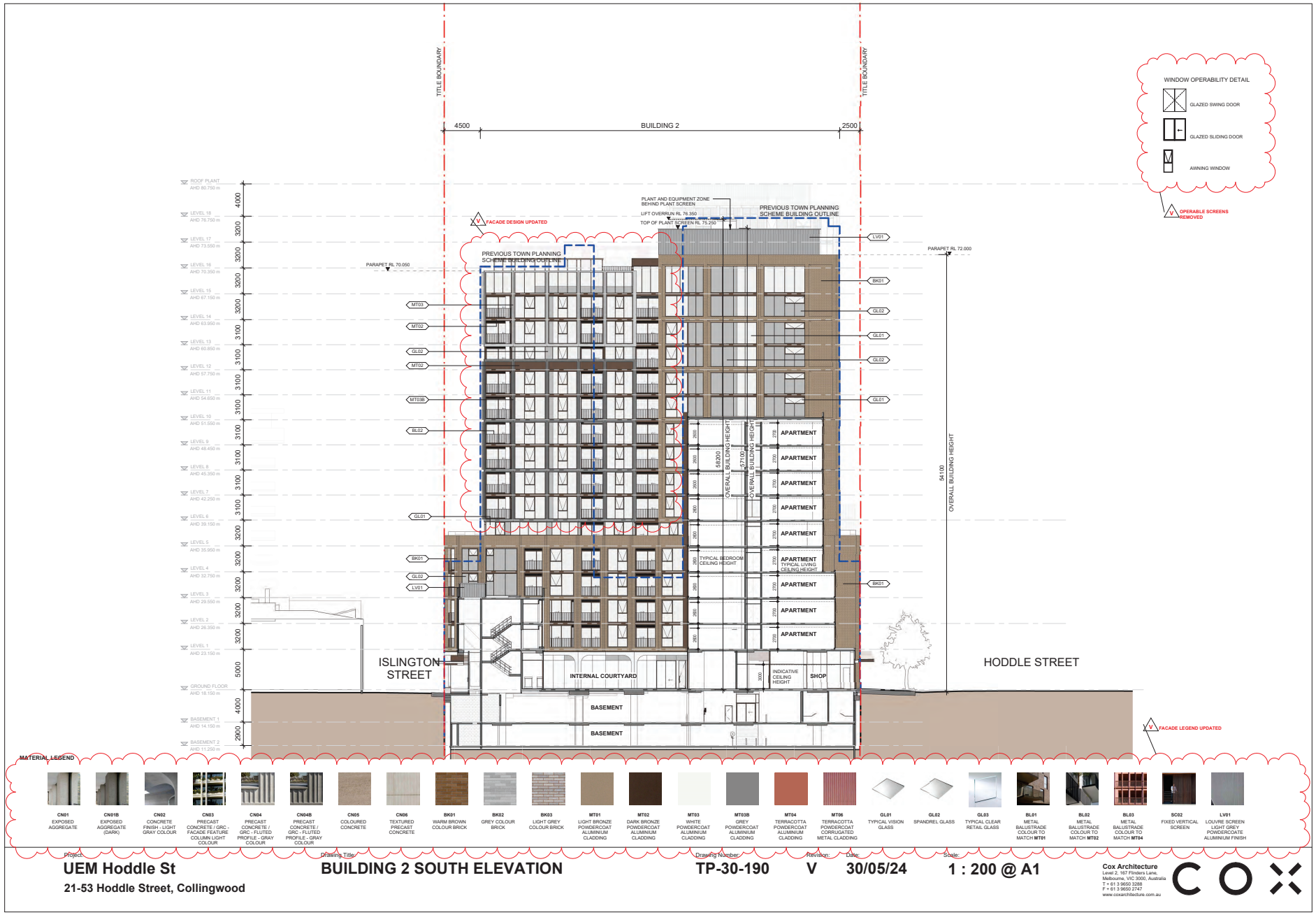
TITLE BOUNDARY
TITLE BOUNDARY
4500
BUILDING 2
2500
WINDOW OPERABILITY DETAIL
GLAZED SWING DOOR
GLAZED SLIDING DOOR
AWNING WINDOW
OPERABLE SCREENS REMOVED
FACADE DESIGN UPDATED
PLANT AND EQUIPMENT ZONE BEHIND PLANT SCREEN
LIFT OVERRUN RL 76.350
TOP OF PLANT SCREEN RL 75.250
PREVIOUS TOWN PLANNING SCHEME BUILDING OUTLINE
PARAPET RL 72.000
PARAPET RL 70.050
PREVIOUS TOWN PLANNING SCHEME BUILDING OUTLINE
ROOF PLANT AHD 80.750 m
LEVEL 18 AHD 76.750 m
LEVEL 17 AHD 73.550 m
LEVEL 16 AHD 70.350 m
LEVEL 15 AHD 67.150 m
LEVEL 14 AHD 63.950 m
LEVEL 13 AHD 60.850 m
LEVEL 12 AHD 57.750 m
LEVEL 11 AHD 54.650 m
LEVEL 10 AHD 51.550 m
LEVEL 9 AHD 48.450 m
LEVEL 8 AHD 45.350 m
LEVEL 7 AHD 42.250 m
LEVEL 6 AHD 39.150 m
LEVEL 5 AHD 35.950 m
LEVEL 4 AHD 32.750 m
LEVEL 3 AHD 29.550 m
LEVEL 2 AHD 26.350 m
LEVEL 1 AHD 23.150 m
GROUND FLOOR AHD 18.150 m
BASEMENT 1 AHD 14.150 m
BASEMENT 2 AHD 11.250 m
4000
3200
3200
3200
3200
3100
3100
3100
3100
3100
3100
3100
3100
3200
3200
3200
3200
3200
5000
4000
2900
LV01
BK01
GL02
GL01
GL02
GL01
BK01
MT03
MT02
GL02
MT02
MT03B
BL02
GL01
BK01
GL02
LV01
APARTMENT
TYPICAL BEDROOM CEILING HEIGHT
TYPICAL LIVING CEILING HEIGHT
OVERALL BUILDING HEIGHT 58200
OVERALL BUILDING HEIGHT 57100
OVERALL BUILDING HEIGHT 54100
INDICATIVE CEILING HEIGHT
SHOP
INTERNAL COURTYARD
BASEMENT
BASEMENT
ISLINGTON STREET
HODDLE STREET
FACADE LEGEND UPDATED
MATERIAL LEGEND
CN01 EXPOSED AGGREGATE
CN01B EXPOSED AGGREGATE (DARK)
CN02 CONCRETE FINISH - LIGHT GRAY COLOUR
CN03 PRECAST CONCRETE / GRC - FACADE FEATURE COLUMN LIGHT COLOUR
CN04 PRECAST CONCRETE / GRC - FLUTED PROFILE - GRAY COLOUR
CN04B PRECAST CONCRETE / GRC - FLUTED PROFILE - GRAY COLOUR
CN05 COLOURED CONCRETE
CN06 TEXTURED PRECAST CONCRETE
BK01 WARM BROWN COLOUR BRICK
BK02 GREY COLOUR BRICK
BK03 LIGHT GREY COLOUR BRICK
MT01 LIGHT BRONZE POWDERCOAT ALUMINIUM CLADDING
MT02 DARK BRONZE POWDERCOAT ALUMINIUM CLADDING
MT03 WHITE POWDERCOAT ALUMINIUM CLADDING
MT03B GREY POWDERCOAT ALUMINIUM CLADDING
MT04 TERRACOTTA POWDERCOAT ALUMINIUM CLADDING
MT06 TERRACOTTA POWDERCOAT CORRUGATED METAL CLADDING
GL01 TYPICAL VISION GLASS
GL02 SPANDREL GLASS
GL03 TYPICAL CLEAR RETAIL GLASS
BL01 METAL BALUSTRADE COLOUR TO MATCH MT01
BL02 METAL BALUSTRADE COLOUR TO MATCH MT02
BL03 METAL BALUSTRADE COLOUR TO MATCH MT04
SC02 FIXED VERTICAL SCREEN
LV01 LOUVRE SCREEN LIGHT GREY POWDERCOATE ALUMINIUM FINISH
Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood
Drawing Title:
BUILDING 2 SOUTH ELEVATION
Drawing Number:
TP-30-190
Revision:
V
Date:
30/05/24
Scale:
1 : 200 @ A1
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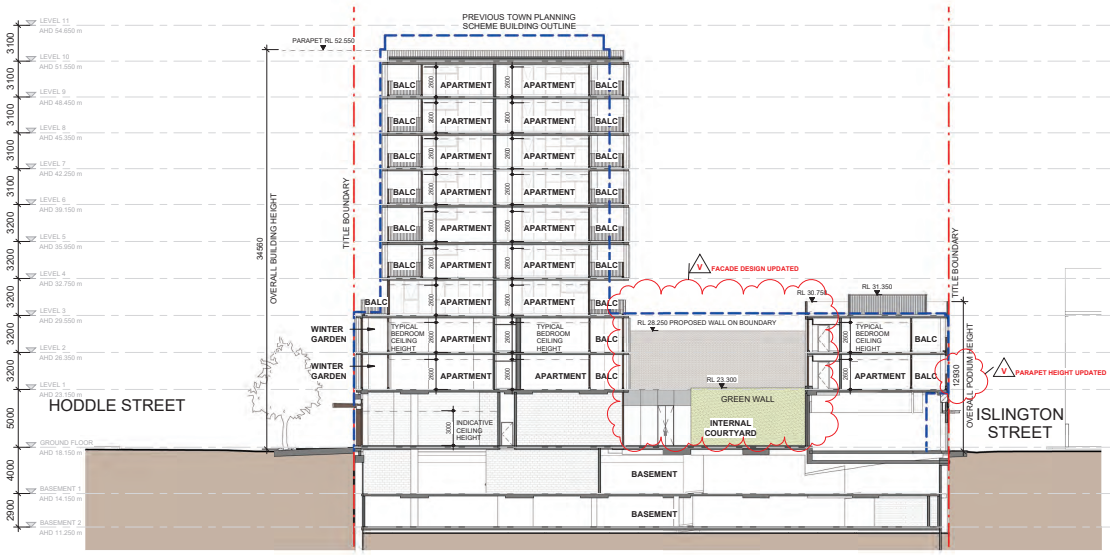
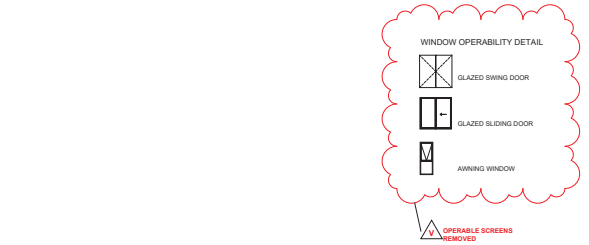
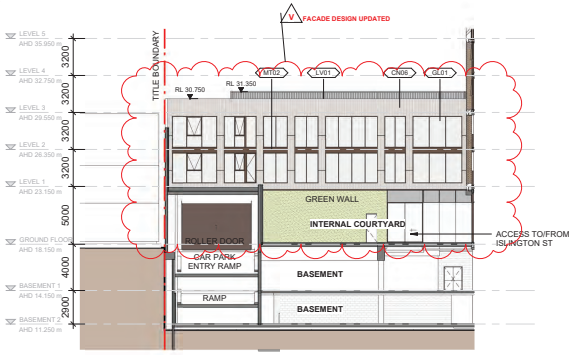


1 INTERNAL COURTYARD NORTH ELEVATION
A43-0-080 SCALE 1 : 200

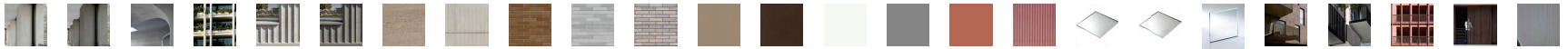




2 BUILDING 2 EAST ELEVATION - VIEW WITHIN INTERNAL COURTYARD
9K-01 SCALE 1 : 200

FACADE LEGEND UPDATED

MATERIAL LEGEND



CN01	CN01B	CN02	CN03	CN04	CN04B	CN05	CN06	BK01	BK02	BK03	MT01	MT02	MT03	MT03B	MT04	MT06	GL01	GL02	GL03	BL01	BL02	BL03	SC02	LV01
EXPOSED AGGREGATE	EXPOSED AGGREGATE (DARK)	CONCRETE FINISH - LIGHT GRAY COLOUR	PRECAST CONCRETE / GRC - FACADE FEATURE COLUMN LIGHT COLOUR	PRECAST CONCRETE / GRC - FLUTED PROFILE - GRAY COLOUR	PRECAST CONCRETE / GRC - FLUTED PROFILE - GRAY COLOUR	COLOURED CONCRETE	TEXTURED PRECAST CONCRETE	WARM BROWN COLOUR BRICK	GREY COLOUR BRICK	LIGHT GREY COLOUR BRICK	LIGHT BRONZE POWDERCOAT ALUMINIUM CLADDING	DARK BRONZE POWDERCOAT ALUMINIUM CLADDING	WHITE POWDERCOAT ALUMINIUM CLADDING	GREY POWDERCOAT ALUMINIUM CLADDING	TERRACOTTA POWDERCOAT ALUMINIUM CLADDING	TERRACOTTA POWDERCOAT CORRUGATED METAL CLADDING	TYPICAL VISION GLASS	SPANDREL GLASS	TYPICAL CLEAR RETAIL GLASS	METAL BALUSTRADE COLOUR TO MATCH MT01	METAL BALUSTRADE COLOUR TO MATCH MT02	METAL BALUSTRADE COLOUR TO MATCH MT04	FIXED VERTICAL SCREEN	LOUVRE SCREEN LIGHT GREY POWDERCOATE ALUMINIUM FINISH

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **INTERNAL COURTYARD ELEVATIONS**

Drawing Number: **TP-30-200** Revision: **V** Date: **30/05/24** Scale: **1 : 200 @ A1**

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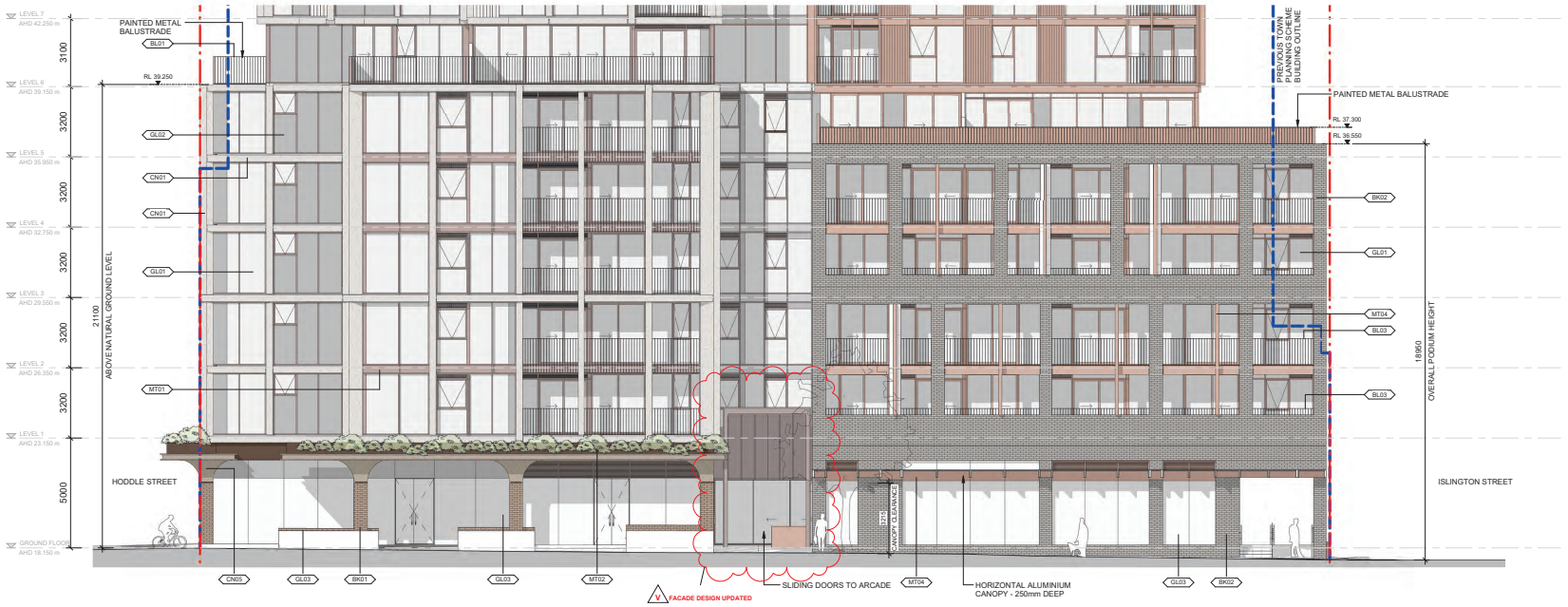

1 LANGRIDGE STREET ELEVATION
SCALE 1 : 100

Project:	Drawing Title:	Drawing Number:	Revision:	Date:	Scale:
UEM Hoddle St **21-53 Hoddle Street, Collingwood**	**LANGRIDGE STREET ELEVATION**	**TP-35-010**	**V**	**30/05/24**	**As indicated @ A1**

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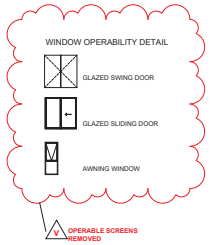
1 ISLINGTON STREET ELEVATION 1
A43-0-032 SCALE 1 : 100

2 ISLINGTON STREET ELEVATION 2
SCALE 1 : 100



Project:	Drawing Title:	Drawing Number:	Revision:	Date:	Scale:
UEM Hoddle St **21-53 Hoddle Street, Collingwood**	**ISLINGTON STREET ELEVATION**	**TP-35-030**	**V**	**30/05/24**	**As indicated @ A1**

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Project:	Drawing Title:	Drawing Number:	Revision:	Date:	Scale:
UEM Hoddle St **21-53 Hoddle Street, Collingwood**	**HODDLE STREET ELEVATION**	**TP-35-040**	**V**	**30/05/24**	**As indicated @ A1**

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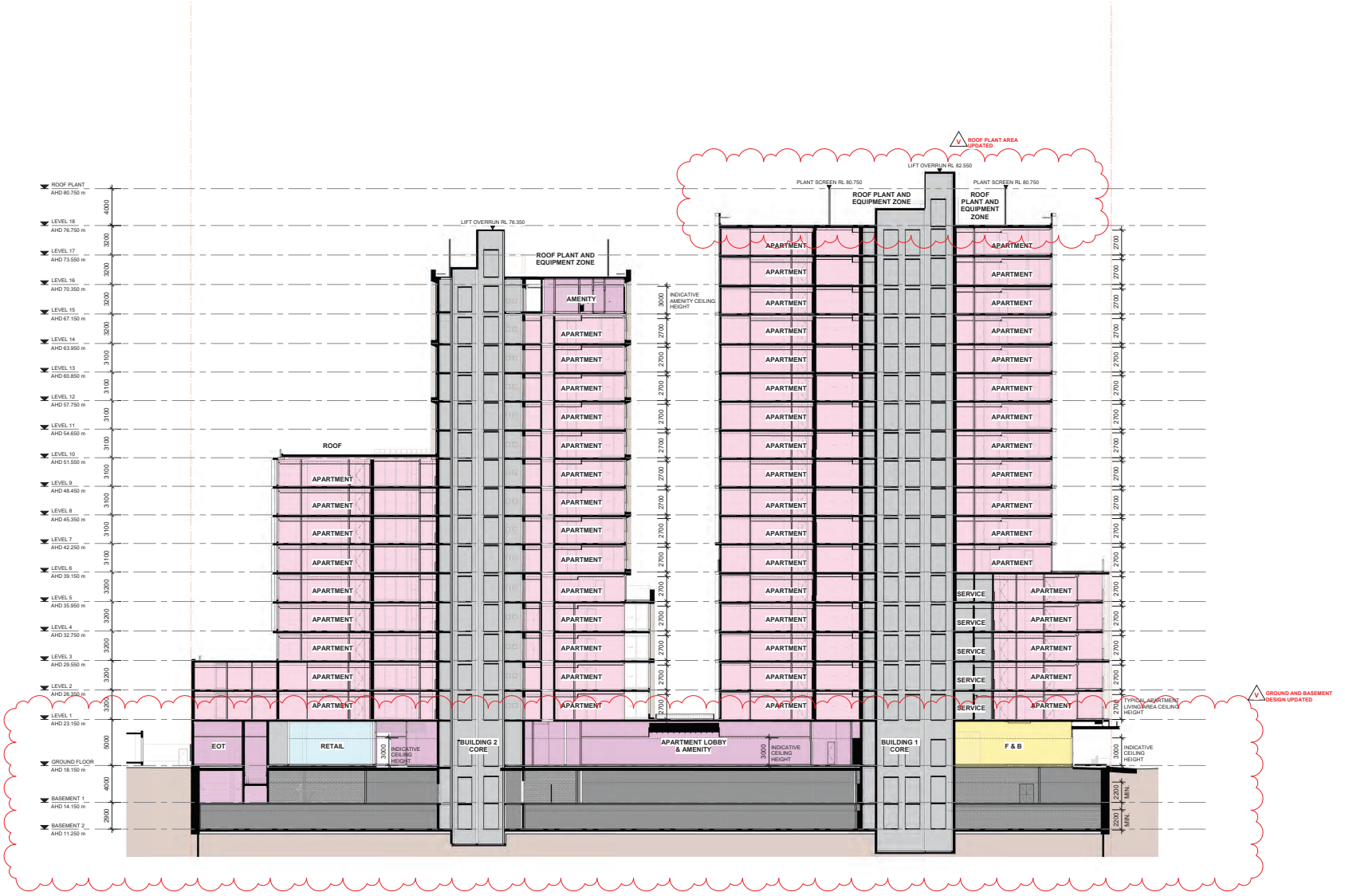

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
NORTH/SOUTH SECTION

Drawing Number: **TP-40-100**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 200 @ A1**

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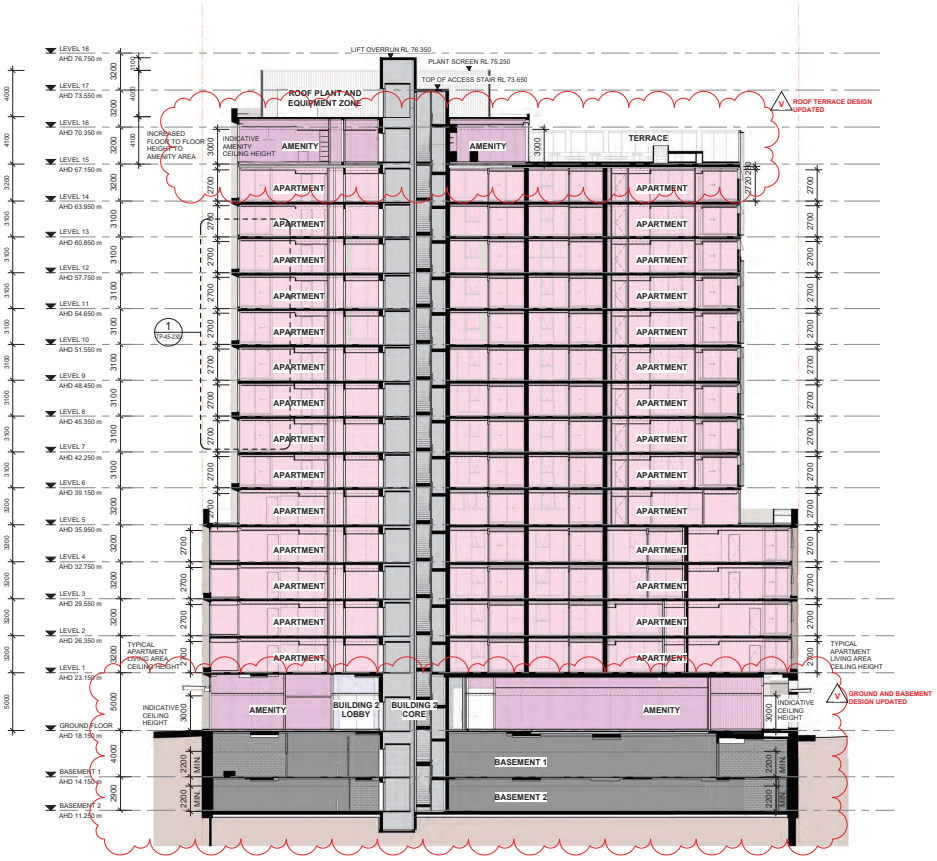

Project:	Drawing Title:	Drawing Number:	Revision:	Date:	Scale:
UEM Hoddle St **21-53 Hoddle Street, Collingwood**	**EAST/WEST SECTION**	**TP-40-110**	**V**	**30/05/24**	**1 : 200 @ A1**

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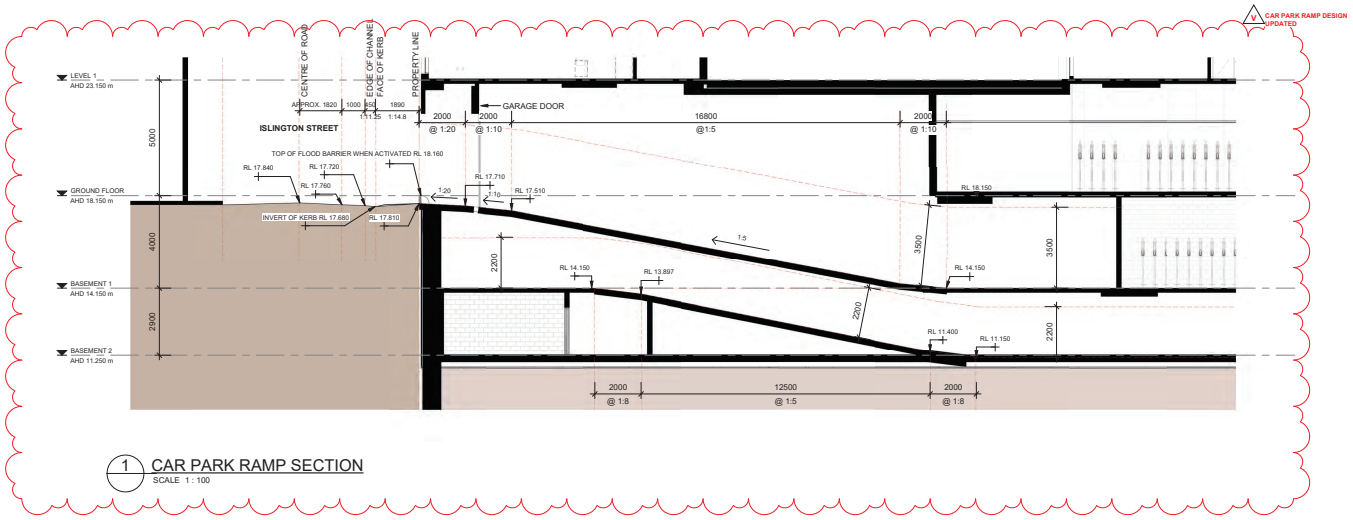

1 CAR PARK RAMP SECTION
SCALE 1 : 100

Project:	Drawing Title:	Drawing Number:	Revision:	Date:	Scale:
UEM Hoddle St **21-53 Hoddle Street, Collingwood**	**ACCESS SECTIONS**	**TP-41-150**	**V**	**30/05/24**	**1 : 100 @ A1**

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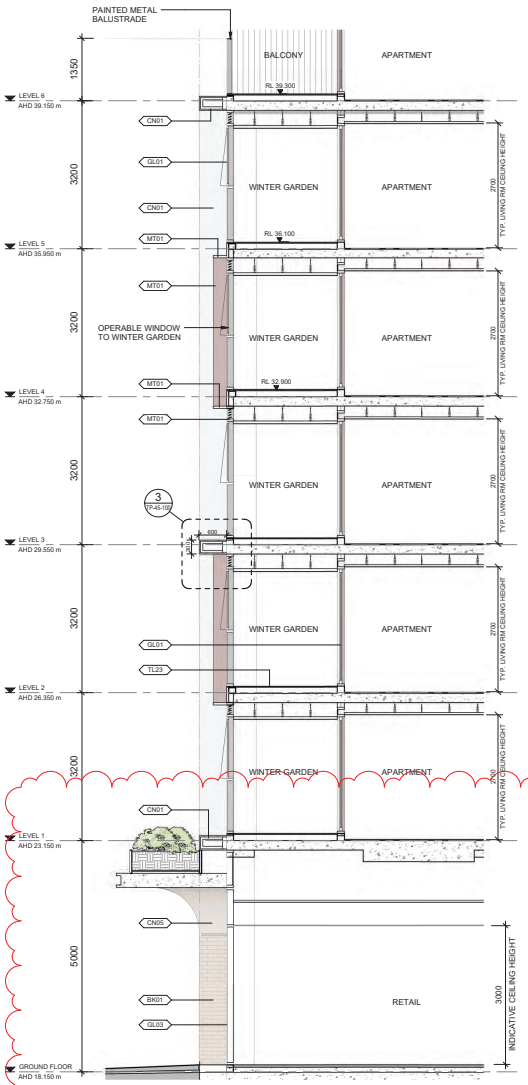
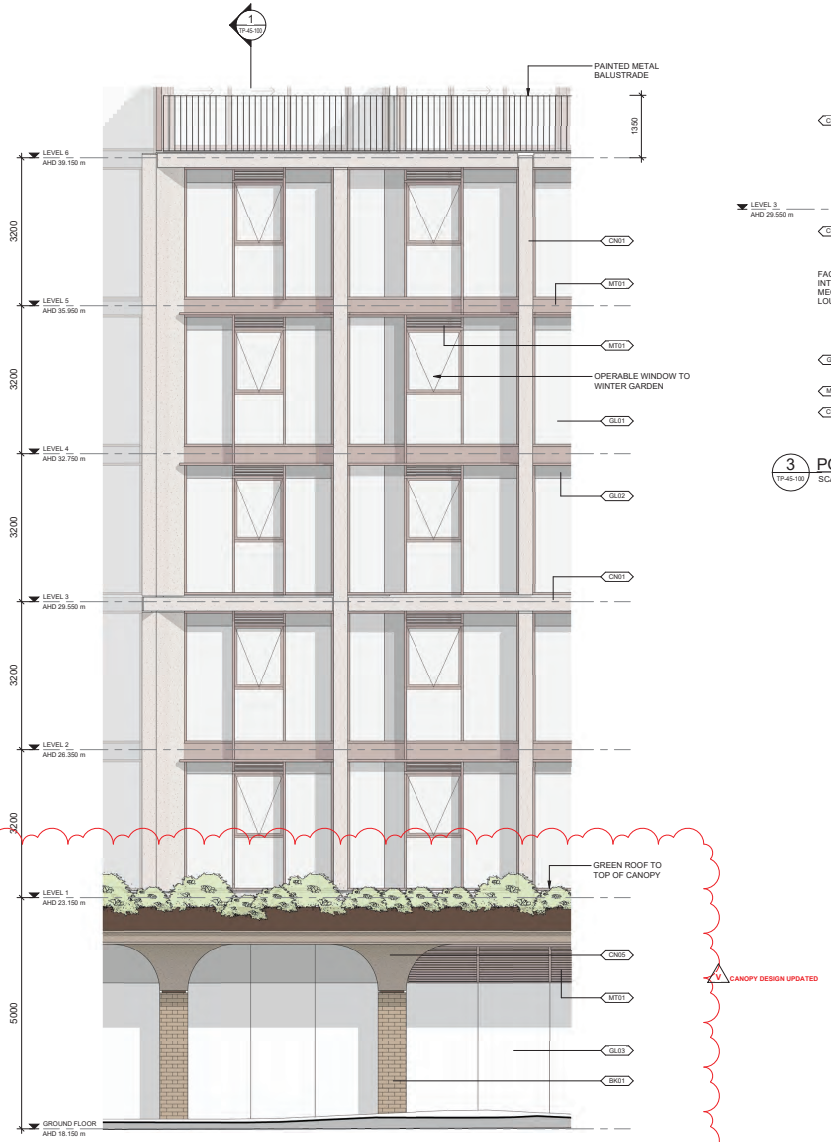
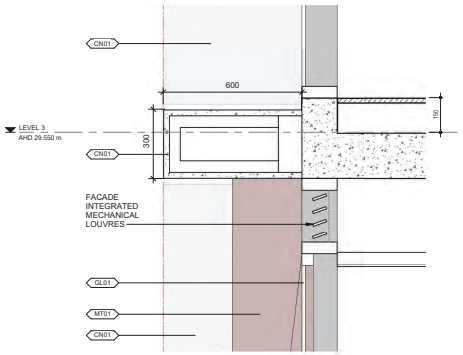


1 PODIUM FACADE SECTION 1 - BUILDING 1
SCALE 1 : 50



2 PODIUM FACADE ELEVATION 1 - BUILDING 1
SCALE 1 : 50



3 PODIUM FACADE DETAIL
SCALE 1 : 10

Project:	Drawing Title:	Drawing Number:	Revision:	Date:	Scale:
UEM Hoddle St **21-53 Hoddle Street, Collingwood**	**PODIUM FACADE - BUILDING 1**	**TP-45-100**	**V**	**30/05/24**	**As indicated @ A1**

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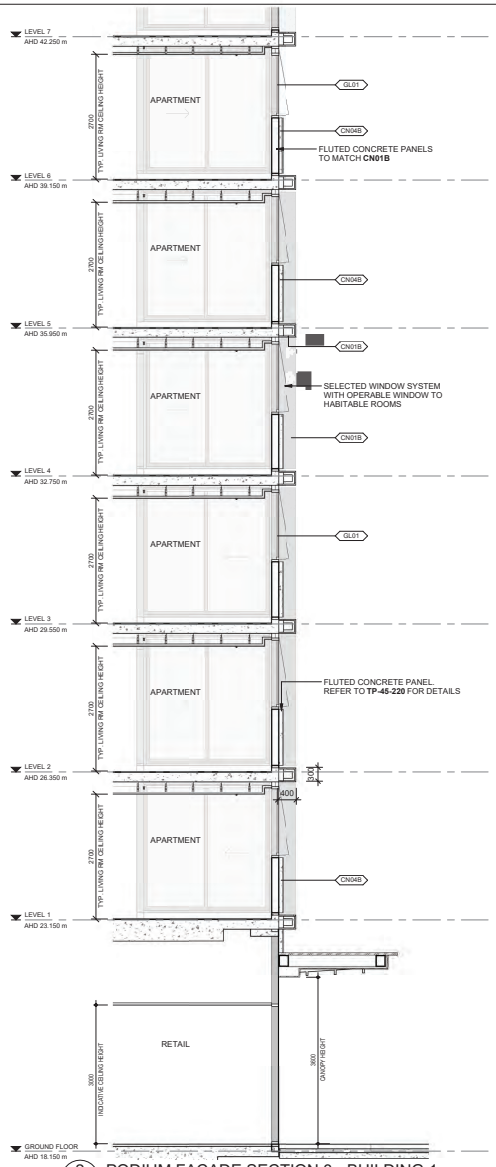
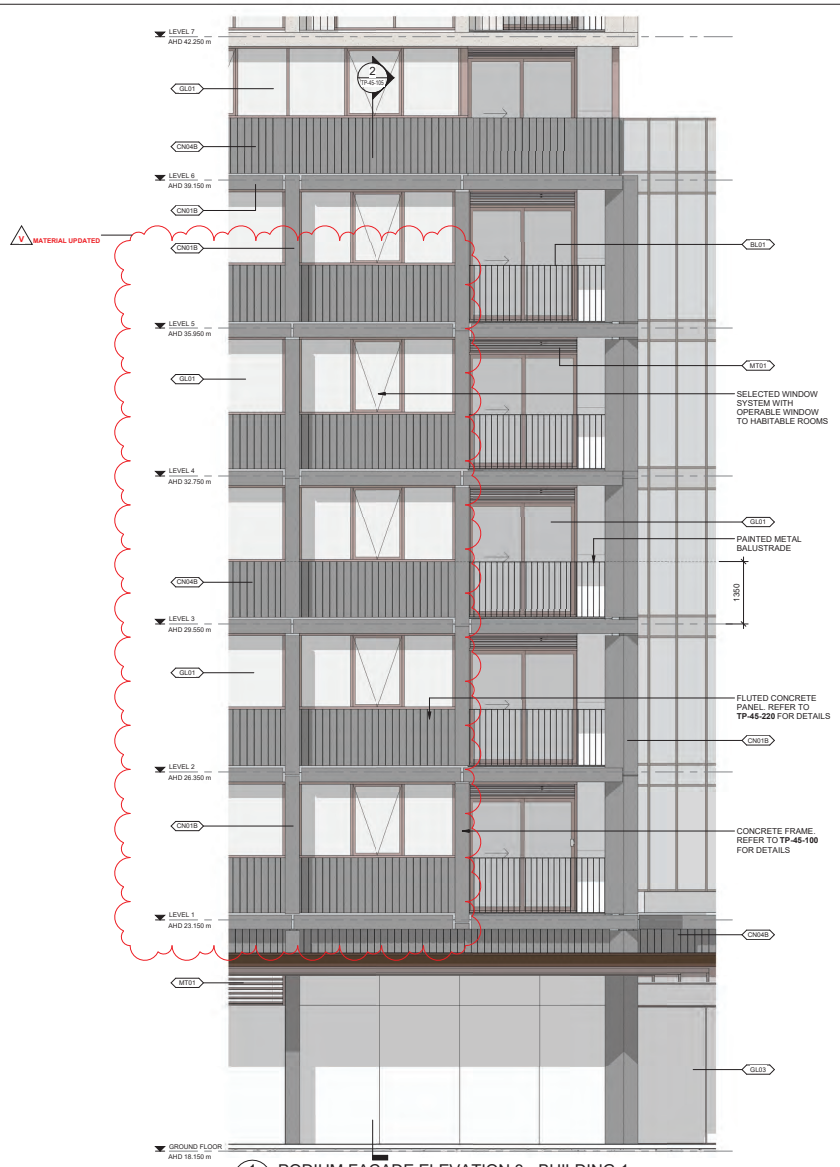


2 TP-45-105 PODIUM FACADE SECTION 3 - BUILDING 1
SCALE 1 : 50



1 PODIUM FACADE ELEVATION 3 - BUILDING 1
SCALE 1 : 50

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
PODIUM FACADE - BUILDING 1

Drawing Number: **TP-45-105**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 50 @ A1**

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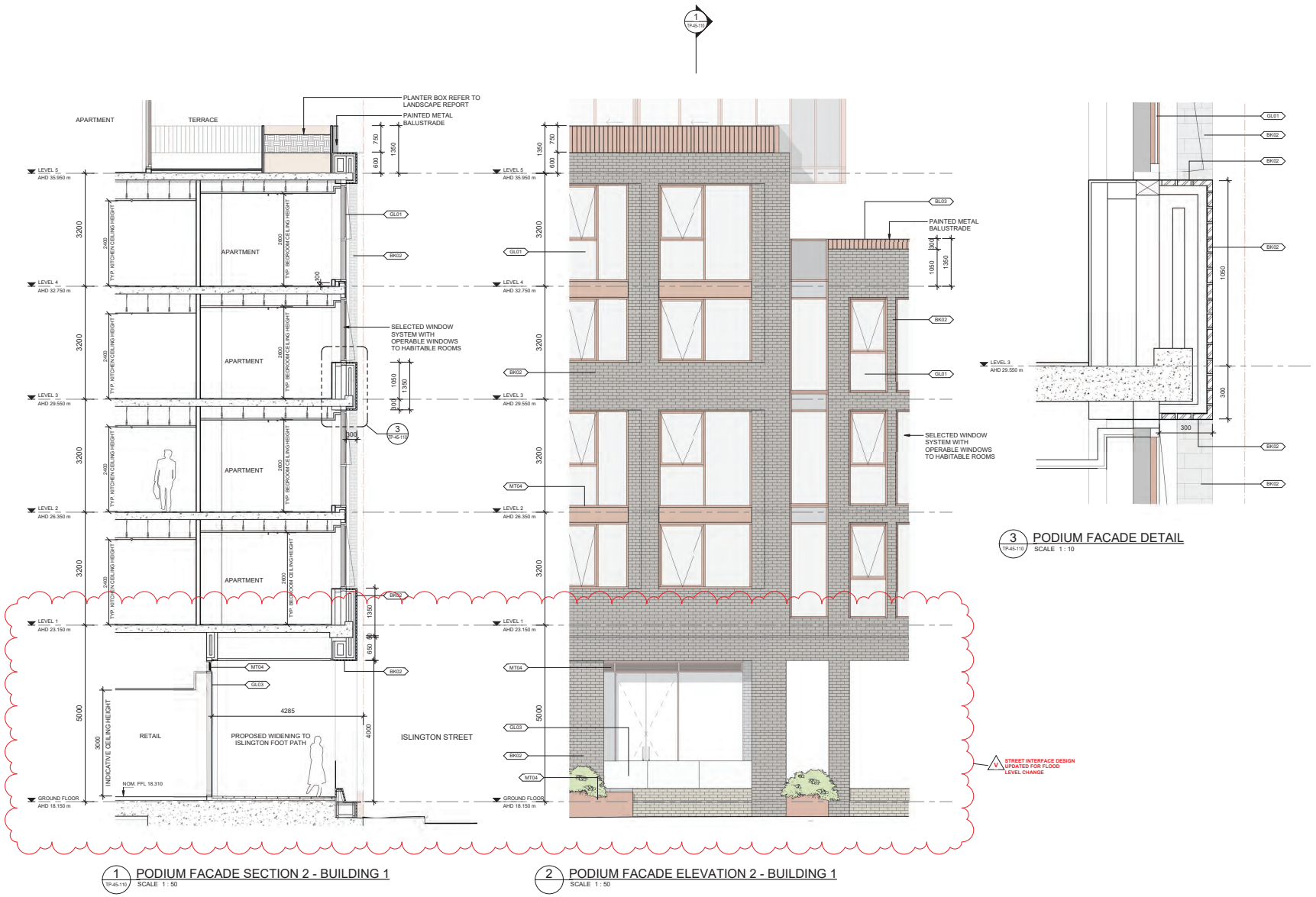

1 TP-45-110 PODIUM FACADE SECTION 2 - BUILDING 1
SCALE 1 : 50

2 TP-45-110 PODIUM FACADE ELEVATION 2 - BUILDING 1
SCALE 1 : 50

3 TP-45-110 PODIUM FACADE DETAIL
SCALE 1 : 10

Project:	Drawing Title:	Drawing Number:	Revision:	Date:	Scale:
UEM Hoddle St **21-53 Hoddle Street, Collingwood**	**PODIUM FACADE - BUILDING 1**	**TP-45-110**	**V**	**30/05/24**	**As indicated @ A1**

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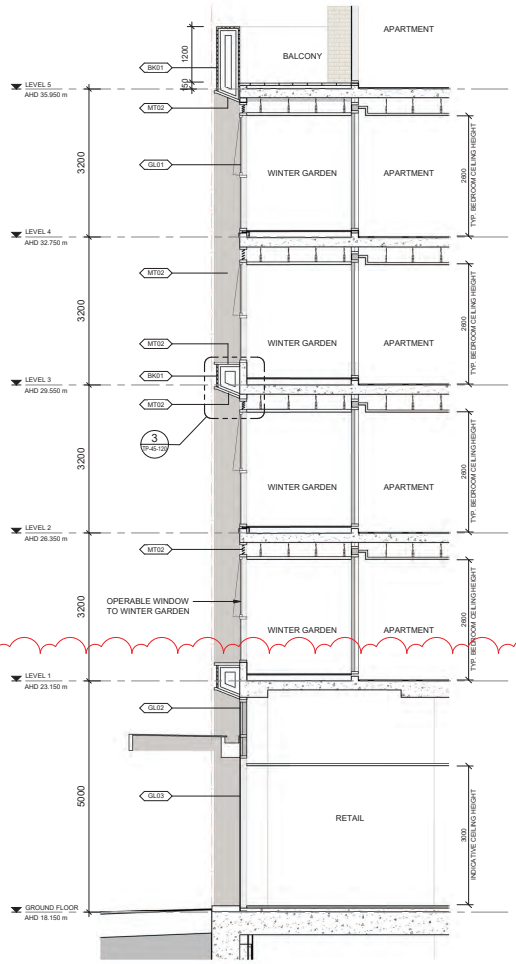
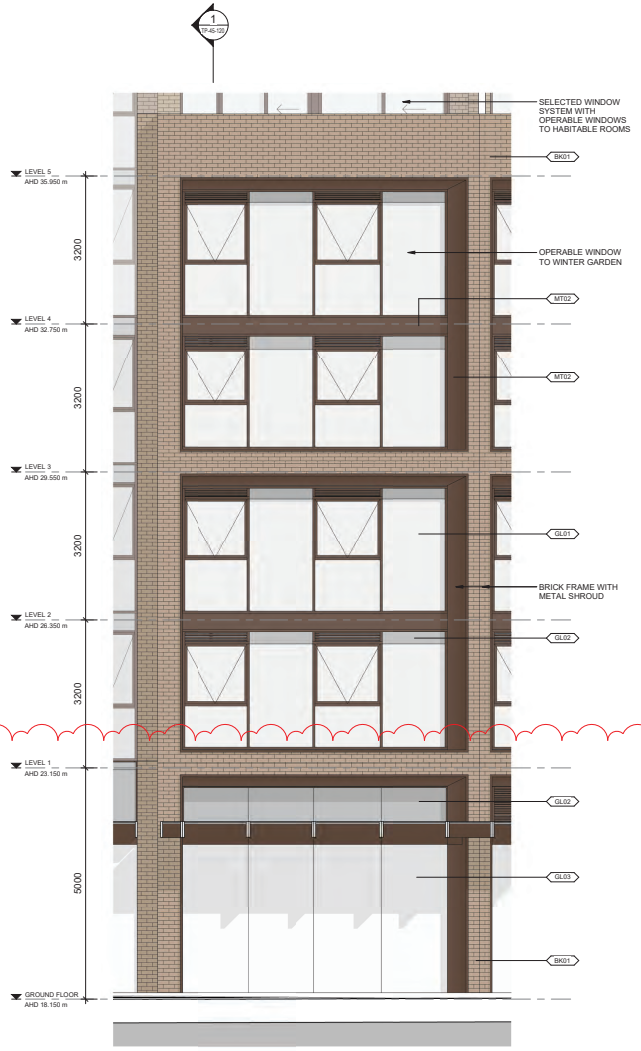
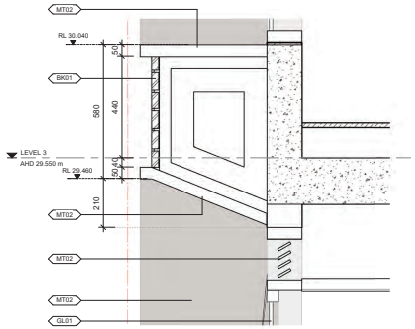


1 PODIUM FACADE SECTION 2 - BUILDING 2
SCALE 1 : 50



2 PODIUM FACADE ELEVATION 2 - BUILDING 2
SCALE 1 : 50



3 PODIUM FACADE DETAIL
SCALE 1 : 10

V CANOPY DESIGN UPDATED

Project:	Drawing Title:	Drawing Number:	Revision:	Date:	Scale:
UEM Hoddle St **21-53 Hoddle Street, Collingwood**	**PODIUM FACADE - BUILDING 2**	**TP-45-120**	**V**	**30/05/24**	**As indicated @ A1**

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Project:	Drawing Title:	Drawing Number:	Revision:	Date:	Scale:
UEM Hoddle St **21-53 Hoddle Street, Collingwood**	**PODIUM FACADE - BUILDING 2**	**TP-45-130**	**V**	**30/05/24**	**As indicated @ A1**

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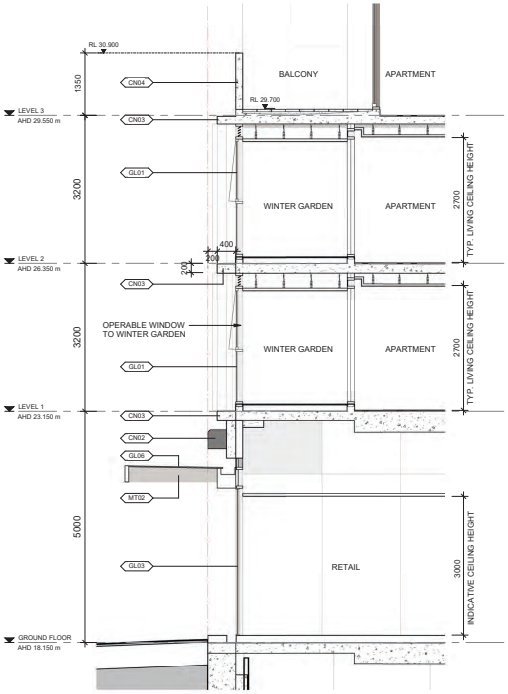
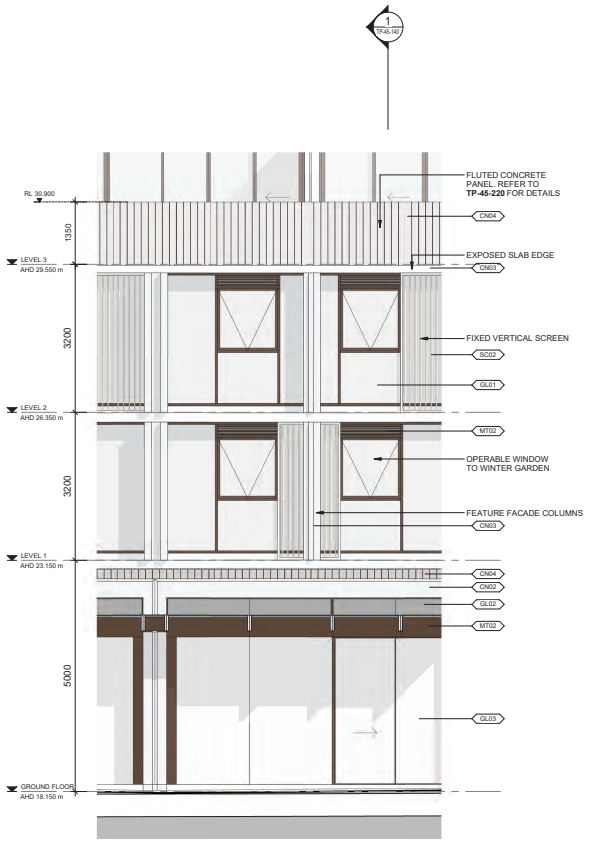
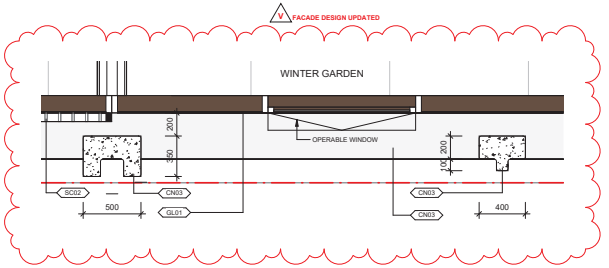


1 TP-45-140 PODIUM FACADE SECTION 1 - BUILDING 2
SCALE 1 : 50



2 PODIUM FACADE ELEVATION 1 - BUILDING 2
SCALE 1 : 50



3 A30-0-010 CONCRETE FACADE PLAN DETAIL
SCALE 1 : 20

Project:	Drawing Title:	Drawing Number:	Revision:	Date:	Scale:
UEM Hoddle St **21-53 Hoddle Street, Collingwood**	**PODIUM FACADE - BUILDING 2**	**TP-45-140**	**V**	**30/05/24**	**As indicated @ A1**

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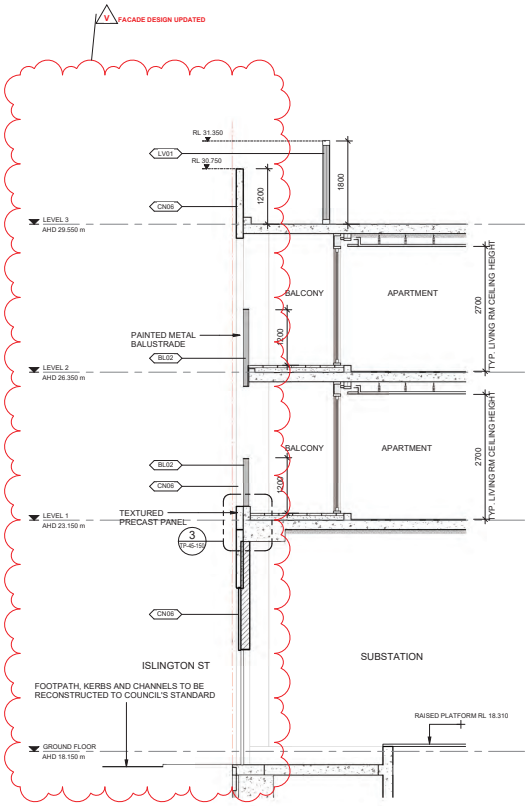
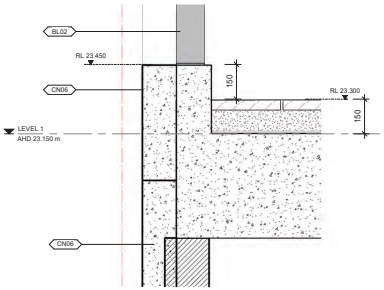


1 TP-45-150 PODIUM FACADE SECTION 4 - BUILDING 2
SCALE 1 : 50

2 PODIUM FACADE ELEVATION 4 - BUILDING 2
SCALE 1 : 50



3 TP-45-150 PODIUM FACADE DETAIL
SCALE 1 : 10

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
PODIUM FACADE - BUILDING 2

Drawing Number: **TP-45-150**
Revision: **V**
Date: **30/05/24**
Scale: **As indicated @ A1**

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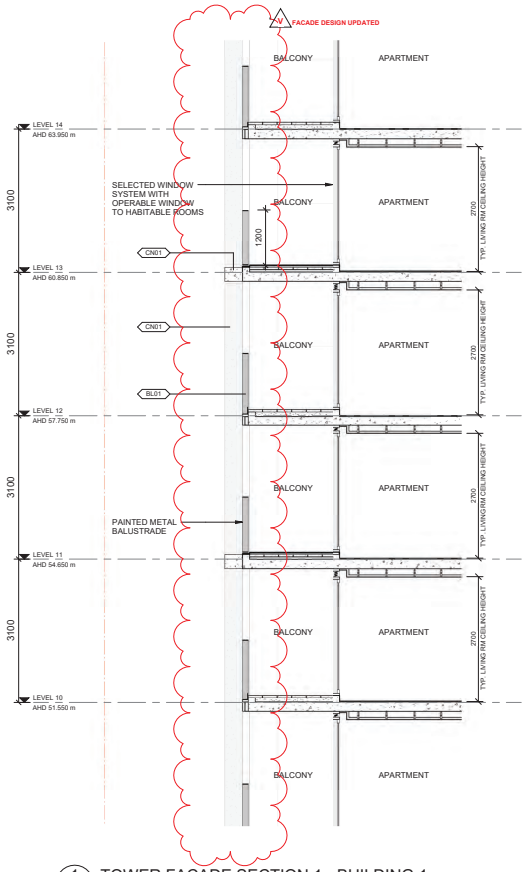

1 TOWER FACADE SECTION 1 - BUILDING 1
SCALE 1 : 50

2 TOWER FACADE ELEVATION 1 - BUILDING 1
SCALE 1 : 50

Project:	Drawing Title:	Drawing Number:	Revision:	Date:	Scale:
UEM Hoddle St **21-53 Hoddle Street, Collingwood**	**TOWER FACADE - BUILDING 1**	**TP-45-200**	**V**	**30/05/24**	**1 : 50 @ A1**

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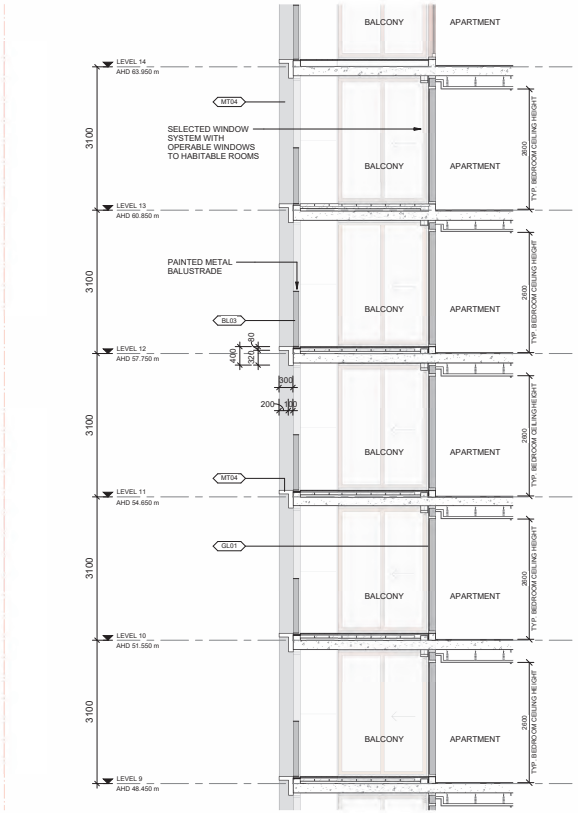
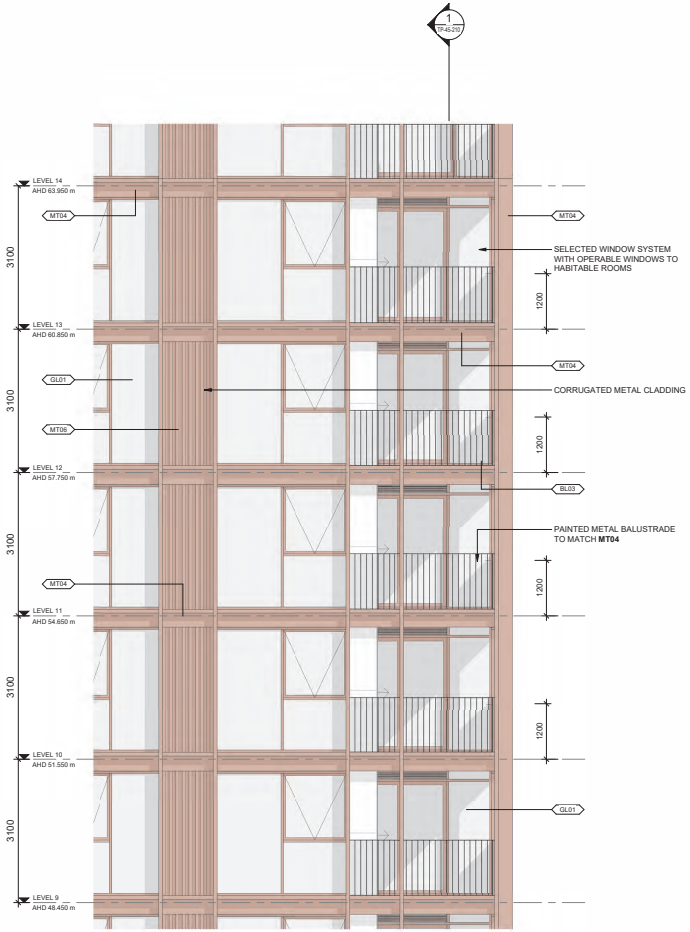
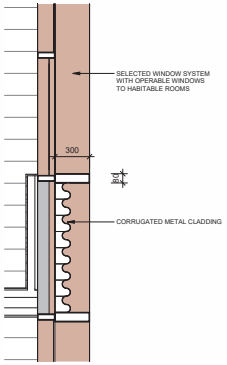


1 TP-45-210 LANGRIDGE STREET SECTION 2 - BUILDING 1
SCALE 1 : 50



2 TP-45-210 TOWER FACADE ELEVATION 2 - BUILDING 1
SCALE 1 : 50



3 A30-0-010 CORRUGATED PANEL PLAN DETAIL
SCALE 1 : 20

Project:	Drawing Title:	Drawing Number:	Revision:	Date:	Scale:
UEM Hoddle St **21-53 Hoddle Street, Collingwood**	**TOWER FACADE - BUILDING 1**	**TP-45-210**	**V**	**30/05/24**	**As indicated @ A1**

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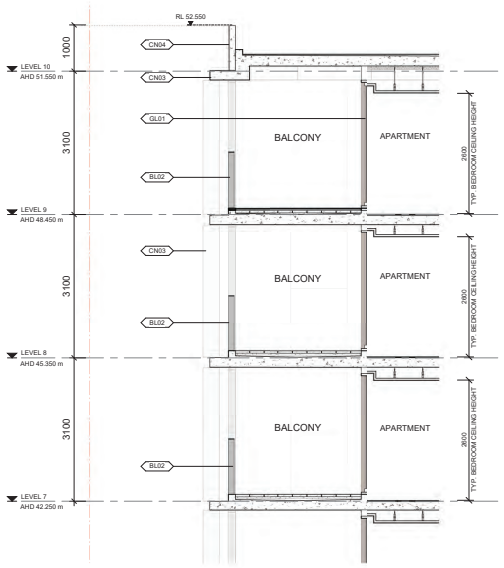
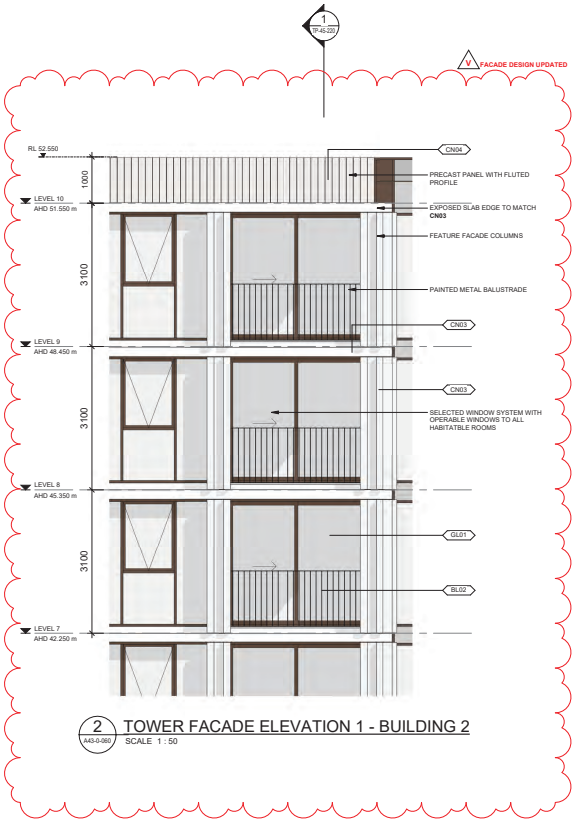
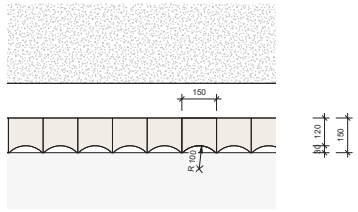


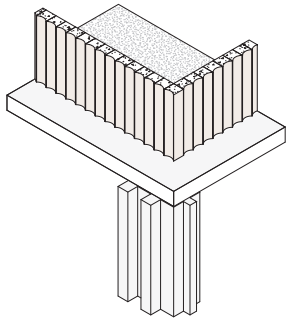
1 HODDLE STREET SECTION 1 - BUILDING 2
SCALE 1 : 50



2 TOWER FACADE ELEVATION 1 - BUILDING 2
SCALE 1 : 50



3 FLUTED CONCRETE PLAN DETAIL
SCALE 1 : 10



4 FLUTED CONCRETE PANEL 3D VIEW
SCALE

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
TOWER FACADE - BUILDING 2

Drawing Number: **TP-45-220**
Revision: **V**
Date: **30/05/24**
Scale: **As indicated @ A1**

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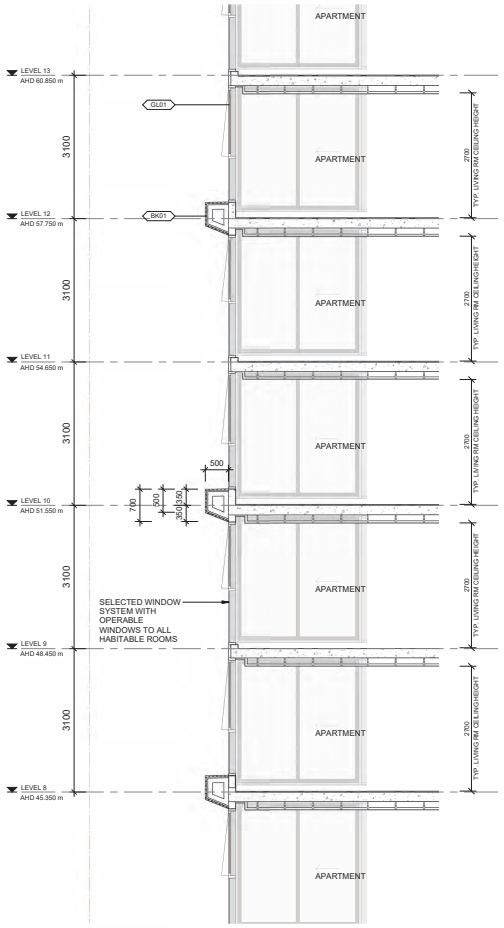
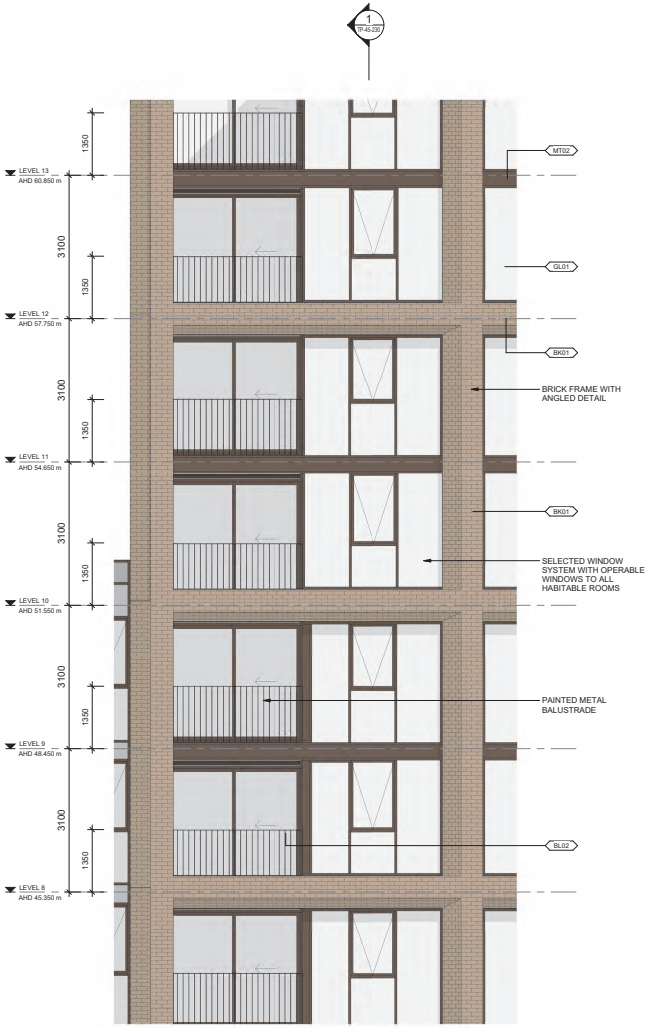


1 TP-45-110 HODDLE STREET SECTION 2 - BUILDING 2
SCALE 1 : 50



2 TOWER FACADE ELEVATION 2 - BUILDING 2
SCALE 1 : 50

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
TOWER FACADE - BUILDING 2

Drawing Number: **TP-45-230**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 50 @ A1**

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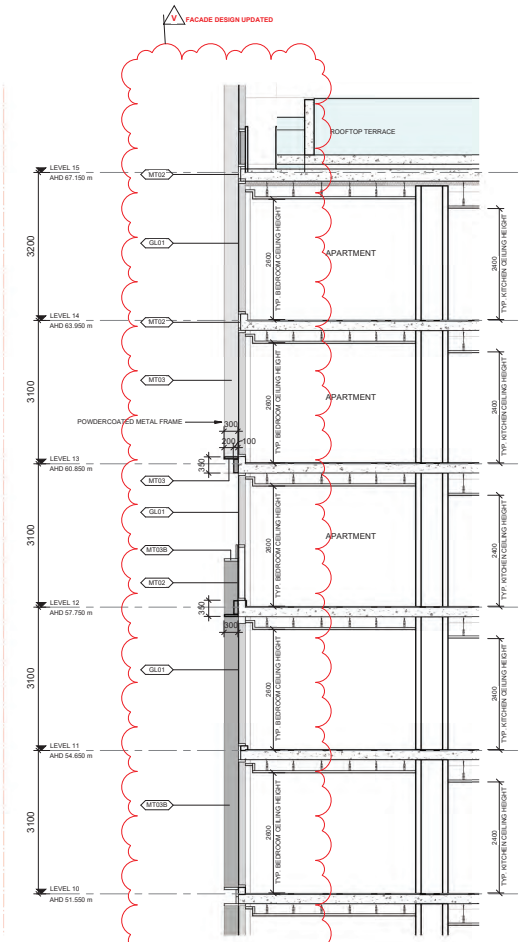
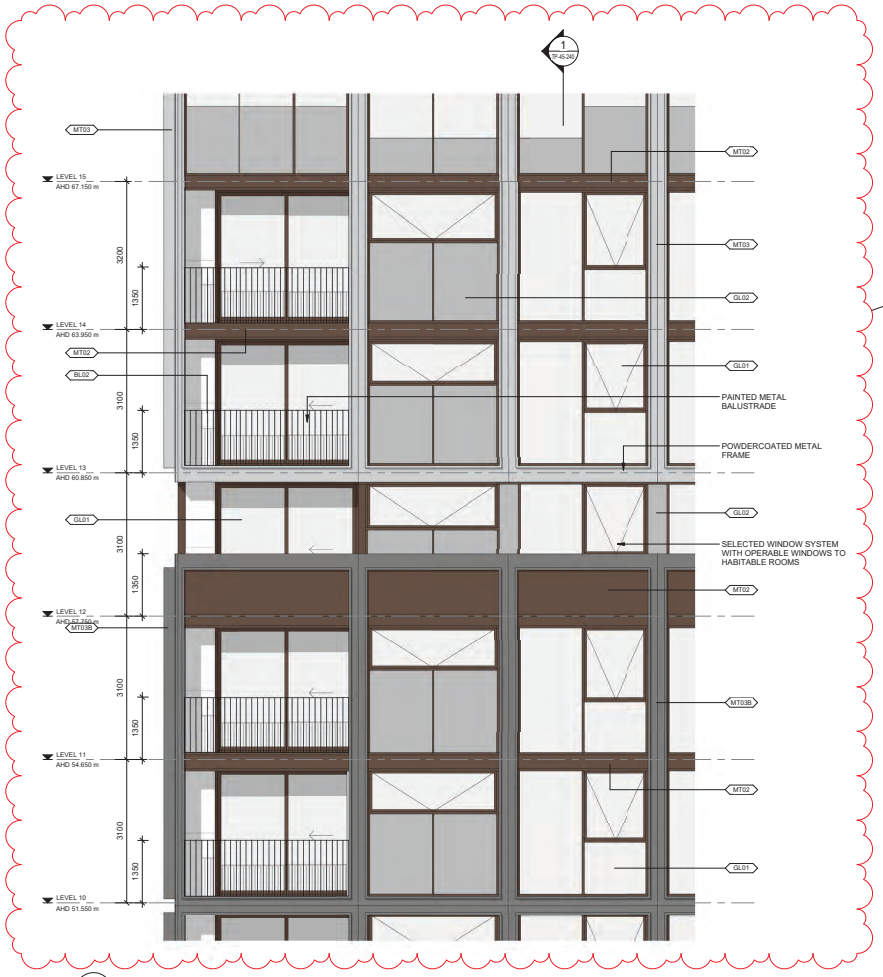


1 TOWER FACADE SECTION 3 - BUILDING 2
SCALE 1 : 50



2 TOWER FACADE ELEVATION 3 - BUILDING 2
SCALE 1 : 50

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
TOWER FACADE - BUILDING 2

Drawing Number: **TP-45-240**
Revision: **V**
Date: **30/05/24**
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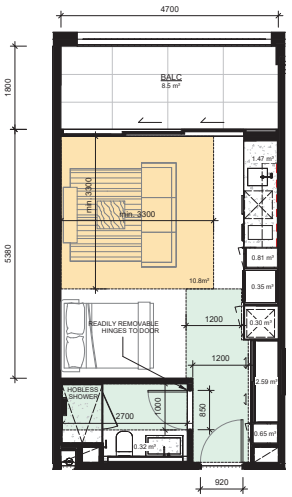
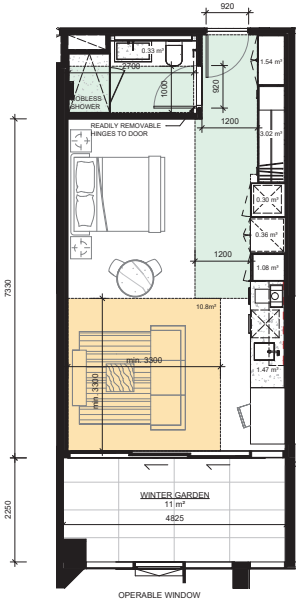
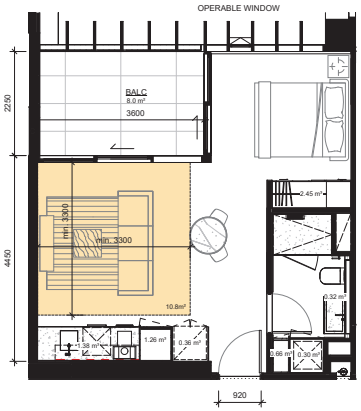


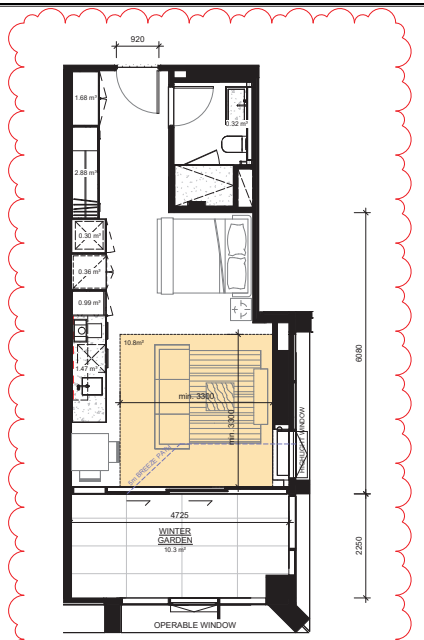
1 STUDIO TYPE A01
A30-0-010 SCALE 1 : 50



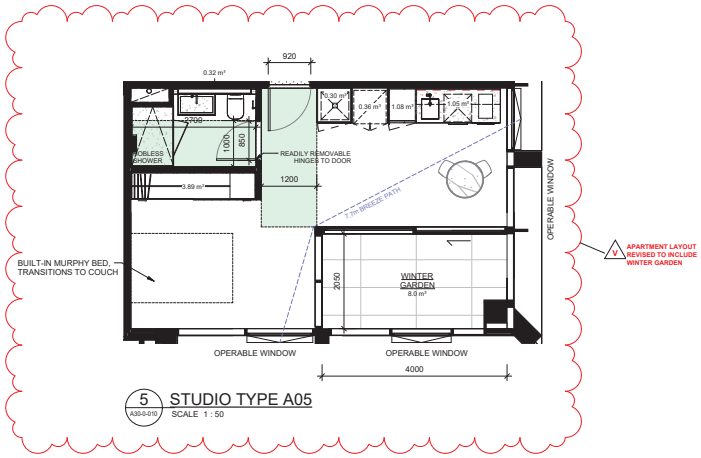
2 STUDIO TYPE A02
A30-0-010 SCALE 1 : 50



3 STUDIO TYPE A03
A30-0-010 SCALE 1 : 50



4 STUDIO TYPE A04
A30-0-010 SCALE 1 : 50



5 STUDIO TYPE A05
A30-0-010 SCALE 1 : 50

APARTMENT LAYOUT REVISED, D17 COMPLIANCE NOTE REMOVED

FUNCTIONAL LAYOUT NOT ACHIEVED

STORAGE VOLUME UPDATES DUE TO DESIGN DEVELOPMENT OF INTERIOR DESIGN

PRIVATE OPEN SPACE ACHIEVED

D17 COMPLIANCE NOTE REMOVED, DUE TO DESIGN DEVELOPMENT CHANGES

NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

D17 COMPLIANCE ACHIEVED

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
BADS PLANS

Drawing Number: **TP-55-100**
Revision: **V**
Date: **30/05/24**
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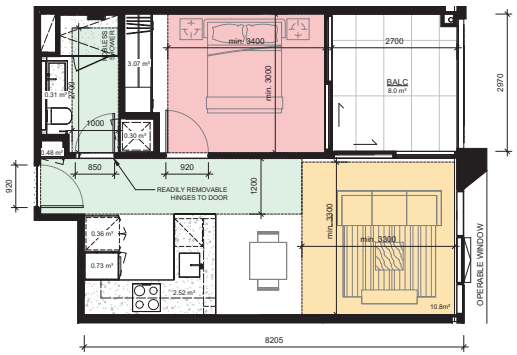
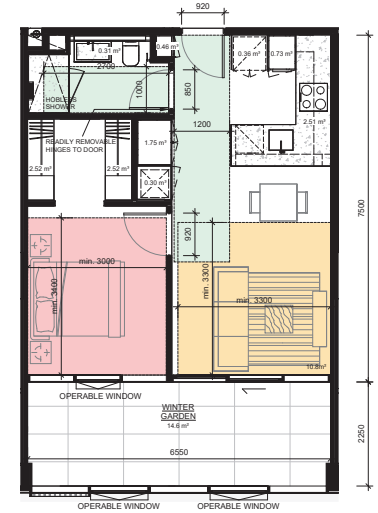


1 1B1B TYPE B01
A30-0-010 SCALE 1 : 50

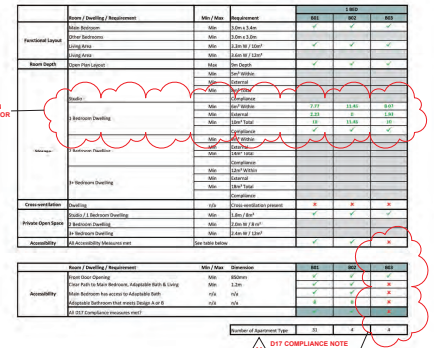


2 1B1B TYPE B02
A30-0-010 SCALE 1 : 50

3 1B1B TYPE B03
A30-0-010 SCALE 1 : 50

V D17 COMPLIANCE NOTE REMOVED, DUE TO DESIGN DEVELOPMENT CHANGES

V STORAGE VOLUME UPDATED DUE TO DESIGN DEVELOPMENT OF INTERIOR DESIGN



	Room / Dwelling / Requirement	Min / Max	Requirement	1 BED		
				B01	B02	B03
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m			
	Living Area	Min	3.3m W / 10m²	✓	✓	✓
	Living Area	Min	3.6m W / 12m²			
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓	✓
Storage	1 Bedroom Dwelling	Min	5m³ Within			
		Min	External			
		Min	10m³ Total			
			Compliance			
	Studio / 1 Bedroom Dwelling	Min	6m³ Within	7.77	11.40	8.07
		Min	External	2.23	0	1.93
		Min	10m³ Total	10	11.40	10
			Compliance	✓	✓	✓
	2 Bedroom Dwelling	Min	8m³ Within			
		Min	External			
		Min	14m³ total			
			Compliance			
	3+ Bedroom Dwelling	Min	12m³ Within			
		Min	External			
		Min	18m³ Total			
			Compliance			
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✗	✗	✗
Private Open Space	Studio / 1 Bedroom Dwelling	Min	1.8m / 8m²	✓	✓	✓
	2 Bedroom Dwelling	Min	2.0m W / 8 m²			
	3+ Bedroom Dwelling	Min	2.4m W / 12m²			
Accessibility	All Accessibility Measures met	See table below		✓	✓	✗

	Room / Dwelling / Requirement	Min / Max	Dimension	B01	B02	B03
Accessibility	Front Door Opening	Min	850mm	✓	✓	✓
	Door Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓	✗
	Adaptable Bathroom that meets Design A or B	n/a	n/a	✗	✗	✗
	All D17 Compliance measures met?			✓	✗	✗
	Number of Apartment Type			31	4	9

V D17 COMPLIANCE NOTE REMOVED, DUE TO DESIGN DEVELOPMENT CHANGES

NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
BADS PLANS

Drawing Number: **TP-55-105** Revision: **V** Date: **30/05/24** Scale: **1 : 50 @ A1**

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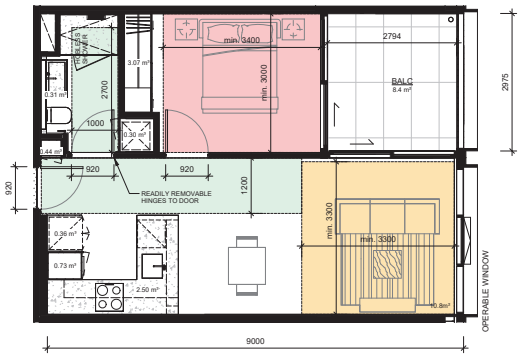

1 A30-0-010 1B1B TYPE B04
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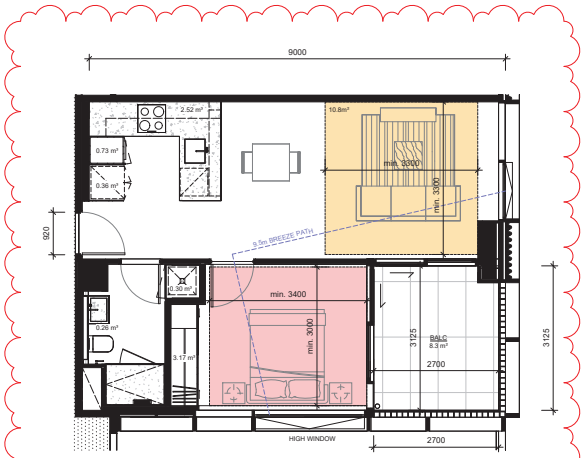
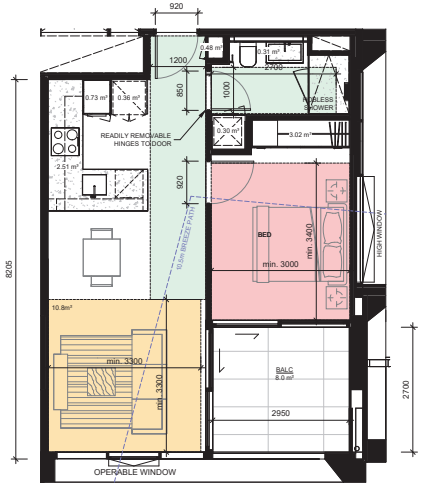
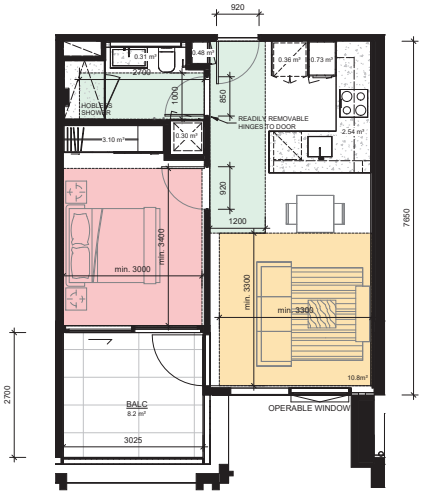


2 A30-0-010 1B1B TYPE B05
SCALE 1 : 50

V APARTMENT TYPE LAYOUT REVISED DUE TO DESIGN DEVELOPMENT



3 A30-0-010 1B1B TYPE B06
SCALE 1 : 50



4 A30-0-010 1B1B TYPE B07
SCALE 1 : 50

V APARTMENT TYPE LAYOUT REVISED, DUE TO DESIGN DEVELOPMENT

V STORAGE VOLUME UPDATED DUE TO DESIGN DEVELOPMENT OF INTERIOR DESIGN

Room / Dwelling / Requirement	Min / Max	Requirement	1 BED			
			B04	B05	B06	B07
Functional Layout — Main Bedroom	Min	3.0m x 3.0m	✓	✓	✓	✓
Functional Layout — Other Bedrooms	Min	3.0m x 3.0m				
Functional Layout — Living Area	Min	3.3m W / 10m²	✓	✓	✓	✓
Functional Layout — Living Area	Min	4.6m W / 12m²	✓	✓		
Room Depth — Open Plan Layout	Max	9m Depth	✓	✓	✓	✓
Storage	Min	5m³ Within	✓	✓	✓	✓
Storage	Min	3m³ External	✓	✓	✓	✓
Storage	Min	8m³ Total	✓	✓	✓	✓
Storage	Min	Compliance	✓	✓	✓	✓
Storage — 1 Bedroom Dwelling	Min	6m³ Within	7.50	7.24	7.73	7.60
Storage — 1 Bedroom Dwelling	Min	External	2.25	2.66	2.28	2.28
Storage — 1 Bedroom Dwelling	Min	10m³ Total	10	10	10	10
Storage — 1 Bedroom Dwelling		Compliance	✓	✓	✓	✓
Storage — 2 Bedroom Dwelling	Min	8m³ Within				
Storage — 2 Bedroom Dwelling	Min	External				
Storage — 2 Bedroom Dwelling	Min	14m³ total				
Storage — 2 Bedroom Dwelling		Compliance				
Storage — 3+ bedrooms Dwelling	Min	12m³ Within				
Storage — 3+ bedrooms Dwelling	Min	External				
Storage — 3+ bedrooms Dwelling	Min	18m³ Total				
Storage — 3+ bedrooms Dwelling		Compliance				
Cross-ventilation	Dwelling	Cross-ventilation present	✗	✓	✓	✗
Private Open Space	Studio / 1 Bedroom Dwelling	5.8m / 8m²	✓	✓	✓	✓
Private Open Space	2 Bedroom Dwelling	2.0m W / 8 m²	✓	✓	✓	✓
Private Open Space	3+ Bedroom Dwelling	2.4m W / 12m²				
Accessibility	All Accessibility Measures met	See table below	✓	✗	✓	✓

Room / Dwelling / Requirement	Min / Max	Dimension	1 BED			
			B04	B05	B06	B07
Accessibility — Front Door Opening	Min	850mm	✓	✓	✓	✓
Accessibility — Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✗	✓	✓
Accessibility — Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✗	✓	✓
Accessibility — Adaptable Bathroom that meets Design A or B	n/a	n/a	6	✗	6	9
Accessibility — All 7STAR Compliance measures met?						
Number of Apartment Type			10	10	9	6

V APARTMENT TYPE UPDATED DUE TO DESIGN DEVELOPMENT

NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
BADS PLANS

Drawing Number: **TP-55-110**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 50 @ A1**

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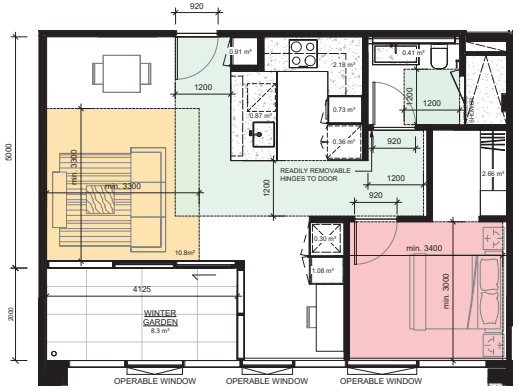
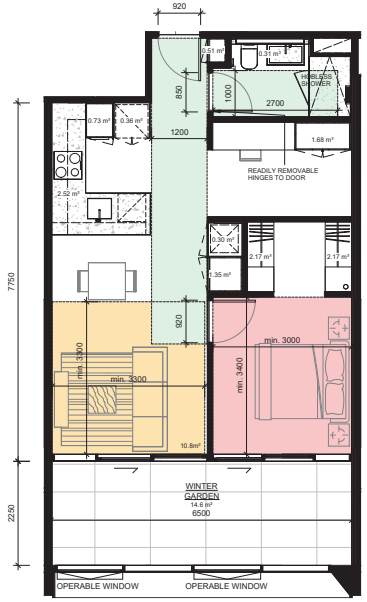
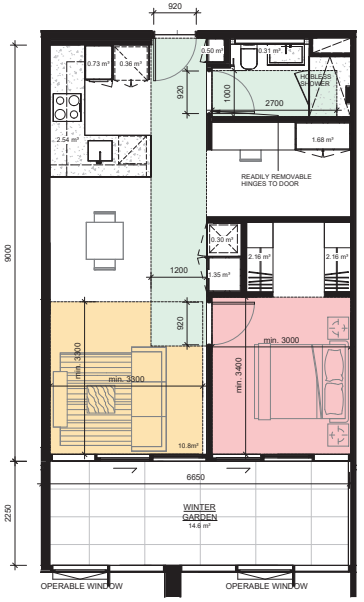


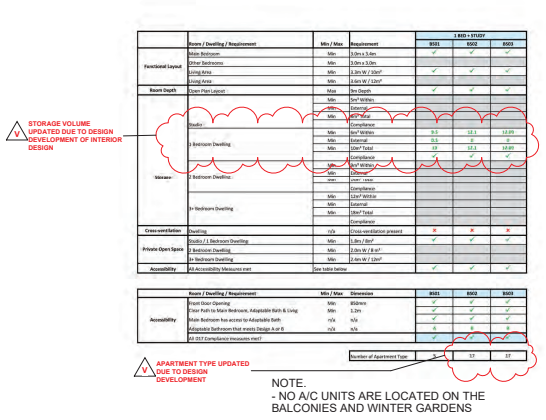
1 A30-0-010 1B1B1S TYPE BS01
SCALE 1 : 50



2 A30-0-010 1B1B1S TYPE BS02
SCALE 1 : 50



3 A30-0-010 1B1B1S TYPE BS03
SCALE 1 : 50



V STORAGE VOLUME UPDATED DUE TO DESIGN DEVELOPMENT OF INTERIOR DESIGN

V APARTMENT TYPE UPDATED DUE TO DESIGN DEVELOPMENT

NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
BADS PLANS

Drawing Number: **TP-55-115**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 50 @ A1**

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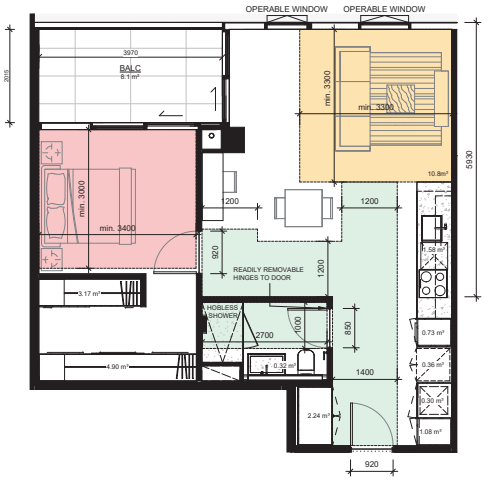
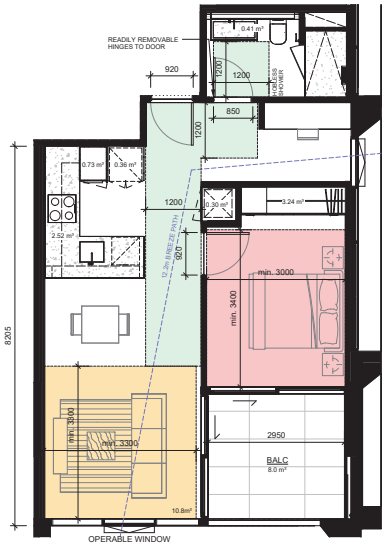
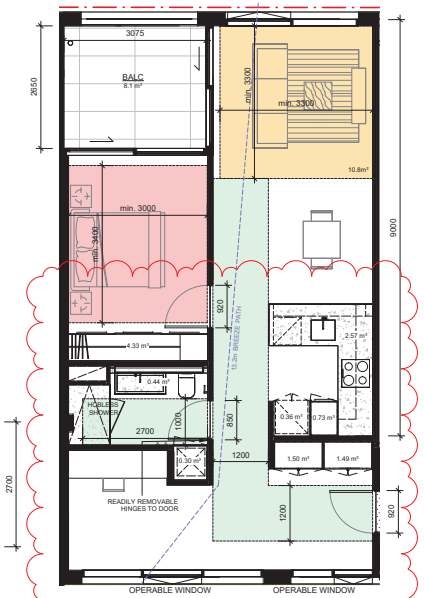


1 A30-0-010 1B1B1S TYPE BS04
SCALE 1 : 50

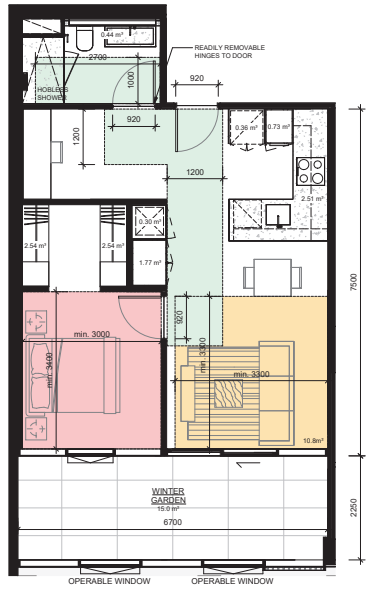


2 A30-0-010 1B1B1S TYPE BS05
SCALE 1 : 50

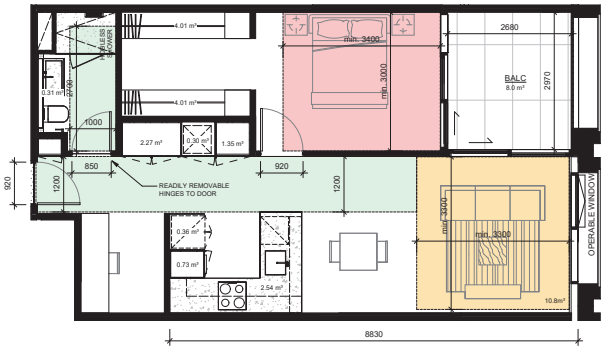


3 A30-0-010 1B1B1S TYPE BS06
SCALE 1 : 50

V MINOR APARTMENT LAYOUT CHANGE DUE TO DESIGN DEVELOPMENT



4 A30-0-010 1B1B1S TYPE BS07
SCALE 1 : 50



5 A30-0-010 1B1B1S TYPE BS08
SCALE 1 : 50

V NEW APARTMENT TYPE

V STORAGE VOLUME UPDATED DUE TO DESIGN DEVELOPMENT OF INTERIOR DESIGN

Room / Dwelling / Requirement		Min / Max	Requirement	1B1S + STUDY				
				BS04	BS05	BS06	BS07	BS08
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓	✓	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m					
	Living Area	Min	3.3m W / 10m²	✓	✓	✓	✓	✓
	Living Area	Min	3.6m W / 12m²					
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓	✓	✓	✓
Storage	Studio	Min	6m³ Within					
		Min	6m³ External					
		Min	10m³ Total					
			Compliance	✓	✓	✓	✓	✓
	1 Bedroom Dwelling	Min	6m³ Within	3.68	7.00	11.72	11.72	13.68
		Min	External	0	0.68	0	0	0
		Min	10m³ Total	3.68	10	11.72	11.72	13.68
			Compliance	✓	✓	✓	✓	✓
	2 Bedroom Dwelling	Min	8m³ Within					
		Min	External					
		Min	14m³ Total					
			Compliance					
	3+ Bedroom Dwelling	Min	12m³ Within					
		Min	External					
		Min	18m³ Total					
			Compliance					
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✗	✓	✓	✗	✗
Private Open Space	Studio / 1 Bedroom Dwelling	Min	5.8m / 8m²	✓	✓	✓	✓	✓
	2 Bedroom Dwelling	Min	8.0m W / 8 m²	✓	✓	✓	✓	✓
	3+ Bedroom Dwelling	Min	2.4m W / 12m²					
Accessibility	All Accessibility Measures met	See table below		✓	✓	✓	✓	✓

Room / Dwelling / Requirement		Min / Max	Dimension	BS04	BS05	BS06	BS07	BS08
Accessibility	Front Door Opening	Min	850mm	✓	✓	✓	✗	✓
	Clear Path to Main Bedroom, Adaptable Bath & Livin	Min	1.2m	✓	✓	✓	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓	✓	✓	✓
	Adaptable Bathroom that meets Design A or B	n/a	n/a	B	A	B	A	A
	All 007 Compliance measures met?			✓	✓	✓	✗	✓
	Number of Apartment Type			2	5	4	1	12

V NEW APARTMENT TYPE TO ENHANCE APARTMENT AMENITY

NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
BADS PLANS

Drawing Number: **TP-55-120**
Revision: **V**
Date: **30/05/24**
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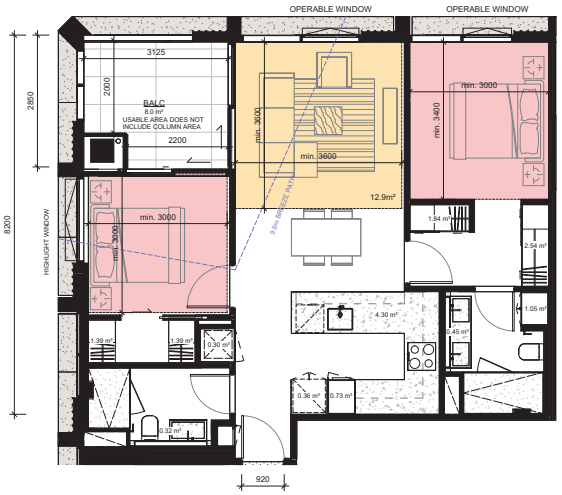
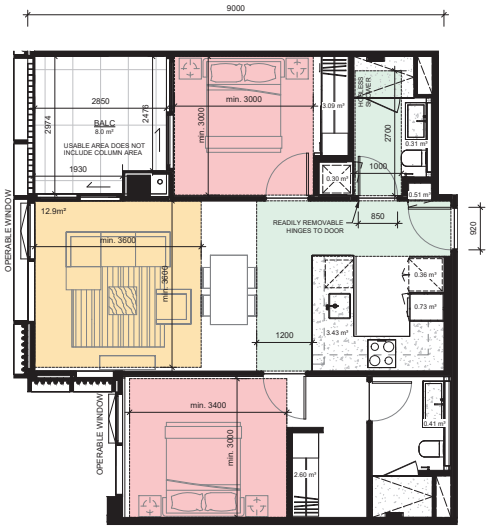
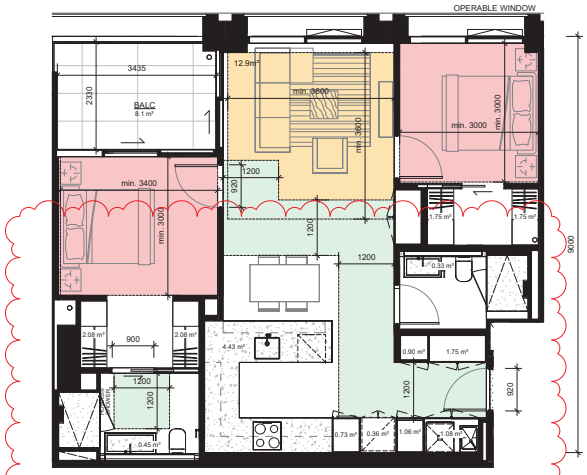


1 A30-0-010 2B2B TYPE C01
SCALE 1 : 50



2 A30-0-010 2B2B TYPE C02
SCALE 1 : 50



3 A30-0-010 2B2B TYPE C03
SCALE 1 : 50

V MINOR APARTMENT LAYOUT CHANGE DUE TO DESIGN DEVELOPMENT

V STORAGE VOLUME UPDATED DUE TO DESIGN DEVELOPMENT OF INTERIOR DESIGN

V APARTMENT TYPE UPDATED DUE TO DESIGN DEVELOPMENT

NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
BADS PLANS

Drawing Number: **TP-55-125**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 50 @ A1**

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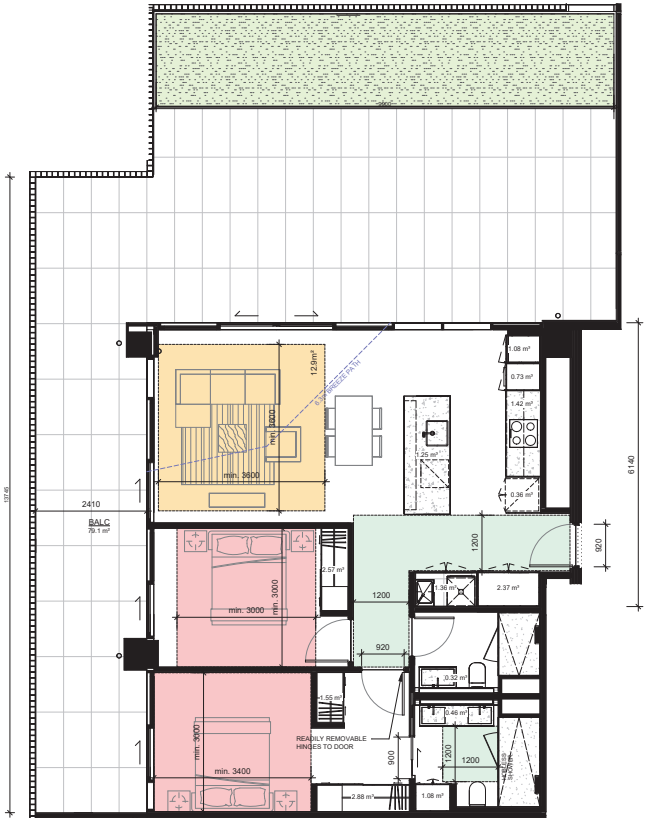
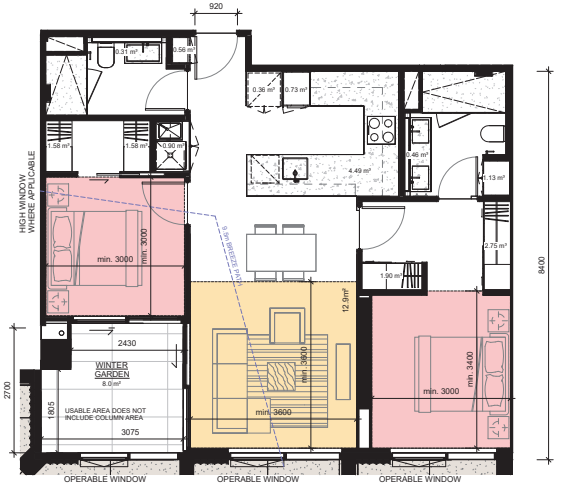
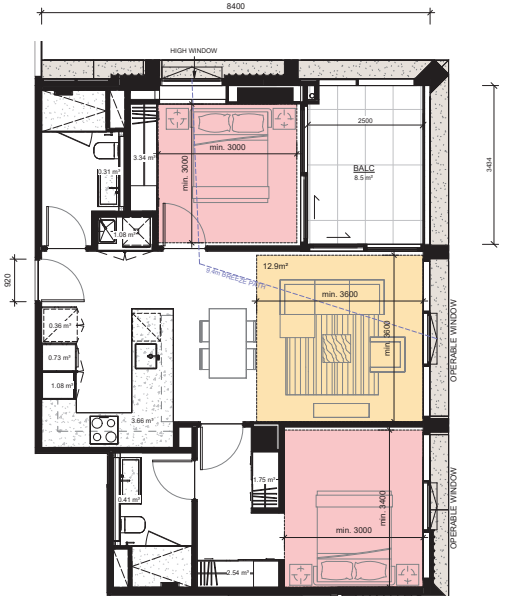


1 A30-0-010 2B2B TYPE C04
SCALE 1 : 50

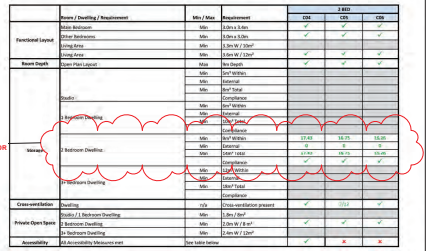


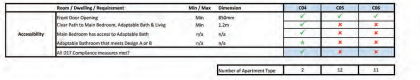
2 A30-0-010 2B2B TYPE C05
SCALE 1 : 50



3 A30-0-010 2B2B TYPE C06
SCALE 1 : 50

STORAGE VOLUME UPDATED DUE TO DESIGN DEVELOPMENT OF INTERIOR DESIGN





NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
BADS PLANS

Drawing Number: **TP-55-130**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 50 @ A1**

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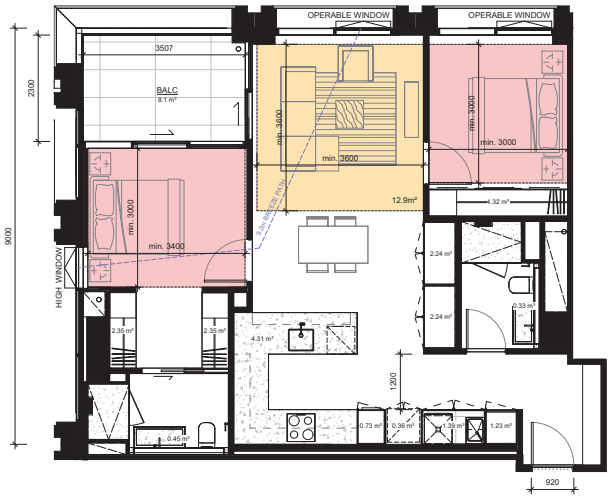

1 A30-II-010 2B2B TYPE C07
SCALE 1 : 50

V NEW APARTMENT TYPE, NEW DRAWING

	Room / Dwelling / Requirement	Min / Max	Requirement	2 BED C07
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	✓
	Living Area	Min	3.6m W / 12m²	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓
Cross-ventilation	Studio / 1 Bedroom Dwelling	Min	5m² Within	
		Min	External	
		Min	8m² Total	
			Compliance	
	2 Bedroom Dwelling	Min	5m² Within	
		Min	External	
		Min	12m² Total	
			Compliance	
	3+ Bedrooms Dwelling	Min	5m² Within	23.1
		Min	External	4
		Min	14m² Total	44.9
			Compliance	✓
		Min	12m² Within	
		Min	External	
		Min	18m² Total	
			Compliance	
	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	Studio / 1 Bedroom Dwelling	Min	1.8m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8 m²	✓
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	
Accessibility	All Accessibility Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	C07
Accessibility	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗
	Adaptable Bathroom that meets Design A or B	n/a	n/a	✗
	All 010 Compliance measures met?			✗
	Number of Apartment Type			2

NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **BADS PLANS**

Drawing Number: **TP-55-131** Revision: **V** Date: **30/05/24** Scale: **1 : 50 @ A1**

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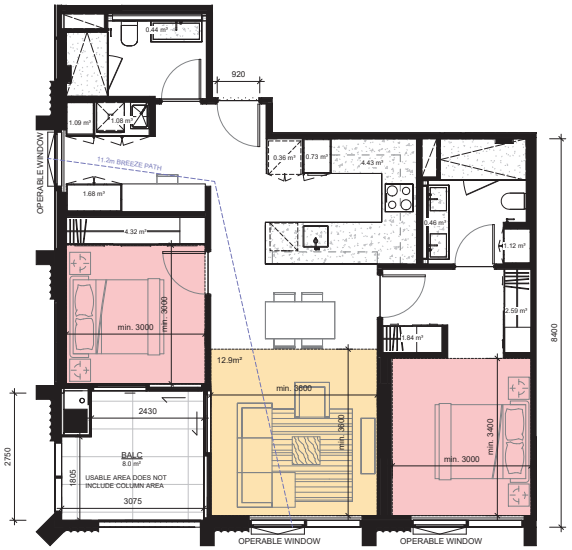
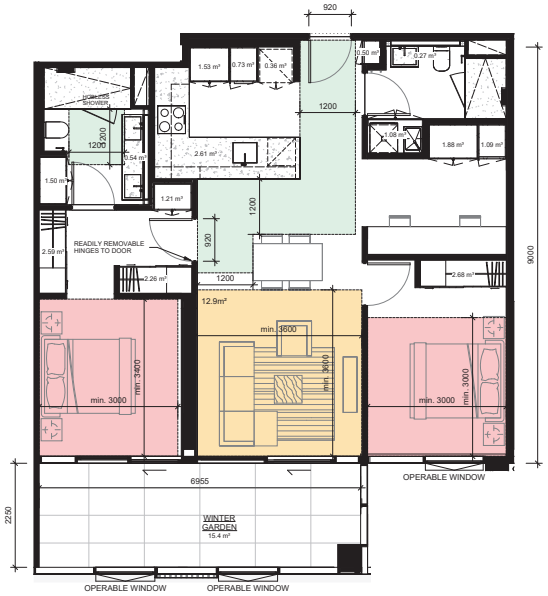


2 A30-0-010 2B2B1S TYPE CS01
SCALE 1 : 50



3 A30-0-010 2B2B1S TYPE CS02
SCALE 1 : 50

4 A30-0-010 2B2B1S TYPE CS03
SCALE 1 : 50

STORAGE VOLUME UPDATED DUE TO DESIGN DEVELOPMENT OF INTERIOR DESIGN

	Room / Dwelling / Requirement	Min / Max	Requirement	2 BED + STUDY CS01	CS02	CS03
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓	✓
	Living Area	Min	3.3m W / 10m²			
	Living Area	Min	3.6m W / 12m²	✓	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓	✓
Variation	Studio -	Min	5m² Within			
		Min	External			
		Min	8m² Total			
		Compliance				
	1 Bedroom Dwelling -	Min	6m² Within			
		Min	External			
		Min	10m² Total			
		Compliance				
	2 Bedroom Dwelling -	Min	8m² Within	20.14	19.81	17.10
		Min	External	0	0	0
		Min	10m² Total	20.14	19.81	17.10
		Compliance		✓	✓	✓
	3+ Bedroom Dwelling -	Min	10m² Within			
		Min	External			
		Min	12m² Total			
		Compliance				
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✗	✗
Private Open Space	Studio / 1 Bedroom Dwelling	Min	5.8m / 8m²			
	2 Bedroom Dwelling	Min	2.0m W / 8 m²	✓	✓	✓
	3+ bedroom Dwelling	Min	2.4m W / 12m²			
Accessibility	All Accessibility Measures met	See table below		✗	✓	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	CS01	CS02	CS03
Accessibility	Bryant Door Opening	Min	850mm	✓	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✓	✓
	Main Bedroom has access to Adjustable Bath	n/a	n/a	✗	✓	✓
	Adjustable Bedroom that meets Design A or B	n/a	n/a	✗	✓	✓
	All DDT Compliance measures met?			✗	✓	✓
	Number of Apartment Type			11	2	3

NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
BADS PLANS

Drawing Number: **TP-55-135** Revision: **V** Date: **30/05/24** Scale: **1 : 50 @ A1**

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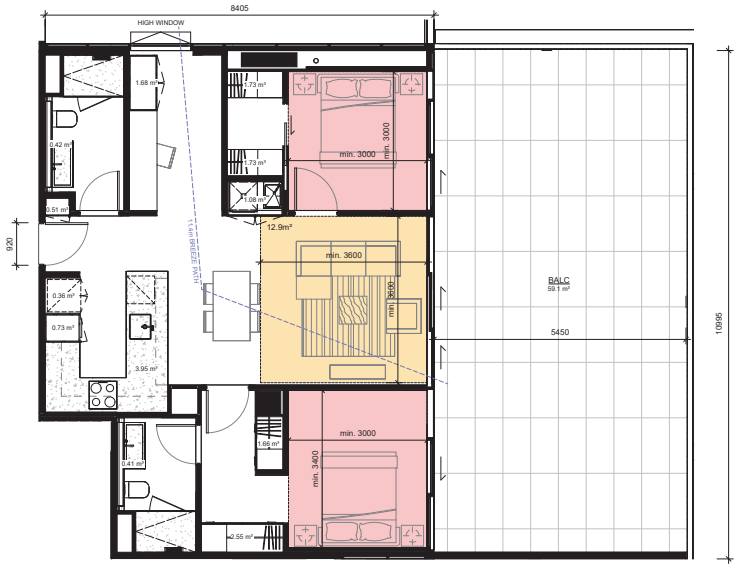
3 2B2B1S TYPE CS04
A30-0-010 SCALE 1 : 50



2 2B2B1S TYPE CS05
A30-0-010 SCALE 1 : 50

STORAGE VOLUME UPDATED DUE TO DESIGN DEVELOPMENT OF INTERIOR DESIGN

	Room / Dwelling / Requirement	Min / Max	Requirement	2 BED + STUDY CS04	2 BED + STUDY CS05
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio	Min	5m³ Within		
		Min	External		
		Min	8m³ Total		
			Compliance		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	External		
		Min	10m³ Total		
			Compliance		
	2 Bedroom Dwelling	Min	8m³ Within	13.80	14.81
		Min	External	5	5
		Min	18m³ Total	18.80	19.81
			Compliance	✓	✓
	3+ Bedroom Dwelling	Min	Adaptable		
		Min	External		
		Min	18m³ Total		
			Compliance		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	Studio / 1 Bedroom Dwelling	Min	1.8m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8 m²	✓	✓
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
Accessibility	All Accessibility Measures met	See table below		✗	✗

	Room / Dwelling / Requirement	Min / Max	Dimension	CS04	CS05
Accessibility	Front Door Opening	Min	850mm	✓	✓
	Door Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✗
	Adaptable Bathroom that meets Design A or B	n/a	n/a	✗	✗
	All DS7 Compliance measures met?			✗	✗
	Number of Apartment Type			5	1

NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **BADS PLANS**

Drawing Number: **TP-55-140** Revision: **V** Date: **30/05/24** Scale: **1 : 50 @ A1**

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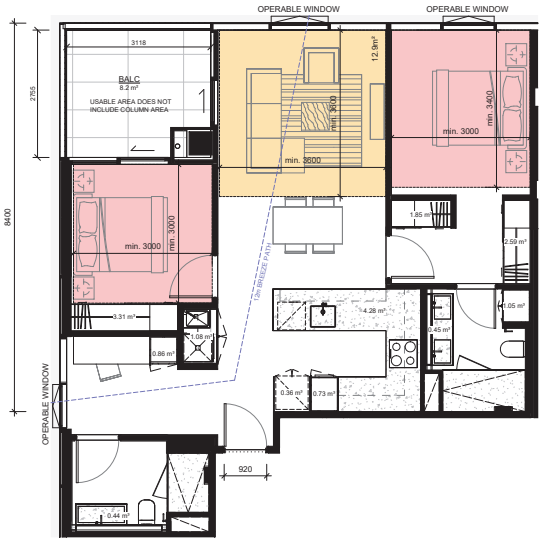
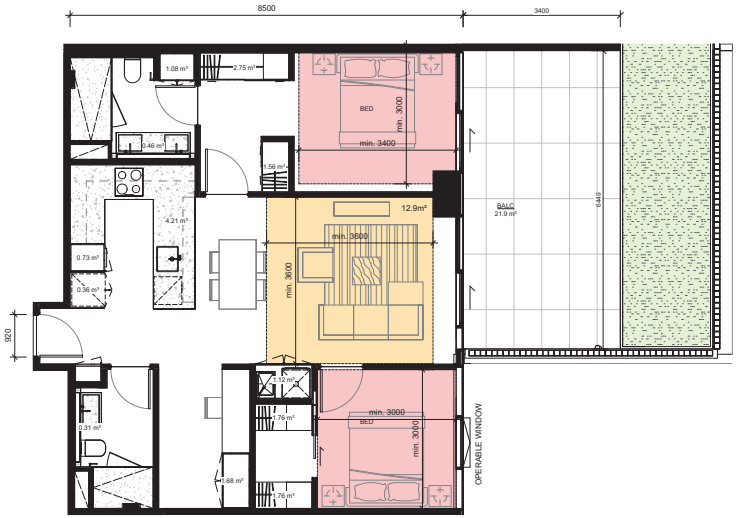


2 A30-0-010 2B2B1S TYPE CS06
SCALE 1 : 50

1 A30-0-010 2B2B1S TYPE CS07
SCALE 1 : 50



3 A30-0-010 2B2B1S TYPE CS08
SCALE 1 : 50

STORAGE VOLUME UPDATED DUE TO DESIGN DEVELOPMENT OF INTERIOR DESIGN

	Room / Dwelling / Requirement	Min / Max	Requirement	2 BED + STUDY		
				CS06	CS07	CS08
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓	✓
	Living Area	Min	3.3m W / 10m²			
	Living Area	Min	3.6m W / 12m²	✓	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓	✓
Internals	Studio :	Min	5m² Within			
		Min	Internal			
		Min	6m² Total			
			Compliance			
	1 Bedroom Dwelling :	Min	7m² Within			
		Min	Internal			
		Min	8m² Total			
			Compliance			
	2 Bedroom Dwelling :	Min	8m² Within	11	12.83	13.05
		Min	External	8	8	8
		Min	14m² total	19	17.93	14.99
			Compliance	✓	✓	✓
	3+ Bedrooms Dwelling	Min	10m² Within			
		Min	Internal			
		Min	18m² Total			
			Compliance			
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓	✗
Private Open Space	Studio / 1 Bedroom Dwelling	Min	1.8m / 8m²			
	2 Bedroom Dwelling	Min	2.0m W / 8 m²	✓	✓	✓
	3+ Bedroom Dwelling	Min	2.4m W / 12m²			
Accessibility	All Accessibility Measures met	See table below		✗	✗	✗

	Room / Dwelling / Requirement	Min / Max	Dimension	CS06	CS07	CS08
Accessibility	Front Door Opening	Min	850mm	✓	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✗	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✗	✗
	Adaptable Bathroom that meets Design A of D	n/a	n/a	✗	✗	✗
	All D17 Compliance measures met?			✗	✗	✗
	Number of Apartment Type			7	1	1

NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
BADS PLANS

Drawing Number: **TP-55-145**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 50 @ A1**

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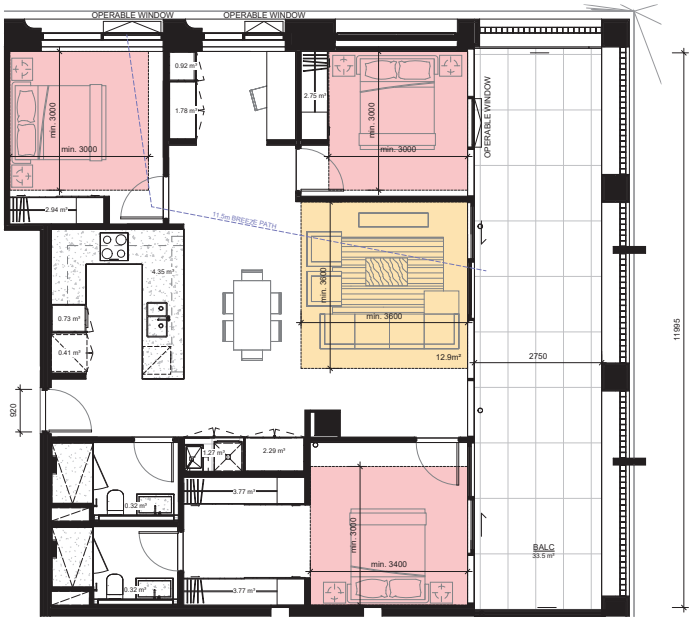
1 3B2B TYPE D01
A30-0-0-010 SCALE 1 : 50



2 3B2B TYPE D02
A30-0-0-010 SCALE 1 : 50

V STORAGE VOLUME UPDATED DUE TO DESIGN DEVELOPMENT OF INTERIOR DESIGN

	Room / Dwelling / Requirement	Min / Max	Requirement	3 BED	
				D01	D02
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio :	Min	6m³ Within		
		Min	External		
		Min	8m³ Total		
			Compliance		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	External		
		Min	10m³ Total		
			Compliance		
	2 Bedroom Dwelling	Min	8m³ Within		
		Min	External		
		Min	14m³ Total		
			Compliance		
	3+ Bedrooms Dwelling	Min	12m³ Within	20.03	20.42
		Min	External	0	0
		Min	18m³ Total	20.03	20.42
			Compliance	✓	✓
Transport Cantons	Studio	Yes	Cross-ventilated	✓	✓
Private Open Space	Studio / 1 Bedroom Dwelling	Min	5.8m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8 m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓	✓
Accessibility	All Accessibility Measures met		See table below	✓	✗

	Room / Dwelling / Requirement	Min / Max	Dimension	D01	D02
Accessibility	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✗
	Adjoinable Bathroom that meets Design A or B	n/a	n/a	0	✗
	All 3017 Compliance measures met?			✓	✗
			Number of Apartment Type	2	4

NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **BADS PLANS**

Drawing Number: **TP-55-150** Revision: **V** Date: **30/05/24** Scale: **1 : 50 @ A1**

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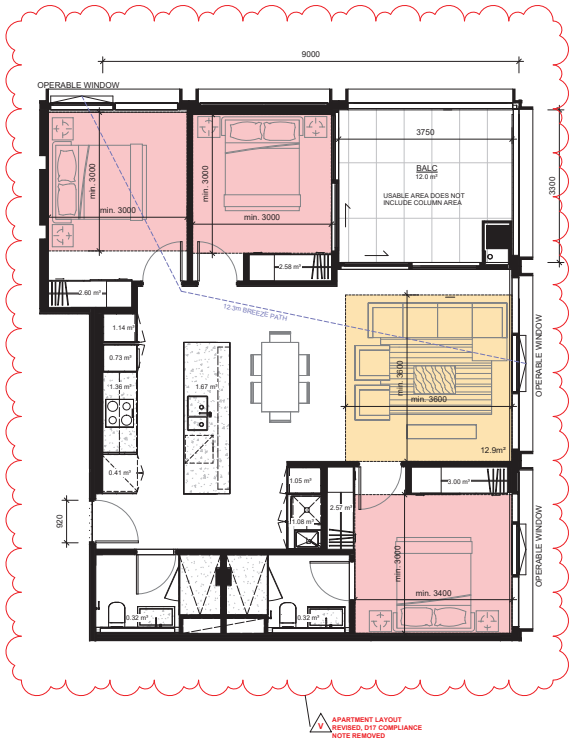
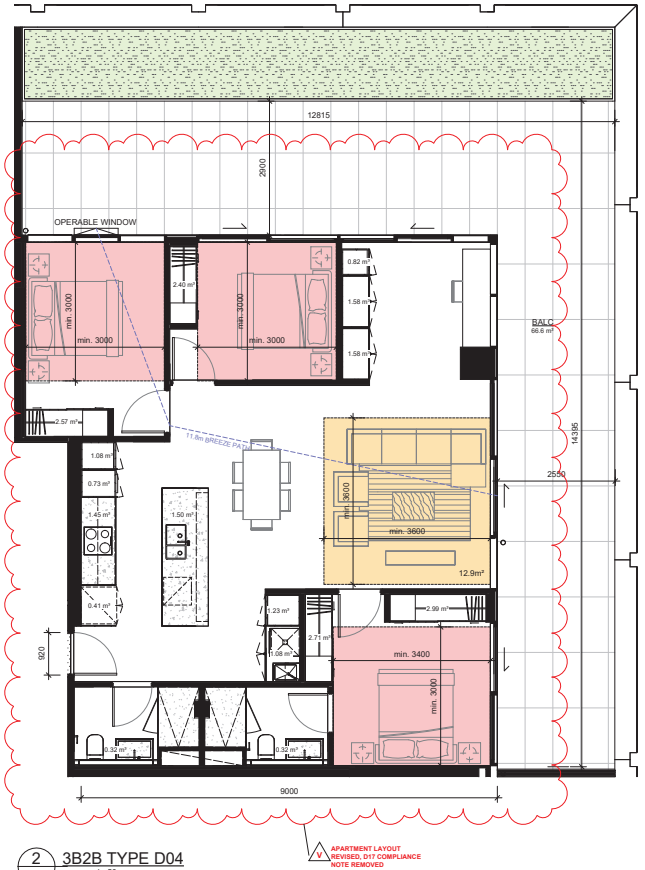


1 A30-0-010 3B2B TYPE D03
SCALE 1 : 50



2 A30-0-010 3B2B TYPE D04
SCALE 1 : 50

3 A30-0-010 3B2B TYPE D05
SCALE 1 : 50

STORAGE VOLUME UPDATED DUE TO DESIGN DEVELOPMENT OF INTERIOR DESIGN

	Room / Dwelling / Requirement	Min / Max	Requirement	D03	D04	D05
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓	✓
	Living Area	Min	3.3m W / 12m²			
	Living Area	Min	3.6m W / 12m²	✓	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓	✓
Storage	Studio	Min	6m³ Within			
		Min	External			
		Min	8m³ Total			
			Compliance			
	1 Bedroom Dwelling	Min	6m³ Within			
		Min	External			
		Min	10m³ Total			
			Compliance			
	2 Bedroom Dwelling	Min	8m³ Within			
		Min	External			
		Min	Total			
			Compliance			
	3+ Bedroom Dwelling	Min	12m³ Within	18.63	22.77	22.42
		Min	External	8	8	8
		Min	18m³ Total	18.63	22.77	22.42
			Compliance	✓	✓	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓	✓
Private Open Space	Studio / 1 Bedroom Dwelling	Min	5.0m / 8m²			
	2 Bedroom Dwelling	Min	2.0m W / 8 m²			
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓	✓	✓
Accessibility	All Accessibility Measures met	See table below		✓	✓	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	D03	D04	D05
Accessibility	Front Door Opening	Min	850mm	✓	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✗	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✗	✗
	Adaptable Bathroom that meets Design A or B	n/a	n/a	✗	✗	✗
	All D17 Compliance measures met?			✗	✗	✗
	Number of Apartment Type			15	2	1

APARTMENT LAYOUT REVISED, D17 COMPLIANCE NOTE REMOVED

NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **BADS PLANS**

Drawing Number: **TP-55-155** Revision: **V** Date: **30/05/24** Scale: **1 : 50 @ A1**

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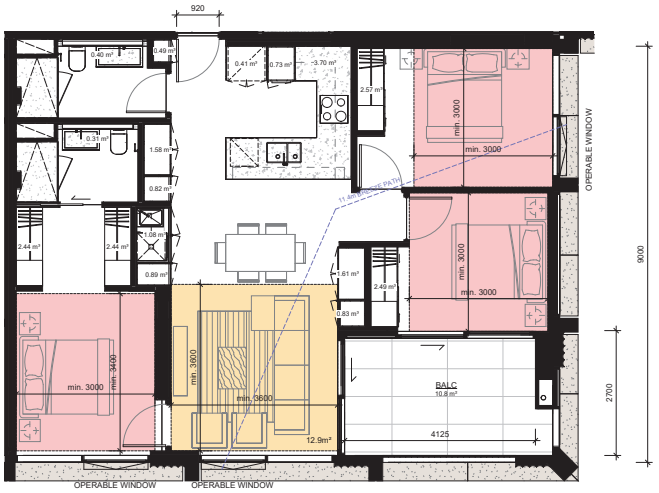
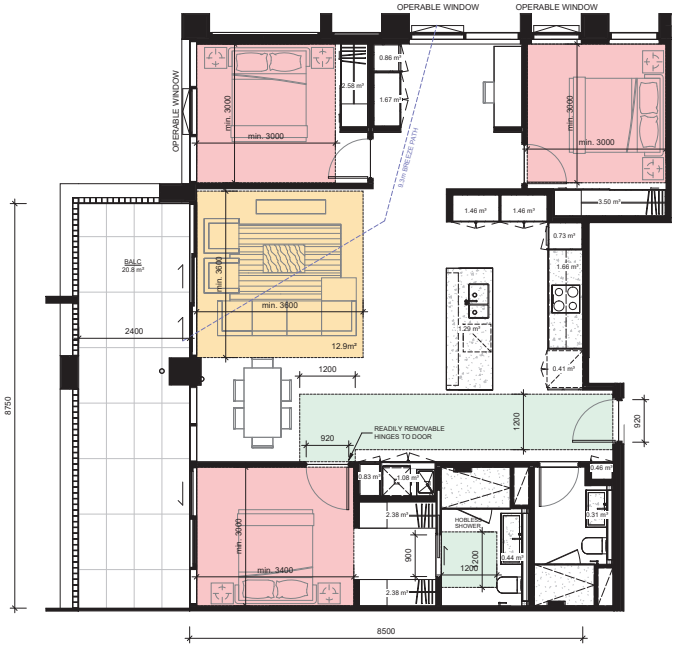


1 A30-0-010 3B2B TYPE D06
SCALE 1 : 50



2 A30-0-010 3B2B TYPE D07
SCALE 1 : 50

V STORAGE VOLUME UPDATED DUE TO DESIGN DEVELOPMENT OF INTERIOR DESIGN

	Room / Dwelling / Requirement	Min / Max	Requirement	2 BED D06	2 BED D07
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio /	Min	5m³ Within		
		Min	External		
		Min	6m³ Total		
			Compliance		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	External		
		Min	10m³ Total		
			Compliance		
	2+ Bedroom Dwelling	Min	8m³ Within		
		Min	External		
			Compliance		
	2+ Bedroom Dwelling	Min	12m³ Within	23.29	23.5
		Min	External	8	8
		Min	18m³ Total	23.29	23.5
			Compliance	✓	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation provided	✓	✓
Private Open Space	Studio / 1 Bedroom Dwelling	Min	1.8m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8 m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✗	✓
Accessibility	All Accessibility Measures met	See table below		✗	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	D06	D07
Accessibility	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✓
	Adaptable Bathroom that meets Design A or B	n/a	n/a	✗	✗
	All 357 Compliance measures met?			✗	✓
	Number of Apartment Type			11	8

NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **BADS PLANS**

Drawing Number: **TP-55-160** Revision: **V** Date: **30/05/24** Scale: **1 : 50 @ A1**

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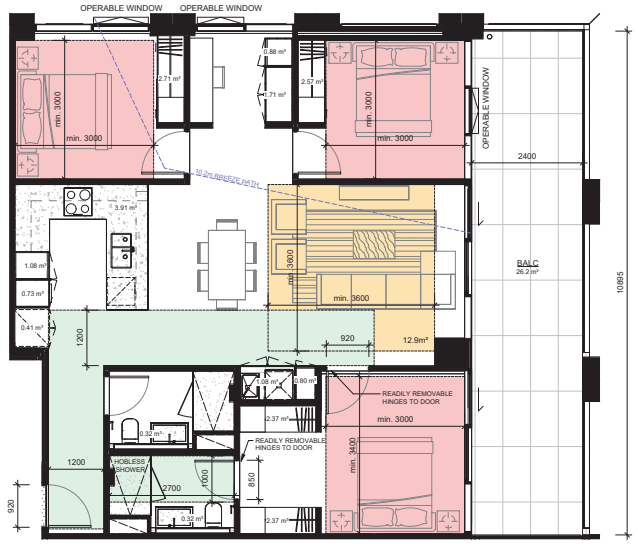

1 3B2B TYPE D08
A30-0-010 SCALE 1 : 50

V NEW APARTMENT TYPE, NEW DRAWING

	Room / Dwelling / Requirement	Min / Max	Requirement	3 BED D08
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 35m²	
	Living Area	Min	3.6m W / 12m²	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio	Min	5m³ Within	
		Min	External	
		Min	8m³ Total	
			Compliance	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	External	
		Min	10m³ Total	
			Compliance	
	2 Bedroom Dwelling	Min	8m³ Within	
		Min	External	
			Compliance	
	3+ Bedroom Dwelling	Min	12m³ Within	21.00
		Min	External	0
		Min	18m³ Total	21.00
			Compliance	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	Studio / 1 Bedroom Dwelling	Min	5.8m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8 m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
Accessibility	All Accessibility Measures met	See table below		✓

	Room / Dwelling / Requirement	Min / Max	Dimension	D08
Accessibility	Entry Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B	n/a	n/a	o
	All 3S7 Compliance measures met?			✓
	Number of Apartment Type			0

NOTE.
- NO A/C UNITS ARE LOCATED ON THE BALCONIES AND WINTER GARDENS

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **BADS PLANS**

Drawing Number: **TP-55-165** Revision: **V** Date: **30/05/24** Scale: **1 : 50 @ A1**

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BEDROOM TYPE	APARTMENT TYPE	NUMBER OF APARTMENT	AREA	APARTMENT NUMBER
STUDIO	A01	40	36 m²	1-108 1-109 1-208 1-209 1-308 1-309 1-408 1-409 1-508 1-606 1-703 1-706 1-803 1-806 1-903 1-906 1-1003 1-1006 1-1103 1-1106 1-1203 1-1206 1-1303 1-1306 1-1403 1-1406 1-1503 1-1506 1-1603 1-1606 1-1703 1-1706 2-107 2-116 2-119 2-120 2-207 2-216 2-219 2-220
	A02	17	46 m²	1-105 1-110 1-111 1-205 1-210 1-211 1-305 1-310 1-311 1-405 1-410 1-505 1-603 2-123 2-223 2-314 2-414
	A03	9	41 m²	2-113 2-213 2-308 2-408 2-508 2-607 2-707 2-807 2-907
	A04	5	46 m²	1-102 1-202 1-302 1-402 1-502
	A05	5	40 m²	1-101 1-201 1-301 1-401 1-501
1B1B	B01	31	51 m²	2-602 2-603 2-613 2-614 2-702 2-703 2-713 2-714 2-802 2-803 2-813 2-814 2-902 2-903 2-913 2-914 2-1002 2-1009 2-1010 2-1102 2-1109 2-1110 2-1202 2-1209 2-1210 2-1302 2-1309 2-1310 2-1402 2-1409 2-1410
	B02	4	51 m²	2-108 2-109 2-208 2-209
	B03	4	54 m²	1-115 1-215 1-315 1-414
	B04	52	54 m²	1-702 1-802 1-902 1-1002 1-1102 1-1202 1-1302 1-1402 1-1502 1-1602 1-1702 2-114 2-115 2-118 2-214 2-215 2-218 2-309 2-310 2-311 2-409 2-410 2-411 2-509 2-510 2-608 2-609 2-612 2-708 2-709 2-712 2-808 2-809 2-812 2-908 2-909 2-912 2-1004 2-1005 2-1008 2-1104 2-1105 2-1108 2-1204 2-1205 2-1208 2-1304 2-1305 2-1308 2-1404 2-1405 2-1408
	B05	10	55 m²	1-610 1-710 1-810 1-910 1-1010 1-1110 1-1210 1-1310 1-1410 1-1510
	B06	9	55 m²	2-601 2-701 2-801 2-901 2-1003 2-1103 2-1203 2-1303 2-1403
	B07	6	52 m²	2-405 2-505 2-604 2-704 2-804 2-904
1B1B1S	BS01	5	64 m²	2-101 2-201 2-301 2-401 2-501
	BS02	17	60 m²	2-102 2-103 2-104 2-202 2-203 2-204 2-302 2-303 2-304 2-402 2-403 2-404 2-502 2-503 2-504 2-514 2-515
	BS03	17	63 m²	1-103 1-104 1-114 1-203 1-204 1-214 1-303 1-304 1-314 1-403 1-404 1-413 1-503 1-504 1-602 2-305 2-513
	BS04	2	67 m²	2-111 2-211
	BS05	5	62 m²	2-1001 2-1101 2-1201 2-1301 2-1401
	BS06	2	65 m²	2-117 2-217
	BS07	2	68 m²	2-110 2-210
	BS08	12	70 m²	2-124 2-125 2-126 2-224 2-225 2-226 2-315 2-316 2-317 2-415 2-416 2-417
2B2B	C01	40	80 m²	1-107 1-207 1-307 1-407 1-507 1-510 1-605 1-608 1-609 1-705 1-708 1-709 1-805 1-808 1-809 1-905 1-908 1-909 1-1005 1-1008 1-1009 1-1105 1-1108 1-1109 1-1205 1-1208 1-1209 1-1305 1-1308 1-1309 1-1405 1-1408 1-1409 1-1505 1-1508 1-1509 1-1605 1-1705 2-112 2-212
	C02	11	78 m²	1-509 1-607 1-707 1-807 1-907 1-1007 1-1107 1-1207 1-1307 1-1407 1-1507
	C03	2	88 m²	2-121 2-221
	C04	2	93 m²	1-411 1-511
	C05	12	80 m²	1-106 1-206 1-306 1-406 1-506 1-1504 2-406 2-506 2-605 2-705 2-805 2-905
	C06	11	80 m²	1-711 1-811 1-911 1-1011 1-1111 1-1211 1-1311 1-1411 1-1511 1-1607 1-1707
	C07	2	93 m²	2-312 2-412
2B2B1S	CS01	11	88 m²	1-604 1-704 1-804 1-904 1-1004 1-1104 1-1204 1-1304 1-1404 1-1604 1-1704
	CS02	2	94 m²	2-105 2-205
	CS03	2	93 m²	2-106 2-206
	CS04	5	94 m²	1-116 1-216 1-316 1-415 1-513
	CS05	1	90 m²	1-611
	CS06	7	88 m²	2-307 2-407 2-507 2-606 2-706 2-806 2-906
	CS07	1	91 m²	2-306
	CS08	1	87 m²	1-512
3B2B	D01	2	109 m²	2-122 2-222 2-313 2-413
	D02	4	115 m²	1-113 1-213 1-313 1-412
	D03	18	98 m²	2-610 2-611 2-710 2-711 2-810 2-811 2-910 2-911 2-1006 2-1007 2-1106 2-1107 2-1206 2-1207 2-1306 2-1307 2-1406 2-1407
	D04	2	111 m²	2-511 2-512
	D05	1	107 m²	1-601
	D06	11	98 m²	1-701 1-801 1-901 1-1001 1-1101 1-1201 1-1301 1-1401 1-1501 1-1601 1-1701
	D07	3	118 m²	1-112 1-212 1-312
	D08	2	109 m²	2-313 2-413

V APARTMENT TYPE UPDATED

V NEW APARTMENT TYPE

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **APARTMENT TYPE LIST**

Drawing Number: **TP-55-610** Revision: **V** Date: **30/05/24** Scale: **@ A1**

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	Dwelling Type	QTY Compliant Dwellings	% Current Scheme	M^3 Total Volume Provided	BADS Minimum Requirement	BADS Compliant
Functional Layout		402	98.8%	-	100.0%	✗
Room Depth		407	100.0%	-	100.0%	✓
Storage Internal	Studio dwelling	407	100.0%	534.00	380.00	✓
	1 bedroom dwelling			1672.00	1068.00	
	2 bedroom dwelling			3554.00	990.00	
	3 bedroom dwelling			914.00	516.00	
Storage Total	Studio dwelling	407	100.0%	610.00	608.00	✓
	1 bedroom dwelling			1943.00	1780.00	
	2 bedroom dwelling			1790.00	1540.00	
	3 bedroom dwelling			914.00	774.00	
Cross-ventilation		164	40.3%	-	40.0%	✓
Private Open Space		396	97.3%		100.0%	✗
Accessibility		272	66.8%	-	50.0%	✓

Project: **UEM Hoddle St**
21-53 Hoddle Street, Collingwood

Drawing Title: **BADS COMPLIANCE ANALYSIS TABLE**

Drawing Number: **TP-55-620** Revision: **V** Date: **30/05/24** Scale:

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Drawing Title:
SHADOW DIAGRAM SEPT 22 9am

Drawing Number: **TP-85-010**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 500 @ A1**

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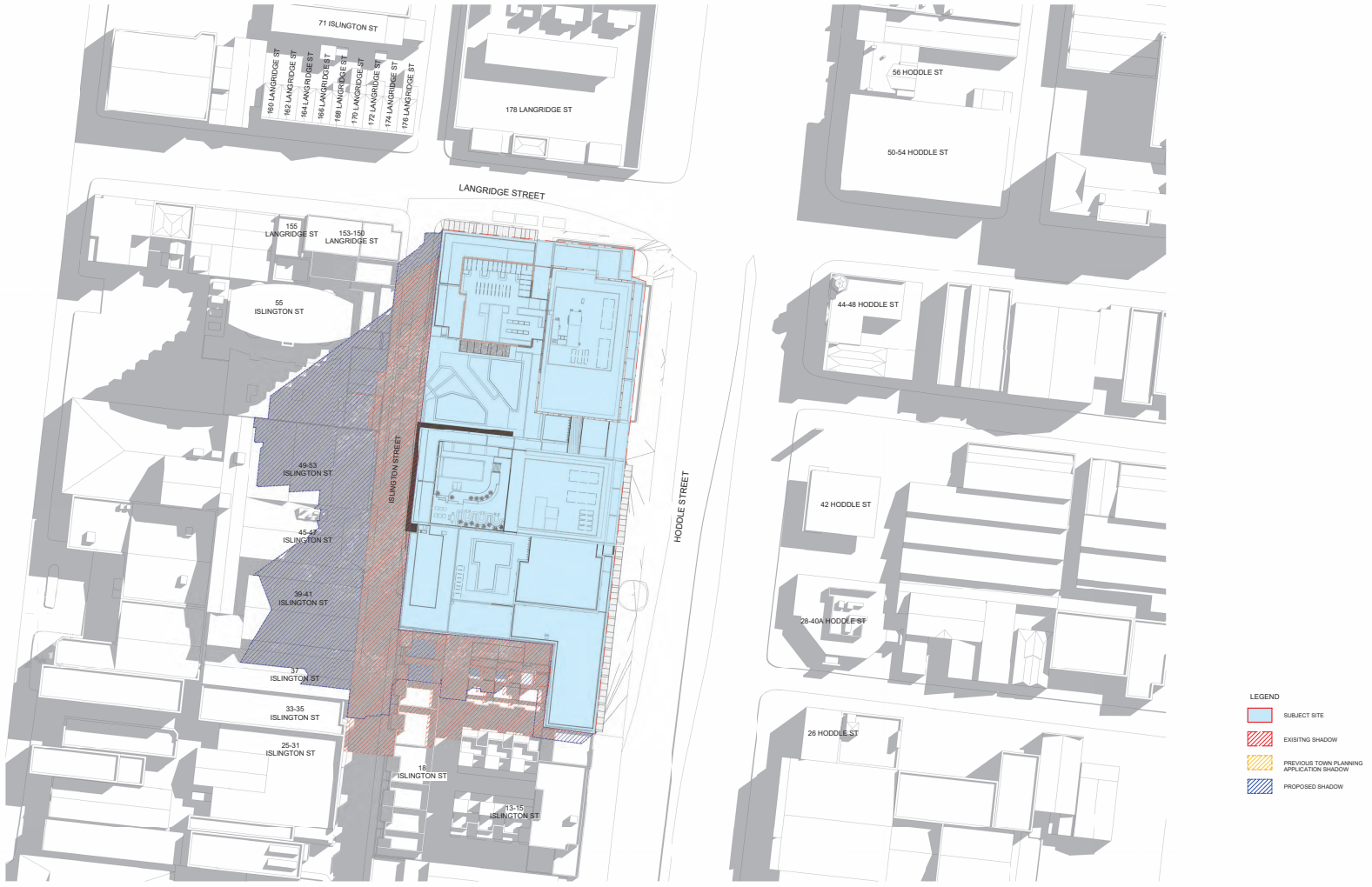

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
SHADOW DIAGRAM SEPT 22 9.30am

Drawing Number: **TP-85-015**
Revision: **V**
Date: **30/05/24**
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Project:
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Drawing Title:
SHADOW DIAGRAM SEPT 22 10am

Drawing Number: **TP-85-020**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 500 @ A1**

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21-53 Hoddle Street, Collingwood

Drawing Title:
SHADOW DIAGRAM SEPT 22 11am

Drawing Number: **TP-85-030**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 500 @ A1**

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Project:
UEM Hoddle St
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Drawing Title:
SHADOW DIAGRAM SEPT 22 12pm

Drawing Number: **TP-85-040**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 500 @ A1**

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Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
SHADOW DIAGRAM SEPT 22 1pm

Drawing Number: **TP-85-050**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 500 @ A1**

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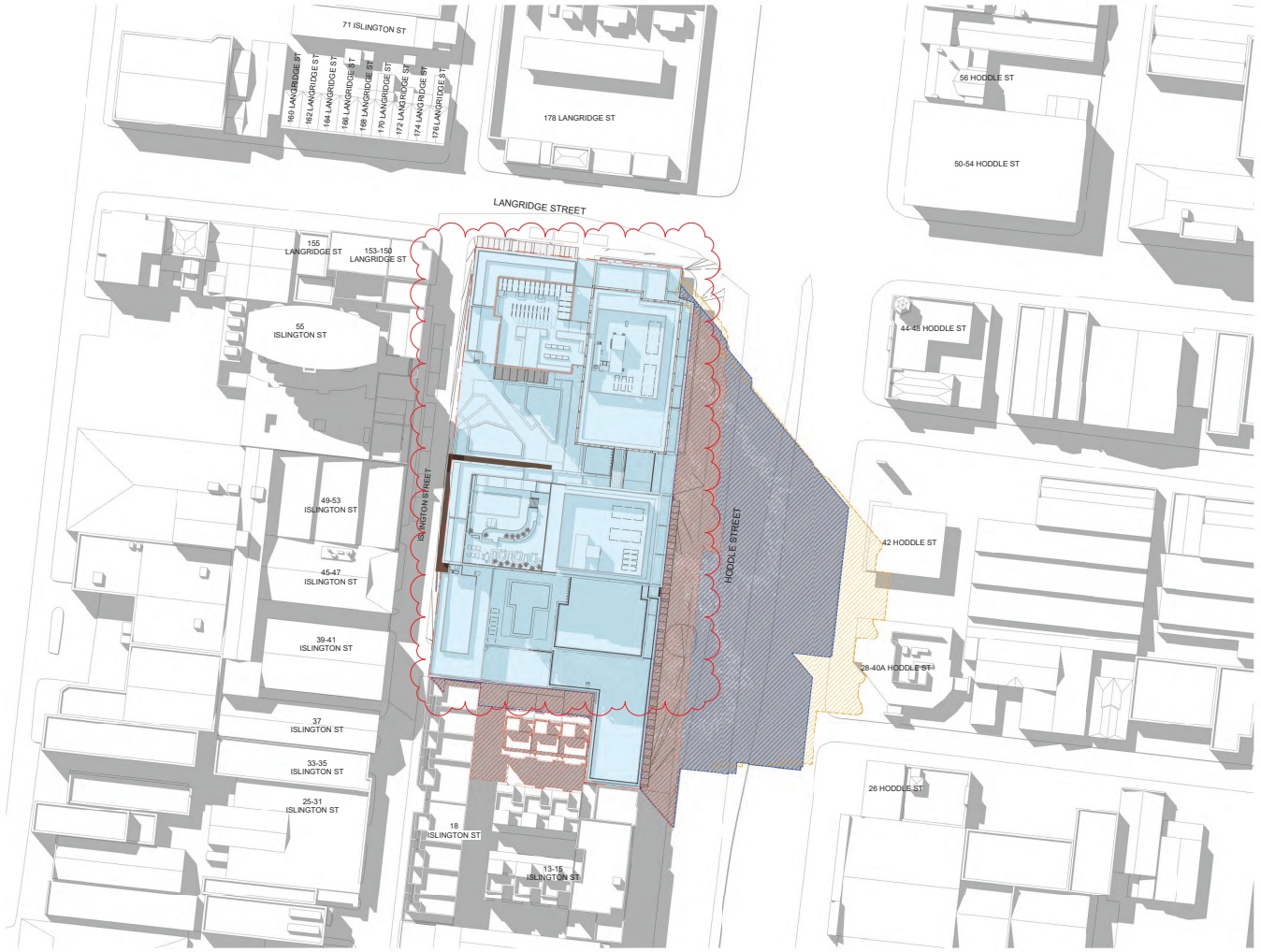

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UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
SHADOW DIAGRAM SEPT 22 2pm

Drawing Number: **TP-85-060**
Revision: **V**
Date: **30/05/24**
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Project:
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Drawing Title:
SHADOW DIAGRAM SEPT 22 3pm

Drawing Number: **TP-85-070**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 500 @ A1**

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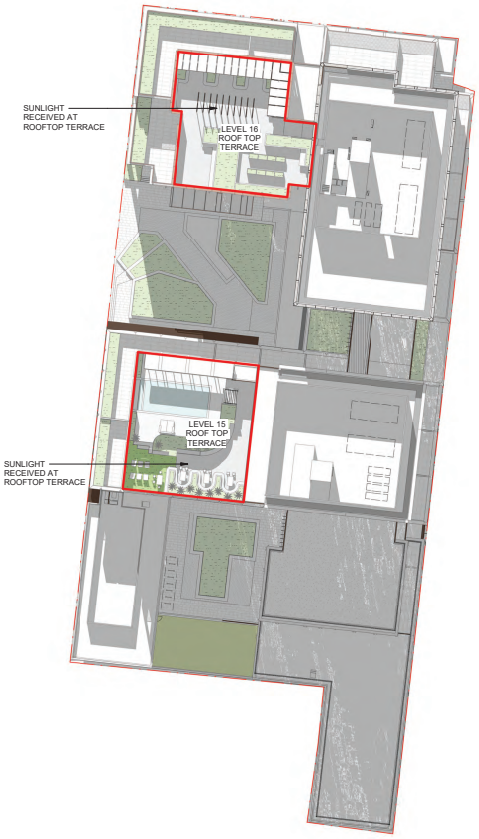

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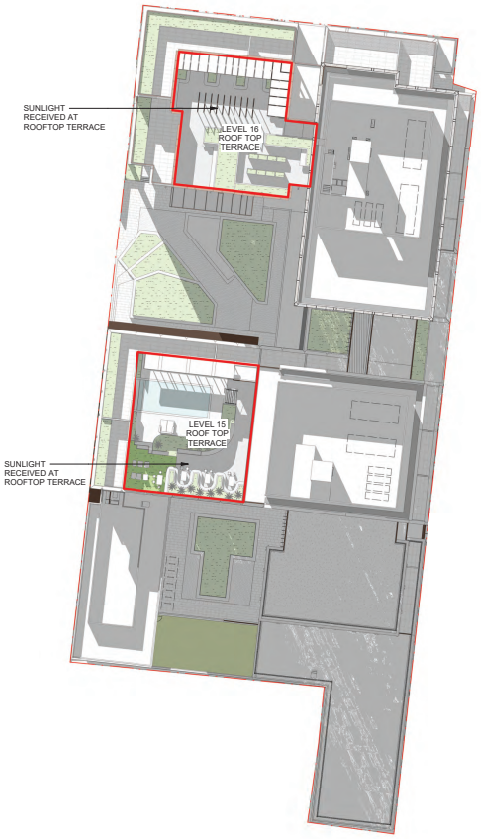
SCALE 1 : 350



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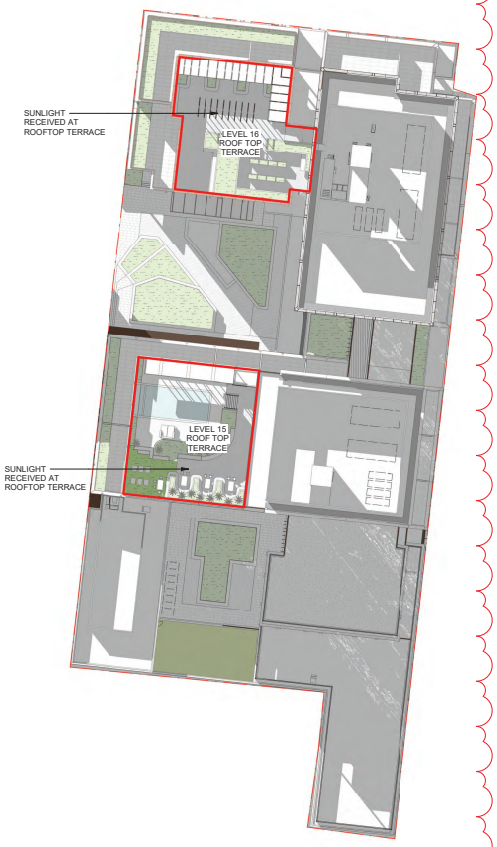
SCALE 1 : 350



SHADOW DIAGRAM JUNE 21 3pm
SCALE 1 : 350

AT LEAST 50% OF THE LEVEL 15 ROOF TERRACE WILL RECEIVE AT LEAST 2 HOURS SUNLIGHT (12pm-2pm) BETWEEN 9am AND 3pm AT THE SOLSTICE.

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
COMMUNAL SPACE SHADOW STUDY

Drawing Number: **TP-85-100**
Revision: **V**
Date: **30/05/24**
Scale: **1 : 350 @ A1**

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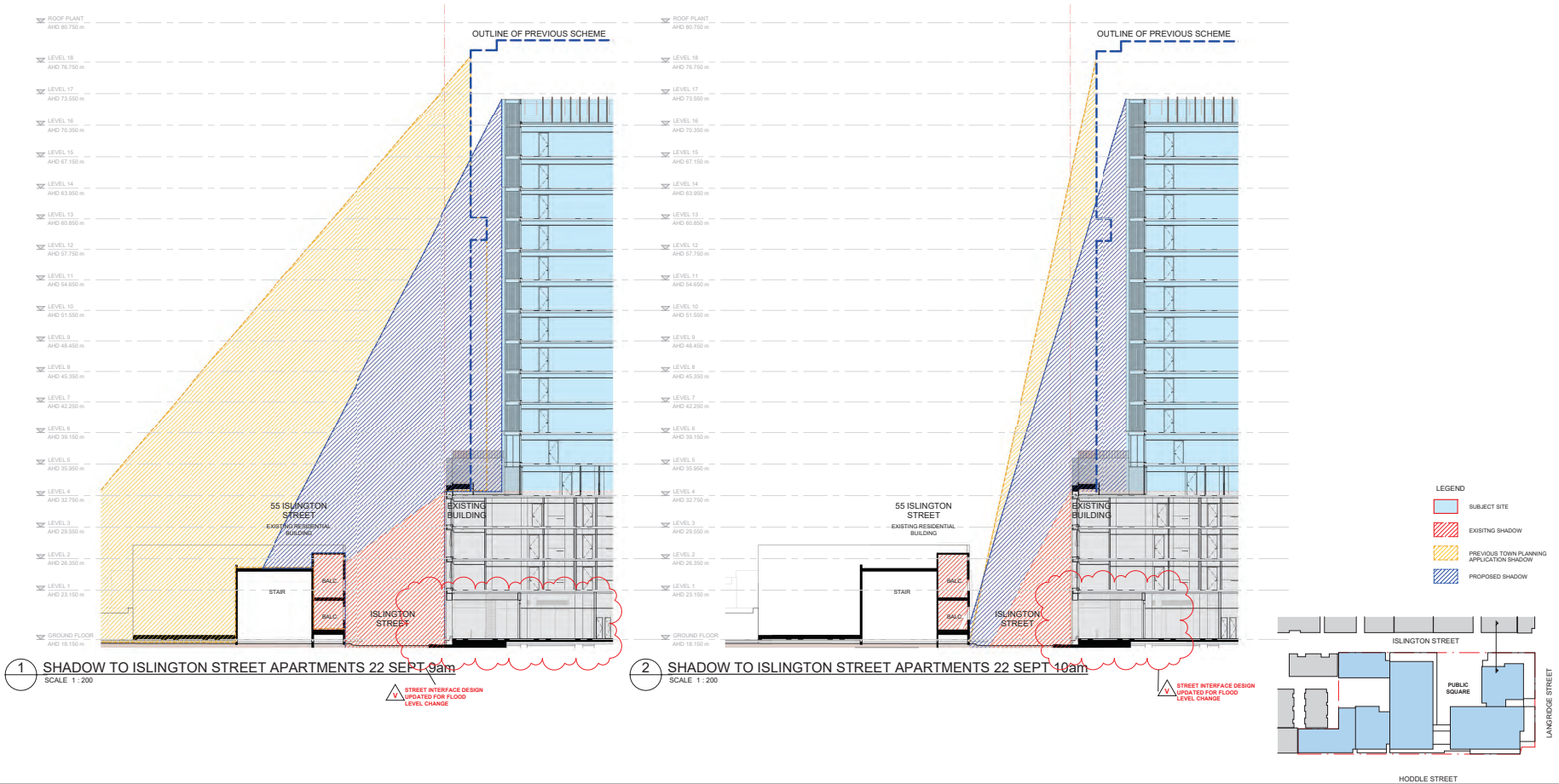

1 SHADOW TO ISLINGTON STREET APARTMENTS 22 SEPT 9am
SCALE 1 : 200

2 SHADOW TO ISLINGTON STREET APARTMENTS 22 SEPT 10am
SCALE 1 : 200

Project:
UEM Hoddle St
21-53 Hoddle Street, Collingwood

Drawing Title:
SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 1

Drawing Number: **TP-85-120**

Revision: **V**

Date: **30/05/24**

Scale: **As indicated @ A1**

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URBANXCHANGE

Affordable Housing Report

21 - 53 Hoddle Street, Collingwood

July 2024

URBANXCHANGE

CONTENTS

1 EXECUTIVE SUMMARY 2

2 AFFORDABLE HOUSING 4

2.1 What is affordable housing 4

2.2 What are the types of affordable housing 5

2.3 Who requires the affordable housing 5

2.4 Why is affordable housing required 6

2.5 Affordable housing contribution 7

2.6 Location 7

2.7 How do you monitor the affordable housing 7

3 BACKGROUND 9

4 AFFORDABLE HOUSING POLICY 10

4.1 Victorian Government 10

4.2 City of Yarra 10

5 MINISTERIAL CONSIDERATIONS 12

6 DEMOGRAPHIC OVERVIEW 16

6.1 Australian Context 16

6.2 Overview of Population and Housing Issues in Yarra Council 18

6.3 Key workers in Yarra 23

6.4 Population and housing projections for Yarra 24

7 YARRA STRATEGIC DIRECTION REVIEW .. 26

8 RECOMMENDED PROVISION 30

9 GLOSSARY 31

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1 EXECUTIVE SUMMARY

The Social and Affordable Housing Report is part of a wider review of the planning application of the property at the corner of Langridge Street and Hoddle Street, 21 – 53 Hoddle Street Collingwood. The site is defined by Langridge, Hoddle and Islington Street, Collingwood. The development proposes to deliver 407 apartments, that will be managed as Build to Rent apartments.

This report addresses how the matter of affordable housing can be delivered as a part of the development of the land.

The report has based its strategy for affordable housing on the Victorian Governments *Homes for Victorians* definition.

> *Affordable Housing is housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs.*

The definition as supplied in *Homes for Victorians* is also defined in Section 3AA of the Victorian Planning and Environment Act 1987.

The recently released Victoria's Housing Statement 2024 – 2034 and associated amendment to the planning schemes was done with the purpose to increase the quantity of dwellings being delivered in Victoria. The Victorian Housing Statement recognises the need to dramatically increase the volume of new housing being delivered in Victoria to address the underlying demand. This project will deliver more housing into the market for occupation.

The report will also address matters raised in the November 2019 Council endorsed the City of Yarra Social and Affordable Housing Strategy.

Whatever affordable housing solution/s are offered should be supported by demographic data to ensure that the proposal offered is robust and supportable by an independent review. The key highlights for the Yarra are:

- Home ownership rates among 25-34 year olds has fallen from more than 60 per cent (1991) to 40 per cent (2021). For 35-44 year olds, home ownership has fallen fast – from 74 per cent in 1991 to around 62 per cent today – and home-ownership is also declining for 45-54 year olds
- City of Yarra has a higher proportion of the population represented over 20 - 39 years
- Housing tenure shows that Yarra has a higher proportion of properties being rented compared to Greater Melbourne.
- The City of Yarra has income ranges based in the moderate to higher income groups with lower proportions in the very low and high income.
- Almost 85% of workers in Yarra travel into the municipality for work.

Equally identifying the needs of the community maybe considered in how housing is considered. The housing of key workers in easy access to their places of employment maybe an advantage for a community. The looming shortage of key workers, particularly in the area of healthcare should be considered as a part of any affordable housing outcomes.

The project will provide purpose-built Build to Rent housing rather than Build to Sell. Greystar as the investor on the project, will own and operate the asset. Rents will be set at market rent.

This report is written in a time of possible considerable change in the affordable and social housing policy direction federally. The Federal Government has commenced implementation of the Housing Affordability Future Fund (HAFF) and is considering other mechanisms to increase the volume of affordable housing. It could lead to substantial opportunities for affordable housing in multiple tenure types to meet the needs of the low to moderate income earners.

The proposed position for the affordable housing is:

> *The provision of 10% of the total dwellings being allocated as affordable housing:*
>
> > *80 - 85% studios and 1 bedroom and 15 - 20% 2 bedrooms*
> >
> > *For 10 years from first occupancy*
>
> *Housing that is rented:*
>
> > ***that is***

occupied by households that meet the income requirements of Section 3AA of the Victorian Planning and Environment Act 1987 and Governor in Council Orders at the time of occupancy

providing

housing choices, which are of appropriate size, liveable, affordable to occupy, accessible, secure in tenure and located in good proximity to employment services and critical infrastructure such as transport

The housing will be:

Rental housing that is owned and managed by private individuals or corporations and where rent does not exceed 75% of the market rent in the geography for a similar housing.

The operator will:

Annually provide an attestation to the Responsible Authority noting compliance of the income requirements of the occupants of the affordable housing

Every three years provide to the Responsible Authority from the company auditors that confirms, the rents are 75% or less of market rent (as provided by a valuer) and that the occupants meet the requirements of income as set out in the Section 3AA of the Victorian Planning and Environment Act 1987 and Governor in Council Orders at the time of occupancy.

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2 AFFORDABLE HOUSING

2.1 WHAT IS AFFORDABLE HOUSING

The Victorian Government policy *Homes for Victorians* provides a clear definition of affordable housing:

> *Affordable Housing is housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs.*

The *Homes for Victorians* policy also provides the following definitions of public, community and social housing:

> Public Housing
>
> *Housing owned and managed by the Director of Housing. The Government provides public housing to eligible disadvantaged Victorians including those unemployed, on low incomes, with a disability, with a mental illness or at risk of homelessness.*
>
> Community Housing
>
> *Housing owned or managed by community housing agencies for low income people, including those eligible for public housing. Community housing agencies are regulated by the Government.*
>
> Social Housing
>
> *Social housing is an umbrella term that includes both public housing and community housing. Its provision usually involves some degree of subsidy.*

Section 3AA of the *Victorian Planning and Environment Act 1987* essentially adopts the Homes for Victorians' definition of affordable housing, as follows:

> *(1) For the purposes of this Act, affordable housing is housing, including social housing, that is appropriate for the housing needs of any of the following—*
>
> *(a) very low income households;*
>
> *(b) low income households;*
>
> *(c) moderate income households.*
>
> *(2) For the purposes of determining what is appropriate for the housing needs of very low income households, low income households and moderate income households, regard must be had to the matters specified by the Minister by notice published in the Government Gazette.*

The current Victorian Legislative framework does not define key workers; it only defines affordable housing. This report defines a key worker as:

> ***An employee who provides a vital service, especially in the essential services, health, or education sectors.***

In the study area, this includes:

- Providers of services to residents – e.g. teachers, nurses, healthcare workers, pharmacists, council staff
- Providers of services to visitors – e.g. hospitality, retail,
- Workers in key local industries.

In 2018, the Planning and Environment Act (the Act) was amended to include a new Objective to "facilitate the provision of affordable housing in Victoria" and to include a definition of affordable housing (as described in above).

These amendments to the Act also included changes to clarify that responsible authorities can enter into voluntary Section 173 agreements with developers for the provision of affordable housing.

The affordable housing framework established under these reforms also introduces two new instruments and a range of support, guidance and educational material.

The first instrument is the specification of the income levels associated with very low, low and moderate income households for affordable housing that is not social housing. A Governor in Council Order setting out these income levels has been published and will be updated annually in the Government Gazette (refer to Table 1 for the current rates)[1].

The second instrument is the Ministerial Notice relating to the specified matters referred to in Clause 3AA(2), which lists the following as "matters to which regard must be had for the purposes of determining what is appropriate for the housing needs of very low, low and moderate income households:

- *Allocation*
- *Affordability (in terms of the capacity for very low income, low income and moderate income households that it is intended for)*
- *Longevity (in terms of the public benefit of the provision)*
- *Tenure*
- *Type of housing, in terms of form and quality*
- *Location, in terms of site location and proximity to amenities, employment and transport*
- *Integration, in terms of the physical build and local community*
- *The following official estimates of housing need:*
  - *Australian Bureau of Statistics Community Profiles*
  - *Census profiles for Victoria*
  - *Department of Health and Human Services Rental Report*
  - *Metropolitan regional housing plans to guide housing growth*
  - *Public housing waiting list (Victorian Housing Register list)*
  - *Victoria in Future data tables.*

2.2 WHAT ARE THE TYPES OF AFFORDABLE HOUSING

Housing models that is proposed on this site and can improve affordability in Yarra is:

Affordable rental via build to rent. Developers (including housing associations) and their financiers build multi-unit buildings and, instead of selling the units, retain them to let to tenant households. Rents may be set at market rent or, for affordable and social housing, at an appropriate discount to market rents of comparable product within the geography. The NRAS was a build to rent model.

2.3 WHO REQUIRES THE AFFORDABLE HOUSING

The demographic data as set out in Section 6 of this report would show that the need for affordable housing in Yarra is for moderate income workers. It is noted that some 85% of workers in Yarra travel into the municipality for work, that is they live outside Yarra but have to travel for the purposes of employment. For those on low to moderate incomes the evidence indicates that the price of housing is too expensive for those on low to moderate incomes to occupy. The provision of affordable housing within a Build to Rent provides opportunity for low to moderate income workers to secure a home close to employment.

[1] Note that this is different to the income limits set for social housing set by the Director of Housing, which are published at www.housing.vic.gov.au.

The Victorian Government has defined following income ranges for the purposes of informing affordable housing policy across Greater Melbourne[2] in 2024 – 2025. The income ranges cover three household types as follows:

Table 1 – GIC orders for income ranges associated with affordable housing (July 2024) Greater Melbourne

	Very low income range (annual)	Low income range (annual)	Moderate income range (annual)
Single adult	Up to $30,640	$30,641 to $49,020	$49,021 to $73,530
Couple, no dependents	Up to $45,950	$45,951 to $73,530	$73,531 to $110,300
Family (with one or two parents) and dependent children	Up to $64,330	$64,331 to $102,950	$102,951 to $154,410

2.4 WHY IS AFFORDABLE HOUSING REQUIRED

Plan Melbourne recognises the policy drive for the provision of social and affordable housing, section 2.3 notes:

> *For Melbourne to remain liveable for all its citizens, the supply of social and affordable housing needs to be increased. A range of housing types need to be developed within suburbs across Melbourne—not just in outer areas—to improve local affordability for homeowners and renters.*

Cities and towns provide a multitude of services and opportunities to their residents, and the most fundamental of these are access to adequate housing and employment. A diverse range of dwelling types, tenures and price points distributed across the towns is essential to ensure that all parts of the community can access housing that is appropriate to their needs and affordable within their household income.

Shortages of affordable housing (including affordable rental housing) act as a constraint on economic growth and can prevent lower income households from fully participating in economic and social opportunities. This can occur when people are priced out of living in the local community and are forced to choose between commuting long distances to jobs, or potentially foregoing work altogether if they cannot obtain a local job.

AHURI research has identified:

- All key worker jobs require physical presence—few key workers can 'work from home'. Proximity to work is particularly important in healthcare, emergency services and some community and welfare support roles in order for workers to cover shifts, quickly respond to increases in service demand and attend emergency situations.
- This study finds that Sydney and Melbourne's teachers, nurses, community support workers, ambulance and emergency officers, delivery personnel and cleaners are struggling to find appropriate and affordable housing. Twenty per cent of key workers across Sydney and 17 per cent across Melbourne experience housing stress, with much higher rates in inner subregions and regional areas.
- Difficulties accessing housing that is both appropriate and affordable are extending beyond the lower income (Q1 and Q2) households traditionally considered in need of welfare support to also include workers earning incomes in the Q3 range.
- In England and the US, challenges attracting and retaining key workers in expensive metropolitan regions is being addressed by governments

[2] These income ranges have been gazette set under section 3AB of the Planning and Environment Act 1987. The income ranges are intended to inform policy relating to income groups access to *affordable* housing – the income thresholds for eligibility for *social* housing are separately set by the Director of Housing.

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through assisted home ownership programs and planning and funding support for 'intermediate' housing products situated on the continuum between social rental and market rate housing.

- In Australia, policies and projects to support key workers (variously defined) to access housing are limited and sporadic and statutory planning policies and funding programs to support the provision of affordable housing generally, and affordable housing for moderate- income earners more specifically, are limited.

The main barriers to key workers accessing suitable, affordable housing across the wider region include:

- Availability and cost of housing
- Quality of housing
- Shortage of permanent rental housing stock

Yarra is a high-income community with pockets of very low and low income, this has created:

- A current gap in housing for higher quality dwellings suited to workers on higher wages from the health care and professional service sectors
- Appropriate housing for moderate income workers

The key workers are in the following industries:

- Construction
- Healthcare and social services
- Education
- Hospitality
- Manufacturing/labour.

2.5 AFFORDABLE HOUSING CONTRIBUTION

UEM proposes to deliver 10% of the dwellings as affordable build to rent. The apartments will be rented to those, who at the time of occupancy, meet the GIC Orders. The apartments will be rented at a maximum of 75% of market rent of comparable product within the geography.

2.6 LOCATION

The affordable housing should be tenure blind, that is indistinguishable from all the other housing.

Urbanxchange does not believe that salt and pepper or cluster is necessary in such development. There is no substantive research that suggests that salt and pepper or cluster is advantageous for the occupants in a development such as is proposed. Developments such as The Merchant at Victoria Harbour and The Nicholson, both have affordable housing for key workers that is provided in clusters, not salt and pepper. Equally salt and pepper has been provided in Nightingale developments.

2.7 HOW DO YOU MONITOR THE AFFORDABLE HOUSING

The question for many models then becomes how you monitor that the affordable housing is being directed to those in need. The following process was established and has been implemented at the Home Project in Richmond:

Build to Rent is agreed how does Responsible Authority satisfy itself that the purchasers/residents are eligible.?

To achieve this Urbanxchange believes that an appropriate position would be:

- The purchaser/tenant of the affordable housing must meet the Victorian Governments eligibility criteria as published in the GIC Orders at the time occupancy. This will be proven by evidence of income and a statutory declaration by the occupant noting income compliance at or below the threshold incomes with the GIC Orders at the time of occupancy. The property manager will have copies as evidence of both the income and statutory declaration. It is noted that it is a criminal offence to lie on a statutory declaration. Occupants of the dwellings should pay no more than 30% of income on affordable housing costs. The affordability is for occupants who meet the income eligibility criteria as set out in the GIC Orders at the time that occupancy commences. In this instance the affordable housing is targeted at moderate income earners.
- If the property is rented can be no more than 75% of comparable product market rent within the geography. Market rent can be defined by the

market rents provided by the Real Estate Institute of Victoria for Collingwood or as assessed by a valuer in a valuation.

- The question then is how the Council get comfort that the 75% is fair and reasonable. It is proposed that the position taken by NRAS subsidies be adopted, that is every 5years the property manager commissions a valuation that notes what the full rent for the apartments would be. A copy can be provided to Council.
- The items that should be critical to the affordable housing tenant experience are:
    - that all the property and apartments are maintained to a high standard
    - the leases all comply with the Residential Tenancy Act
    - The occupants of the dwellings, at the commencement of the lease, meet the requirements of the GIC Orders at the time of occupancy
    - The rent charged are affordable being no more than 75%of comparable product market rent within the geography or market rent or 30% of income.

    The question then is how the Council get comfort that the above listed activities are occurring. It is proposed that the property manager complete an annual attestation to the effect that all the above criteria are being met. The attestation can be submitted to council annually.
- Every three years the Owner of the Build to Rent procure an independent audit of the affordable housing dwellings to confirm the following which is to be provided to Council within 60 days of the end of the calendar year:
    - That the tenants met the Victorian Governments eligibility criteria as published in the Governor in Council Orders (GIC) at the time occupancy
    - The property manager has both evidence of the income and a statutory declaration by the occupant noting income compliance with the GIC
    - The tenants have entered a lease in accordance with the Residential Tenancy Act, 1997. Noting that it may be month to month after the initial term of the lease
    - The rents being paid by the tenants are no more than 75% of for comparable market rent within the geography to tenants who meet the current GIC orders. Tenants who have entered under the affordable housing criteria and then exceed the income levels will be managed by only being eligible to participate in the affordable housing offer for two consecutive eligibility years. If their combined gross income exceeds the income limit for their household by 25 per cent for more in two consecutive eligibility years.
    - If there is non-compliance on any matter the property manager will report on the remedy to the reasonable satisfaction of Council, and such matters will be recorded in the Annual Attestation and Triannual Audit.

Why has this process been implemented?

1. Occupiers, a statutory declaration is required, the property manager points out to the potential tenant/occupier, that it is criminal offence to lie on a statutory declaration.
2. Valuations are required every three years as a part of the Australian Accounting Standards, this process of valuations is then an extension of compliance with Accounting Standards
3. External Auditor reviews -- the review by the auditors is a requirement of Australian Securities and Investment Commission (ASIC), as a part of federal government reporting.

By providing a framework that is supported by business practice of external reporting and review allows for the Responsible Authority to ensure that the affordable housing obligations are being met.

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3 BACKGROUND

Urbanxchange Pty Ltd has been engaged by the UEM Sunrise (Collingwood Development) Pty Ltd (UEM) to undertake an analysis and make recommendations as to how affordable housing could be facilitated within the 21 - 53 Hoddle Street Collingwood. The site is within the City of Yarra.

UEM are the landowners of property at the 21 -53 Hoddle Street Collingwood. The site is defined by Langridge, Hoddle and Islington Street as shown on figure 3 below. It is proposed to undertake an urban renewal project on the nominated sites.

UEM are currently applying for planning permit.

The site will deliver 407 apartments in a configuration of:

1 bed and 1 bath	116 units
1 bed and 1 bath and 1 study	62 units
2 bed and 2 bath	80 units
2 bed and 2 bath and 1 study	30 units
3 bed and 2 bath	43 units
studio	76 units

Figure 1 - Land holdings under consideration for affordable housing

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4 AFFORDABLE HOUSING POLICY

4.1 VICTORIAN GOVERNMENT

Plan Melbourne recognises the policy drive for the provision of social and affordable housing, section 2.3 notes:

> *For Melbourne to remain liveable for all its citizens, the supply of social and affordable housing needs to be increased. A range of housing types need to be developed within suburbs across Melbourne—not just in outer areas—to improve local affordability for homeowners and renters.*

The Victorian Government policy *Homes for Victorians* provides:

> *Affordable Housing is housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs.*

Homes for Victorians also defines community housing as:

> *Housing owned or managed by community housing agencies for low income people, including those eligible for public housing. Community housing agencies are regulated by the Government.*

The *Housing Act 1983* and the *Planning and Environment Act 1987* provide the legislative framework to implement the policy position. The Housing Act governs and establishes the regulatory position for "registered housing agencies", that is housing association and providers.

The Planning and Environment Act seeks to facilitate the provision of affordable housing as part of the planning approvals process. This objective is supported by strategies within the State Planning Policy to increase housing choice in terms of type, tenure and cost and encourage a significant proportion of new development to be affordable for households on very low to moderate incomes.

The State Planning Policy makes several references to Social and Affordable Housing, including:

- Clause 16: Planning for housing should include the provision of land for affordable housing;
- Clause 16.01-4S - Improve housing affordability by: – Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.
- Clause 16.01-4S - Increase the supply of well-located affordable housing by: – Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.

4.2 CITY OF YARRA

In November 2019 Council endorsed the City of Yarra *Social and Affordable Housing Strategy*.

In support of the earlier discussions about key workers and moderate income earners the report notes:

> *In order to maintain a socio-economically diverse population it will be important to consider this spectrum of affordable housing needs and products, and aim to ensure that affordable and accessible options are available to a mix of income ranges. In addition to supporting our most vulnerable in the community to have a safe and stable home, housing affordability is also about ensuring that those who are vital to our community and economy – including key workers – have local housing options that are affordable and appropriate to their needs.16 Providing options and opportunities for people on moderate incomes to live affordably takes pressure off the system, and further, it addresses the polarised nature of the current municipal housing market where there is a finite supply of social housing and the balance is only affordable to those with high incomes.*

The report also makes the following commentary about key workers:

> *Traditional occupations defined as key workers (in alphabetical order):*
>
> - *Automobile, Bus and Rail Drivers (to help access to jobs)*
> - *Defence Force Members, Fire Fighters and Police*
> - *Health and Welfare Support Workers (includes ambulance officers and paramedics)*
> - *Midwifery and Nursing Professionals*
> - *School Teachers*
>
> *Additional key worker occupations specific to the Yarra economy:*
>
> - *Artists, Musicians and other Arts Professionals (to support the ongoing presence of the artistic and creative industries that characterise Yarra's cultural landscape)*
> - *Hospitality Workers (to support the operation of Yarra's vibrant food, beverage and cultural scene)*
> - *Child Carers (to support the continued delivery of services essential to Yarra families)*
> - *Cleaners and Laundry Workers (to support operations of a multitude of local businesses, including the hospital cluster)*

The strategy goes on to identify four objectives as follows:

> *Strategic Direction 1 (SD1): Be a leading local government in realising affordable housing outcomes at new developments across Yarra.*
>
> *Strategic Direction 2 (SD2): Make effective and prudent direct investments in social and affordable housing.*
>
> *Strategic Direction 3 (SD3): Partner, facilitate and engage with all stakeholders to increase social and affordable housing in Yarra.*
>
> *Strategic Direction 4 (SD4): Continue to pursue evidence-based, strategic advocacy to other levels of government for improved housing outcomes.*

5 MINISTERIAL CONSIDERATIONS

The purpose of the Victorian Government affordable housing reforms is to encourage an increase in affordable housing through local councils seeking a voluntary affordable housing contribution, as part of planning approval processes[3]. The legislated definition of affordable housing and the associated GIC Orders set out the income bands for individuals and households that the State Government considers to be in need of affordable housing as described in Section 2 of this report.

The current State government policy does not specify any maximum percentage of an individual, couple or family's income should be assumed as being spent on housing costs. However, there is broad support for the concept that individuals and households should spend no more than 30 per cent of income on housing costs. The position of 30% was established by AHURI (Yates and Gabriel, 2006)

The Planning and Environment Act 1987, Section 3AA(2) includes reference to the Ministerial Notice relating to the specified matters and lists "matters to which regard must be had for the purposes of determining what is appropriate for the housing needs of very low, low and moderate income households." The table below provides a response to the matters in the Ministerial Notice as these maybe applied to on the proposed development at 21- 53 Hoddle Street Collingwood.

Table 2 - Application of the Ministerial Guidelines

Matter	Urbanxchange s recommendation
Allocation	The definition of affordability as set out in the Planning and Environment Act 1987, Section 3AA (i.e. very low, low and moderate income earners) should be applied in relation to any affordable housing provisions at the site. The application of all income categories is justified based on the demographics and housing need in the Yarra LGA. It will be incumbent upon the operator of the affordable housing to ensure that the occupants meet the income eligibility criteria as set out in the GIC Orders at the time that occupancy commences. For dwellings that are provided as affordable purchase or discounted rents this can be achieved by evidence of income accompanied by an executed Statutory Declaration from the occupier noting that they are within the specified GIC Income criteria.

[3] https://www.dhhs.vic.gov.au/delivering-social-housing-affordable-housing-contribution

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Matter	Urbanxchange s recommendation
Affordability (in terms of the capacity for very low income, low income and moderate income households that it is intended for)	The affordable housing is provided as a rental model, the rent should be no more than 75% of market rent.
Longevity (in terms of the public benefit of the provision)	The affordable housing should be provisioned for 10 years, via agreed mechanisms that have a time limit of 10 years from initial occupancy. If titles are incumbered via a Section 173 then the Section 173 must have a timeframe in which it will elapse. The longevity of ownership to the actual site cannot be in perpetuity as financial institutions will not finance projects with this condition. Nor in some instances of tenure type will they consider beyond 10 years, because again financial institutions will not consider finance.
Tenure	Urbanxchange understands that the whole development will be Build to Rent.
Type of housing, in terms of form and quality	The housing should be tenure blind. The size of the dwellings needs to meet the identified demographic need of smaller housing for 25 – 39 year olds. Based on the projected demographic need for single person and smaller households (as outlined in section 6.2, Urbanxchange suggests the following as maximum splits of affordable housing types: • Up to 85% x studio and 1 bedroom • Up to 20% x 2 bedroom
Location, in terms of site location and proximity to amenities, employment and transport	The site has access key amenities that would be considered essential for social and affordable housing being: • Supermarket • Schools • Public transport • Medical and health centres • Community facilities and services.
Integration, in terms of the physical build and local community	The affordable housing dwellings should be tenure blind.

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Matter	Urbanxchange s recommendation
The following official estimates of housing need: • Australian Bureau of Statistics Community Profiles • Census profiles for Victoria • Department of Health and Human Services Rental Report • Metropolitan regional housing plans to guide housing growth • Public housing waiting list (Victorian Housing Register list) • Victoria in Future data tables.	The data in section 6 of this report indicate that the need within Yarra is: ○ For housing for those aged 25 – 39 years ○ Housing for low and moderate income households ○ Key workers ○ Need for an increase in stock providing opportunities for younger people to who are on low to moderate incomes.* ○ Quality rental stock

How does Council assure itself that the affordable housing contribution has been made in a Build to Rent scenario?

If Build to Rent is agreed how does Council satisfy itself that the tenants are eligible.?

To achieve this Urbanxchange believes that an appropriate position would be:

- The tenant of the affordable housing must meet the Victorian Governments eligibility criteria as published in the GIC Orders at the time occupancy. This will be proven by evidence of income and a statutory declaration by the occupant noting income compliance at or below the threshold incomes with the GIC Orders at the time of occupancy. The property manager will have copies as evidence of both the income and statutory declaration. It is noted that it is a criminal offence to lie on a statutory declaration. Occupants of the dwellings should pay no more than 30% of income on affordable housing costs. The affordability is for occupants who meet the income eligibility criteria as set out in the GIC Orders at the time that occupancy commences. In this instance the affordable housing is targeted at moderate income earners.
- This can be capped at no more than 75% of market rent. Market rent can be defined by the market rents provided by the Real Estate Institute of Victoria for Yarra or as assessed by a valuer in a valuation.
- The question then is how the Council get comfort that the 75% is fair and reasonable. It is proposed that the position taken by NRAS subsidies be adopted, that is every 5years the property manager commissions a valuation that notes what the full rent for the apartments would be. A copy can be provided to Council.
- The items that should be critical to the affordable housing tenant experience are:

- that all the property and apartments are maintained to a high standard
- the leases all comply with the Residential Tenancy Act
- The occupants of the dwellings, at the commencement of the lease, meet the requirements of the GIC Orders at the time of occupancy
- The rent charged are affordable being no more than 75% or market rent or 30% of income.

The question then is how the Council get comfort that the above listed activities are occurring. It is proposed that the property manager complete an annual attestation to the effect that all the above criteria are being met. The attestation can be submitted to council annually.

- Every three years the Owner of the Build to Rent procure an independent audit of the affordable housing dwellings to confirm the following which is to be provided to Council within 60 days of the end of the calendar year:
  - That the tenants met the Victorian Governments eligibility criteria as published in the Governor in Council Orders (GIC) at the time occupancy
  - The property manager has both evidence of the income and a statutory declaration by the occupant noting income compliance with the GIC
  - The tenants have entered a lease in accordance with the Residential Tenancy Act, 1997. Noting that it may be month to month after the initial term of the lease
  - The rents being paid by the tenants are no more than 75% of Market Rent for comparable product within the geography. Noting that tenants will only be eligible to participate in the affordable housing offer if their combined gross income does not exceed the income limit for their household by 25 per cent or more in two consecutive eligibility years.
  - If there is non-compliance on any matter the property manager will report on the remedy to the reasonable satisfaction of Council, and such matters will be recorded in the Annual Attestation and Triannual Audit.

6 DEMOGRAPHIC OVERVIEW

An overview of the demographics of the Australian housing market is provided in below. The specifics of the broader market and how they are reflected in the City of Yarra are noted below.

6.1 AUSTRALIAN CONTEXT

Since the mid-1990s. Over the long term, prices have risen rapidly in all cities and most regions, although there are variations from year to year[4]. Average prices have increased from about two to three times average disposable incomes in the 1980s and early 1990s to about five times more recently[5]. Median prices have increased from around four times median incomes in the early 1990s to more than six times today (and more than eight times in Sydney)[6].

Population growth is a basic, if often overlooked, factor in differences between housing systems. High population growth means that a housing system needs to continually add new stock, which may have implications for the replacement of old stock; the investment of resources in new supply needs also to be financed and implemented. Volatility in rates of growth may pose challenges for the planning, financing and marketing of housing. All these factors may have implications for the distribution of housing between sectors and between people.

Home ownership rose rapidly in Australia in the early 1950s, from about 50 per cent to 70 per cent. Overall home ownership remained around 70 per cent for the next 50 years; a slight decline during the past decade saw it fall to 67 per cent in 2016.

But the ageing of the Australian population has concealed a greater fall in home-ownership rates during the past 20 years for all but the oldest households. Younger Australians have always had lower incomes and less accumulated savings, hence lower home-ownership rates. But between 1981 and 2016, home ownership rates among 25-34 year olds fell from more than 60 per cent to 45 per cent (see figure 4). The Figure shows a continuing fall in home ownership in all age groups but it is most pronounced in the under 40 years category. This in turn has led to rapid increases in rent as the demand for housing increases.

[4] Stapledon (2012).
[5] C. Kent (2013); Ellis (2017a); and Fox and Finlay (2012).
[6] The median dwelling price compared with median household disposable income is the best price-to-income measure, but median measures are often not as readily available as average measures: CoreLogic (2021). Other price-to-income measures are even higher due to differences in measuring incomes and prices (for example, Demographia (2022) calculates Sydney has a price-to-income ratio of 8.8 and Melbourne at 6.9).

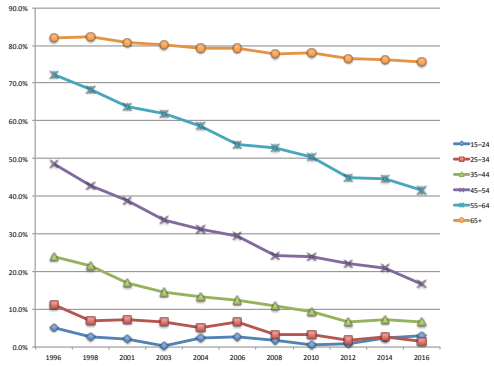

Figure 2- Home ownership rates via age groups (%)

Consequently, without intervention, home ownership rates are unlikely to bounce back over time. For 35-44 year olds, home ownership has fallen fast – from 74 per cent in 1991 to around 62 per cent today – and home-ownership is also declining for 45-54 year olds. These trends are expected to translate into a 10 percentage point fall in home-ownership rates for over-65s by 2046.

Home ownership has been the Australian way of wealth creation for many generations. Many aspects of Australian policy, including areas relating to retirement incomes, access to finance and rental tenure, have been built on the assumption that most Australians will own their home.

Today's trends suggest that a greater proportion of people reaching retirement age will be renting and that more of them will depend on the private rental market rather than social and public housing. They also indicate that, without adequate incomes, the rate of homelessness will increase.

Accurate predictions for the growth of household formation relative to income have not been available since the Abbott Government ceased the work of the National Housing Supply Council. However, the work of the National Supply Council has remained valid and indicates we should expect a rapid increase in lone person households, mostly at the expense of family households. It also indicates a need for a diversity of housing types to meet changing household structures in the future.

Of particular note is the increase of lone person households in Australia's capital cities, particularly Melbourne. The biggest increase in lone person households will be seen by those in the 20 – 35 age in the moderate income range.

Between 2016 and 2021, the ABS census data shows that the rate of increase in the number of households rose faster than the rate of increase in the number of private dwellings in every state or territory in Australia. As new households have to live somewhere, (and there being no increase in the number of social housing dwellings over this time period) this suggests that, across the nation, the supply of new dwellings is not being delivered fast enough to properly provide enough homes for everyone.

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6.2 OVERVIEW OF POPULATION AND HOUSING ISSUES IN YARRA COUNCIL

The 2021 ABS Census provides an overview of the existing community within Yarra.

Analysis of the five year age groups of Yarra Council in 2021 compared to Greater Melbourne shows that there is a larger population of those aged between 25 and 39 years of age, the distribution as shown below.

Table 3Population of Melbourne/Yarra via age categories (2021)

Five year age groups	Yarra %	Greater Melbourne %
0 to 4	4	5.9
5 to 9	3.4	6.3
10 to 14	3.1	6
15 to 19	2.8	5.6
20 to 24	7.3	6.7
25 to 29	15.4	7.8
30 to 34	14.5	8.2
35 to 39	9.8	8
40 to 44	7.1	6.9
45 to 49	5.8	6.5
50 to 54	5.5	6.3
55 to 59	4.9	5.7
60 to 64	4.4	5.1
65 to 69	3.6	4.4
70 to 74	3.3	3.9
75 to 79	2.2	2.8
80 to 84	1.4	2
85 and over	1.4	2

The Yarra data relating to industries of employment, from the 2021 census, are:

- Professional, Scientific and Technical Services (18.8% greater Melbourne 9.6%)
- Health Care and Social Assistance (13.9% greater Melbourne 13.5%)
- Education and Training (9.3%, greater Melbourne 8.8%)

It points to the need for a variety of affordable housing options to meet the needs of the community that is rapidly changing. Further it indicates that Yarra's previous affordability has been attractive to those on higher incomes, possibly at the expense of those on more moderate incomes, with those in manufacturing, transport and warehouse jobs being below Greater Melbourne averages.

Individual income levels in Yarra in 2021 compared to Greater Melbourne shows that there was a higher proportion of people earning a high income and a lower proportion of low income people, which is reflective of the gentrification that has taken place through Yarra over the last decade.

The major differences in weekly incomes between City of Yarra's individual incomes and Greater Melbourne's individual incomes were:

- A larger percentage of persons who earned $2,000 - $2,999 (13.9% compared to 8.0%)
- A larger percentage of persons who earned $3,500 or more (8.2% compared to 3.6%)
- A larger percentage of persons who earned $1,750 - $1,999 (6.9% compared to 4.6%)
- A smaller percentage of persons who earned Negative Income/ Nil income (4.8% compared to 10.2%)

The individual income in age categories is shown below. The income distribution across age groups highlights the needs for affordable housing on the basis and purchasing/renting capacity and other forms of entry to affordable housing as may be available:

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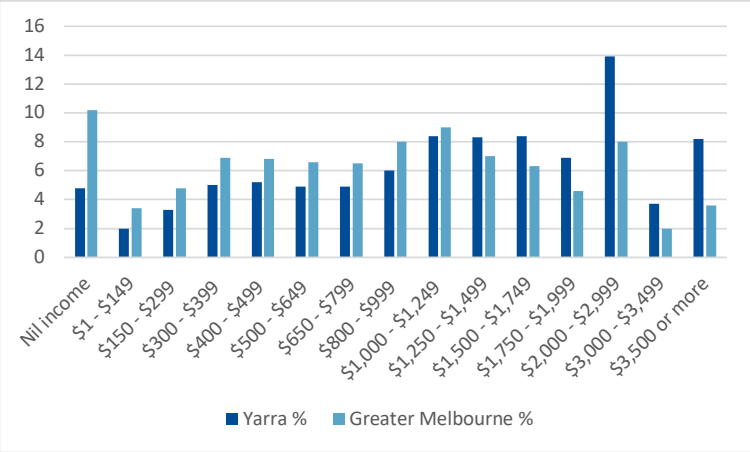
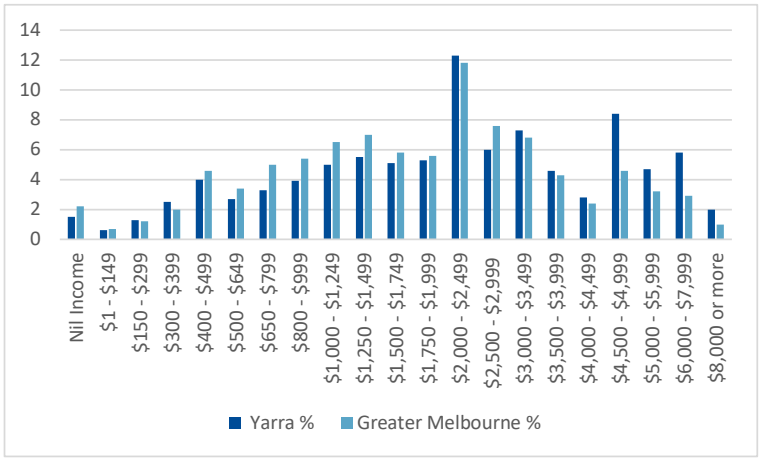
Figure 3 – Individual Income per week Yarra (2021)



Household income levels in the City of Yarra in 2021 compared to Greater Melbourne shows that there was a larger proportion of high income households (those earning $3,000 per week or more) and a lower proportion of low income households (those earning less than $800 per week).

Overall, 35.5% of the households earned a high income and 15.8% were low income households, compared with 25.3% and 19.0% respectively for Greater Melbourne.

Figure 4 Yarra (2021 ABS Census) - Household Income per week



The income distribution across household groups is relevant when considering those eligible for affordable housing and other forms of entry to affordable housing as may be available:

The population within Yarra has a smaller percentage that either own or are purchasing a dwelling and significantly higher percentages of rental.

Table 4 Housing tenure in Yarra compared with Greater Melbourne (2021)

Tenure	Yarra %	Greater Melbourne %
Owned	19.3	28.7
Mortgage	22.8	35.6
Rent	51.3	29.2

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The household sizes in the Yarra are shown below as percentages of the total households:

Table 5 Household sizes in Yarra against Greater Melbourne (2021)

Number of persons usually resident	Yarra %	Greater Melbourne %
1 person	37.0	24.8
2 persons	37.3	31.3
3 persons	13.9	16.9
4 persons	8.8	17.2
5 persons	2.4	6.6
6 or more persons	0.6	3.2

The household/family types in the City of Yarra in 2021 compared to Greater Melbourne shows that there was:

- A larger percentage of households with 1 person usually resident (37.0% compared to 24.8%)
- A larger percentage of households with 2 persons usually resident (37.3% compared to 31.3%)
- A smaller percentage of households with 4 persons usually resident (8.8% compared to 17.2%)
- A smaller percentage of households with 5 persons usually resident (2.4% compared to 6.6%)

Household/family types in Yarra in 2021 compared to Greater Melbourne shows that there was a lower proportion of couple families with child(ren) as well as a lower proportion of one-parent families. There were a higher proportion of lone person households and of couples without children.

Table 6 Household compositions in Yarra against Greater Melbourne (2021)

Households by type	Yarra %	Greater Melbourne %
Couples with children	14.5	33.1
Couples without children	26.8	23.5
One parent families	6.0	10.2
Group household	11.0	4.1
Lone person	35.1	23.7

This is then compared with dwellings sizes for Yarra

Table 7 - Dwellings size in Yarra compared with Greater Melbourne (2021)

Dwelling Size	Yarra %	Greater Melbourne %
1 bedroom	19.9	6.0
2 bedroom	42.3	19.7
3 bedroom	25.1	38.0
4 bedroom	6.2	26.0
5 bedrooms or more	1.3	5.6

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The data on table 7 shows that 74.3% of households in Yarra are 1 or 2 person households, compared to that data on table 9 62.2% of dwellings being studio, one or two bedroom. The need for affordable housing is in the studio, one and two bedroom stock.

If we review the same data for Collingwood it shows:

Analysis of the five-year age groups of Collingwood shows that there is an even larger population of those aged between 25 and 49 years of age, shown below.

Table 8 Population of Collingwood/Yarra via age categories (2021)

Five year age groups	Yarra %	Collingwood %
0 to 4	4	4.1
5 to 9	3.4	3.1
10 to 14	3.1	2.5
15 to 19	2.8	2.3
20 to 24	7.3	6.9
25 to 29	15.4	17.5
30 to 34	14.5	18.9
35 to 39	9.8	11.4
40 to 44	7.1	7.7
45 to 49	5.8	6.2
50 to 54	5.5	5
55 to 59	4.9	3.8
60 to 64	4.4	3.4
65 to 69	3.6	2.6
70 to 74	3.3	1.7
75 to 79	2.2	1.3
80 to 84	1.4	0.8
85 and over	1.4	0.7

The Collingwood community is not as wealthy as broader Yarra with 24.8% (25.8) of the population earned a high income. The major differences between Collingwood's individual incomes and the City of Yarra's individual incomes were:

- A *larger* percentage of persons who earned $2,000 - $2,999 (15.1% compared to 13.9%)
- A *smaller* percentage of persons who earned $3,500 or more (6.1% compared to 8.2%)

The individual income in age categories is shown below. The income distribution across age groups highlights the needs for affordable housing on the basis and purchasing/renting capacity and other forms of entry to affordable housing as may be available:

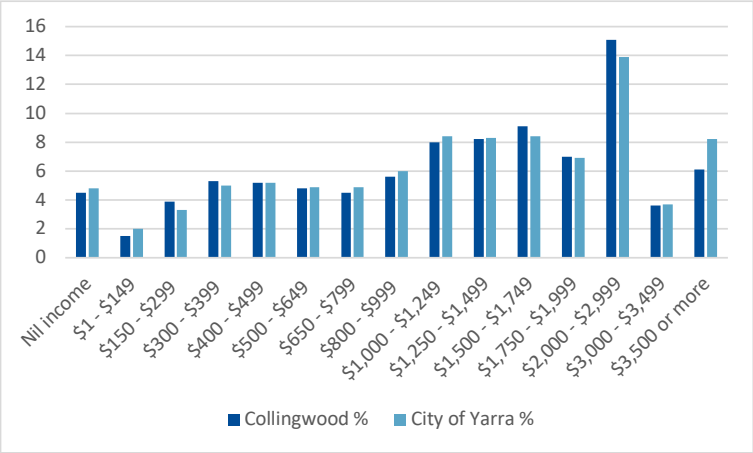

Figure 5 – Individual Income per week Collingwood (2021)

While the high household income levels in Collingwood in 2021 compared to the City of Yarra shows that there was a smaller proportion of high-income households 31.2% compared to 35.5% (those earning $3,000 per week or more)

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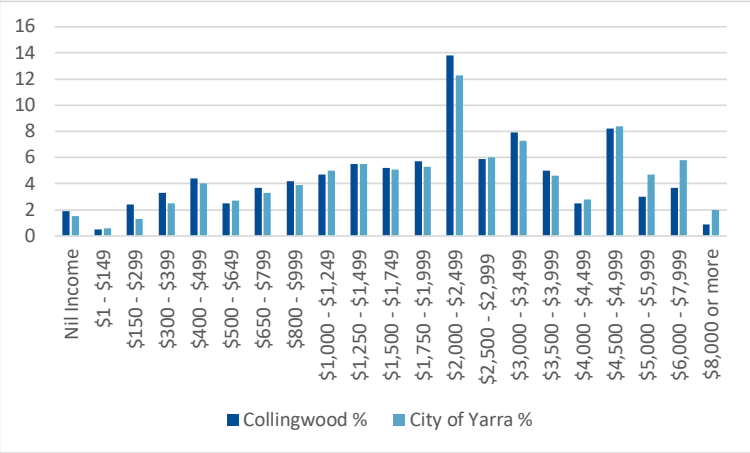
and a higher proportion of low income households (those earning less than $800 per week), 18.7% compared to 15.8%.

Figure 6– Household Income per week Collingwood (2021)



The income distribution across household groups is relevant when considering those eligible for affordable housing and other forms of entry to affordable housing as may be available.

The population within Yarra has a smaller percentage that either own or are purchasing a dwelling and significantly higher percentages of rental.

Table 9 Housing tenure in Yarra compared with Collingwood (2021)

Tenure	Yarra %	Collingwood %
Owned	19.3	10.2
Mortgage	22.8	21.2
Rent	51.3	61.2

The household sizes in the Yarra are shown below as percentages of the total households:

Table 10 Household sizes in Yarra against Collingwood (2021)

Number of persons usually resident	Yarra %	Collingwood %
1 person	37.0	42.6
2 persons	37.3	39.4
3 persons	13.9	10.6
4 persons	8.8	5.1
5 persons	2.4	1.3
6 or more persons	0.6	0.9

The household/family types in the City of Yarra in 2021 compared to Collingwood shows that there was:

- A larger percentage of households with 1 person usually resident (42.6% compared to 37.0%)
- A larger percentage of households with 2 persons usually resident (39.4% compared to 37.3%)
- A smaller percentage of households with 4 persons usually resident (5.1% compared to 8.8%)
- A smaller percentage of households with 3 persons usually resident (10.6% compared to 13.9%)

Household/family types in Yarra in 2021 compared to Collingwood shows that there was a lower proportion of couple families with child(ren) as well as a lower proportion of one-parent families. There were a higher proportion of lone person households and of couples without children.

Table 11 Household compositions in Yarra against Collingwood (2021)

Households by type	Yarra %	Collingwood %
Couples with children	14.5	8.5
Couples without children	26.8	27.5
One parent families	6.0	6.4
Group household	11.0	10.2
Lone person	35.1	40.0

This is then compared with dwellings sizes for Yarra

Table 12 - Dwellings size in Yarra compared with Collingwood (2021)

Dwelling Size	Yarra %	Collingwood %
1 bedroom	19.9	27.7
2 bedroom	42.3	47.4
3 bedroom	25.1	16.1
4 bedroom	6.2	2.0
5 bedrooms or more	1.3	0.4

The data on table 11 shows that 82% of households in Collingwood are 1 or 2 person households, compared to that data on table 13 75.1% of dwellings being one or two bedroom. The need for affordable housing is in the studio and one and two bedroom stock.

6.3 KEY WORKERS IN YARRA

Yarra is geographically in a key part of Melbourne; it is a link between the East and the City. Its location has seen the municipality change considerably with:

- Location of many new industries, including offices and distribution
- Change in the demographic profile as younger people have discovered the proximity and advantages of living in the inner city
- Significant growth in population

The City of Yarra also has two significant hospitals in its municipality and multiple health facilities, together with education institutions.

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A recent AHURI report [7]has found that

- All key worker jobs require physical presence—few key workers can 'work from home'. Proximity to work is particularly important in healthcare, emergency services and some community and welfare support roles in order for workers to cover shifts, quickly respond to increases in service demand and attend emergency situations.
- Melbourne's teachers, nurses, community support workers, ambulance and emergency officers, delivery personnel and cleaners are struggling to find appropriate and affordable housing. Some 17 per cent across Melbourne experience housing stress, with much higher rates in inner subregions.

Precincts should consider housing for key workers that presents a unique community resilience opportunity for the communities of Yarra and the broader inner region: to secure affordable, well-located accommodation for key workers within the health service and education industry.

6.4 POPULATION AND HOUSING PROJECTIONS FOR YARRA

Victoria in the future data forecasts that Metropolitan Melbourne will grow from 5.1m people on 2021 (ABS Census 2021) to 8.0m people by 2051.

The 2021 ABS Census data for Yarra had a population of 91,250, Victoria in the future has forecast a population of 130,130 by 2036, this is an increase of 38,610 people. The question is how they all will be housed.

The City of Yarra forecast by Victoria in the future is:

Table 13 - Victoria in the future projections for Yarra

Topic	2021	2026	2031	2036
Population	91,521	105,828	117,928	130,128
Dwellings	50,059	56,411	62,860	69,414
Households	45,038	52,781	58,831	64,962
People in non private dwellings	1,492	1,816	2,118	2,381
Av household size	2.0	2.0	2.0	2.0
Dwelling Occupancy rate	90%	94%	94%	94%

[7] Gilbert, Nasreen,& Gurran, Report 335, May 2021, Housing key workers

The Victoria in the future data also reviews household composition

Table 14 Household compositions in Yarra Victoria in the future

Households by type	2021	2026	2031	2036
Couples with children	6,797	8,044	9,065	10,177
Couples without children	12,694	14,966	16,602	18,341
One parent families	2,752	3,237	3,709	4,304
Group household	5,406	6,034	6,747	7,210
Lone person	16,707	19,713	21,829	23,991

The data clearly indicates a need for additional housing and for that housing to be focused on the two largest growth groups couples without children and lone person households. This again supports the provision of studios and 1 bedroom dwellings.

7 YARRA STRATEGIC DIRECTION REVIEW

In November 2019 Council endorsed the City of Yarra *Social and Affordable Housing Strategy*.

In support of the earlier discussions about key workers and moderate income earners the report notes:

> *In order to maintain a socio-economically diverse population it will be important to consider this spectrum of affordable housing needs and products, and aim to ensure that affordable and accessible options are available to a mix of income ranges. In addition to supporting our most vulnerable in the community to have a safe and stable home, housing affordability is also about ensuring that those who are vital to our community and economy – including key workers – have local housing options that are affordable and appropriate to their needs.16 Providing options and opportunities for people on moderate incomes to live affordably takes pressure off the system, and further, it addresses the polarised nature of the current municipal housing market where there is a finite supply of social housing and the balance is only affordable to those with high incomes.*

The report also makes the following commentary about key workers:

> *Traditional occupations defined as key workers (in alphabetical order):*
>
> - *Automobile, Bus and Rail Drivers (to help access to jobs)*
> - *Defence Force Members, Fire Fighters and Police*
> - *Health and Welfare Support Workers (includes ambulance officers and paramedics)*
> - *Midwifery and Nursing Professionals*
> - *School Teachers*
>
> *Additional key worker occupations specific to the Yarra economy:*
>
> - *Artists, Musicians and other Arts Professionals (to support the ongoing presence of the artistic and creative industries that characterise Yarra's cultural landscape)*
> - *Hospitality Workers (to support the operation of Yarra's vibrant food, beverage and cultural scene)*
> - *Child Carers (to support the continued delivery of services essential to Yarra families)*
> - *Cleaners and Laundry Workers (to support operations of a multitude of local businesses, including the hospital cluster)*

The strategy goes on to identify four objectives as follows:

> *Strategic Direction 1 (SD1): Be a leading local government in realising affordable housing outcomes at new developments across Yarra.*
>
> *Strategic Direction 2 (SD2): Make effective and prudent direct investments in social and affordable housing.*
>
> *Strategic Direction 3 (SD3): Partner, facilitate and engage with all stakeholders to increase social and affordable housing in Yarra.*

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Strategic Direction 4 (SD4): Continue to pursue evidence-based, strategic advocacy to other levels of government for improved housing outcomes.

Strategic Direction 1 is applicable to this application and the mechanisms by which that will be addressed are outlined below.

SD1.1 Enhance Council policy and practice in regard to affordable housing agreements at significant developments

Table 15 - Review of City of Yarra policy SD1.1 and proposed delivery of affordable housing

Direction	Council Position	Urbanxchange Recommendation
Direction 1.1.1	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. Council will continue to seek provisions for at least 10% affordable housing to be transferred to a registered housing agency, or an alternative of equal or better benefit, to the satisfaction of Council, at the rezoning of land for residential use that allows more than 50 dwellings.	If seeking the clause 52.23, 10% of housing is provided, what must be clear is the clear calculable value of the 10%. That is 10% of dwellings at a 25% discount to market rent for a comparable product in the City of Yarra.
Direction 1.1.2	Council expects that an affordable housing agreement will be reflected in the Development Plan Overlay (DPO) or a S173 until the conditions are met, or for a predefined number of years. The specific expectations are articulated in the Policy Guidance Note.	It is recommended that the affordable housing should be provisioned for 10 years, via agreed mechanisms that have a time limit of 10 years from initial occupancy.
Direction 1.1.3	Council will continue to request Housing Diversity Reports from proponents and that these reports provide the information necessary for informed consideration. The specific expectations are articulated in the Policy Guidance Note.	A report will support this requirement.
Direction 1.1.4	As articulated in the Policy Guidance Note, a range of households have been identified that fall within the definition of affordable housing and are unable to afford safe, secure and appropriate housing in the local market. These groups have specific needs – number of bedrooms, accessibility, supportive services etc. – which Council wants addressed at significant developments in Yarra. These households are:	The definition of affordability as set out in the Planning and Environment Act 1987, Section 3AA (i.e., very low, low and moderate income earners) should be applied in relation to any affordable housing provisions at the site. The application of all income categories is justified based on the demographics and housing need in the Yarra LGA.

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	• homeless persons, • lower income renters, • Aboriginal and Torres Strait Islander people, • people with disabilities, and • key workers in the local economy.	The data indicates that the need within Yarra is: ○ For housing for those aged 20 – 39 years ○ Housing for low-moderate income households ○ Need for an increase in stock providing opportunities for moderate income key workers. ○ Quality rental stock
Direction 1.1.5	To demonstrate strategic justification, Council will publish up-to-date statistics on demand for affordable housing for the municipality to its website and make reference to these within the Policy Guidance Note	This is a Council requirement.
Direction 1.1.6	Council will investigate new assessment criteria for considering when an affordable housing requirement has been triggered (e.g., based on residential floor area, dollar value or dwelling yield). Upon completion, Council will consider whether the Policy Guidance Note is to be amended to include these assessment criteria.	It is proposed that the development of the site will facilitate the equivalent of 10% of the site's total dwellings as affordable housing – via affordable build to rent.
Direction 1.1.7	Council will investigate whether there are particular circumstances where cash-in-lieu of dwellings delivered in-situ is either warranted or advantageous and how such funds could be managed (for instance a trust). Upon completion, Council will consider whether the Policy Guidance Note is to be amended to include this option.	Not applicable
Direction 1.1.8	Council will continue to be responsive and proactive with regards to any changes from other levels of government that open up new mechanisms or opportunities for achieving affordable housing outcomes through the planning system	Given the changing economic and policy environment associated with affordable housing options it is recommended that a range of mechanisms at the town planning stage that could be used to utilise the delivery of affordable housing be kept as opportunities. The final mechanism/s to be used will be resolved prior to the occupation of a specified stage of the project.

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SD1.2 Seek quality, ‘tenure blind' outcomes at developments which are to include affordable housing

Table 16 - Review of City of Yarra policy SD1.2 and proposed delivery of affordable housing

Direction	Council Position	Urbanxchange Recommendation
Direction 1.2.1	Council expects that any affordable housing should be tenure blind and integrated with market housing, meaning that subsidised and private dwellings should not be able to be readily differentiated through either their appearance, quality or amenity and should have equal access to all communal indoor and outdoor spaces.	It is recommended that the architects design to this requirement and we agree with this position and commit to ensure that the provision of affordable housing will be tenure blind.
Direction 1.2.2	Council expects affordable housing dwellings to promote high accessibility standards by being in accordance with *Livable Housing Design Guidelines'* Silver level or higher.	Silver standard will be considered.
Direction 1.2.3	Council expects affordable housing dwellings to be built to a high standard in terms of durability and energy-efficiency to decrease ongoing maintenance costs.	It is recommended that we agree with this position and commit to ensure that the provision of affordable housing will be built to a quality to ensure affordable living.

8 RECOMMENDED PROVISION

The following affordable housing inclusion is recommended:

The provision of 10% of the total dwellings being allocated as affordable housing:

80 - 85% studios, 1 bedroom and 15 - 20% 2 bedrooms

For 10 years from first occupancy

Housing that is rented:

that is

occupied by households that meet the income requirements of Section 3AA of the Victorian Planning and Environment Act 1987 and Governor in Council Orders at the time of occupancy

providing

housing choices, which are of appropriate size, liveable, affordable to occupy, accessible, secure in tenure and located in good proximity to employment services and critical infrastructure such as transport

The housing will be:

Rental housing that is owned and managed by private individuals or corporations and where rent does not exceed 75% of the market rent in the geography for a similar housing.

The operator will:

Annually provide an attestation to the Responsible Authority noting compliance of the income requirements of the occupants of the affordable housing

Every three years provide to the Responsible Authority from the company auditors that confirms, the rents are 75% or less of market rent (as provided by a valuer) and that the occupants meet the requirements of income as set out in the Section 3AA of the Victorian Planning and Environment Act 1987 and Governor in Council Orders at the time of occupancy.

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9 GLOSSARY

ABS	Australian Bureau of Statistics.
AHURI	Australian Housing and Urban Research Institute.
Affordable housing	Affordable Housing is housing, including social housing, that is appropriate for the housing needs of very low, low and moderate-income households. Appropriateness of housing includes reference to affordability, dwelling type, size (bedroom numbers), location, accessibility, integration and length of affordability. Affordable Housing should be priced (whether mortgage repayments or rent) so that households are able to meet their other essential basic living costs and allocated to households that meet program income and asset eligibility requirements.
Affordable housing outcomes	Affordable housing outcomes are the types of housing tenure or contribution that are achieved through the requirements of a social and affordable housing plan.
Bond Aggregator	To raise money at lower rates from the wholesale bond market for not-for-profit community housing providers. It also allows Registered Housing Associations to borrow at lower rates.
Community housing	Housing managed by not-for-profit organisations that are registered as either Housing Associations or as Housing Providers by the Australian or Victorian Registrar of Housing,
CRA	Commonwealth Rent Assistance is a non-taxable, income supplement payment added to the pension, allowance, or benefit of eligible income support customers who rent in the private rental market. RHAs are considered to be part of the private rental market, but state-owned public housing is not.
Deductible gift recipient	Deductible gift recipient status means that donations to recipients are tax-deductible by the donor.
ESD	Environmentally Sustainable Design.
Housing Affordability	'Housing affordability' refers to the relationship between expenditure on housing (cost of mortgage payments or rent) and household income. Housing affordability is particularly a concern for households earning in the bottom 40 per cent of incomes who have limited financial capacity to meet their housing costs.
HAFF	Housing Affordability Finance Future (HAFF) Fund, a Commonwealth Government annuity fund via a dedicated investment vehicle to provide additional funding to support and increase social and affordable housing
Key worker	An employee who provides a vital service, especially in essential services such as health and education.
NBESP	Nation Building Economic Stimulus Packages comprising the Social Housing Initiative, which resulted in the construction of approximately $1.5 billion in low-income housing in response to the 2007/2008 global financial crises. This programme has ended, and no more funding is available.

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NHFIC	National Housing Finance and Investment Corporation. Established by the Federal Government to manage the Bond Aggregator and other federal grants related to affordable housing.
NFP	Not for profit.
NHSC	National Housing Supply Council.
NRAS	National Rental Affordability Scheme. A subsidy paid to private landlords for 10 years when dwellings are rented to eligible tenants at less than 80 per cent of market rent.
PSP	Precinct structure plan
Private rental brokerage	A service to help people find and keep accommodation in the private rental market.
Public housing	Public or social housing that is owned or leased by the State Governments of Australia
Registered Housing Association (RHA)	Registered housing agencies are not-for-profit organisations that provide affordable rental housing for low-income households, registered as Housing Associations and maybe nominated as Tier 1, 2 or 3 by the Federal Registration process.
S 173 agreement	A planning agreement made under section 173 of the *Planning and Environment Act 1987*. The responsible authority and landowner must be a party to the agreement. When executed, the agreement must be registered on the land title with any agreed obligation to be discharge by the owner or succeeding owners.
SEIFA	Socio-Economic Index for Areas, produced by the ABS.
Shared equity schemes	Financing arrangements where the equity required for home ownership is shared between the occupant (often a former tenant) and government or a NFP community housing provider.
Social housing	Social housing is an umbrella term that covers both public and community housing. Its provision usually involves some degree of subsidy.
VPP	Victorian Planning Provisions

Social Planning
Formal Referral Response

Application Information:

Referral Officer:	Tara Bewley
Officer:	John Theodosakis
Council Reference:	PPE24/0481
Address:	21-43 Hoddle St, Collingwood VIC 3066
Proposal:	DTP Referral
Comments Sought:	Click here to view referral memo: Insert CM Link here to referral request memo (which will include a hyperlink to all relevant plans / information)
Disclaimer:	Council's Social Planning Unit provides the following information which is based on the information provided in the referral request memo referenced above.
Prev. Responses:	

Recommendation:

Social Planning were requested to make comments on the proposal from a social planning perspective.

At this time, we are unable to provide a thorough response given the tight turn arounds of this referral request. We can, however, provide some comments. Mostly it appears that further clarification is required and there are a number of inadequacies with the proposal.

It appears that it is proposed to provide 10% of the total dwellings to be allocated as affordable housing. In terms of composition, it is understood that the diversity of dwelling types would be as follows:

- 80 - 85% studios and 1 bedroom and 15 - 20% 2 bedrooms
- For 10 years from first occupancy

The typology of dwellings is not considered to offer the diversity for families i.e. no opportunity for 3-bedroom dwellings. It is requested that a portion of the affordable housing be 3-bedroom i.e. a minimum of 10% of the 10%.

There are also some concerns with the proposed methodology of the organisation and management of the affordable housing component of the development for the proposed 10 year period – it is proposed that the purchaser/tenant of the affordable housing must meet the Victorian Governments eligibility criteria as published in the GIC Orders at the time occupancy and that the property manager will ultimately have responsibility for administering and managing the affordable housing. This is considered inappropriate and untenable in relation to good practice affordable housing management – it should be provided by an independent housing manager/provider, who will have a duty to ensure all responsibilities are met at all times to maintain equitable and fair management of the affordable housing. It is also unclear how appropriate rental will be documented and reviewed to ensure tenants are eligible for affordable housing at all times i.e. 75% or market rent or 30% of income - this

is usually managed via an independent housing provider, especially for such a large scale development. It is recommended that the affordable housing component of the development be transferred to a registered housing agency, or an alternative of equal or better benefit, to the satisfaction of Council, in line with Council's Social and Affordable Housing Strategy. It is also encouraged that the developer meet their affordable housing obligations by forming partnerships with Registered Housing Agencies. Council also would expect that an affordable housing agreement be reflected i.e. via a S173 until the affordable housing component of the development is satisfactorily delivered, as articulated in the Policy Guidance Note.

It is also considered that the proposed time horizon of 10 years to provide the affordable housing is inadequate and inappropriate given the scale of the proposed development, and the purpose of provision of affordable housing. A time horizon of 25 years is considered more appropriate and in line with similar scale developments which incorporate affordable housing.

Finally, it is unclear as to how the affordable housing will be built when considering the balance of market dwellings. In delivery of the affordable housing, the following must be met (i.e. housing should be):

- Be tenure-blind and integrated with market housing, meaning that subsidised and private dwellings should not be able to be readily differentiated through either their appearance, quality or amenity and should have equal access to all communal indoor and outdoor spaces.
- Promote high accessibility standards by being in accordance with Liveable Housing Design Guidelines Silver level or higher.
- Be built to a high standard in terms of durability and energy-efficiency to decrease ongoing maintenance costs.

Social Planner: Tara Bewley
Date: 27 August 2024

Development Engineering Formal Referral Response

Application Information:

Referral Officer:	Mark Pisani
Officer:	John Theodosakis
Council Reference:	PPE24/0481
Referral Number:	IREF23/0
Address:	21-43 Hoddle Street, Collingwood
Proposal:	DTP Referral. Development of the land for a multi-storey and multibuilding, mixed-use development, use of the land for dwellings and community use (permit required) and office, shop and food and drink premises (no permit required), alteration of access to a road in a Transport Zone 2 (Hoddle Street) and a reduction of the statutory car parking requirements.
Comments Sought:	Reduction in car parking; Traffic impact; access and internal layout design; infrastructure.
Disclaimer:	Council's Development Engineering unit, provides the following advice based on information provided in the referral request memo referenced above.

Engineering Referral Details

Council's Engineering Referral team has reviewed the drawings and documents provided by the Statutory Planning department, as outlined in ***Table 1*** below.

A list of requirements for the applicant and proposed conditions to be included in the Planning Permit have been outlined in ***Section 1 – Engineering Requirements*** and ***Section 2 – Engineering Conditions*** respectively. Specific details of the engineering assessment are provided in ***Section 3 – Engineering Detailed Assessment*** and have informed the requirements and conditions.

Note: the engineering related matters highlighted in the Planning referral have been assessed and included in the response.

Table 1 - Drawings and Documents reviewed by Engineering

Author / Consultant	Drawing No. or Document	Revision	Dated
Urban Planning Collective	Planning Submission		August 2024

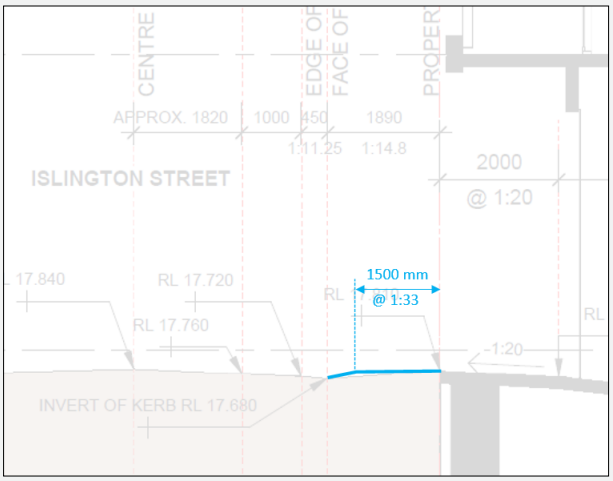
Author / Consultant	Drawing No. or Document	Revision	Dated
COX Architecture	Statement of Changes		30 May 2024
	TP-01-010 *Development Summary*	V	30 May 2024
	TP-20-098 *Basement 02*	V	30 May 2024
	TP-20-099 *Basement 01*	V	30 May 2024
	TP-21-000 *Ground Floor*	V	30 May 2024
	TP-21-010 *Level 01*	V	30 May 2024
	TP-30-100 *East Elevation*	V	30 May 2024
	TP-30-110 *West Elevation*	V	30 May 2024
	TP-30-120 *North Elevation*	V	30 May 2024
	TP-30-130 *South Elevation*	V	30 May 2024
	TP-40-100 *North/South Section*	V	30 May 2024
	TP-40-110 *East/West Section*	V	30 May 2024
	TP-41-150 *Access Sections*	V	30 May 2024
One Mile Grid	Transport Impact Assessment		12 July 2024

SECTION 1: Engineering Requirements – Issue to the Applicant

The applicant must satisfy the engineering items outlined in ***Table 2*** below. A written response must be provided for each requirement, and the action is to be completed prior to resubmission.

Any amendments to plans/drawings or updates to reports/documents must be highlighted using a *red cloud* around the relevant section. In the written response, indicate the relevant sheet/pages of each document which have been amended.

Table 2 - Engineering Requirements for Applicant

Item	Engineering Requirement	Action for Applicant
Islington St *frontage*		
1	The surface levels of the vehicle access point along *Islington Street* must be checked to ensure the underside of a B99 vehicle can clear during ingress and egress manoeuvres. Provide a cross section drawing through the centre the proposed vehicle crossing and resubmit the ground clearance using the B99 design vehicle. Information on preparing the cross sectional drawing is appended to this memo.	Provide cross sectional drawing through centre of the proposed vehicle crossing and resubmit the ground clearance check.
2	The footpath section across the proposed vehicle crossing must satisfy the DoT's *Accessibility (DDA) Guidelines* of a maximum 1:33 and a width of minimum 1.5 metres. The layback must angle to the invert of the channel @ the remaining grade. See Figure 1 below for details. Include detail in the VC cross section required under Item 1 above. **Figure 1 - Required amendment to the VC cross section**  	Include detail on the cross section through the proposed vehicle crossing and update appropriate plans.

Item	Engineering Requirement	Action for Applicant
3	Half width of *Islington Street* road pavement must be re-sheeted in asphalt in accordance with Council's standards.	Include annotation on the ground floor architectural plan.
4	The full width of the footpath (including widening) along the *Islington Street* frontage must be reconstructed in asphalt in accordance with Council's standards. The cross-fall grade must be no steeper than 1 in 33 (DDA compliance) towards the back of kerb. *Note:* to achieve the required DDA compliant footpath crossfalls the internal finished floor levels must be adjusted accordingly i.e. the back of kerb cannot be altered.	Include annotation on the ground floor architectural plan.
5	Reconstruct/construct the kerb and channel along the full length of the *Islington Street* frontage. The kerb and channel must be constructed in concrete in accordance with Council's standards.	Include annotation on the ground floor architectural plan.
6	Decommission and remove redundant legal points of discharge locations connected to the kerb. Footpath and kerbs must be reconstructed as outlined in items above.	Include annotation on the ground floor architectural plan.
Langridge St *frontage*		
7	The full width of the footpath along the *Langridge Street* frontage must be reconstructed in asphalt in accordance with Council's standards. The cross-fall grade must be no steeper than 1 in 33 (DDA compliance) towards the back of kerb. *Note:* to achieve the required DDA compliant footpath crossfalls the internal finished floor levels must be adjusted accordingly i.e. the back of kerb cannot be altered.	Include annotation on the ground floor architectural plan.
8	Reconstruct/construct the kerb and channel along the full length of the *Langridge Street* frontage. The kerb and channel must be concrete and is to match the specific design along the western side of the street.	Include annotation on the ground floor architectural plan.
9	Half width of *Langridge Street* road pavement must be re-sheeted in asphalt in accordance with Council's standards.	Include annotation on the ground floor architectural plan.
Hoddle St *frontage*		
10	The full width of the footpath along the *Hoddle Street* frontage must be reconstructed in asphalt in accordance with Council's standards. The cross fall grade must be no steeper than 1 in 33 (DDA compliance) towards the back of kerb.	Include annotation on the ground floor architectural plan.

Item	Engineering Requirement	Action for Applicant
	Note: to achieve the required DDA compliant footpath crossfalls the internal finished floor levels must be adjusted accordingly i.e. the back of kerb cannot be altered.	
General		
11	Indicate the dimensions (length/width) and offsets from the building lines of the existing public infrastructure i.e. footpaths, kerbs, road pavements, etc.	Include details on the ground floor architectural plan.
12	Public infrastructure must not be adjusted unless agreed with by Council in writing.	Include annotation on the ground floor architectural plan.
13	Line marking and signage must be amended in accordance with the proposed changes along all frontages.	Include annotation on the ground floor architectural plan.
Development Layout Design Items		
14	Column Depths and Setbacks Designate spaces 051, 168 and 170 as Small Car Spaces.	Update the drawings.

SECTION 2: Engineering Conditions – Planning Permit

The conditions outlined in ***Table 3*** below must be included in the Planning Permit to ensure the specific engineering requirements are complied with.

Note: further conditions may be required if any of the items in Table 2 are not fulfilled prior to the issuing of the Planning Permit.

Table 3 - Engineering conditions to be included in the Planning Permit

Condition related to…	Planning permit CONDITIONS
VC: *Design* ***(May not be required)***	Concurrent with the submission of Condition 1 plans or by such later date as approved in writing by the Responsible Authority, a vehicle crossing design must be submitted to Council's Civil Engineering Department for approval. The submitted design must demonstrate compliance with City of Yarra's, *Vehicle Crossing Information Sheet*.
VC: *Construction*	Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
VC: *Reinstatement*	Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossings must be demolished and re-instated as footpath, verge (if applicable), and kerb and channel: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
Public lighting: *Design*	Before the use and/or development commences, or by such later date as approved in writing by the Responsible Authority, a Public Lighting Plan must be submitted to and approved by Council's Civil Engineering Department. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must be designed: (a) address lighting along Islington St, Langridge St, Hoddle St, and along areas traversed by pedestrians including entrances to the approved building. (b) to comply with uniformity, access and maintenance requirements as per standard AS1158.3.1; (c) to control light spillage in accordance with the requirements of AS 4282 – 2019," *Control of the obtrusive effects of outdoor lighting*"; *and* (d) to the satisfaction of the Responsible Authority.

Condition related to…	Planning permit CONDITIONS
Public lighting: *Construction*	The provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.
Public Realm: *Footpath specific*	Before the building/s is/are occupied or by such later date as approved in writing by the Responsible Authority, the footpath along the property's Islington St, Langridge St and Hoddle St frontage/s must be reconstructed in asphalt: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
Public Realm: *Kerb & channel specific*	Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the property's Islington St and Langridge St frontage/s must be reconstructed: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
Public Realm: *Road pavement specific*	Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, the road pavement along the property's Islington St and Langridge St frontage/s must be re-sheeted: (a) at the permit holder's cost; *and* (b) to the satisfaction of the Responsible Authority(s).
Reinstatement of damages caused during development works	Within 2 months of the completion or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated: (a) In accordance with Yarra Standard Drawings | Yarra City Council (b) at the permit holder's cost; *and* (c) To the satisfaction of the Responsible Authority.

Note related to…	Planning permit NOTES
Stormwater: *Site discharge*	The site stormwater must be directed to the nominated legal point of discharge (LPD) and shall be limited to equivalent pre-development levels *or* 70% impervious coverage, whichever is lowest, for a 20% AEP rainfall event.

Note related to…	Planning permit NOTES
Stormwater: *Onsite detention*	The development must detain onsite, at a minimum, the 10% AEP storm event. For cases where a safe overland flow path cannot be provided or where flows exceeding pipe capacity may impact the development or adjacent, upstream, or downstream properties, the requirement will be to detain the 1% AEP storm event.
Stormwater: *Redundant outlets*	All redundant property drain outlets are to be demolished, removed and reinstated to Council's satisfaction and at the Permit Holder's cost.
Stormwater: *Groundwater management*	Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains. Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.
Service infrastructure adjustment to suit finished grades, alignments, etc.	Any service poles, structures or pits located within the public realm areas that interfere with the proposal, must be adjusted accordingly: (a) at the permit holder's cost; *and* (a) to the satisfaction of the Responsible Authority.
Existing parking infrastructure	No parking restriction signs, or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
Private utility assets	Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.
Adjusting utility infrastructure	Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
Existing parking infrastructure	Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
Parking sensors	The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

SECTION 3: Engineering Detailed Assessment

CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Studio Dwelling	76	1.0 space per dwelling	76	210
One-Bedroom Dwelling	178	1.0 space per dwelling	178	
Two-Bedroom Dwelling	110	1.0 space per dwelling	110	
Three-Bedroom Dwelling	43	2.0 spaces per dwelling	86	
Food and Drink/Shop	1,301 m^2	3.5 spaces per 100 m^2 of leasable floor area	54	0
Community	255 m^2			0
		Total	**504 spaces**	**210 spaces**

***** Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

Parking Demand Consideration	Details
Parking Demand for the Dwellings Built-to-Rent (BTR)	To estimate the likely parking demand of the various dwelling types, One Mile Grid traffic engineering consultants have sourced average car ownership data for flat type dwellings in Yarra from the 2021 ABS Census. The data of average car ownership and the proportion of dwellings with no vehicles is listed in Table 10 of the Transport Impact Assessment. The proposal would function as a Built-to-Rent (BTR) development. In a Built-to-Rent development, the dwellings are owned by the developer, who leases them out to tenants. With this housing model, parking would not be allocated to specific dwellings but would be offered to

Parking Demand Consideration	Details
	prospective residents at the beginning of their lease (subject to availability). For the 407 dwellings, the on-site parking provision is 0.52 spaces per dwelling. Council had approved a Built-to-Rent development at 25 River Boulevard, Richmond, with an on-site parking rate of 0.42 spaces per dwelling. The proposed rate of 0.52 spaces per dwelling is considered appropriate.
Parking Demand for the Food and Drink/Shop/Community Space Use	Since the commercial component of the development would not be provided with on-site parking, all staff and customer parking demands would be accommodated off-site. Staff would likely make their own travel arrangements to commute to and from the site, such as take public transport or ride a bicycle.
Availability of Public Transport in the Locality of the Land	The following public transport services can be accessed to and from the site by foot: ▪ Victoria Parade trams – 230 metre walk ▪ Hoddle Street buses – 50 walk ▪ North Richmond railway station – 300 metre walk
Multi-purpose Trips within the Area	Customers and clients to the development could combine their visit by engaging in other activities or business whilst in the area.
Convenience of Pedestrian and Cyclist Access	The site is very well positioned in terms of pedestrian access to public transport nodes, shops, supermarket, places of employment and education and other essential facilities. The site also has good connectivity to the on-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

Consideration	Details
Availability of Car Parking	One Mile Grid had conducted an on-street parking occupancy survey in the surrounding area on Wednesday 15 December 2021 between 8:00am and 5:00pm. The study are encompassed sections of Hoddle Street, Islington Street, Langridge Street, Cromwell Street, Rupert Street and Rokeby Street. The extent and times of the survey are considered appropriate. An inventory of 202 to 234 publicly available parking spaces was identified. The survey results indicate that the peak on-street parking occupancy in the study area had occurred at 12:00pm (at 91%) with no fewer than 21 space available. The data suggests that there is some parking opportunity for visitors and customers to the development.
Relevant Local Policy or Incorporated Document	The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking

From a traffic engineering perspective, the car parking provision is considered appropriate in the context of the development and the surrounding area.

The operation of the development should not adversely impact on the existing on-street parking conditions in the area.

The Engineering Referral team has no objection to the reduction in the car parking requirement for this site.

TRAFFIC IMPACT

Trip Generation

The trip generation for the site adopted by One Mile Grid is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	AM Peak Hour	PM Peak Hour
Residential (BTR) 210 dwellings	0.25 trips per dwelling in the AM peak hour 0.26 trips per dwelling in the PM peak hour	Not provided	53 trips	55 trips

Directional Split and Traffic Distribution

The proposed peak hour directional split for residential traffic is as follows:

- AM Peak Hour: 20% IN (11 trips) and 80% OUT (42 trips)
- PM Peak Hour: 40% OUT (22 trips) and 60% IN (33 trips)

The traffic distribution assumptions made in section 9.2 of the Transport Impact Assessment report are considered satisfactory.

Traffic Impact of Key Intersections

One Mile Grid has assessed the traffic impact of the following key intersections:

- Islington Street/Langridge Street (unsignalised)

The traffic impact of this intersection was assessed by One Mile Grid using the SIDRA program, which measures intersection performance. SIDRA modelling works well under free flowing traffic conditions and may have limitations, such as queuing of downstream traffic. The intersection analysis was done for the base or existing traffic conditions and for post development conditions.

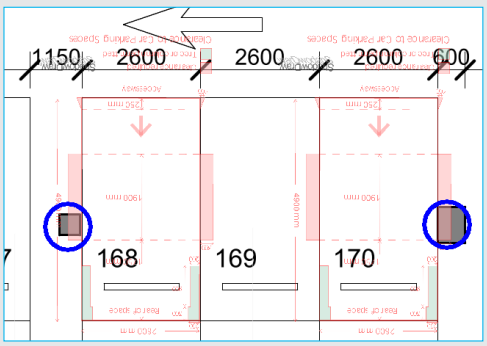
The results of the intersection modelling suggest that the intersections will continue to work well under post development conditions, with the degree of saturation* and the 95th percentile queue lengths** marginally increasing.

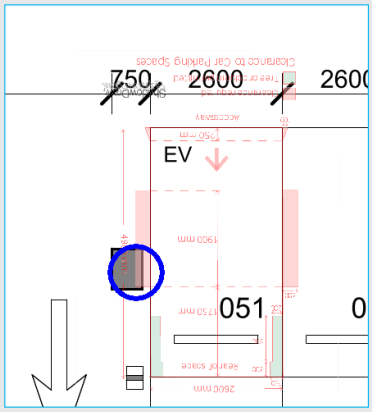
* Degree of Saturation – The ratio of the number of vehicles entering an intersection to the number of vehicle which could enter the intersection at full capacity.

** 95th Percentile Queue Length – the queue length that has a 5% probability of being exceeded.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Islington Street	The proposed 5.9 metre wide doorway (not dimensioned) satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	At the exit lane, the provision of a convex mirror in lieu of a pedestrian sight triangle at the exit land of the development entrance is considered satisfactory.
Headroom Clearance	Headroom clearances of no less than 2.2 metres have been provided for the ramped accessways, which satisfy AS/NZS 2890.1:2004.
Internal Ramped Accessways	The internal ramped accessways have widths of 6.4 metres with additional 300 mm wide kerbs. These widths satisfy AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 to 2.8 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Accessible Parking Spaces	The dimensions of the accessible parking spaces and shared area (each 2.4 metres by 5.4 metres) satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Aisles	The aisle widths range from 5.8 to 6.6 metres, which satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Most columns within the two levels of basement car parking are positioned outside the parking clearance envelopes (*Diagram 1 clearance to car parking spaces*) and satisfy Design standard 2. Three spaces are impacted by encroaching columns and are identified below: <u>Basement 02 Level</u> Parking spaces 168 and 170. 

Item	Assessment
	Basement 01 Level Parking space 051.  It is recommended that the above three spaces be designated as Small Car Spaces.
Clearances to Walls	Spaces adjacent to walls have been provided with clearances of no less than 300 mm clearances, which satisfy *Design standard 2.* It is recommended that space 112 be designated as a Small Car Space.
Motorcycle Spaces	The dimensions of the motorcycle spaces (1.2 metres by 2.5 metres) satisfy AS/NZS 2890.1:2004.
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	From the Islington Street property line, the ramp profile comprises 2.0 metre length grade at 1 in 20 followed by a 2.0 metre long section at 1 in 10 and a 1 in 5 grade ramp. The ramp profile for the first 5.0 metres inside the property satisfies *Design standard 3: Gradients*.
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Swept Path Assessment	
Truck Entry and Exit Movements Development Entrance via Islington Street SPA100* Revision G	The swept path diagrams for a 6.4 metre long small rigid vehicle entering and exiting the development entrance via Islington Street are considered satisfactory.
Vehicle Entry and Exit Movements Development Entrance via Islington Street SPA101 Revision G	The swept path diagrams for a B99 design vehicle and an oncoming B95 design vehicle at the development entrance are considered satisfactory.
Truck Manoeuvrability Loading Bay – Basement 01 SPA102 Revision B	Although not appropriate for this development, the swept path diagrams of an 8.8 metre long medium rigid vehicle entering and exiting the development via Islington Street are considered

Item	Assessment
	satisfactory (although, in reality, not practical). The headroom clearance of the development (2.2 metres) cannot accommodate this type of vehicle.
Vehicle Passing and Turning Movements Basement 02 SPA300 Revision D	The passing movements of a B99 design vehicle and an oncoming ascending and descending the ramp in Basement 02 and negotiating the accessway south of the lift core, are considered satisfactory. The swept path diagrams of a B85 design vehicle entering and exiting the end parking spaces are also considered satisfactory.
Truck Manoeuvres Loading Bay Basement 02 SPA202 Revision B	Although not practical, the swept path diagrams for a medium rigid vehicle demonstrate satisfactory access into and out of the loading bay in Basement 02.
Small Rigid Vehicle Manoeuvres Loading Bay Basement 02 SPA200 Revision H	The swept path diagrams for a small rigid vehicle demonstrate satisfactory access into and out of the loading bay in Basement 02.
Vehicle Circulation Internal Ramped Accessway Basement 01 SPA201 Revision H	The passing movements of a B99 design vehicle and an oncoming B85 design vehicle circulating around the internal ramp are considered satisfactory.
Ground Clearance Check	
Ground Clearance of Vehicle Crossing	The ground clearance check provided by One Mile Grid traffic engineering consultants for the B99 design vehicle and small rigid vehicle shows the footpath section of the vehicle crossing at a grade of 1 in11.25. This footpath grade is too steep and is not acceptable.
Other Items	
Loading Arrangements	The on-site loading bay in Basement 01 measures 4.0 metres by 8.925 metres. The bay cannot practically accommodate an 8.8 metre long medium rigid vehicle. Small rigid vehicles and a 6.4 metre long rear-lift waste collection vehicle can be comfortably accommodated in this long bay.
Alterations to Existing Parking Conditions – Langridge Street	The proposed on-street parking space for temporary pick-up and drop-off must be assessed and reviewed by Council's Parking Management team before a decision can be made on this space.

* One Mile Grid swept path diagram drawing number.

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
General	
Impact on Council Road Assets during Construction	The construction of the new buildings/retrofitting existing buildings, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site. It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability for employees, visitors and other users of the site.
Engineering Design	
Detailed Engineering Design	The applicant must submit detailed engineering design drawings of all infrastructure works associated with the development to Council for assessment and approval. All on-road line markings, traffic management treatments, and traffic and parking signs (existing and proposed) are to be depicted on the detailed design. The design must also show the stormwater drainage discharge points (drainage map appended to this memo).

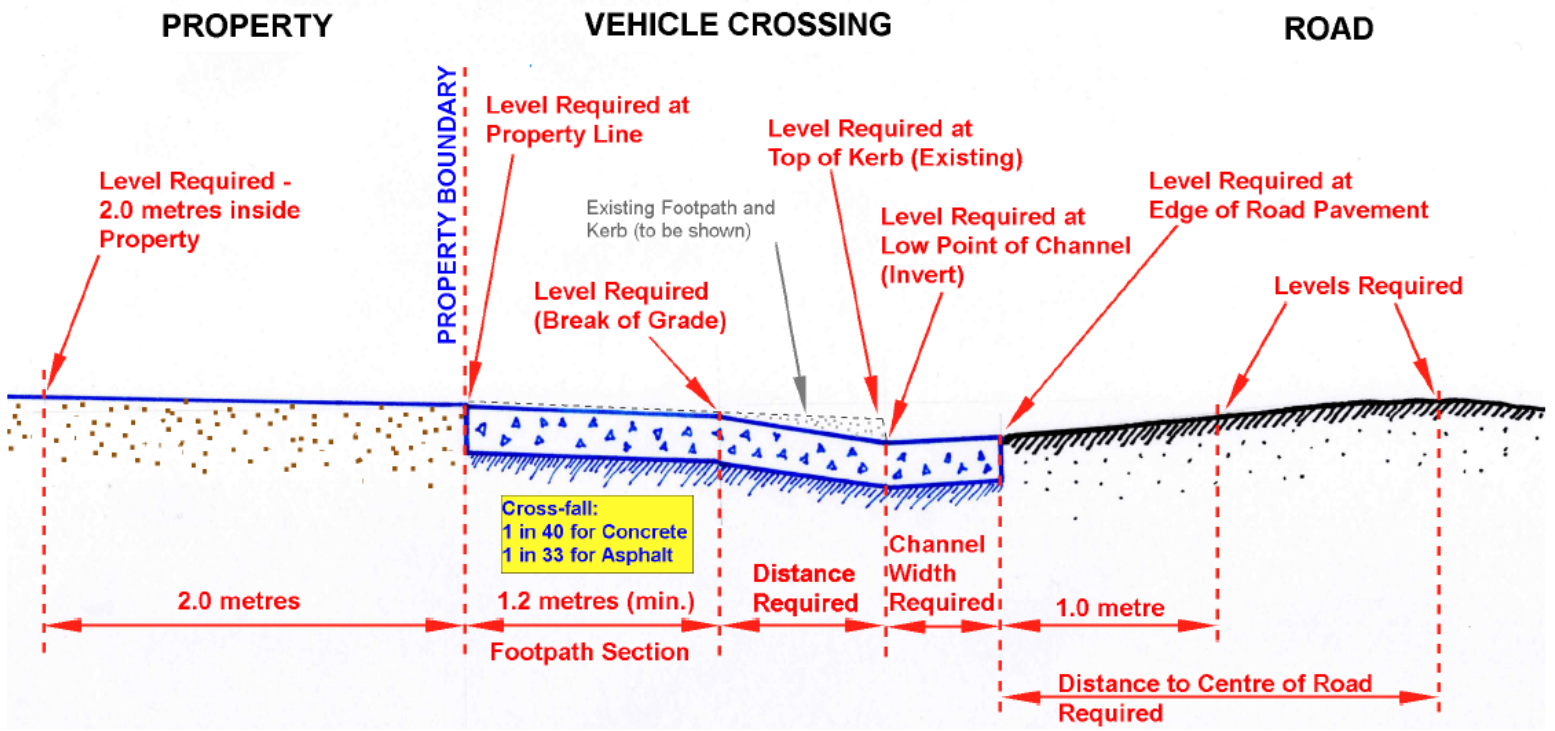
SECTION 4: Acknowledgement

Engineer: Mark Pisani

Signature:

Date: 28 August 2024

VEHICULAR ACCESS - CROSS SECTIONAL DRAWING INFORMATION TO BE PROVIDED



The Cross Sectional Drawing must provide the following:
- All Levels (to three decimal places) as shown above.
- All Dimensions to points/levels as shown above.
- Ground clearance check using the B85 design vehicle (domestic)* or B99 design vehicle as per AS/NZS 2890.1:2004.
- The existing footpath and kerb to be shown (as a dashed line).
- The existing Top of Kerb level should be shown.
- The property boundary must be shown/labelled.

* Domestic - one to three residential units.

Planning Application

DAP Report

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

Application Information			
Council Reference	PLN21/0824 VCATP1102024		
Application Received	10/11/2021	Amendment S57A	16/08/2023
Officer	John Theodosakis		
Delegate	Ally Huynh		
Address	21-43 & 53 Hoddle St, Collingwood VIC 3066		
Proposal	Development of the land for a multi-storey and multi-building, mixed-use development, use of the land for dwellings and community use (permit required) and office, shop and food and drink premises (no permit required), alteration of access to a road in a Transport Zone 2 (Hoddle Street) and a reduction of the statutory car parking requirements (Amended application to reposition building towers, reduce building heights throughout including reducing the proposed maximum height from 22 storeys to 18 storeys and other associated changes).		
Ward	Langridge		
Zone	Commercial 1 Zone		
Overlay(s)	Design and Development Overlay – Schedule 2 Development Contributions Plan Overlay – Schedule 1		
Current Land Use	Motor vehicle sales / showroom		
Submissions - Support	0	Submissions - Objections	79
Statutory Days	N/A – failure appeal		
Officer Recommendation	Advise the Tribunal in writing that had Council been in a position to decide on the application, it would issue a Notice of Decision to Refuse to Grant a Planning Permit.		

Planning Scheme Amendments

Amendment C269

Amendment C269 was gazetted on 21 December 2023 and updated the local policies in the Yarra Planning Scheme by implementing the *Yarra Planning Scheme Review (2014)* and updates the local policies by replacing the Municipal Strategic Statement (**MSS**) and Local Planning Policy Framework (LPPF) at Clause 21 and Clause 22 with a Municipal Planning Strategy (MPS), local policies within the Planning Policy Framework (PPF) and selected local schedules, particular provisions, and operational provisions consistent with the structure introduced by Amendment VC148.

Whist the application was submitted prior to the gazettal of the Amendment, the assessment of the application will be based on the requirements of the Yarra Planning Scheme at the time of determination.

Aboriginal Cultural Heritage Significance

The site is not within an area of Cultural Heritage sensitivity.

Background

The following are matters of process that are relevant to this application:

VCAT Appeal against Council's failure to determine the application in time

On 17 August 2022, Council was informed that the applicant had lodged a Section 79 'failure to determine within the prescribed time' appeal with the Victorian Civil and Administrative Tribunal (VCAT).

The application proceeded to a compulsory conference on 17 October 2022 where the parties reached agreement to request orders by consent remitting the matter back to Council for reconsideration with a direction that the applicant make an application to Council under Section 57A of the *Planning and Environment Act 1987* (the "Act") to amend the permit application with changes to the development proposal.

Following the order by the VCAT, the permit application was amended under Section 57A of the Act on 16 August 2023. On 13 February 2024, Council was informed that the applicant had lodged a Section 79 'failure to determine within the prescribed time' appeal with the VCAT. The application has been scheduled for a compulsory conference on 6 May, and a Major Case hearing commencing on 22 July, with subsequent dates of 23, 24, 25, 26, 29 and 30 July.

22 statements of grounds were received and 4 objectors are registered as a party to the VCAT proceedings.

As such, Council cannot issue a decision on this application and instead only a position on the application can be made. The report before council is based on the amended application made under Section 57A of the Act.

Planning History

The site has the following planning history:

21-41 Hoddle Street

- Planning Permit PLN13/0171 was granted on 13 November 2013 for Development of the land for the construction of a two-storey building, a variation to the requirements of Clause 52.14 of the Yarra Planning Scheme, removal of an easement and construction and display of advertising signs.
- PLN13/0171.01 - Section 72 Amendment approved on 04 December 2014 to include; reduction in height of building from four storey to two storey, motor vehicle workshop removed, internal alterations and external modifications to the building's facade, addition of a new vehicle ramp to the top floor of the adjacent building, ground floor and first-floor levels raised by 500mm and deletion of conditions 1(a), (c), (e), (f), 11, 14, 15, 16a, 16b and amendment of Condition 3 and 16.
- PLN13/0171.02 - Section 72 Amendment approved on 4 May 2015 to include modifications to the facade and alterations to the location/scale of advertising signage.

43-53 Hoddle Street

- Planning Permit PL07/0718 was approved on 19 December 2007 for Use and development of the land for a retail premises (motor vehicle sales) and service industry (motor servicing repairs), including buildings and works and associated signage and a variation to the provisions of Clause 52.14 (motor vehicle, boat or caravan sales).

Existing Conditions

Subject Site

The subject site (the “Site”) is located on the western side of Hoddle Street and the southwest corner of the Hoddle Street intersection with Langridge Street. The Site comprises the following parcels:

- 21-43 Hoddle Street (southern half portion of the Site):
  - Land in Consolidation plan 105044;
  - Lot 1 on Title Plan 215985P; and
  - Lot 1 on Title Plan 215984R.
- 53 Hoddle Street (northern half of the Site):
  - Land in Consolidation plan 371229H.

The combined Site has a total area of approximately 5,400 square metres with frontages as follows:

- Hoddle Street: 112.99m;
- Langridge Street: 51.57m; and
- Islington Street: 100.11m.

The Site is developed with multi-storey commercial buildings that have been used for motor vehicle sales and repairs. Honda occupied the northern building and Nissan occupied the southern building. Both buildings have rear vehicle access from Islington Street, while the southern building also has access from Hoddle Street and the northern building from Langridge Street. Five crossovers in total are provided to the Site.

The existing northern building has a maximum building height of approximately 18 metres and the southern building has a maximum building height of approximately 16 metres. Both buildings have a contemporary appearance and feature extensive glazing to Hoddle Street and Langridge Street. Little activation is provided along Islington Street.

Nine (9) mature street trees adjoin the Site frontages, including 1 x Cyprian Plane tree adjacent Langridge Street and 8 x London Plane trees adjacent Hoddle Street.

Existing buildings on the Site viewed from Hoddle Street (left) and Langridge Street (right) extracted from p.12 of the Urban Context Report.

Existing buildings on the Site viewed from East from Langridge Street (image to the left) and looking North from Islington Street (image to the right) extracted from p.13 of the Urban Context Report.

The land is not affected by any restrictive covenants or easements, however, the land known as 53 Hoddle Street is subject to Section 173 Agreement AE428825G. The Agreement states:

5.1 Car parking

The Owner covenants that:

(a) the Owner will provide unrestricted access to either 49 car parking spaces or 1.44 car parking spaces per 100 square metres of net floor area, whichever is the greatest, on the Land for the use of Occupiers of the Land at all times to the satisfaction of the Council; and

(b) it will pay the Council's reasonable legal costs and disbursements in relation to the negotiation and registration of this Agreement on the title to the Land.

5.2 Works

The Owner covenants that on the earlier of:

(a) the development of the Adjoining Land; and

(b) the building on the Land being used by any Occupier,

it will ensure that the windows of the southern wall of the building on the Land will be removed and a wall built with a fire resistance level of 120/120/120.

5.3 Same owners

Notwithstanding clauses 5.1 and 5.2, while the Owner of the Land and the owner of the Adjoining Land are the same entity, the Owner covenants that:

(a) the Owner will provide unrestricted access to either 49 car parking spaces or 1.44 car parking spaces per 100 square metres of net floor area, whichever is the greatest, on the Land and/or the Adjoining Land for the use of Occupiers of the Land at all times to the satisfaction of the Council; and

(b) on the development of the Adjoining Land, the Owner will ensure that the windows of the southern wall of the building on the Land will be removed and a wall built with a fire resistance level of 120/120/120.

The only parties to this Agreement are the land owner and Council. This agreement related to a previous office use of the land, prior to the establishment of motor vehicle sales and repair uses on the Site. A discussion regarding this agreement is provided in the "Assessment" section of this report.

Surrounding Land

Hoddle Street is main arterial road linking northern and southern parts of Melbourne, crossing the Eastern Freeway further north. The Site is within a commercial area that adjoins the Collingwood Major Employment Precinct located immediately to the west, where a robust mid-rise built form character is emerging. Besides the western side of Hoddle Street

which is zoned Commercial 1 Zone, the immediate surrounding land is zoned Commercial 2.

Lot sizes fronting this section of Hoddle Street are typically moderate to large and the built form environment is varied in character in terms of design, height, age and land use.

North

Immediately north is Langridge Street, which has a reserve width of 20 metres. The northern side of Langridge Street between Hoddle Street and Islington Street is a substation comprising single storey, brick buildings and walls along the Langridge Street frontage. Further north fronting Hoddle Street are one – three storey commercial buildings and a recently constructed 11 storey apartment building at 60-66 Islington Street. A linear open space reserve also runs along the Hoddle Street for approximately 185 metres and with a depth of up to 15m.

Image: View along Langridge Street, looking east towards substation.

South

Immediately to the south are 3 and 4 storey residential buildings at 18-22 Islington Street and 15 Hoddle Street. The immediate interfaces of these buildings with the Site are shown in the extracted endorsed plans below.

Image: The endorsed northern elevation of 18-22 Islington Street. Source: PL02/1316

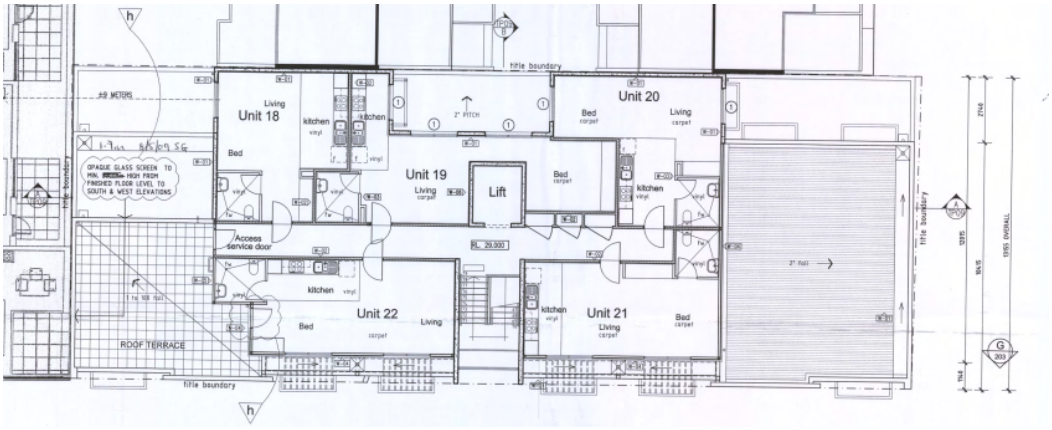


Image: The endorsed third floor plan of 15 Hoddle Street (north = right). Source: PL07/0122.

Ground level courtyards of 18-22 Islington Street immediately abut the Site to the immediate south. Various north facing windows of townhouses also face the Site with a setback of approximately 4.9m – 7.1m from the southern boundary of the Site.

At No.15 Hoddle Street, the design of the building is more robust with habitable room windows at least 9m from the Site and the roof terrace, 28m from the shared boundary.

At No. 3-11 Hoddle Street approximately 35m south of the Site, the land has been developed with a 4 storey, mixed use building including apartments above ground level. This development includes communal open space and a number of private terraces open to the sky.

East

Immediately to the east is Hoddle Street (northbound). Hoddle Street is a primary arterial road with an eight lane carriageway. Traffic lights are located at the intersection of Hoddle and Langridge Streets. The eastern side of Hoddle Street is characterised by 1-2 storey commercial buildings zoned Commercial 2. Land uses include the Yorkshire Stingo Hotel (which includes live music), offices, service station and a convenience restaurant.

Image: Existing buildings on the eastern side of Hoddle Street – Yorkshire Stingo Hotel (right) and two storey office building (far left).

West

Immediately to the west is Islington Street, which is a one-way south bound street approximately 10 metres in width with on-street car parking on the western side of the street. On the western side of Islington Street is an 11 storey conversion of a former silo building at 55-65 Islington Street. South of the converted silo are 1-3 commercial buildings generally built to their title boundaries, including brick buildings associated with the former James Hood & Co. Malt house. Limited activation is provided along this section of Islington Street.

Image: Existing buildings on the western side of Islington Street, looking north with silos (left) and hard-edged rows of dwellings south of the site (right).

The emerging built form character occurring within the broader Collingwood major employment precinct west of the Site is shown in the image below. These developments range in height between 7 and 18 storeys. The diagram also references the existing 22 storey public housing apartment building at 229 Hoddle Street, located 420m to the north.

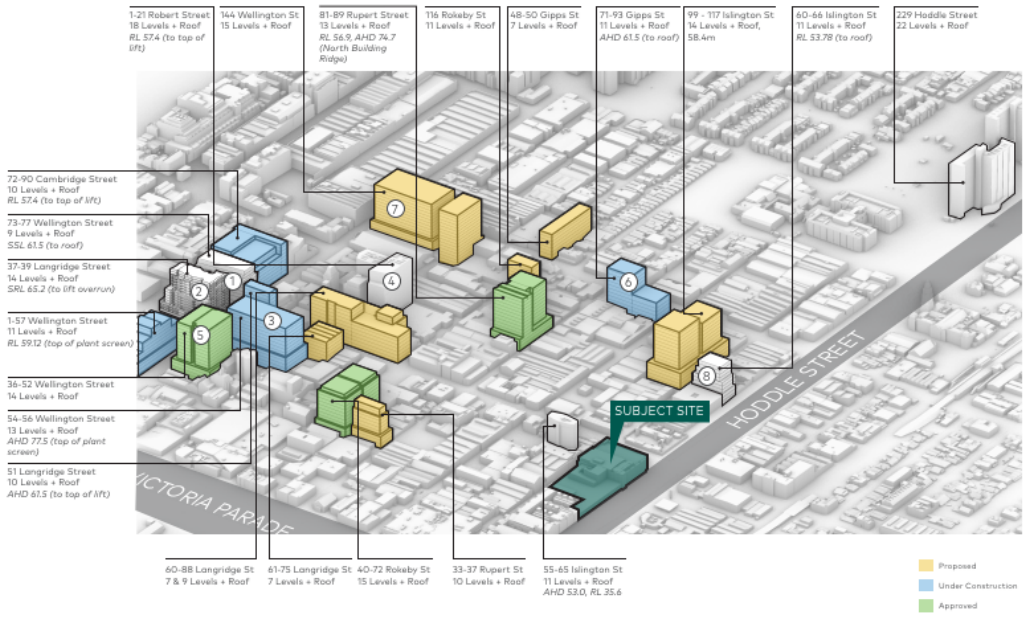


Image: Surrounding development context within the Collingwood MEP. Source: Urban Context Report (p.19).

Public transport is readily available to the site with the Victoria Parade/Victoria Street tram routes 12 and 109, and North Richmond and Collingwood Railway Stations all located within a 400m radius of the Site. Various bus routes are also available adjacent or in close proximity of the Site, including along Hoddle Street, Langridge Street and Victoria Parade.

The Victoria Street and Smith Street Major Activity Centres are also located within 300 and 500 metres of the Site, respectively.

The Proposal

The application is for the development of the land for a multi-storey (up to 18 storeys), mixed use building, use of the land for dwellings and indoor recreation (gym and yoga) (permit required) and office, co-working spaces and education center associated with the community space, shop and food and drink premises (non-permit required uses) alteration of access to a road in a Transport Zone 2 (Hoddle Street) and a reduction of the statutory car parking requirements. Further details of the proposal are as follows:

Use and Layout

A summary of uses and layout include:

- Removal of existing crossovers to Hoddle Street and Langridge Street and consolidation of Islington Street crossovers to one single vehicle entry/exit point adjacent the southern boundary (south-west corner) for access to basement levels.
- 200 car parking spaces and 153 storage cages within two basement levels.
- A publicly accessible pedestrian arcade at ground level with an entrance measuring 7 metres wide to Langridge Street. This arcade provides access to commercial retail tenancies (comprising food and drinks premises) including BOH services, co-working spaces and separate access to the dwellings above.
- A separate publicly accessible dwelling entry to Hoddle Street that is 10 metres wide that would provide access to a concierge, visitor lounge and shared workspaces and meeting rooms and associated services (inclusive of parcel rooms and maintenance rooms and lifts and stairwells that would provide access to the basement levels below and dwellings above).
- Three ground level shop tenancies, ranging between 220 – 304m^2 fronting Hoddle Street.
- Four food and drink premises tenancies at ground level fronting Langridge Street and Islington Street with areas ranging between 177 and 202m^2.
- One 257m^2 community space tenancy located at the southern-most part of the ground level in the south-east corner fronting onto Hoddle Street. The intent is to provide this space for a non-profit community organisation for a period of 10 years from the date of the development completion.
- An indoor recreation space for the purpose of a gym and yoga studio of 264m^2 strictly for the residents of the apartments.
- Co-working and shared workspaces (for occupants of the buildings) at the ground floor with areas of 88 and 179m^2.

- Provision of an open courtyard accessible from the indoor recreation space (gym) and pedestrian path to Islington Street.
- Provision of an open public square accessible from Islington Street to the west and the arcade entrance to Langridge Street to the north.
- A total of 407 dwellings (build-to-rent model) distributed across Levels 01 – 17. The proposed apartment mix is as follows:
    - 178 x 1 bedroom apartments;
    - 110 x 2 bedroom apartments;
    - 43 x 3 bedroom apartments; and
    - 76 studio apartments.
- Communal area is provided as follows:
    - At the ground floor, internal amenities comprising of a 34m^2 bicycle workshop, 60m^2 parcel room, 76m^2 maintenance room and associated staff facilities, meeting rooms, staff locker and bathrooms.
    - At Level 15 of Building 2, a private dining area of 128m^2, a screening room of 62m^2, a games room of 125m^2, a club room of 78m^2 and terrace of 382m^2.
    - At Level 16 of Building 1, a terrace of 388m^2.
- Up to 223 residential bike spaces within an enclosed designated area within Basement 01.
- Up to 53 visitor bicycle spaces and 6 staff bicycle spaces on the ground floor.

Construction

The proposal involves:

- Two basement levels, accessed from a single entry/exit access point at the southern end of the Islington Street frontage.
- The proposed building features the following podium heights and upper level setbacks:

  **For ease of reference the Northern building is Building 1, Southern Building is Building 2

    - From south to north to the east (Hoddle Street interface), a graduating 3-6 storey podium and ranging between 12.8m and 21.2m above the natural ground level (NGL) with a 3 metre setback to façade line of upper levels, with balcony projections of 2.4m;
    - From south to north to the west (Islington Street interface), a graduating 3-5 storey podium and ranging between 12.2m and 18.9m above the NGL with a 5 metre setback to the façade line of upper levels of Building 2 and 6m setback of upper levels of Building 1, with balcony projections of 4.5 metres and 3.15 metres at Level 05; and
    - To the north (Langridge Street interface), 5-6 storey podium and ranging between 18.9m and 21.1m above the NGL with a minimum 6.2 metre setback to the façade line of upper levels.
- A ‘village of forms’ with a composition and architectural identity to create a consolidation of high-rise structures above podium levels. Varied building separation is proposed between each building tower.
- A skybridge is proposed at level 15 connecting Buildings 1 and 2 together.

- The different tower forms vary in height as follows:

  Building 1 (comprised of towers / elements A and B as depicted in the later image extracted from the Urban Context Report at p. 56):

  - up to 18 storeys (59.95m) at the corner of Hoddle and Langridge Streets;
  - up to 17 storeys (55.45m) at the corner of Langridge and Islington Streets;
  - Up to 18 storeys (60m) to Hoddle Street;
  - Up to 17 storeys (55.47m) to Islington Street.

  Building 2 (comprised of towers / elements C, D and E as depicted in the later image extracted from the Urban Context Report at p. 56):

  - Building C located to the south of Buildings A and B and measuring 53.8m (16 storeys) to Hoddle Street, and 52.4m (15 storeys with communal terrace above) to Islington Street;
  - Building D further south interfacing Hoddle Street measuring 34.5m (10 storeys); and
  - Building E is located at the southern interface with a height of 12.2m (3 storeys) to Islington Street and 12.8m (3 storeys) to Hoddle Street.
- Stairs, lifts, bin chute access is proposed within a core to all levels both predominant tower.
- Plant area, including air conditioning units, are located at roof level within a nominated zone of 398m^2 of Building 1 and zone of 313m^2 of Building 2.

Design

The composition and architectural identity of each building is summarised in the Urban Context Report, prepared by Cox Architecture, and is shown in the images below. In short, each form has adopted a rectilinear form with sharp angles, and rectangular and square shaped punctuations, including arched elements at the ground floor.

The external material palette includes:

- Exposed aggregate dark and fluted concrete including simple concrete columns;
- Grey, red and brown masonry and metal detailing and shrouding;
- Dark bronze aluminium;
- Terracotta corrugated metal cladding;
- Aluminium sliding screens;
- Balustrading in light and dark bronze, white, charcoal and terracotta powdercoated finishes; and
- Glass.

Image: Islington Street impression. Source: Urban Context Report (p.57) prepared by Cox Architecture.

Image: Extracted from p. 56 of the Urban Context Report, prepared by Cox Architecture. Building 1 comprised buildings A and B, and Building 2 comprised buildings C, D and E.

A - Urban Marker

-Urban Marker
-Homogeneous Form
-Active Inhabitation
-Textured materiality

B - Collingwood Corner

-Restrained formal presence
-Key neighbourhood street-front
-Engaged active Podium
-Industrial materiality reference to Collingwood heritage

C - Islington Common

-Tactile, playful & intimate
-More informal presence
-Fine-grain masonry detailing
-Communal roof-top terrace

D - Collingwood Edge

-Robust and raw
-Strong façade articulation
-Honest materiality
-Framed/inset inhabitation
-Negated Hoddle aspect

E - Islington Mews

-Contextual material
-Integrated
-Fine-grain masonry detailing

Image: Indicative identity for each proposed 'building' on the Site extracted from p.56 of the Urban Context Report, prepared by Cox Architecture.

Yarra Planning Scheme Provisions

Zoning

Clause 34.01 - Commercial 1 Zone

The following provisions apply:

- Pursuant to Clause 34.01-1 of the Scheme, a planning permit is not required to use the land for office, shop or retail premises (including food and drink premises) uses, however, a planning permit is required to use the land for dwellings as the frontage at ground floor exceeds 2 metres.
- Pursuant to Clause 34.01-1 of the Scheme, a planning permit is also required for the proposed community (innominate) use, as it is neither a Section 1 or 3 use.
- Pursuant to Clause 34.01-4 Of the Scheme, a planning permit is required to construct a building and carry out works. An apartment development must meet the requirements of Clause 58 of the Scheme.

Clause 36.04 – Transport Zone 2 (Hoddle Street road reserve)

Pursuant to Clause 36.04-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works for a Section 2 use under Clause 36.09-1.

Whilst there are no buildings and works proposed within the zone, a permit requirement is triggered under Clause 52.29 (Land adjacent to the Principal Road Network) which has a requirement for a permit to create or alter access to a road in a Transport Zone 2. An application must also be referred to the relevant road authority.

Overlay(s)

Clause 43.02 - Design and Development Overlay (Schedule 2)

The subject site is affected by the Design and Development Overlay (Schedule 2). Pursuant to Clause 43.02-2, a planning permit is required to construct a building or construct or carry out works.

The Design Objectives of Schedule 2 (Main Roads and Boulevards) seek to:

- *To recognise the importance of main roads to the image of the City.*
- *To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.*
- *To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.*
- *To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.*
- *To encourage high quality contemporary architecture.*
- *To encourage urban design that provides for a high level of community safety and comfort.*
- *To limit visual clutter.*

- *To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.*

Clause 45.06 – Development Contributions Plan Overlay (Schedule 1) (DCPO1)

The Development Contributions Plan applies to the proposed additional commercial, retail areas and dwellings, requiring the developer to pay a cash contribution towards essential city infrastructure like roads and footpaths.

Pursuant to Clause 45.06-1 of the Scheme a planning permit granted must:

(a) Be consistent with the provisions of the relevant development contributions plan.
(b) Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay

Schedule 1 of the Development Contributions Plan Overlay (DCPO1) applies to the proposal. The subject site is located within Charge Area 6 (Collingwood).

A planning permit is not required for works under the overlay. The requirements of the DCPO would be required to be included as a condition of any planning permit should one be issued.

Relevant Particular Provisions

Clause 52.06- Car parking

The site is located within the Principal Public Transport Network Area, therefore the parking rates in Column B of Clause 52.06-5 apply. Under the provisions of Clause 52.06-5 of the Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Studio Dwelling	76	1.0 space per dwelling	76	200
One-Bedroom Dwelling	178		178	
Two-Bedroom Dwelling	110		110	
Three-Bedroom Dwelling	43	2.0 spaces per dwelling	86	
Food and Drink / Shop community use	1,768 m^2	3.5 spaces per 100 m^2 of leasable floor area	61	0
		Total	**511 spaces**	**200 spaces**

Pursuant to clause 52.06-3 of the Scheme, a planning permit is required to reduce 311 car parking spaces.

Clause 53.18 – Stormwater Management in Urban Development

This clause applies to an application under a provision of a zone to construct a building or construct or carry out works. Pursuant to clause 53.18-3 of the Scheme, an application to construct a building or to construct or carry out works:

- *Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.*
- *Should meet all of the standards of Clauses 53.18-5 and 53.18-6.*

Clause 52.29 – Land adjacent to the Principal Road Network

Pursuant to Clause 52.29 of the Scheme, a planning permit is required to create or alter access to a road in a Transport Zone 2. An application must be referred to Transport for Victoria.

An application under this clause is exempt from notice and review at Clause 52.29-5 of the Scheme.

Clause 52.34 - Bicycle facilities

Pursuant to Clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage are provided on the land. The following table identifies the bicycle parking requirement under Clause 52.34-3 and the provision on site.

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	407 dwellings (364x 1-2 bedroom, 43x 3 bedroom)	In developments of four or more storeys, 1 resident space to each 5 dwellings	81 resident spaces	223 resident spaces
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	41 visitor spaces.	53 visitor spaces
Retail premises (other than specified in this table)	1,768 sqm	1 employee space to each 300 sqm of leasable floor area	6 employee spaces	6 employee spaces
		1visitor space to each 500 sqm of leasable floor area	4 visitor spaces.	
Bicycle Parking Spaces Total			**87 resident / employee spaces**	**276 resident / employee spaces**
			45 visitor spaces	**53 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 showers / change rooms**	**2 showers / change rooms**

The development provides a total of 189 additional resident/employee spaces and 8 additional visitor spaces above the requirements of the Scheme.

Clause 58 - Apartment Developments

The provisions of Clause 58 apply to an application to construct or extend an apartment development if the development is five or more storeys within the Commercial 1 Zone. A development must meet all of the objectives and should meet all of the standards of the Clause.

General Provisions

Clause 65 – Decision guidelines

Municipal Strategic Statement (MSS)

Relevant clauses are as follows:

- Clause 02.01 – Context
- Clause 02.02 – Vision
- Clause 02.03 - Strategic Directions
- Clause 02.04 – Strategic Framework Plan

Planning Policy Framework (PPF)

Relevant clauses are as follows:

- Clause 11 – Settlement
  - Clause 11.01-1R – Settlement – Metropolitan Melbourne
  - Clause 11.02 - Managing Growth
  - Clause 11.02-2S - Structure Planning Clause 11.02-3S – Sequencing of development
- Clause 13 – Environmental Risks and Amenity
  - Clause 13.01 – Climate Change Impacts
  - Clause 13.04 – Soil degradation
  - Clause 13.04-1S – Contaminated and potentially contaminate land
  - Clause 13.05 - Noise
  - Clause 13.05-1S – Noise Management
  - Clause 13.07 – Amenity, Human Health and Safety
  - Clause 13.07-1S – Land use compatibility
  - Clause 13.07-1L-01 - Interfaces and amenity
  - Clause 13.07-3S – Live music
- Clause 14.02 – Water
- Clause 15.01 – Built Environment
  - Clause 15.01-1S - Urban Design
  - Clause 15.01-2S - Building Design
  - Clause 15.01-2L - Building Design
  - Clause 15.01-2L-01 – Environmentally Sustainable Development
  - Clause 15.01-2L-02 – Landmarks
  - Clause 15.01-4S - Healthy Neighbourhoods
  - Clause 15.01-5S – Neighbourhood Character
- Clause 15.03 – Heritage
- Clause 16 – Housing
  - Clause 16.01 – Residential development
  - Clause 16.01-S – Housing supply
  - Clause 16.01-1R - Housing supply – Metropolitan Melbourne
  - Clause 16.01-1L – Location of residential development
  - Clause 16.01-2S - Housing affordability
  - Clause 16.01-2L Housing affordability
- Clause 17.01 – Employment

    - Clause 17.01-1S – Diversified economy
- Clause 17.01-1L - Employment Clause 17.02 – Commercial
    - Clause 17.02-1S – Business
    - Clause 17.02-1L – Retail
- Clause 18.01 – Land Use and Transport
    - Clause 18.01 – 3L – Sustainable transport
- Clause 18.02 – Movement networks
    - Clause 18.02-1L – Walking
    - Clause 18.02-2S - Cycling
    - Clause 18.02-3R - Principal Public Transport Network
    - Clause 18.02-4L - Road System
    - Clause 18.02-4L-01 - Car Parking
- Clause 19 – Infrastructure
    - Clause 19.02-6L-01 Public Open Space contribution

Other relevant documents

Plan Melbourne

The plan outlines the vision for Melbourne's growth to the year 2050. It seeks to define what kind of city Melbourne will be and identifies the infrastructure, services and major projects which need to be put in place to underpin the city's growth. It is a blueprint for Melbourne's future prosperity, liveability and sustainability.

It is policy to create mixed-use neighbourhoods at varying densities to offer more choice in housing and create opportunities for local businesses and new jobs whilst also delivering better access to local services and facilities. It is acknowledged that the application of the Mixed Use Zone can facilitate diverse housing and a greater mix of uses at varying densities.

The strategy promotes '20-minute neighborhoods' where there is access to local shops, schools, parks, jobs and a range of community services within a 20 minute trip from your residence.

Urban Design Guidelines for Victoria (DELWP)

These guidelines are policy guidelines within the State Planning Policy Framework of the Victoria Planning Provisions. The guidelines must be considered when assessing the design and built form of new development where relevant. The guidelines use best practice knowledge and advice underpinned by sound evidence.

Apartment Design Guidelines for Victoria (DELWP)

The Apartment Design Guidelines for Victoria (ADGV) provide additional explanation of the apartment standards and provides guidance on matters to consider meeting the objectives of the apartment standards in the Design Guidance section. The Guidelines are also intended to support greater consistency in the planning permit assessment phase of an apartment development.

Yarra Spatial Economic and Employment Strategy

The Spatial Economic and Employment Strategy (SEES) was adopted by Council in September 2018 and includes 6 directions which will inform future policy for the Scheme. 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.

In regard to the site, the SEES identifies the site as being within the Hoddle Street Minor Employment Precinct within an aread designated for "Mixed employment" opportunities, Hoddle Street is also identified as a candidate for urban renewal in earlier iterations of Plan Melbourne. Accordingly, sites between Hoddle Street and the Hurstbridge and Mernda rail line could potentially be developed to higher densities with minimal impact on existing lower scale development to the west of the rail line. For sites immediately adjacent to Hoddle Street the amenity issues associated with traffic volumes and noise will need to be taken into consideration in planning future development. *Retail and commercial uses that benefit from the exposure provided by a busy arterial route are likely to be more appropriate than residential uses* (p.54 of Yarra's SEES). Despite this, Strategy 2 (p.63) (of which the site is also a subject of) also acknowledges that once land is rezoned to C1 or MUZ, its potential to provide for economic purposes and business is typically lost.

Yarra Housing Strategy

The Yarra Housing Strategy (YHS) was adopted by Council in September 2018 and includes 4 directions which will inform future policy for the Scheme. The adopted YHS will guide and inform decisions on how residential land in the municipality will evolve and develop into the future.

The subject site is located in a moderate change area that is defined by increased residential densities and housing diversity through mixed use, infill and shop-top apartment development on individual and consolidated lots that respond to existing heritage character of streetscapes. It is also acknowledged that the provisions of heritage and/or built form overlays in the Scheme will determine the scale and form of residential growth in these areas. In those areas where no overlays apply, urban design and/or heritage local planning policies will determine built form outcomes for the areas.

Advertising

The application (including the Section 57A amendment) was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by letters sent to surrounding owners and occupiers and by sign(s) displayed on site.

Council received 79 objections. Objectors raised the following grounds (summarised as follows):

- Inappropriate built form and design (excessive building height, significantly higher/denser than surrounding built form context, impact on built form character, setting future precedent, insufficient upper-level setbacks / building separation, architectural design, scale and massing, precedent and overdevelopment);
- Impact on the heritage setting, visibility and values of the Islington Silo form and James Hood & Co buildings;
- Collingwood public housing towers is not appropriate built form reference, given the significant setbacks and open space setting;
- Inconsistency with the Yarra Housing Strategy;
- Impact on Collingwood town hall clock tower landmark vistas along Hoddle Street;

- Off-site amenity impacts (visual bulk, private and public realm overshadowing, loss of daylight to windows, loss of solar access to private open and communal open space, loss of privacy, odour and emissions from food/cafe uses and adverse wind impacts);
- Noise impacts from non-residential use plant equipment, traffic, waste collection and deliveries;
- Lack of after hours management detail regarding the publicly accessible arcade network;
- Lack of landscaping and increased heat island effect in the surrounding area;
- Increased stress on existing infrastructure;
- Increased traffic and parking impacts of surrounds (including by delivery/waste collection vehicles and directing more traffic along Islington Street);
- Insufficient car parking for occupants and visitors of the proposed development;
- Amenity Impacts and potential damage from construction activities; and
- Negative impact on property values.

Referrals

Internal Referrals

The application was referred to the following internal departments and their recommendations are contained below:

Council departments

- Development Engineering
- Urban Design (public realm)
- Strategic Transport
- ESD
- City Strategy (Open Space Design)
- City Works (Waste)

External contractors

- Acoustic consultant (SLR Consulting)
- Urban Design (Hansen Partnership)
- Wind Engineers (VIPAC)

Development Engineering

- Support, subject to conditions.
- Click here for comments and recommendations: D24/112202 - IREF23/02175 - Internal Referral Response - Development Engineering

Urban Design

- Not supported.
- Click here for comments and recommendations: D24/68454 - IREF23/02177 - Internal Referral Response - Urban Design

Strategic Transport

- Support, subject to conditions.

- Click here for comments and recommendations:
  D24/131633 - IREF23/02181 - Internal Referral Response - Strategic Transport

ESD

- Support, subject to conditions.
- Click here for comments and recommendations:
  D24/37553 - PLN21/0824 - 21-43 Hoddle St, Collingwood VIC 3066 - Internal Referral Response - ESD

City Strategy (Open Space Design)

- Support, subject to conditions.
- Click here for comments and recommendations:

  D24/148173 - Internal Referral Response - City Strategy - Open Space Design - 21-43 Hoddle St Collingwood

City Works (Waste)

- Support, subject to conditions.
- Click here for comments and recommendations:
  D24/5893 - IREF23/02180 - Internal Referral Response - Waste Management

Acoustic Consultant (SLR Consulting)

- Support, subject to conditions.
- Click here for comments and recommendations:
  D24/37444 - PLN21/0824 - 21 - 43 & 53 Hoddle Street Collingwood – CREF23/00252 - acoustic response

Urban Design Consultant (MGS Architects)

- Support, subject to conditions.
- Click here for comments and recommendations:
  D24/102233 - PLN21/0824 - 21, 43 & 53 Hoddle Street Collingwood – External Urban design comments

Wind Consultant (VIPAC)

- Support, subject to conditions.
- Click here for comments and recommendations:
  D24/140985 - PLN21/0824 - 21, 43 & 53 Hoddle Street, Collingwood - Review of a Wind Assessment Report - External Wind comments

External Referrals

The application was referred to the following external authorities and their recommendations are set out below:

Department of Transport (includes VicRoads)

- Support, subject to conditions.
- Click here for comments and recommendations:
  D24/140996 - PLN21/0824 - 21, 43 $ 53 Hoddle Street, Collingwood - Referral to Department of Transport (inclusive of VicRoads) - Comments - No objection subject to conditions.

Assessment

The considerations for this application are as follows:

- Strategic Justification;
- Land Use;
- Built Form and Design;
- Off-site amenity;
- Clause 58 (Apartment Developments Assessment);
- Environmentally Sustainable Development;
- Car parking, traffic, access and bicycle parking;
- Potentially contaminated land;
- Development and Public Open Space Contributions;
- Section 173 Agreement; and
- Objector concerns.

Strategic Justification

Some elements of the proposal have strong strategic planning policy support at both State and local levels. For example the subject site is within the C1Z and is located along a key Yarra boulevard in Hoddle Street. The key purpose of the C1Z is:

- *To implement the Muncipal Planning Strategy and the Planning Policy Framework;*
- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses;* and
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

Policy at Clauses 11, 16 and 18 of the Scheme, together with Plan Melbourne, encourage the accumulation of activities and the intensification of development in and around activity centres. These policies encourage the concentration of retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community and support the long term viability of activity centres. The PPF at Clause 16.01-1R requires management of the supply of new housing to meet population growth and create a sustainable city by developing housing and mixeduse development opportunities in locations that areas with good public transport connections.

Consistent with the zone, the use of the land for office, shop and food and drink premises do not require a planning permit and only the use of the land for dwellings (due to frontage condition not met) and community use and buildings and works are triggered by the zone and overlay provisions.

Accordingly, the land *use* component of the proposal has strong strategic support in this location.

As a large development the scheme also provides opportunities for new employment within the proposed retail and co-working spaces, consistent with clause 17.01-1S (Diversified Economy) and clause 17.02-1S (Business). These provisions recognise and support land uses and development that contributes to an increase in local employment opportunities.

As a general observation, policy encourages the concentration of higher density developments in established areas and supports proposals which achieve the urban growth objectives at clause 11.02-1S (Supply of Urban Land) through the provision of a mixed-use development on land close to existing transport corridors and services. In this instance the site is located close to several public transport options and activity centres.

This is also consistent with clauses 18.01-3L (Sustainable Transport), 18.02-1L (Walking), 18.02-2L (Cycling) and the strategies set out at Clause 18.02-4L (Road System) which aim to reduce car dependency by promoting walking, cycling and public transport use as viable and preferable alternatives. The site's proximity to public transport, reduction of car parking and bicycle parking facilities all assist in achieving this objective.

Accordingly, use and development which contribute to housing and employment opportunities has strategic planning support. However, regard must be had to the appropriate scale of the proposal, based on the individual context and constraints of the land with particular regard of Clause 1601-1L (Location of residential development) that clearly identifies the site as a moderate change area. In addition, because the proposal is such a large proposal in terms of the area it covers and the form of the development, it has the capacity to influence either in a positive way or a negative way the overall perception and image of Yarra located as it is on one of the key roads within Yarra with many vantage points. This aspect of the development will be discussed below.

Land Use

Dwellings

A permit is required to use the land for 'dwellings' (noting that these are provided for the purpose of *Build-to-Rent* accommodation*)* given the residential entries are accessed via a separate apartment entry to Hoddle Street, the common arcade network at ground level to Langridge Street and the public square to Islington Street, which significantly exceed 2m in width at each street frontage. For the purposes of this trigger, the primary frontage of the development is considered to be either Hoddle Street due to the greater width of these roads and design of the buildings.

The intent of this permit trigger for dwellings is to ensure ground floor interfaces in commercial areas are appropriately activated with commercial uses, as opposed to residential frontages that would otherwise weaken the commercial function and vibrancy of commercial areas.

In this instance, the pedestrian access points at each street frontage are publicly accessible and have a dual purpose to also provide access to public square and commercial tenancies that do not have external access. Accordingly, the extent of residential use frontage at ground level is considered appropriate given the site context and proposed design and layout to facilitate a predominant commercial ground floor use whilst facilitating pedestrian access.

The application was reviewed by Mr McGauran of MGS Architects as one of Council's urban design consultants who provided comments in support of the dwelling use citing that *the development of Build-to-Rent accommodation here securing long term rental housing to this neighbourhood is I think a positive contribution on balance to the broader Collingwood and Fitzroy enterprise areas if supported by complimentary affordable housing and fit for purpose public realm and shared communal spaces and minimal negative impacts on adjoining areas. This balance is yet to be found but I think can be with the approach now being taken by the applicant.*

Despite support to the extent quoted above, Mc McGauran also emphasised the need to provide for affordable housing to assist in further diversifying the housing choices provided.

Clause 16 promotes planning for housing that should include the provision of land for affordable housing. Clause 16.01-2S seeks to increase the supply of well-located affordable housing by:

- *Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.*
- *Ensuring the redevelopment and renewal of public housing stock better meets community needs.*

The Applicant asserts that the proposal will contribute the provision of housing through increased supply. Affordable housing is a defined term in the Planning and Environment Act 1987 and as understood, there is no formal commitment to provide affordable housing as defined under the Act.

The proposal is a large development incorporating 407 apartments with a varied typology mix. A development of this scale should propose some formal commitment to the provision of affordable housing. Clause 16.01-2L includes the following policy guideline:

> *Provision of a minimum of ten per cent of affordable housing for a major residential development of 50 or more dwellings, unless affordable housing has been provided as part of an earlier rezoning.*

As no affordable housing has been provided as part of any previous rezoning of the Site, a ground of refusal will be included to this effect. Mr McGauran's also rightfully requested a provision of an Affordable Housing Strategy to Council's satisfaction demonstrating the inclusion of Affordable Rental Housing for moderate / low-income household with a target 10% of units to meet this criteria.

Community space tenancy

The proposed community use (257 m^2) is innominate and therefore triggers a permit requirement under the provisions of the C1Z.

The information included with the application states that the community space would be provided rent-free for a selected not-for-profit organisation for a period of 10 years post completion. The core activity of this space will be a community space, with ancillary training and activity spaces for the community. The intensity of the community use with regard to size and location is not considered to amount to a land use that is expected to have any unreasonable amenity impacts to residents adjoining the Site or future residents on the Site. Standard conditions could be included to appropriately limit the intensity of the community use should a permit be issued. A Section 173 Agreement to further formalise its arrangement could also be conditioned should a permit be issued.

Built Form and Design

Building Height Policy Context

The urban design assessment for this proposal is guided by clause 15.01 (Built Environment) as well as the controls within DDO2 of the Scheme.

DDO2 seeks to recognise the importance of main roads (such as Hoddle Street) through high quality contemporary architecture and urban design and the protection of heritage

qualities. In this instance, the Site nor adjoining land to the north or south fronting Hoddle Street are affected by the Heritage Overlay and therefore this section of Hoddle Street on the west side does not have any heritage qualities that the proposal needs to protect. However, in an overall sense, there is a strong character of Yarra that is influenced by its many heritage assets and the overall impression of the municipality is, as noted in the planning scheme, a low scale urban form with pockets of taller development.

Guidance on the expected built form change for boulevards (such as Hoddle Street) include:

- Clause 02.03-4 (Built Environment and Heritage) – relevant strategies include:
  - *Reinforce Yarra's low-rise neighbourhoods by directing mid-rise buildings to appropriate locations, within major and neighbourhood activity centres, employment areas (as identified in clause 02.01), major regeneration areas (as shown on the Strategic Framework Plan in clause 02.04), and along boulevards (Hoddle St, Alexandra Parade, Victoria Parade and the south end of Queens Parade)*
  - *Ensure mid-rise buildings are in accordance with any building height requirements set out in the relevant zone or overlay, or, where there are no building height requirements specified, having regard to the physical and strategic context of the site.*
  - *Improve the built form character and streetscapes of Yarra's boulevards - Alexandra Parade, Hoddle Street, Victoria Parade and the south end of Queens Parade.*

- Clause 15.01-1L (Urban Design) – relevant strategies include:

  Boulevards
  - *Support development along Alexandra Parade, Queens Parade, Victoria Parade and Hoddle Street that:*
    - *Improves the landscape character of Hoddle Street.*
    - *Provides a scale that reflects the context of the boulevard.*
    - *Improves the pedestrian environments and the public realm along boulevards.*
    - *Creates quality building design and reinforces the importance of the boulevard*
  - *Provide a transition in built form between the boulevards and their low-rise, small-lot hinterlands and any low-rise existing residential areas along the boulevards.*

- Clause 15.01-2L (Building Design) – relevant strategies include:

  Building heights
  - *Ensure the height of new buildings respond to the building height requirements set out in the planning scheme, adjoining development building height or where there are no specified building height requirements, have regard to the physical and strategic context of the site.*

- *Ensure that development reflects the predominant low-rise character of the area, except in the areas below where mid-rise should be directed:*
  - *Boulevards as defined in clause 02.03.*
  - *Appropriate locations along the following boulevards which are outside activity centres:*
    - *Alexandra Parade.*
    - *Hoddle Street.*
    - *Victoria Parade*

- *Support mid-rise development that:*
  - *Contributes to a high-quality built form.*
  - *Demonstrates architectural design excellence.*
  - *Provides a transitional scale to the buildings in adjoining low-rise neighbourhoods to protect amenity and discourage visual bulk.*
  - *Improves movement through the site.*
  - *Provides active frontages at street level.*
  - *Contributes to an improved public realm.*

- Clause 16.01-1L (Location of Residential Development) - The Site is located within a moderate change area, as shown on the Strategic Housing Framework Plans – for Fitzroy and Collingwood. In moderate change areas:
  - *Support medium density residential and mixed use development that is responsive to heritage significance and streetscape character.*
  - *Encourage lot consolidation to facilitate increased densities and efficient use of land, where appropriate.*

The Site is clearly appropriate for medium density development being located in a moderate change area.The adopted policies do not define 'mid-rise' in numeric terms. The Panel Report for Amendment C269 which introduced these policies, discussed the use of the terms low-rise, mid-rise and high-rise at length. Section 4.6 (Conclusion regarding 'Building Height') states:

The Panel concludes:

- *The terms low-rise, mid-rise and high-rise are relative rather than prescriptive.*
- *It is acceptable to have a relative height framework within planning policies to help direct Council's overarching vision.*
- *The term 'mid-rise' may include a range of heights appropriate to the physical and strategic context of the location and this is in accordance with good site responsive built form planning.*
- *The proposed policy will create a limit of mid-rise in specified locations and clearly identify that high-rise is not acceptable unless in accordance with a DDO schedule.*

To the extent that the terms mid-rise and high rise are relative, the proposal is considered to demonstrate a high-rise form of development in the context of Yarra.

Building Height Assessment

The proposed development has been designed by adopting a number of different built form elements in an attempt to moderate the impact of building height, mass and to try and create some visual interest from various vantage points.

The development comprises:

- Building A measuring 60 metres (18 storeys plus roof plant) with Building B stepping down in height to the west at 55.45m (17 storeys);
- Building C located to the south of Buildings A and B and measuring 53.8m (16 storeys) to Hoddle Street, and 52.4m (15 storeys with communal terrace above) to Islington Street;
- Building D further south interfacing Hoddle Street measuring 34.5m (10 storeys); and
- Building E is located at the southern interface with a height of 12.2m (3 storeys) to Islington Street and 12.8m (3 storeys) to Hoddle Street.

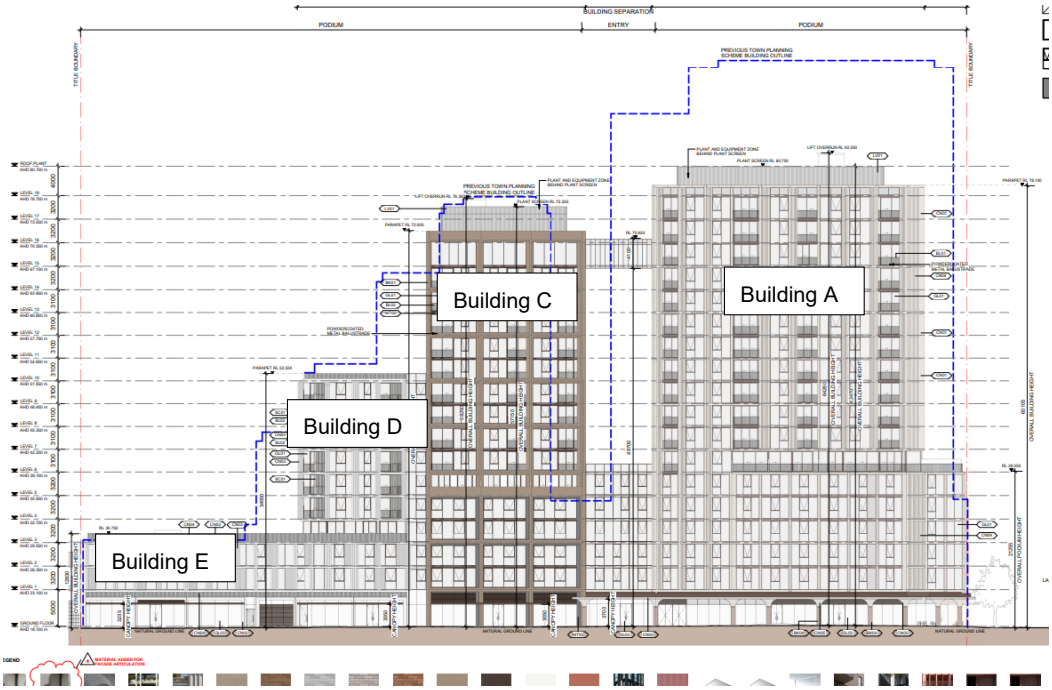


Image: Proposed Eastern (Hoddle Street) elevation. Source: Plans, prepared by Cox Architecture.

There are no quantitative building height controls that apply to the Site under the current Scheme provisions except that high rise development is not anticipated except where specifically provided for. Therefore, building height should be informed by the physical and strategic context of the land and the surrounding area as sought under policy.

As discussed above when noting the site and surrounds, Hoddle Street is a wide boulevard at approximately 40 metres in width. Mature street tree plantings and predominantly low-rise buildings between 1-4 storeys primarily characterise the road corridor, with the exception of the recently constructed11 storey apartment building at 60-66 Islington Street, the Collingwood Town Hall, the Collingwood social housing towers at 229 Hoddle Street and moving inward from Hoddle Street, the converted Islington Street silo (west of the Site).

To the west of the Site is the Collingwood Major Employment Precinct (MEP) where a clear mid-rise character has emerged typically between 7 and 15 commercial storeys (noting that the Yorkshire Brewery Apartment building at 21 Robert Street has 18 residential storeys). The James Hood & Co complex of buildings is located on the western side of Islington Street, adjacent the Site and has individually significant heritage value. The Urban Context Report, prepared by Cox Architecture, has documented the surrounding urban context of the Site. Page 21 of this report shows an indicative massing diagram of approved / constructed buildings within the Collingwood MEP along an abstract E-W axis. The diagram shows the proposal at 18 storeys in height (with roof plant that gives the impression of 19 storeys) will be one of the tallest buildings along this axis. The south elevation of Victoria Parade is illustrated below from the application material but needs to be used cautiously as the area is not read in the form of a two-dimensional streetscape. The buildings at Wellington Street for example have no relationship to the built form on Hoddle Street and are significantly distant to the Site. The same applies to built form between Wellington Street and Hoddle Street. A common and explicit characteristic of Yarra is that there are pockets where built form may be intensive and virtually abutting it, with pockets of very low scale development. Therefore to adopt a broad view of built form and juxtapose a development based on that broad view is inappropriate.

South Elevation - Victoria Parade

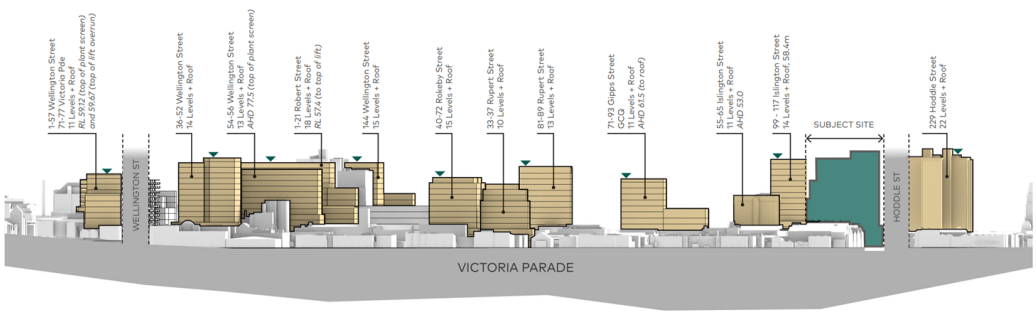


Image: Abstract massing diagram of constructed/approved buildings along an E-W axis parallel with Victoria Parade. Source: Page 21 of the Urban Context Report, prepared by Cox Architecture.

Officers have observed that the site's physical context reveals no emerging development pattern along the transport corridor that is proportionate to the scale and building height proposed, while the taller forms within the Collingwood MEP are some distance from Hoddle Street. Mr McGauran also commented *that the applicant has sought to draw on examples within the municipality of taller recent built form. Wellington Street for example has been within a zone of uniform uplift not characteristic of the subject context with substantial space between taller built form and a typically lower scale.*

Mr McGauran also stated in his advice that *the site's designation as an area of moderate change within Amendment C289* (noting that the Scheme has since been gazetted to incorporate the changes introduced by Amendment C269) *outlines an ambition for the area to be a place of significant change at a municipal level albeit at a lower level of intensity than some other designated areas. The reconfiguration of the site in the revised plans represents an improvement over what had been earlier a highly problematic scheme but one that in my view remains too ambitious in its overall scale and in particular its response to the lower scales of Langridge and Islington Street.*

Mr McGauran highlighted that the Site offers most opportunity for scale along its eastern interface with the wide expanse of the Hoddle Street arterial road. *The Islington Street frontage requires a more nuanced approach with breaks in form, lower transitional forms to the south and indeed all along its frontage. Scales in Langridge Street should draw from those anchoring the interface with Wellington Street to the west and along its length with a focus on lower podium form with upper-level setback tower forms of modest scale.* Mr McGauran confirmed that the 3-level form at the south end is acceptable, *but the height of Building 2 west needs to be substantially lowered along with Building 1 west*. Mr McGauran observed the following developments in the context of Langridge Street as setting a type of benchmark for the subject site, and in instances of relevance with additional comments:

a) *60 Langridge Steet to the northwest, a development of approximately 34.5m*
b) *41 Langridge Street -This project marks the corner with an 11-level building presenting a narrow and highly articulated form to its Wellington Street & Langridge Street Frontages. The approved plans have an overall height to the top of the primary visible façade of RL 58.55 and to top of plant of RL 60.05 making the building 37.3 to 39.6m.*
c) *126-144 Wellington Street, a project that sought scales of 53m and 60m to the corner of Wellington and Gipps Street was refused a permit. In that case the Tribunal formed the view that at the height proposed, the buildings would be incongruous in their immediate context and accept the evidence of Professor McGauran that the buildings should be lowered by four storeys. We say this following our extensive site inspection of the subject and immediate and more remote developments. At the heights proposed, the buildings would introduce a level of visual bulk that in our view asks too much of the site and immediate neighbourhood. We do not think that because the zone and overlays are silent on height means that anything goes on this site. I am of the view that the subject site shares many of the same issues albeit that it enjoys an interface with a more significant eastern arterial road corridor.*
d) *17 storeys at 1-21 Robert Street (Yorkshire Brewery), set well into the hinterland of an otherwise industrial area and where substantial benefits by way of heritage restoration were also delivered.*
e) *14 storeys at 61-71 Wellington Street.*
f) *13 and 5 storeys at 2-16 Northumberland Street.*
g) *11 storeys at 1-57 Wellington Street, 71-93 Gipps Street, 51 Langridge Street, 93 Wellington Street.*
h) *10 storeys at 109-111 Wellington Street (47 Peel Street).*
i) *9 storeys at 195 Wellington Street, 73-77 Wellington Street, 79-89 Wellington Street, 60-72 Langridge Street, 23-45 Waterloo Road (part 7 storey).*
j) *8 storeys at 33 Peel Street.*
k) *7 storeys at 61-75 Langridge Street.*
l) *14 storeys at 36-52 Wellington Street.*
m) *12 storeys at 81-89 Rupert Street.*

In his comments, Mr McGauran concluded that *a built form outcome of some 50% greater than this prevailing hinterland and at the suggested heights to the relatively narrow attributes of both Islington Street and Langridge Street, given the heritage overlays and preferred lower scale of only 30% of this height requires in my view substantial change to scale. Additionally, the amenity outcomes for both the public realm and upper-level common areas and the adjoining residential neighbours and streets require amendment. Notable too in this outcome is the absence of affordable housing as an element of the package, a measure*

supported in other projects as part of favourable assessment of development exceeding preferred scales.

With the urban design comments in mind the Islington and Langridge Street buildings require a substantial reduction. This is also more attuned to the Site being located within a 'moderate change area' that seeks more modest forms of infill development and housing growth that appropriately respond to the surrounding built form and streetscape context. The proposal is considered to represent a 'high-rise' form of development, which is not supported by the Site's physical and strategic context.

Whilst the proposal has been designed to step down to the residential interface to the south, as expected, the proposed massing approach on the northern portions of the Site visually contrasts with and overwhelms the surrounding area. The image below shows that the proposal will tower over even the existing silo and James Hood & Co complex buildings and Islington Street streetscape more generally to the west of the Site. The proposal will also be overtly dominant when viewed from longer range views, such as Victoria Parade, as shown in the various perspectives included with the application.

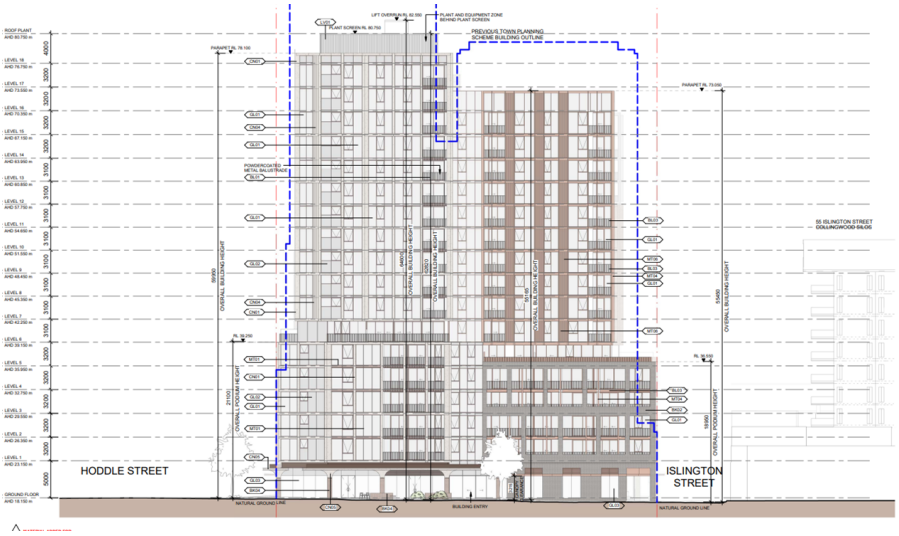


Image: Northern (Langridge Street) elevation of the development, showing massing of existing silo apartment building at 49-55 Islington Street. Source: Plans, prepared by Cox Architecture.

Furthermore, the stepping form of itself gives emphasis to an apparent overdevelopment of the Site through a height that is is considered to go beyond the building height datum of the surrounding area. This is particularly the case when the development is viewed from Hoddle Street (east).

Accordingly, it is considered that there is no physical or strategic justification for the proposed building height. The design response should instead involve a significantly reduced building height to ensure that the development can appropriately compromise a mid-rise form that appropriately references the Site's physical and strategic context.

The high exposure nature of Hoddle Street and noting the extent of traffic on the road, the two flanks of Hoddle Street are important from an urban design and image perspective. That is to say, there is something about Hoddle Street given its extensive daily usage and its broad forms coupled with its length along the spine of the municipality (and beyond) that invites views and perceptions about the built form of municipality within which it passes. The built form proposed by the application is anathema to everything about Yarra whether one has regard to the lower built form areas which predominate or the mid-rise forms that are emerging in defined areas. The development proposes an entirely foreign built form which is not only out of scale with the predominant form of the municipality but presents as a development form that is totally at odds with the strategic and physical context.

Street walls

The proposal incorporates street walls / boundary walls of up to 6 storeys (with balcony balustrades above) in height to the Site title boundaries facing Langridge and Hoddle Streets, and of up to 5 storeys (with balcony balustrades above) to Islington Street.

As per policy in relation to building height, there are no quantitative street wall requirements that apply to the Site.

The height of the proposed street wall / podium level elements to Hoddle Street, are considered generally appropriate having regard to the wide expanse of the Hoddle Street arterial road. Mr McGauran in his urban design comments, indicated that a more nuanced approach is required across the Islington Street interface with breaks in form, lower transitional forms to the south and all along its frontage. The 3 storey transition to the south end is deemed acceptable, but the overall building heights need to be substantially lowered to assist in this transition and demarcation of streetscape character difference.

On a more positive front, the scheme is supported by Council Officers to the extent that the architectural identities of each proposed building ensure the street walls vary in appearance and are further articulated by the arcade and pedestrian entrances and apartment balconies, including open area / public square to Islington Street, with the latter providing a generous separation point. That said, there is too much about the proposal that is discordant to try to resolve by way of conditions given that the podium and tower height relationship need to be better resolved to assist in a better transitional response, as a collection of buildings.

Image: Perspective of the proposed street walls from the corner of Langridge and Islington Streets. Source: Page 11 of the Urban Context Report, prepared by Cox Architecture.

Upper Level Setbacks and Massing

Above the podium levels, upper levels are typically setback range between 3m and 5.7m across Hoddle Street; between 3.4m and 8.2m (with a further setback of up to 14.6m for a length of 4.6m where Building A and B separate) to Langridge Street; and between 5m and 7.5m to Islington Street. Apartment balconies projecting a minimum 2.4 metres beyond the façade lines are evident across all interfaces.

The design approach attempts to provide a design response which focuses on buildings of varied height. The overall massing approach involves the highest built form located at the intersection of Hoddle and Langridge Streets, with very distinctive stepping down in both directions to the west and to the south. To the west the step down is to 17 storeys at the intersection of Langridge and Islington Streets. To the south, Building C steps down to 16 storeys to Hoddle Street and 15 storeys to Islington Street, Building D further south interfacing Hoddle Street steps down to 10 storeys, with the remainder of built form further south stepping down to 3 storeys facing Langridge and Islington Streets.

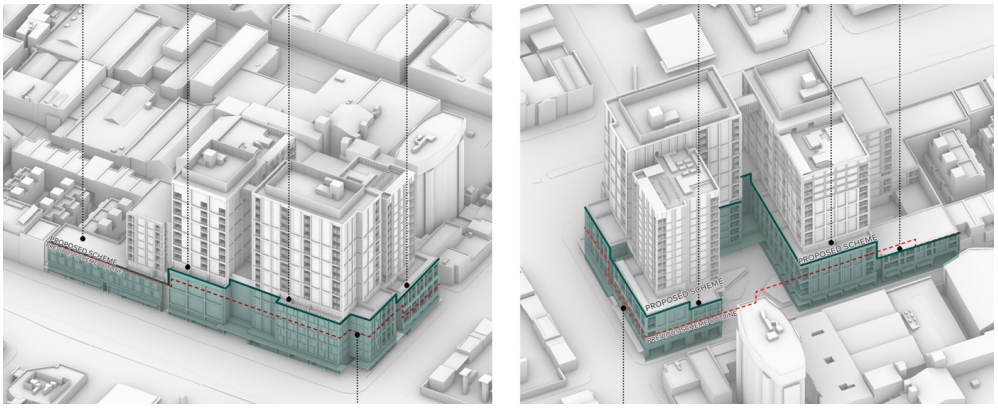


Image: Building massing diagram of the proposed development, birds eye view from the north-east (left image) and north-west (right image). Source: Page 46 of the Urban Context Report, prepared by Cox Architecture.

The setbacks to the south and transitional response is emblematic of the need of the built form to be moderated to the edges but is done in such an overt way as to bring into question the overall philosophy of a high rise building on this site. There are no quantitative upper-level setback requirements above the street walls that apply to the Site but what is apparent is an overly dramatic increase in height that is not cohesive with the overall context in which it is cited.

Clause 15.01-2L (Building Design) of the Scheme provides the following strategies for building setbacks:

- *Incorporate setbacks that:*
  - *Reflect the general pattern of front, side and rear setbacks in the streetscape, particularly on the same side of the street.*
  - *Limit excessive tiered building profiles on street and laneway frontages resulting from excessive numbers of upper level setbacks.*

- *Provide for soft landscaping including the planting of canopy trees, where appropriate.*

The proposed upper-level setbacks above the podium are inadequate for a site of this size and development of this magnitude. It is noted that many of the emerging buildings within the Collingwood MEP have a minimum upper level setback of at least 3m (noting that in many instances winter gardens and balconies erode appreciation of the 3m setback that would better serve the scheme). The adopted setbacks above the podiums are considered to provide sufficient distinction between the podium and upper levels, however, the towering heights are not supported given the scale and height of the tower forms proposed. Any revised proposal would need to adopt more significant upper-level setbacks as well as reduce built form at the podium levels so as to mitigate visual bulk. It is accepted that the setbacks produce a built form outcome with limited tiered profiles but requires further tempering in terms of podium heights and tower elements that are still considered to be excessive to Islington and Langridge Streets.

Putting the setbacks to one side, the proposed eastern and western elevations are generally well articulated above the street walls with meaningful and robust articulation and solid and void areas created by apartment balconies and winter gardens and general stepping rhythm of built form from north to south. However, as discussed the dramatic and emphasised height of the towers produced is considered excessive. In addition, it can be regarded as not supported by building design policy within the Scheme given that it attempts to locate a building height that is an equivalent to a high rise and not mid-rise as earmarked. Consideration needs to be given to the overall form of the buildings in an endeavour to achieve architectural forms that are appropriate in and of themselves without such overt resort to an excessive step in building height as read from south to north and to the tallest tower at the corner of Hoddle and Langridge Street.

When viewed from the north (Langridge Street) and associated oblique views, the tower forms of Buildings A and B appear to be fully connected. Even where they are not connected, the lack of separation between the two buildings leads to a result to massing such that the overall mass of these two buildings is visually overwhelming to the public realm and foreign to concepts of the predominant built forms in the area.

Image: Perspective view of the Site viewed along Islington Street, toward northern elevation of the proposed development. Source: Page 08 of perspectives, prepared by Cox Architecture.

It is noted that Mr McGauran also took issue with the massing of Buildings A and B and recommended the following:

- *Delete levels 9 to 12 inclusive to reduce the overall height from RL75.25 to top of plant screen to Rl 62.85 or a reduction of 12.4m to a height of approximately 47.75m (62.05-15.5).*
- *Delete levels 12 to 14 inclusive. To reduce the overall height from RL70.35 to top of wind screen to common area pool to Rl 61.05 or a reduction of 9.3m to a height of approximately 42.75m (70.05-9.3).*

However, rather than identifying what should be done, it is more appropriate to outline what is wrong and require the architect to design buildings that present an acceptable outcome that does not result in an array of conditions attempting to design the site with a different conceptualised scheme.

A discussion of the massing impacts to the southern residential interface is discussed under Off-Site Amenity Impacts section below.

Building separation / internal massing

Whilst the proposed development has generally been designed to maximise dwellings with an aspect to the adjoining street network, approximately 30-40% of dwellings will be orientated internal to the Site. In this regard, most internal facing dwellings will have habitable room windows and balconies separated from other nearby windows/balconies by a minimum of 9 metres when measured at a 45 degree angle. Where there are instances that the minimum 9 metres is not met, screens have been incorporated to screen views. The development includes internal separation distances between 25.7m to 29.7m (measured to the edges of walls with 2.4m wide balconies in many instances that encroach into these setbacks). The separation distance is more akin to a high rise development.

The combination of the excessive building height (up to 18 storeys), unsatisfactory massing of the built form at the northern end of the Site (all of Building 1), the largely continuous perceived mass of Buildings A and B result in a poor outlook to residents and poor daylight outcomes for many of the lower level internal-facing dwellings. Overall these outcomes are not considered to be consistent with the internal amenity policies outlined in Clause 15.01-2L (Internal Amenity) that has a policy of providing a high-quality environment for building occupants.

Public realm interface / pedestrian experience

Clause 15.01-2L (Building Design) seeks to support mid-rise development that provides active frontages at street level and contributes to an improved public realm.

Public Realm Activation (external)

The existing conditions of the Site include 5 vehicle crossovers and glazed showroom presentations to Hoddle and Langridge Streets frontage. An existing vehicle crossover and electrical substation is located at the western end of the Langridge Street frontage at ground level. No active frontage is provided to Islington Street.

The proposal at a high level seeks to consolidate vehicle access to a single point at the southern end of the Islington Street frontage. The elimination of vehicle access from Hoddle and Langridge Streets is a positive public realm safety and amenity outcome.

All three street frontages are activated with commercial tenancies, a 24 hour publicly accessible arcade access point to Langridge Street and a public square to Islington Street which combined, result in substantial activation and connectivity improvement for the adjoining public realm. The extent of services visible from street frontages has also been minimised to maximise activation with many services located in basement levels. All of these design initiatives are to be expected for the redevelopment of a prominent site of this size.

Additional commercial activation to Hoddle Street is provided with the provision of a community space. The intent is to provide this space for a non-profit community organisation for a period of 10 years from the date of the development completion. This initiative is supported by Council officers.

The ground floor has a typical floor to floor height of 5 metres (with the levels above ranging 3.1 and 3.2 metres) The resultant ceiling heights will successfully provide flexibility for a range of commercial uses over time at the ground floor.

A colonnade response is proposed along the majority of the Islington Street frontage with structural columns built to the street boundary to support the levels above. Whilst this is a positive design initiative, the proposal fails to provide a meaningful offset from the title boundaries to effectively provide a minimum 1.8m wide unobstructed path of travel that would more effectively 'give back' to the footpath amenity along Islington Street. This is considered to be a further failing of the scheme. This was also raised as a concern by Council's internal urban design unit relating to the public realm. A further concern raised by Council's urban design unit, was the lack of a through site connection between Islington Street and Hoddle Street with the following suggestion being made to assist their request for one:

Image: Through site connection recommended by Council's urban design unit. Source: Urban Design Response.

Arcade network design

The arcade network proposed throughout the ground level of the Site features access points along Langridge Street and via the public square facing Islington Street. The Applicant has indicated that this network will be publicly accessible 24 hours per day, which could be enforced via a Section 173 agreement condition on any permit issued.

The arcade network provides ground level access to three commercial tenancies and co-working spaces that interface the public square. The commercial activation of the internal arcade network is supported.

Council's urban design unit has reviewed the design and has provided the following recommendations that could have been included as a permit condition request for a public realm package of material for endorsement:

4.2 Hoddle Street interface

I. *Consistent awning height to be provided at Hoddle Street interface.*
II. *Building cut-out in Hoddle Street interface described above at figure 2 to be designed out or filled with plantings.*
III. *Further resolution of the public realm interface and streetscape at the Hoddle and Langridge corner to be undertaken and shown on a Streetscape and Public Realm plan. To include:*
    - *Relocation of signal box*
    - *Rationalisation of building shoreline and more greenery.*
    - *Public realm enhancements.*
    - *Measures taken to allow comfortable standing at the corner of Langridge and Hoddle Street.*
    - *Bike hoops relocated so entrance is not obstructed.*

4.3 Islington Street interface

I. *Provision of footpath widening to enhance the amenity of the Islington Street footpath. Not in the form of a colonnade. Columns to be removed and building to set-back or cantilever.*
II. *Division between public and private to be indicted by change of material only. No permanent obstructions to footpath movement through the widened area.*
III. *Awnings must be continuous along the Southern section of the Islington Street frontage and not broken at columns.*

The recommendations above seek to improve the quality and amenity of the arcade network with added benefits to the public realm and are fully supported. Many of the recommendations could have been adequately addressed via permit condition should Council have been of the mind to support the application.

Architectural quality

Policy at clause 15.01-2S encourages high standards in architecture and urban design. This is further reinforced by the DDO2 policies relating to mid-rise development and building design.

As discussed above, the proposed development incorporates building forms that have their own individual architectural identity, style and material composition. The applicantion material explains that this design approach is intended to provide visual interest when the development is viewed from different angles. Architectural expression varied with application of masonry at the podium levels, cladding treatments at the upper levels and alternating solid and void areas created by balcony areas, winter gardens and fenestration. The architectural expression has been reviewed by Mr McGauran confirming that this is heading in the right direction.

Public realm interface (external to the Site, including street trees)

The proposed public realm works are shown on the landscape concept plan prepared for the Site but are regrettably only limited to crossover reinstatement and the provision of two and three new street tree plantings along Langridge and Hoddle Streets respectively. For such a large development one may have expected an attempt to enhance the adjacent public realm in some significant manner.

Notations on the plan also refer to new street furniture to Council standards. Outdoor dining is also proposed along Islington Street that may need further clarity of its extent, as it may be subject to separate approval process and would be required to be removed from the plans (if extended beyond the title boundaries – none is shown but the notation may mean otherwise).

Council's urban design unit has recommended the following public realm improvements:

4.1 Streetscape Works

I. *Streetscape works including street trees, outstands and pedestrian crossings as described above shown on a Streetscape and Public Realm plan. Streetscape and Public Realm plan must include the following:*
    a. *All existing service infrastructure (underground and access points), road markings, signage, street trees and plantings.*
    b. *Spot levels and gradients showing DDA compliance and usable walking surfaces.*
    c. *Details of streetscape improvements requested above.*
    d. *Landscape plans to be updated to be consistent with this plan.*

II. *Raised pedestrian crossing (refer figure 8 and 10) must be investigated at the corner of Langridge and Islington Street to widen the footpath, provide additional tree planting opportunities, and improve the pedestrian crossing. (refer figure 8). Any drainage implications raised crossings must be considered. Detail design will be required from the developer demonstrating flood protection. Ensuring over land flow provisions, such that water ponding does not enter into private property.*

III. *Pedestrian outstand extensions (refer figures 8 and 9) must be investigated at the corner of Langridge and Islington Street. Any drainage implications of outstands must be considered. Detail design will be required from the developer demonstrating flood protection. Ensuring over land flow provisions, such that water ponding does not enter into private property.*

IV. *All visitor bike parking to be shown on updated landscape plans. Each entrance should have some provision for visitor bike parking. Some visitor bike parking can be provided in the proposed outstand on Langridge Street. It must not be provided in the Islington Street footpath or footpath extension. All other visitor bike parking must be provided within the site including the public square. To the satisfaction of Urban Design and Strategic Transport.*

V. *Bins are to be provided within the private title adjacent to food and beverage tenancies and managed by tenants. No council managed on-street bins are to be proposed within the adjacent streetscape.*

VI. *All screening required to mitigate wind effects to allow outdoor dining or standing must be shown on plans with height and material indicated. Any screening must not interfere with pedestrian movement in the extended areas of footpath.*

These matters can generally be addressed via a public realm plan condition requirement should a permit be issued but also requires a commitment from the proponent.

A condition could have also been included requiring the submission of a tree management plan and various tree protection requirements relating to all street trees.

Landscaping (within title boundaries)

A high level landscape concept for the development, prepared by Tract, was included with the application featuring the following within title boundaries:

- Landscaping of the communal and public squares and northeast corner, including planter boxes containing soft landscaping to the north and northwest of the ground floor.
- Provision of a green roof that would extend across the edge of Level 01 of Building A.
- Extensive landscaping for the Level 15 communal open space at the podium terrace level of Building C.
- Extensive landscaping for the Level 16 communal open space at the podium terrace level of Building B.

Council's City Strategy (open space) unit has reviewed the landscape concept plans and is generally supportive of the concept, subject to conditions requiring additional detail suitable for endorsement purposes. They have also indicated that the figures provided indicate that the proposed scheme falls short of the canopy cover and deep soil planting requirements recommended by the planning scheme (discussed further in another section of this report) and recommended that the landscape plan(s) provide increased canopy cover and deep soil planting.

Off-site amenity

Clause 15.01-2S of the Scheme aims to provide building design that minimises the detrimental impact of development on neighbouring properties, the public realm and the natural environment, with potential impacts relating to overshadowing of SPOS, loss of daylight to windows, visual bulk, overlooking of sensitive areas and equitable development. The relevant policy framework for amenity considerations is contained within Clause 13.07-1L (Interfaces and amenity) which seeks to replace this clause and identifies Hoddle Street and Langridge Street as 'main roads'.

The subject site is zoned C1Z, as are the properties to the north and south. Notably, the land parcels immediately south of the Site contain dwellings. The land to the east and west, beyond the adjoining street network is zoned Commercial 2 (C2Z), with the exception of the converted silo apartments at 55 Islington Street that is zoned Commercial 1. The Site has no direct abuttals to the north, east and west.

The acceptability of off-site amenity impacts (i.e. noise, visual bulk, overlooking, overshadowing and equitable development) are considered below.

Noise

Policy at Clause 13.07-1L-01 (Interfaces and amenity) requires residential development to provide acoustic attenuation and design features to mitigate noise impacts from nearby commercial and industrial uses.

In this instance, the proposed commercial tenancies are to be occupied by either office/shop/food and drink premises uses, which are all Section 1 uses and do not require a permit (with the exception of the community use) and therefore no assessment has been made on potential off-site amenity impacts from the proposed retail tenancies. The potential acoustic impacts from the proposed community use can also be appropriately controlled by limiting the intensity and operating hours of the use by condition, should a permit be issued. The Acoustic impacts to the proposed dwellings are addressed later in the report under the 'On-site amenity' (Clause 58) assessment.

Overlooking

The townhouses and apartments at 13-15 Hoddle Street and 18 Islington Street have secluded private open space and habitable room windows (HRW's) within 9 metres of the southern boundary of the Site.

Building E has been designed with a solid boundary wall to the southern boundaries of the Site, that would replace an existing on-boundary wall but at a greater height. Despite this being a replacement wall, the extended height will further add bulk to the development as perceived from the secluded areas of private open spaces associated with three dwellings immediate adjacent and opposite. Apartments at upper levels above Level 02 have a minimum separation distance of 9.27 metres from the shared boundary to the south (and hence from HRW's and SPOS of adjoining dwellings to the south) and do not result in an unreasonable loss of privacy for the adjoining dwellings to the south.

Overshadowing (public realm)

There are no quantitative solar access requirements for the adjoining public realm on the Site.

The September Equinox shadow diagrams indicate that overshadowing will be experienced on the Islington Street footpath (both sides) in the morning hours with additional overshadowing experienced on the footpath of the eastern side of Hoddle Street after 1pm.

Whilst it is not proposed to identify a ground of refusal based on shadowing of the public realm, it is noted that if the proposal is redesigned with reduced tower heights as required by the overall assessment, solar access to the public realm could be improved.

Overshadowing (private realm)

DDO2 controls seek to maintain a high level of amenity to adjacent residential uses through the design, height and form of proposed development. Policy at Clause 15.01-2L (Building Design) to avoid unreasonable overshadowing of SPOS and loss of daylight to HRW's.

The Equinox overshadowing diagrams and sections included with the application show the following:

- Additional overshadowing will be experienced on various east facing balconies of a number of apartments at 55 Islington Street between 9-10am, including those within the converted silo structure.
- The private open space of the apartments at 13-15 Hoddle Street is unaffected by the proposed overshadowing, noting that most of these apartments do not have open space. HRW's of these apartments are also generally well separated from the Site.
- Townhouses 15, 16 and 17 at 18 Islington Street (as shown on the endorsed plans for Planning Permit PL02/1316):
    - will experience additional overshadowing of second floor balconies between 9am – 1pm (the extent of shadow varies for each townhouse at each hour). The existing shadow conditions will generally remain for the roof terrace of each of these townhouses.
    - the second floor north facing living room windows may further experience a reduction of solar access between 9am – 12pm. However this is unclear in the absence of sectional shadow diagrams.

The development has adequately addressed the southern interface with generous setbacks to the towering elements. However, the development is required to be further tempered to reduce the overshadowing impact on adjoining residential development and the public domain through a reduction to the overall building height. Further assistance to identify a reduced impact should be demonstrated through sectional shadows.

Visual bulk

In the earlier built form analysis, the potential off-site amenity impacts by way of visual bulk to the public realm was assessed and found to be unacceptable.

The proposed development steps the building height and the associated mass down from the northern end towards the residential interface to the south and to a much lesser extent toward the existing residential development to the west at 55 Islington Street.

At the southern title boundaries the proposal has a 3 storey boundary wall (approximately 12m in height), which is comparable to the existing on-boundary wall, albeit taller. . It is unclear what the external finish the boundary walls will have at this interface. This could be resolved via a condition had the proposal been supported.

Above the three storey boundary wall built against the common boundary with 18 Islington Street, upper levels are setback as follows:

- Building A (18 storey):
    - Levels 06 to 17 - 57.2m

- Building B (16 Storeys):
  - Levels 01 to 15 - 73.2m

- Building C (Part 15 storeys and part 16 storeys, Islington and Hoddle Street respectively):

  - Levels 03 to 14 – 26.4m (Islington Street portion)
  - Levels 03 to 15 – 26.5m (Hoddle Street portion)

- Building D (10 Storeys):
  - Levels 03 to 09 – 9.2m

The expectations of visual bulk for adjoining residential development must be tempered in this C1Z / main road context, as established by the Tribunal in various cases (eg. Calodoukas v Moreland CC [2012] VCAT 180). Notwithstanding this, the combination of the excessive overall building height and massing setbacks still result in an unreasonable visual bulk impact to the dwellings to the south and west. Whilst the setbacks help reduce the massing of some of the upper levels, views to the taller parts of the development will still be clearly visible through the open N-S break provided between buildings. The towers are considered to be visually excessive in their collective.

Image: Perspective of the proposed development viewed from the intersection of Victoria Parade and Islington Street, looking northward. Source: Perspectives, prepared by Cox Architecture.

Equitable Development

The Site has no abuttals to the north, east and west. All adjoining streets are at least 9m in width to ensure there is adequate separation between balconies and HRW's from adjoining sensitive uses in these directions.

The proposal employs a 3 storey boundary wall composition at its irregularly southern boundary interface. This boundary wall is approximately 12 metres in height and is

comparable to the existing conditions of the Site and therefore raises no equitable development issues in isolation.

There is redevelopment potential at 18 Islington Street in the future (despite the fragmented ownership). Accordingly, the setbacks at this interface are generous and will allow for the equitable development opportunities of the southern adjoining properties.

Clause 58 (Apartment Developments Assessment)

This clause applies to an apartment development of five or more storeys, excluding a basement. A development should meet all the standards and must meet all the objectives.

Clause 58.0-1-1 Urban context report and Clause 58.0-1–2 Design Response

An Urban Context report and Design response explanation contained within this report has been provided that includes the information required by both these standards.

Clause 58.02-1 – Urban context

This Standard has two objectives:

- To ensure that the design responds to the existing urban context or contributes to a preferred future development of the area; and
- That development responds to the features of the site and the surrounding area.

These matters have been discussed previously within the Built form and Design assessment, that highlighted that the site is located within an urban area identified for mixed use mid-rise building. Concerns with overall heights, massing, setbacks and insufficient spacing between the buildings have been previously raised, and it has been concluded the proposal does not respond appropriately to features of the site and emerging development within the surrounding area. As such non-compliance with this standard will form a ground of refusal.

Clause 58.02-2 – Residential Policies

As outlined earlier within the Strategic Justification section, the proposal is considered on-balance to be non-compliant with relevant Residential Policy objectives, which will form a ground of refusal for the application. This issue has been discussed in detail previously in the Building Height assessment section earlier.

Clause 58.02-3 – Dwelling diversity

The proposal comprises a total of 407 dwellings located across all buildings. It is noted that a large number are noted as including studies. However, these studies have a nook arrangement and generally along the window frontage that is located outside the minimum

bedroom area required by clause 58. None of the apartments are provided with separate study in a room that is accessible by door or fully enclosed.

As such, for the purposes of habitable room counts, where the BADS assessments refers to 1, 2 and 3 bedroom apartments with studies, the studies are not counted as separate habitable rooms. The apartment mix is as follows:

- 178 x 1 bedroom apartments;
- 110 x 2 bedroom apartments;
- 43 x 3 bedroom apartments; and
- 76 studio apartments.

The mix of apartments including 1, 2 and 3 bed units will contribute to the diversity of housing. Given the diversity in apartment types proposed, the proposal is considered to satisfy the objectives of this standard.

Clause 58.02-4 – Infrastructure

The subject site is within an established area which is connected to all services. A sub-station will be provided within the basement; this will ensure that appropriate utilities will be provided for the development. Further discussion on potential drainage implications will be undertaken later within this report.

Clause 58.02-5 – Integration with the street

This Standard aims to integrate the layout of development with the street and support development that activates street frontages. The development fronts Hoddle, Langridge and Islington Streets, with a Community Space, shops and food and drink premises including co-working shared spaces addressing these interfaces at ground level. Residential uses are located within the upper floors; balconies and winter gardens associated with the dwellings will address these streets and provide passive surveillance to the public realm. There are no large areas of blank walls or fences addressing any street interfaces.

The primary pedestrian access points are located along Hoddle, Langridge and Islington Streets. The vehicle access point is via Islington Street; this location is considered appropriate given the secondary nature of this street. The layout of this access has been discussed within the car parking, traffic and access assessment below. Based on the above, the Standard is met.

Clause 58.03-1 – Energy efficiency

This standard seeks to ensure that buildings are orientated to make appropriate use of solar energy and sited to ensure that the energy efficiency of existing adjoining dwellings is not unreasonably reduced. Dwellings should also not exceed the maximum NatHERS annual cooling load of 30Mj/M^2 (Climate zone 21 – Melbourne). The SMP shows a 7 Star average NatHERS rating across the development, with no individual dwelling achieving less than 5.5-stars (residential only). Council's ESD advisor provided comments that were supportive of this.

Clause 58.03-2 – Communal open space

The Standard notes that a development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30sqm, and if a development contains 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5sqm per dwelling or 220sqm, whichever is the lesser. This additional area may be indoors or outdoors and may consist of multiple separate areas of communal open space.

The development includes a public square and communal square, which provides areas of in excess of the requirements of this standard. The landscape plans provide details in relation to the landscaping of these communal spaces, with additional communal areas located at Levels 15 of Building 2 (i.e. 382m^2), and of Level16 of Building 1 (i.e. 388m^2).

Clause 58.03-3 – Solar access to communal open space

The Standard encourages communal outdoor open space to be located on the northern side of a building if appropriate. It also seeks to ensure at least 50%, or 125sqm, whichever the lesser, of the primary outdoor open space area receives a minimum two hours of sunlight a day between 9am and 3pm on 21 June.

The shadow diagrams indicate that 50% of the level 15 and 16 roof terraces will receive at least 2 hours of sunlight between 9am and 3pm at the solstice (clearly shown at p75 of the Urban Context Report).

It is acknowledged the terraces to Buildings A, B and C will comply with the requirements of this standard. However, it appears unlikely that all residents in the complex would have access to these open space areas. It is considered that compliance in these secondary communal open space areas does not compensate for the high level of non-compliant shadows cast over the ground level communal and public squares. The latter are significantly more functional and accessible to a wider audience and a reduction of building heights further justified on the basis of a reduced shadow impact to open spaces at the ground floor. .

Clause 58.03-4 – Safety

Entrances are primarily provided at Hoddle, Islington and Langridge Streets. These entrances are in visible locations where passive surveillance is prevalent these and would not be obscured or isolated. They are accessed via wide boulevards or courtyards ensuring wayfaring to the entrances is clearly identifiable and comfortably accessible. The Standard is considered to be met.

Clause 58.03-5 – Landscaping

Whilst landscaping in general has been discussed previously, this Standard contains specific requirements for the provision of canopy cover and deep soil planting. Table 2 in the Standard specifies that for sites greater than 2,500sqm, canopy cover equating to 350sqm, plus 20% of site area above 2,500sqm, should be provided, along with 15% of the site providing deep soil opportunities. Table 4 of the Standard specifies the minimum canopy diameter and minimum height of trees that should be provided.

The site has an overall area of 5409sqm; to meet the above requirements the proposal should provide 1,431sqm of canopy cover and 811sqm of deep soil planting. The proposal (as stated on the landscape plan) confirms that 10% of the site will be provided with planting and 5% of deep planting areas, with 12 Type A trees and 3 Type B trees. Furthermore,

climbers across pergolas will be provided and cover an area of 137.5m^2. This results in the Standard not being met falling short of roughly 620sq.m. worth of planting.

A variation to the Standard has been sought by the Applicant, who notes that the location of the site is located within a Commercial 1 Zone and in a context where developments are typically built close to the boundary, thereby providing limited capacity for deep soil planting.

In general, the extent of landscaping proposed throughout the site is supported and is a considerable improvement on the existing conditions, given the history of the land. A variety of species are proposed, with climbing plants and planter boxes integrated throughout the laneways and areas of open space. Shading opportunities have been provided and the extent of canopy tree cover will enhance the amenity and environment for future occupants. Within the upper levels, planter boxes and pergolas provided for canopy cover is proposed.

Council's Open Space Design – City Strategy also recommended that the landscape plan(s) provide increased canopy cover and deep soil planting as recommended in Clause 58.05-3, with the following information requested to enable a detailed assessment of the proposed scheme:

1. *Provide a planting plan(s) for each building level proposing landscaping, showing the location of proposed planting, plant quantities and species, as well as a legend containing key features, materials and surfaces.*

2. *Provide a plant schedule(s) with the following information:*

    a. *The proposed plant species (botanical and common name), installation size, width x height at maturity, and plant quantities.*

    b. *The plant schedule(s) should correlate with the planting plan(s).*

3. *Detail drawings for elements such as furniture and planters – showing dimensions (inluding soil depth), drainage, lining, materials and growing media. Volumes of growing media need to be adequate for the plant species proposed and well as cultivation depth.*

4. *Include clear labels/information on the landscape plan(s), detail drawings, and plant schedule(s) indicating the trees and landscaping relating to Clause 58.03-5 landscaping objectives, including:*

    a. *Areas and dimensions for deep soil planting.*

    b. *Locations and quantities for specified tree types (i.e., type A, B, C).*

    c. *Calculations for proposed canopy for (soil volumes, deep soil planting, and specified tree types (i.e., type A, B, or C)*

5. *Details of the proposed green roof, including (but not limited to) dimensions, mulch, soil layers and filtration media, water supply method (where applicable) and overflow measures.*

    <u>Note:</u> For all above ground planted areas (particularly rooftop terraces and green roofs), wind-proof mulch (such as screened rock) is to be used.

6. *Provide a maintenance schedule, including task details and frequency; for multi-storey developments with façade greening and/or green roofs, demonstrate how safe maintenance access (such as anchor points for rope acces) is to be provided and how this will be integrated into the building design*

Nevertheless, considering the scale of the development and size of the site the extent of landscaping is not considered adequate and conditions should be included on any permit issued to ensure full compliance with this clause.

Clause 58.03-6 – Access

Vehicle access is provided from Islington Street. The acceptability of this interface has been discussed previously in the Built Form and Design assessment above. This street provides the least visual impact, being located at the rear and least visible side of the precinct. One new vehicle crossover is proposed in compliance with policy objectives to minimise the area devoted to vehicle access. An on-site loading bay is conveniently located on level 1 of the basement at the end of the ramp, to facilitate access for service delivery and emergency vehicles in compliance with the objectives of policy. This loading bay will also facilitate residents moving into the building and prevents the use of on-street car parking for this purpose.

A total of 5 redundant crossovers will be removed and reinstated to footpath which will improve the pedestrian experience in line with the objectives of this policy. The removal of the redundant crossover to Hoddle Street will result in the nature strip also being reinstated (with Department of Transport stating the reinstatement of this area must be to their satisfaction of the Head, Transport for Victoria).

A further failing with the policy objective is that bicycle access is not clearly delineated from vehicle access. Council's Strategic Transport unit has raised concerns with the useability of the ramp stating it is potentially too steep and that most cyclists would be inclined to access the spaces via the lift shaft. Council's Strategic Transport unit has provided advice that goes to a significant length raising concerns with the design and location of the proposed accessibly of on-site bicycle spaces (as will be discussed in further detail in the Car parking, Traffic, Access and Bicycle Facility assessment).

Clause 58.03-7 – Parking location

Car parking is provided within two basement levels. Direct lift access is provided from all five buildings to the two levels the basement, in compliance with policy objectives that the layout of this parking provides secure and convenient access to residents of these buildings.

There are no dwellings that have an immediate abuttal with the basement. The commercial tenancies and amenities provide a buffer from the basement to assist in protecting the dwellings from any noise and odour expelled from the basement. The scheme is considered to comply with the clause objective.

Clause 58.03-8 – Integrated water and stormwater management

A 40kL rainwater collection system will be provided on level 02 of the basement that will harvest rainwater from 3010m^2 of roof area and be connected to the common area toilets.

An OceanProtect stormwater treatment system will be used to treat any stormwater from the impervious areas not collected by the rainwater tank.

Council's ESD officer has provided comments of support subject of the integrated water and stormwater management proposed.

Clause 58.04-1 – Building setbacks

This Standard provides general guidance on setbacks, including consideration of daylight, overlooking and outlook. The Standard also requires the setback of a building from boundaries responds to the existing urban context or contributes to the preferred future development of the area. The proposal is considered not to be compliant with this urban context aspect of this standard, with the lack of upper level setbacks as a consequent of the overall building height which is thought to be out of step with the existing and emerging context of the area. This issue is discussed in detail in the Built Form and Design assessment and so won't be discussed further here.

Returning to consideration of the daylight, overlooking and outlook guidelines of this standard. In terms of the outlook and daylight access to the new dwellings, with the site having access to three street frontages on the north, east and west side, internal public and communal squares and the minimum setbacks of 9m between interfacing walls allowing for good daylight access and outlook to windows.

In relation to the setbacks/building separations to the south boundary, Building E is constructed at a three storey height to the boundary. With an existing wall height of 10.85m along this boundary, the proposed walls height is comparable with existing conditions and so is acceptable. With the Building E facing either facing Hoddle Street, Islington Street and a minimum 16m wide west-east separation that will provide for outlook and daylight to these dwellings which is considered acceptable.

However, there are some areas of concern in relation to Building E. The west elevation to building D proceeds to level 10 with the adjacent southern elevation of Building C extending to level 14 opposite Building E which is considered to be a visually overwhelming height differentiation. The habitable areas of these apartments facing into the communal square will be largely shadowed throughout the day as a result and these towers and will also have poor outlook built form that is overwhelmingly taller by comparison, located to the north of them.

In relation to upper level setbacks to the south boundary, the upper levels of Building D (from level 03 is 9.2m setback) and Building C (provides a minimum 26.m setback) have adequate separation to the southern boundary. These setbacks are acceptable in the current building form context and provide sufficient separation to adequately protect the daylight access and outlook of these proposed dwellings on their southern side should the site to the south develop further in the future.

In terms of overlooking to dwellings external to the site, with minimum distances to all dwellings on the opposite side of Islington Street of 10.4m, this separation is adequate to treat overlooking. An adequate separation of 9.2m is provided to from the southern boundary to Building D that is compliant with the standard. This aspect of the proposal is further considered under a separate heading.

Clause 58.04-2 – Internal views

To limit views into the private open space and habitable room windows of dwellings within a development, windows and balconies should be designed to prevent overlooking of more than 50% of the private open space of a lower-level dwelling directly below and within the same development.

In general, the extent of separation between the individual buildings will exceed 9m; this will ensure no unreasonable internal views between apartments within separate buildings will occur. Further the positioning of balconies either highly separated from each other or stacked atop each allows for partial compliance with this standard. Screening has been identified across interfaces that clearly fall within the 9m threshold such as the west side of the studio apartments of Building D, however further treatment is required of the northern and southern interfaces of Building C and A where the building separation narrows to 9m from wall to wall and between the southern interface of Building B and western interface of Building A, to ensure full compliance with the standard. This could form a condition of any permit that could also include the full spectrum detailing of screening materials with further sectional overlooking drawings.

Clause 58.04-3 – Noise impacts

The objectives of this Standard are to contain noise sources in developments that may affect existing dwellings and to protect residents from external and internal noise sources. To assess these impacts, an Acoustic Report was prepared on behalf of the Applicant by Renzo Tonin & Associates (RTA) and reviewed for Council by SLR Consultants (SLR). Noise sources within the development that may affect proposed dwellings include the following:

- Proposed mechanical plant and car park entry;
- Proposed food and drink premises;
- Ground Floor Gym;
- Terraces; and
- Level 15 shared services.

External noise impacts which may affect the development are identified as:

- Road traffic on Hoddle Street;
- Integral Amenity Criteria;
- The transformer station on the north side of Langridge Street; and
- Yorkshire Hotel and petrol station on the east side of Hoddle Street.

These will be discussed in turn. It is noted that the report prepared on behalf of the Applicant is largely consistent with the original report that formed part of the original application, with the exception that it has been modified to have regard to the amended scheme under Section 57(a) of the Act. Council's acoustic consultants have provided comments supplementary to their original advice. With that in mind, the following is an assessment that combines comments and advice provided.

Proposed Mechanical plant and car park entry

The RTA report notes that whilst the final mechanical design is still under development, it is proposed to be designed to comply with the Noise Protocol during the detailed design phase of the project, once equipment selections have been made. Implementing the above

methods would ensure noise from building services comply with urban Noise Protocol limits at all times. SLR are supportive of this approach, noting that it is a reasonable response.

With regards to lifts, in non-compliance with this standard, bedroom and living areas in some instances do directly abut the lift core. The submitted report does not address this matter. This issue could be addressed by requiring an amended acoustic report demonstrating these units will be appropriately protected from lift noise.

In relation to car park noise, SLR noted in their original advice that *the carpark entry door is an obvious source of potential nuisance given its proximity to the existing dwelling at 8 Islington Street and we suggest that explicit consideration of noise to this dwelling is called up in the acoustic report or the planning permit.* A condition to this effect would also ensure the proposed dwelling immediately above the car park entry is also adequately protected from noise from this source.

Proposed food and drink premises

The RTA Acoustic Report notes the plant associated with the food and drinks premises will be designed to meet the relevant requirements with SLR supportive of this. RTA state music noise will need to comply with Part II of the Noise Protocol. SLR are supportive of this noting a condition could require compliance with Part II of the Noise Protocol and any alterations to this would be subject to further consideration as part of an amended permit application.

However, SLR notes *the proposal includes a number of food and drink tenancies on the ground floor with several of them fronting Islington Street. These venues have potential to include outdoor dining. Consideration should be given to the operating hours of these premises, as they are directly opposite existing dwellings. We suggest that the operating hours of these premises are restricted to the day period only, as defined in Regulation 116 of the Environment Protection Regulations 2021, unless an acoustic report is prepared demonstrating that noise impacts will be acceptable / managed.* This day time operation could be addressed by condition and any alterations to this would be subject to further consideration as part of an amended permit application with an acoustic report provided to specifically address this matter.

Conditions restricting delivery times are standard on planning permits issued by the City of Yarra. The inclusion of such a condition would be recommended for any permit issued for the site.

Ground Floor Gym

A gym / yoga studio is proposed at the ground floor and there are dwellings proposed for the levels above. Noise and vibration from the gym has potential to cause nuisance to occupants of the apartments above. SLR noted that It is unclear from the current report whether the facility is proposed to be commercially run or operated by the Owner's Corporation and that If the gym is proposed to be commercially operated, *that a planning acoustic report be prepared for the proposed use and that advice be provided for ensuring that noise and vibration from the use are designed to meet the guideline levels provided in the Association of Australasian Acoustical Consultants (AAAC) publication: Guideline for Acoustic Assessment of Gymnasiums and Exercise Facilities, Version 1.0, February 2022.*

SLR also highlighted the fact that *gyms under control of the Owner's Corporation are considered less risky because there is potential for managing impacts through the*

implementation of operational restrictions (either of activities or times of use). Nevertheless, conceptual advice should ideally be provided in the acoustic report for managing impacts through the inclusion of appropriate flooring materials.

Officers note that the gym/yoga studio ia ancillary communal space for residents of the development and not a commercial use.

Terraces

Large external terraces are proposed for Levels 15 and 16 of the development. SLR rightfully identified that the nearest existing elevated receivers are on Level 10 of the apartment building at 55 Islington Street and confirmed that *airborne noise to these receivers can potentially be managed by the Owner's Corporation.*

SLR has also requested that a *lower / more onerous rating (e.g. Ln,w not more than 50 dB)* be applied to address impact noise from use of terraces, due to footfall and / or movement of furniture.

Level 15 shared services

The extensive shared service areas on Level 15 have apartments directly below them. Given the size of these spaces, which include a screening room and a space that could be used for functions, there would appear to be potential for high noise activities to be carried out there. Advice is not provided in the report for addressing this noise. However, it is in the interests of the developer to ensure that the development is fit for purpose and on these grounds the matter has not been raised as an issue to be addressed.

Road traffic from Hoddle Street

The primary noise sources impacting the development will be traffic along Hoddle Street to the east. The Standard notes that buildings within a noise influence area specified in Table D5 should be designed and constructed to achieve the following noise levels:

- Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.
- Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.

As the development is within a noise influence area; an assessment of road traffic noise was undertaken by RTA, with recommendations for specific wall cladding and glazing configurations to ensure the relevant internal noise levels were met. SLR were supportive of the specifications provided. Glazing Acoustic specifications and plan mark-ups are provided at page 26 onwards of the RTA report. The report also commits to façade elements and roofs shall be designed to provide 10dB greater performance than specified glazing elements, such that noise transmission via these shall not materially contribute to indoor dB(A) noise levels. *Should lightweight wall constructions be used it will be required to incorporate 12mm fibre cement sheeting behind external cladding, discontinuity or isolation elements, one or two layers of 16mm fire rated plasterboard internally and insulation in the stud cavity. Ventilation shall also be provided by means so as not to diminish sound insulation performance of the façade.*

Internal noise levels

The RTA acoustic report commits to compliance with recommended internal noise levels for apartments assessed in accordance with the guidelines provided in the City of Yarra '*Guidelines for Managing Noise Impacts in Urban Development*'. SLR supported this and confirmed that the proposed criteria are reasonable.

The transformer station on the north side of Langridge Street.

North facades of apartments (overlooking the transformer station) are typically proposed to be double glazed with 10.38 mm laminated glass, 12 mm airgap, 6 mm glass. SLR has indicated the proposed glazing will enable the nominated internal noise criteria for existing transformer noise.

Yorkshire Hotel and petrol station on the east side of Hoddle Street

SLR noted the applicant has had to undertake modelling of patron noise rather than actual physical measurement due to Covid restrictions of normal operations. SLR noted *the modelling patron noise is an appropriate approach given the site constraints at the time...SLR is aware that the Yorkshire Hotel has applied for a new patron outdoor area on the roof of the building. No increase in overall patron numbers are proposed, but there is potential for up to 200 people to be on the roof. …The proposed glazing will enable the indoor patron noise criteria nominated in the report to be met, even allowing for the proposed new roof deck.*

The RTA report addresses the current Yorkshire Hotel operations, and does not consider music from the proposed new roof deck. However, the planning acoustic report for the Yorkshire Hotel suggests that background music only is proposed to be played on the roof deck. Our indicative calculations suggest music played at the proposed levels would comply with the octave band night noise limits identified in Table 8 of the RTA report and with the higher limits identified in the acoustic report prepared by Enfield Acoustics for the Yorkshire Hotel (report dated 24 June 2021). Given this, further consideration of music noise from the Hotel's proposed future operations has not been requested.

As such, Council's Acoustic engineers are satisfied the current and potential future operations of the Hotel will not detrimentally impact the proposed development. It is noted the afore-mentioned permit has subsequently issued (PLN21/0217) and allows for a maximum of 100 people on the roof terrace (less than the 200 assessed by Council's External Acoustic officer) and music to be at backgrounds levels only on the terrace. Works have not commenced. It is unclear from the application material whether the hotel provides live music or not, however it would that this is case from the operator's website. Had the proposal been submitted, a condition would have requested an updated acoustic report addressing this matter.

Finally with Hoddle Street and the Yorkshire Hotel generating greater noise impacts than the petrol station located to the south of the Hotel, the acoustic measures described above to treat road and Hotel noise will be sufficient to also protect residents from noise from the petrol station.

Clause 58.04-4 – Wind

The Standard seeks to ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land. A Wind report

was undertaken on behalf of the Applicant by MEL Consultants (MEL) and reviewed for Council by Vipac. Mel has suggested the following wind criteria for the proposal:

- Pedestrian transit areas — Walking Criterion
- Building/Tenancy entrances — Standing Criterion
- Terraces/Balconies — Walking Criterion
- Communal Terraces — Walking Criterion

This testing concluded that in general, areas within and outside of the site met the recommended criterion, with no unsafe wind conditions proposed.

Vipac highlighted the following key findings within the wind report prepared by MEL:

- For the proposed design wind conditions in the surrounding public streetscapes have been shown to satisfy the walking comfort criterion at all test locations or better;
- The outdoor areas associated with neighbouring properties were generally shown similar wind conditions to the existing conditions;
- The wind conditions on the entrances and west courtyard fulfilled the standing criterion or better;
- The balconies and terraces would be expected to have walking comfort criterion or better with the recommendations of 2.1 m high balustrade surround the perimeter of northern part of Level 16 terrace (refer the cited Figure 1 in the attachment).

Despite the above Mr McGauran has highlighted some key findings with regard to the imposition of wind impacts stating that the scale of the built form relative to the low rise nature of neighbouring form has significant implications for the amenity and fitness for purpose of the place into which the proposal is inserted. Council Officer's agree with Mr McGauran. Conceptually, the scheme, due to its scale, should be made to be a key driver for a higher standard of amenity for its occupants with regard to wind criteria.

Whilst Vipac raise no issues with the conclusions and recommendations in the wind report prepared by MEL, it is Councils position that the proposed criteria for the private terraces/balconies and communal terraces are too low and does not offer good amenity for future residents.

Wind impacts on a rooftop communal space to a residential building was considered by the Tribunal in *SMA No. 17 Pty Ltd v Yarra CC [2020] VCAT 1364 (11 December 2020)*. The Tribunal found:

> *[111] The key concerns relating to the wind impacts are in respect to the rooftop communal open space area. The evidence is that walking criterion is an acceptable outcome for this area. The Council does not agree, arguing that sitting criterion should be achieved.*
>
> *[112] The rooftop space is an important area and will make a notable contribution to residents amenity given its size, proportions, landscaping, opportunities for views and solar access. It will provide an attractive option for occupants and their visitors as an alternative to the individual balconies.*

> *[113] According to the evidence, it is possible to create areas within the rooftop communal open space that achieve the sitting criteria, with reference being made to the use of vegetation and screens. We consider that an acceptable outcome would be achieved by ensuring that the designated sitting area (comprising a table and seating) is designated to meet the sitting criterion in order for occupants to experience comfortable conditions while in this part of the rooftop open space. This outcome would be conducive to the intended use and provide an acceptable level of amenity to encourage residents to occupy this area.*

Communal public space is an important area and will make a notable contribution to residents' amenity given its size, proportions, landscaping, opportunity for views and solar access (for rooftop spaces). It will provide an attractive option for occupants and their visitors as an alternative to the individual balconies.

It is therefore Council's preference that the communal terraces and public square achieve the Sitting criterion for areas in which permanent seating proposed. This position is formed on the basis that residents have the ability to retreat from their private areas, but this is not possible for the public areas.

With regard to the private terraces / balconies, it is preferred that these adopt the standing criterion for wind mitigation as a means of enhancing amenity for occupants. This would benefit a development of this scale that would attract a significant population and degree of activity. Whilst it is acknowledged that this may not be achievable for all private terraces and balconies, as it may result in higher screens which is not ideal for the outlook from these areas, it is not unreasonable to expect that generously size balconies and terraces (i.e. above 12sq.m. – as the minimum required for a three-bedroom dwelling) achieve a better standard than that provided

Clause 58.05-1 – Accessibility objective

To ensure the design of dwellings caters for people with limited mobility, the Standard notes that at least 50% of new dwellings should provide;

- A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom;
- A clear path with a minimum width of 1.2m that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area;
- A main bedroom with access to an adaptable bathroom;
- At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.

The BADS summary provided with the application indicates that a at least 70% of the proposed dwellings are accessible and have been designed to meet the needs of people with limited mobility.

Clause 58.05-2 – Building entry and circulation

All of the individual building entries are visible and provide shelter, a sense of address and transitional space around the entry. The internal layout of the buildings provides safe and

functional movement of residents, with the residential lobby entrance to Hoddle Street separated from the commercial entrances.

The upper-level corridors are not excessively long and avoid obstruction from building services and maintain clear sight lines. However, these are not adequately provided with a meaningful opening for daylight and it is not clear whether ventilation is provided to the corridors, with no operable windows clearly shown on the elevations. It is recommended that the size and design detail of the concierge is also further considered to ensure its proportion/sense of address is reflective of the large buildings it is servicing. The entrance with double swing doors at the ground floor to Hoddle Street, is very narrow and underwhelming for a development of this scale. The lifts on the upper levels will provide direct access to a wider opening associated with their respective corridors and will enhance the sense of safety for residents in buildings of this size. This aspect of the proposal is supported and could have been enhanced had the proposal been supported

Clause 58.05-3 – Private open space

To provide adequate private open space for the reasonable recreation and service needs of residents, a dwelling should have private open space as outlined in the Table 8 of this standard. An officer review of the submitted BADS assessment confirms that most dwellings contain either a balcony or a winter garden that comply with the minimum required dimensions with the exception of apartment type A05 (that contains no private open space – total of 5 dwellings stacked in the north-east corner of Building A – Levels 01 - 05) and D06 that falls short of the standard by 1.2m^2 (total of 11 dwellings stacked in the north-east corner of Building A – Levels 07 – 17). Whilst the latter is acceptable, the fact that several apartment have no POS is unacceptable and if this was to be supported, a condition of permit would have required these to be provided with POS. It is acknowledged that the communal indoor and outdoor open space of the development provides for the reasonable recreation and service needs of residents and meets the Objective of this Standard to this extent.

Clause 58.05-4 – Storage

The standard encourages each dwelling to have convenient access to usable and secure storage space in accordance with Table 10. Each dwelling provides convenient access to useable and secure storage, with the BADs diagrams and table confirming that all apartments will comply with both the internal and external storage requirements. The various storage cage sizes in the basement are identified as Type A to D but this corresponding allocation of cage types to dwellings is not noted on the BADS assessment. Should a permit issue, a condition should require the allocation of storage cages.

Clause 58.06-1 – Common property

The Standard states that developments should clearly delineate public, communal and private areas. Common property should also be functional and capable of efficient management. All communal areas are functional and readily accessible from communal corridors and lifts. The proposed common property areas do not appear to create any spaces that would be difficult to maintain by a future Owners Corporation.

Clause 58.06-2 – Site services

The ground floor plan demonstrates that a mail room is located within range to the apartment entry. All proposed development services are designed to be installed and easily maintained

through ease of access. Facilities and services are provided in the basement levels where possible. Services along the frontage include a fire booster cupboard and gas metres cupboard to Hoddle Street. All are treated with metal louvre doors which are considered compatible with the design of the building. As these services occupy a very small part of the frontage and the vast bulk of services located in the basement, services are considered to be appropriately located and design to ensure they do not dominate the ground level interfaces.

Clause 58.06-3 – Waste and recycling

Basement 1 provides for commercial and residential waste services area along with a loading bay to facilitate waste collection. A Waste Management Plan has been provided that details the bin room and bin sizes at basement level 1, deals with recycling including general waste, food, hard waste, e-waste along with waste collection procedures (including a bin truck swept path of the internal basement 1 collection area) and cleaning procedures. The Waste Management Plan authored by Leigh Design and dated 27/07/23 has been reviewed and supported by Council's City Works Branch's perspective.

Clause 58.06-4 – External walls and materials

The objectives of this Standard seek to ensure external walls use materials appropriate to the existing urban context or preferred future development of the area and to ensure external walls endure and retain their attractiveness by using materials that do not easily deteriorate or stain and weather well over time. The proposed materiality, which contains a mixture of brickwork, precast concrete and metal, relates well to existing built form within the neighbourhood and is considered acceptable within the existing and emerging context. This matter has also been discussed further in the built form and design assessment.

Planning Practice Note 96 (issued in December 2022) provides guidance regarding planning considerations for reflected sunlight glare in the built environment. The predominant use of solid materials and solid to void ratio reduces the risk of glare. However, PPN96 states that *reflected glare risks can also arise when cladding, painted walls or concrete have matt or smooth finishes, although reflection is generally less intense than from glass or polished cladding.* The development also comprises of glazing and metal detailing and shrouding , including bronze aluminium finishes and metal cladding applied to the walls and balustrades with a combination of powdercoated finishes. Glazing and polished metal cladding are also considered a key source of reflected glare which can be particularly intense and visible from varying locations and directions throughout the day and year. Therefore, if Council was of the opinion to issue a planning permit, a condition would have also required the provision of a Reflected Glare Assessment prepared by a suitably qualified professional detailing glare assessment for external building materials and finishes proposed, utilising an appropriate methodology.

Clause 58.07-1 – Functional layout

Bedrooms
Table D11 within Standard D24 states that the main bedroom should have minimum dimensions of 3.4m x 3m with remaining bedrooms of 3m x 3m. This is to exclude wardrobes. A review of the BADs layout plans by Council Officers confirms that all of the bedrooms throughout the development meet the Standard.

Living areas
Table D8 within Standard D24 specifies a minimum area of 10sqm and width of 3.3m be provided for one-bedroom dwellings and studios, and a minimum area of 12sqm with a minimum width of 3.6m for two or more-bedroom dwellings. This is to exclude kitchen and dining areas. A review of the BADs layout plans by Council Officers confirms all apartments meet this Standard.

Clause 58.07-2 – Room depth

This Standard discourages single aspect rooms to exceed a room depth of 2.5m times the ceiling height. The section drawings suggest floor to ceiling heights to living rooms are 2.7m, thus room depths should not exceed 6.75m. The Standard states however that this can be increased to 9m for single aspect open plan habitable rooms, provided that the kitchen is the furthest from the window and the ceiling is at least 2.7m high.

A significant number of dwellings within the development have dual aspect living rooms, with the depth of all single aspect dwellings meeting the requirements of the Standard. Each dwelling (with the exception of Studio type A05) also has inset balconies with all sides of the living fronting the balcony having full height glazing.

Clause 58.07-3 – Windows

This Standard requires all habitable room windows to have a window to an external wall of a building. In all apartments, all bedrooms and living rooms will have access to a window within an external wall, ensuring that daylight is accessible to all habitable spaces.

Clause 58.07-4 – Natural ventilation

The Standard notes that a minimum of 40% of apartments should provide effective cross ventilation. In compliance, the BADs summary indicates that a total of 40.3% of dwellings are naturally cross-ventilated with the position of operable windows indicated on elevations and floor plans.

Environmentally Sustainable Development

In addition to energy efficiency and integrated water and stormwater management objectives and standards of Clause 58 (Apartment Developments - below), Council's local policies at Clauses 15.01-2L-01 (Environmental Sustainable Development) and 19.03-3L (Water Sensitive Urban Design) also call for best practice water quality performance objectives and best practice in environmentally sustainable development from the design stage through to construction and operation.

The application was accompanied by a Sustainable Management Plan prepared by ADP dated 27 July 2023.

The following key ESD commitments incorporated into the overall scheme were highlighted by Council's ESD Advisor:

- *Green Star design and As-built v1.3 – 5-star certified rating (65 points targeted).*
- *Average NatHERS rating of 7-stars across the development, with no individual dwelling achieving less than 5.5-stars (residential only).*
- *The project will exceed Section J requirements of the NCC 2019 for the nonresidential tenancies (e.g. retail and commercial), and common areas by 10% and target credit points under the Green Star Energy credit.*
- *The apartments will be naturally ventilated in accordance with AS 1668.4:2012. Non-residential primary and secondary nominated spaces will provide outdoor air at a rate 100% greater than the minimum required by AS1668.2:2012, or carbon dioxide (CO2) concentrations are maintained below 700ppm.*
- *Daylight modelling has been conducted showing that 73% of non-residential areas achieve DF>2% and 47% of residential areas achieve DF>1.5%.*
- *Hot water supply to dwellings will be from electric based systems (centralised heat pump units with a minimum COP 3.5 under design conditions).*
- *The project will explore the opportunity for installing solar PV to the rooftop of the development.*
- *Individual cold water and electricity meters will be provided to the apartments and communal areas. A Building Management System will be installed to monitor and control the building various systems.*
- *Water efficient fittings and fixtures are applied throughout.*
- *A 40,000 litre rainwater tank will harvest rainwater from 3,010m2 of roof area, and connected to common area toilets.*
- *Communal landscape areas will be irrigated using subsurface drip type irrigation systems.*
- *In total 301 bicycle spaces are to be provided for occupants and visitors.*
- *EOT facilities including staff showers and lockers will be provided at Basement 02.*
- *The development will provide EV charging infrastructure to a minimum of 10% of car parking spaces.*
- *A Building User's Guide will be produced and made available to building owners and occupants.*

The SMP was reviewed by Council's ESD Advisor who identified the following outstanding information required to be addressed to achieve a satisfactory ESD outcome. This included (but is not limited to):

- *Please clarify if carpark ventilation system is mechanical or natural ventilation and provide details.*
- *Please provide information on the intended solar PV system and mark layout on architectural plans. Green Star recommends a minimum of 500kWh of annual electricity generation per dwelling provided by an on-site solar PV system.*
- *Please provide more information and specific targets regarding recycled materials.*
- *Architectural plans show total 204 residential bike parks and 97 non-residential bike parks. Green Travel Plan also shows total 301 bicycle parking spaces. Please clarify discrepancies and ensure the numbers are consistent across all documentation.*
- *Specify amount of site to be covered by vegetation, a minimum 10% green cover is required.*

- *Please annotate specified SRI of horizontal surfaces on architectural plans.*

Council's ESD Advisor identified the following improvement opportunities:

- *Consider shading to glazed surfaces to reduce energy peak demand. This may consist of an external blind/louvre system to provide shading or heat reduction in the building, or internal blinds to all windows and doors.*
- *Consider materials and assembly methods to assist with disassembly and adaptive reuse at end of life.*
- *Consider incorporating a car share space on street (through partnership) or within the basement, and at a minimum provide details of surrounding car share locations within the Building Users Guide and/or Green Travel Plan.*
- *Consider implementation of green wall or roof elements to increase the urban ecology of the development. Consider an assessment using the green factor tool greenfactor.com.au.*

Should Council have been of the opinion to support the application, the above requested items would have also formed conditions of a permit.

Car parking, traffic, access and bicycle parking

Car parking reduction

Under clause 52.06 of the Scheme, the applicant is seeking a full waiver of car parking reduction for the proposed shop, food and drink premises and community space uses. 200 car spaces are proposed to be allocated to the dwellings. A total car parking reduction of 311 car spaces is sought by the proposal. A breakdown on the car parking requirements of the proposal and the allocation is provided in the table below:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Studio Dwelling	76	1.0 space per dwelling	76	200
One-Bedroom Dwelling	178	1.0 space per dwelling	178	
Two-Bedroom Dwelling	110	1.0 space per dwelling	110	
Three-Bedroom Dwelling	43	2.0 spaces per dwelling	86	
Food and Drink / Shop community use	1,768 m^2	3.5 spaces per 100 m^2 of leasable floor area	61	0
		Total	**511 spaces**	**200 spaces**

In support of the reduction of car parking, a car parking demand assessment was undertaken by One Mile Grid. Council's Engineers reviewed the parking assessment undertaken by One Mile Grid and concurred with the findings. They also noted the following in support of the proposed reduction:

- *Parking Demand for the Dwellings* – The proposal would function as a Built-to-Rent (BTR) development. In a Built-to-Rent development, the dwellings are owned by the developer, who leases them out to tenants. With this housing model, parking would not be allocated to specific dwellings but would be offered to prospective residents at the beginning of their lease (subject to availability).

  For the 407 dwellings, the on-site parking provision is 0.49 spaces per dwelling. Council had approved a Built-to-Rent development at 25 River Boulevard, Richmond, with an on-site parking rate of 0.42 spaces per dwelling. The proposed rate of 0.49 spaces per dwelling is considered appropriate.

- *Parking Demand for the Food and Drink / Shop / Community Space Use* – Since the commercial component of the development would not be provided with on-site parking, all staff and customer parking demands would be accommodated off-site. Staff would likely make their own travel arrangements to commute to and from the site, such as take public transport or ride a bicycle.

- *Availability of Public Transport in the Locality of the Land* – The following public transport services can be accessed to and from the site by foot:
  - Victoria Parade trams – 230 metre walk
  - Hoddle Street buses – 50 metre walk
  - North Richmond railway station – 300 metre walk
- *Multi-purpose Trips within the Area* – Customers, patrons and clients to the development could combine their visit by engaging in other activities or business whilst in the area.

- *Convenience of Pedestrian and Cyclist Access* – The site is very well positioned in terms of pedestrian access to public transport nodes, shops, supermarkets, places of employment and education and other essential facilities. The site also has good connectivity to the on-road bicycle network.

- *Availability of Car Parking* – One Mile Grid had conducted an on-street parking occupancy survey in the surrounding area on Wednesday 15 December 2021 between 8:00am and 5:00pm. The study area encompassed sections of Hoddle Street, Islington Street, Langridge Street, Cromwell Street, Rupert Street and Rokeby Street. The extent and times of the survey are considered appropriate. An inventory of 202 to 234 publicly available parking spaces was identified. The survey results indicate that the peak on-street parking occupancy in the study area had occurred at 12:00pm (at 91%) with no fewer than 21 space available. The data suggests that there is some parking opportunity for visitors and customers to the development.

- *Relevant Local Policy or Incorporated Document* – The proposed development is considered to be in line with the objectives contained in Council's Strategic Transport Statement. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

In summary, the proposed car parking reduction is supported and is consistent with the intent of Clause 18.02-4L-01 (Car Parking) of the Scheme, which seeks to reduce car dependency. A car parking management plan condition could be included on any permit issued to ensure car parking spaces appropriately allocated and maintained.

Traffic

In relation the additional car parking spaces accommodated on-site, Council's Engineering Unit reviewed the trip generation rates provided by One Mile Grid. The likely trip generation is outlined below:

Proposed Use	Adopted Traffic Generation Rate	AM Peak Hour	PM Peak Hour
Residential (BTR) 200 cars	0.25 trips per dwelling in AM peak hour 0.26 trips per dwelling in PM peak hour	**50**	**52**

Council's engineers are satisfied that the development peak hour volumes generated by the site are acceptable and should not adversely impact the traffic operation of the surrounding road network. Furthermore, no traffic concerns were raised in relation to waste collection and delivery vehicle movements.

Access and layout

Clause 52.06-9 (Design standards for car parking) of the Scheme relates to the design of car parking areas and contains 7 standards and requirements relating to access way, car parking spaces, gradients, mechanical parking, urban design, safety and landscaping.

These details, along with the proposed ramp designs have been reviewed by Council's Engineering Unit who are satisfied with the layout of the car parking area. Council's Engineering Unit has requested that the plans be revised to include the following details, which are recommended by way of conditions:

- A convex mirror to be installed at the development entrance to assist exiting motorists view pedestrians south of the entrance.
- Non-compliant basement column positions - To address the issue of non-compliant columns, the applicant could:
  - Redesign and reposition the columns such that their positions do not encroach the parking space clearance envelopes; or
  - Reconfigure/redesign the car parking spaces; or
  - Designate spaces as Small Car Spaces where they are impacted by encroaching columns.
- Car parking space 112 in Basement 02 designated as a small car space due to its compromised clearance from the wall.
- Provision of swept path diagrams for truck entry and exit movements via Islington Street tested for a 6.4 metre small rigid vehicle.

Council's Engineering Unit also requested several engineering conditions in regards to Council asset protection, footpath and kerb and channel reconstruction, pavement re-sheeting (Islington Street and west-bound side of Langridge Street), removal of redundant crossovers and property drains, detailed engineering design, proving of underground utilities, construction management plan, public lighting.

Overall, the proposed design and configuration of access and car parking areas can achieve a satisfactory outcome, subject to the conditions requested by Council's Engineering Unit. Should a permit have been issued, this would have contained the requested conditions.

Bicycle parking and facilities and strategic transport

The Clause 52.34 statutory bicycle parking/facility requirements for the proposal are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	407 dwellings (364 1-2 bedroom, 43 3 bedroom)	In developments of four or more storeys, 1 resident space to each 5 dwellings	81 resident spaces	223 resident spaces
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	41 visitor spaces.	53 visitor spaces
Retail premises (other than specified in this table)	1,768 sqm	1 employee space to each 300 sqm of leasable floor area	6 employee spaces	6 employee spaces
		1visitor space to each 500 sqm of leasable floor area	4 visitor spaces.	
Bicycle Parking Spaces Total			**87 resident / employee spaces**	**276 resident / employee spaces**
			45 visitor spaces	**53 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 showers / change rooms**	**2 showers / change rooms**

The development provides a total of 189 additional resident/employee spaces and 8 additional visitor spaces above the requirements of the Scheme.

However, it provides 131 fewer resident spaces and 7 additional visitor spaces when assessed against BESS guidelines (which have 407 resident spaces as part of calculations).

Council's Strategic Transport Unit reviewed the layout of bicycle parking advising the following recommendations:

- A minimum of 407 resident bicycle parking spaces in total be provided.
- At least 40% of resident bicycle parking to be provided as a ground level (horizontal) hoop and comply with Clause 52.34 and AS2890.3.
- Rearrangement of visitor bicycle parking to be adjacent to building entrances of high activity as previously outlined.

- Inclusion of at least one additional entrance/exit to the Basement 01 bicycle parking area.
- Demonstration that people with bicycles are not required to walk more than 30 metres from the nearest point to which a bicycle can be ridden to the Basement 01 bicycle parking area, as per Clause 52.34.
- All visitor bicycle parking facilities to be ground level (horizontal) hoops and comply with Clause 52.34 and AS2890.3.
- Kerb ramps should be installed on Islington Street to facilitate bicycle access to the two lifts nearest to the bicycle storage area.
- At least 15 electric car charging spaces to be provided.
- A minimum 40A single phase electrical sub circuit installed to make all car parking spaces 'EV Ready'.
- Dimensions of all bicycle storage spaces, lifts, corridors and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.
- Change "footpath" to "shared path" adjacent to Hoddle Street on all plans.
- At least 20 electric bicycle charging points should be provided in the resident bicycle parking spaces adjacent to spaces suitable for electric bicycles to use.
- An Amended Green Travel Plan should be provided with the information outlined previously.

Overall, the proposed design and configuration of access and bicycle parking can achieve a satisfactory outcome, subject to the conditions requested by Council's Strategic Tranport Unit. Should a permit have been issued, this would have contained the requested conditions.

Potentially contaminated land

The site has previously been used for motor vehicle sales and repairs purposes, while Vic Earth historical business data indicates that various manufacturing, retail and trade supply uses. As a result, there is a clear potential for contamination to exist on the Site.

The Applicant has included a Preliminary Site Investigation Report, which confirms that the site is potentially contaminated from historic uses and activities undertaken on the Site. The Report recommends a preliminary risk screening assessment or environmental audit be undertaken to support the proposed use.

While the land is not included within an Environmental Audit Overlay, given the intended sensitive use (a residential building), it is considered reasonable to introduce conditions for investigations to be made and rectification works to occur, if required.

Should a permit be issued, conditions can be included to require a suitably qualified person to undertake preliminary investigations for the site with regard to the future use of the land and make recommendations accordingly.

Such conditions would generally be in line with the guidance provided under the Practice Note – Potentially Contaminated Land (July 2021) which outlines that where identified as potentially contaminated land and where a planning permit application may allow potentially contaminated land to be used for a sensitive use, that the responsible authority seek a Certificate of Environmental Audit or a Statement of Environmental Audit indicating that the site is suitable for the proposed use.

Development and open space contributions

Development Contributions

Schedule 1 of the Development Contributions Plan Overlay (DCPO1) applies to the proposal. The subject site is located within Charge Area 6 (Collingwood). A community infrastructure levy is applicable to the proposed dwellings. The development infrastructure levy is applicable to the proposed commercial floor space and dwellings.

Conditions can be included with any permit issued outlining the requirements for the payment of the development infrastructure levy, in accordance with the relevant statutory requirements for each levy type.

Open Space Contributions

In accordance with the requirements of Clause 19.02-6L (Public Open Space Contribution) of the Scheme, a 4.5 per cent public open space contribution will apply in the event of the subdivision of the land. This could have been captured as a note on any planning permit.

Objector Concerns

Many of the objector issues have been discussed within the body of the report.

Outstanding objector issues raised are as follows and these will be discussed below:

- *Impact on Collingwood town hall clock tower landmark vistas along Hoddle Street;*

  The proposal is located on the opposite side of Hoddle Street to the Collingwood Town Hall clock tower, which is approximately 350 metres to the north of the Site. Accordingly, the proposal is not considered to impact on views and vistas to this landmark in accordance with Clause 15.01-2L-02 (Landmarks and Tall Structures).

- *Amenity Impacts and potential damage from construction activities; and*

  Whilst these issues will be managed at the Building Permit stage, a Construction Management Plan would be required via condition should a permit be issued to ensure the construction is managed in accordance with Council policies and procedures.

- *Negative impact on property values.*

  The impact on property values is not a consideration within the Planning Scheme or the Objectives of the *Planning and Environment Act 1987*.

Conclusion

Based on the above report, the proposal does not present as an acceptable outcome. It has been assessed as not complying with the relevant planning policies and therefore should be refused.

Recommendation

That Council advises the Victorian Civil and Administrative Tribunal (the VCAT) that had it been in a position to make a decision, it would have issued a notice of decision to refuse to grant to a planning permit on the following grounds:

1. The proposal lacks strategic support and is contrary to policy at Clause 02.03 (Strategic Directions), Clause 15 (Built Environment and Heritage) and fails in its delivery and supply of housing choices at Clause 16 (Housing) of the Yarra Planning Scheme.

2. The proposal fails to respond to the existing urban context and preferred future development of the area.

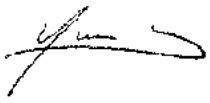
3. The proposal is an overdevelopment and would have an unacceptable impact on the surrounding area as a result of its building height, massing, setbacks, transition and architectural composition.

4. The amenity of the communal / public open space areas and private balconies / terraces is poorly resolved.

Declaration of conflict of interest

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

- No conflict declared by Planner: John Theodosakis
- No conflict declared by Delegate: Ally Huynh

Planner: **John Theodosakis** Signature: 
Date: 26/4/2024

Planner: **Ally Huynh** Signature:
Date: 26/4/2024

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INDEPENDENT URBAN DESIGN ADVICE

PROPOSED DEVELOPMENT AT 21-43 Hoddle Street Collingwood

FEBRUARY 2024

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B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, FVPELA, Architect

Our Ref: 24009

BACKGROUND

1. In January 2024 I was asked by Yarra City Council to provide an urban design report for a planning application for land at 21-43 Hoddle Street Collingwood in my capacity as an Architect and Urban Designer.
2. Council would like my opinion on the following:

   > It is noted the advertised material contains both the original application material for 22 storeys and the current section 57A amended material for a maximum 18 storeys.
   > Is the proposal acceptable from an urban design perspective?
   > Is the proposal (and particularly the height) acceptable considering amendment C269 which nominates the site as a moderate change area,

   1. In the Council officers further information request of 08 September 2023, urban design matters of concern for officers are outlined below:
   2. *The overall building height continues to be of concern, particularly the lack of meaningful height differentiation between the building on the Hoddle Street/ Islington Street intersection and the other lower forms. The height of the buildings on the Islington Street side are considered to need further reductions in height,*
   3. *The lack of proposed affordable housing scheme is of concern,*
   4. *The removal of the first and second floor office component is of concern as it results in an imbalance of residential to commercial uses, particularly when the purpose of the zone is for commercial purposes,*
   5. *Of concern is the similarity of the façade solid to void proportions between the upper and lower levels/the lack of heaviness to the podiums may exacerbate height to the Hoddle frontage and for building 1 to the Islington Street frontage,*
   6. *The lack of a podium to the west and southern walls facing the larger internal courtyard and to the southern wall facing the smaller courtyard is likely to result in these walls having a visually overwhelming presentation to the courtyards,*
   7. *It is considered the northern wall of building 2 would benefit from further articulation/a void to break up mass/presentation of visual bulk,*
   8. *It is preferable if all the perspectives in the Planning Report are included in the architectural plan package and or into the main Perspectives package. It is also preferable to provide more detailed perspectives of the ground floor undercroft frontages to Islington, Hoddle and Langridge and the main pedestrian entry pints to the building,*

9. *Officers are having problems opening plans and it would be appreciated if file sizes could be compressed further as this may address this issue.*
10. *Your application will be subject to a referral process which may raise further concerns with urban design, wind, ESD, traffic/vehicle parking, landscaping, bicycle parking etc. You will be provided with these comments once they become available.*

3. The planning application seeks development of the land for a multi-storey and multi-building, mixed-use development, use of the land for dwellings and community use (permit required) and office, shop and food and drink premises (no permit required), alteration of access to a road in a Transport Zone 2 (Hoddle Street) and a reduction of the statutory car parking requirements (Amended application to reposition building towers, reduce building heights throughout including reducing the proposed maximum height from 22 storeys to 18 storeys and other associated changes).

THE PROPOSAL

4. The amended development includes:

   a) 407 dwellings (build-to-rent model) configured as:

      i. 76 x studio
      ii. 178 x 1BR and 1BR + studies
      iii. 110 x 2BR and 2BR + studies
      iv. 43 x 3BR

   b) 200 car parking spaces (residential allocation) within 2 basement levels
   c) 4 motorcycle parking spaces
   d) 213 storage cages within the basement levels
   e) 282 bicycle parking spaces:
   f) Ground

      i. 21 residential visitor spaces
      ii. 6 staff spaces
      iii. 32 visitor spaces

   g) Basement 1

      i. 223 residential spaces

Land uses

5. The planning report describes the land uses as follows:

   a) The development is generally arranged in a podium and tower form across a series of connected buildings arranged around new public spaces.
   b) The ground level is positively activated with entries along each of the 3 road frontages, linking to internal lanes that are lined with food and drink and shop tenancies along with a residential lobby. The main dwelling entry is via Hoddle Street.
   c) The ground level lanes are not gated and will therefore be accessible to the public 24/7. The ground level also includes a public square along Islington Street and a semi-private courtyard towards the southern end of the site.
   d) Hoddle Street is activated with the community space, shops, dwelling entry and a food and drinks premises.
   e) The 257 square metre community space along Hoddle Street would be provided rent-free for a selected not-for-profit organisation for a period of 10 years post-completion. The core activity of this space will be a community space, with ancillary training and activity spaces for the community.
   f) Langridge Street is presented with a laneway entry and 2 food and drinks tenancies.
   g) To Islington Street, the development presents 3 food and drinks tenancies, a resident gym/yoga room and co-working space, a generous publicly accessible open space and laneway entry. The ground floor is also setback 3 metres to 3.5 metres to widen the eastern Islington Street footpath (albeit this space will remain a private landholding that will be open to the public).
   h) The dwellings commence on level 1 and continue to level 17. Rooftop communal open spaces are also provided on levels 15 (382sqm) and 16 (388sqm), along with a club room, games room, screening room and private dining room for residents.

Podiums

6. To Hoddle Street, the development presents as 3 to 6 storey podiums stepping up to the Corner with Langridge Street, with the levels above set back 3 metres to façade line.
7. This taller corner form wraps around into Langridge Street.
8. To Langridge Street, the development presents as a 5 to 6 storey podium, with the levels above set back between 6.2 and 14.6 metres to façade line. The podium height has increased compared to the original application – previously 2-4 storeys. The upper-level setbacks have also significantly increased at this interface – previously 2.3 metres.
9. To Islington Street, the development is described as presenting as a 3 to 5 storey podium, with the levels above set back 5 to 7.5 metres. The podium height has increased and decreased compared to the original application – previously 2-4 storeys along Islington Street. The upper-level setbacks have been increased at this interface – previously 5 metres.
10. The development has changed to now be a contiguous built form above which are two buildings each in turn expressed with two related languages to convey the impression of two attached buildings. the ensemble is configured to hold the edges to both Langridge St and Hoddle street forming a courtyard open to the street in Islington Street immediately south of the northern building with a second courtyard south and west of the primary built forms of the southern building towers.
11. As the planning report notes pleasingly the application seeks to remove the existing crossover to Hoddle Street. Notably, the proposal also seeks the deletion of one existing crossover to Langridge Street and 3 existing crossovers to Islington Street, with all existing crossovers being consolidated to a single vehicular entry/exit via Islington Street.

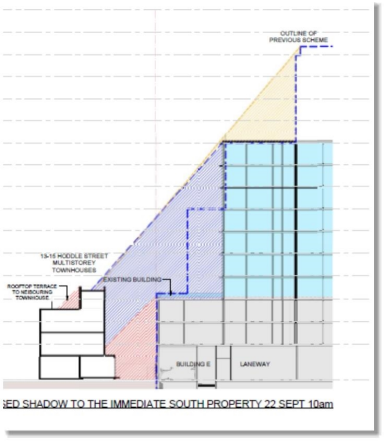
12. The revised Built Form response is described in the following renderings.

Hoddle Street

13. Building 1 with its large plant area occupying the bulk of the upper area rises to nearly 62.7m, an effective 20 levels of residential development.
14. The northern tower form of Building 2 rises to over 57m before stepping down to 34.55m before stepping down to three levels at the south end.

Islington Street

15. The Islington Street interface is anchored at its northern end by the western end of Building 1 rising to 17 levels and 55.5m. A piazza space separates this form from a second Building 2 expressed as a 52m+ built form of 16 levels.



Overshadowing

16. The submission indicates the siting and scale of Building 2 has substantive impacts on adjoining residential development to the south between the hours of 9am and 3pm at the September Equinox and the western footpath of Islington Street until after 10am, with substantial overshadowing impacts to the east facing habitable room windows of the silos apartments until well after 9am and street apartments until after 10am

Wind impacts

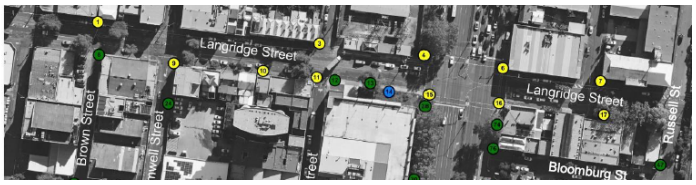
17. The scale of the built form relative to the relatively low-rise nature of neighbouring form has significant implications for the amenity and fitness for purpose of the place into which the proposal is inserted. The earlier report notes that:

18. *Conditions at the corner of Langridge Street highest. For any outdoor retail near this corner or along Islington Street it would be expected that local screening would be necessary to improve the local wind conditions specific to the proposed activation.*

    a) *South of the development site the wind conditions would be expected to increase but still achieve the walking comfort criterion or better.*

    b) *Existing dwellings to the south on east and west sides of Islington Street would experience slightly elevated wind conditions relative to existing conditions.*

Langridge Street



19. *The existing conditions on Langridge Street indicate that much of the frontage is suitable for sitting apart from location 314 with walking standing comfort as a minimum achieved all the way to the east and west.*

    a) *The modelled development indicates no area other than in the lobby area meeting a sitting comfort level, with the pedestrian crossing points of Hoddle Street to the north and south experiencing substantially higher levels of wind speed suitable only for walking. These outcomes in my view re inconsistent with the intended retail and hospitality uses described for this interface.*

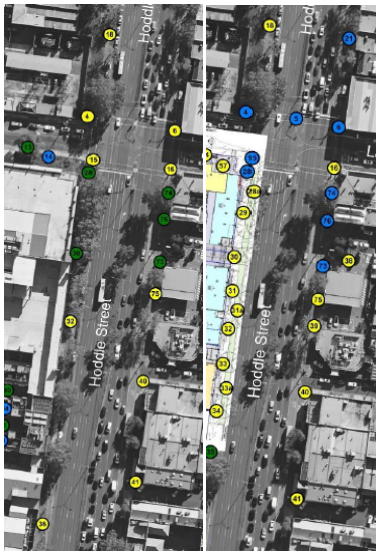
    b) *Contrary to the objectives of the Planning scheme and for precinct and project heavily dependent on walking and cycling and local amenity for its liveability and function, the wind conditions along Langridge Street, particularly immediately in front of the development would experience elevated wind conditions relative to existing conditions as a result of the increased downwash effects caused by the development.*

Hoddle Street

20. The existing measurements in Hoddle Street are only taken for 4 locations along the project boundary. 2 of these meets sitting comfort levels and the balance standing. East of Hoddle Sttrret properties up to the southern side of Bloomburg St achieve sitting comfort levels.

    a) A comparison of the before and after is described in the snipped sections of Diagrams 5 and a from the report below.

    b) The wind conditions on both the east and west sides of Hoddle Street would be adversely affected by the proposed development.



Islington Street

21. Islington street similarly for the residentially focussed uses to the west exhibits standards suitable for sitting with a similar measurement for the subject site interface, In contrast the revised scheme provides no area at ground level suitable for sitting to this interface.

    a) The modelling suggests that the wind conditions on both the east and west sides of Islington Street would be adversely affected by the proposed development.

Ground Level Internal

22. Pleasingly, the worst impacts of the flow through the north and west entries off Langridge and Islington Streets respectively have now been addressed.

23. Disappointingly though, a new ground level plaza with clearly described sitting areas, does not provide the wind comfort modelling supportive of its principal role for residents of the building and users of the precinct.

Podium Level

24. The generously scaled podium level private terrace to Islington Sttrret and the NW section of the Langridge Street frontage do not meet the standard for sitting. Logically these sites should enjoy this amenity as a place for sitting rather than the standing and walking thresholds presently viewed by the applicant as adequate, and protection from overlooking to part of the area from the terraces Habitable units above consistent with planning policy.

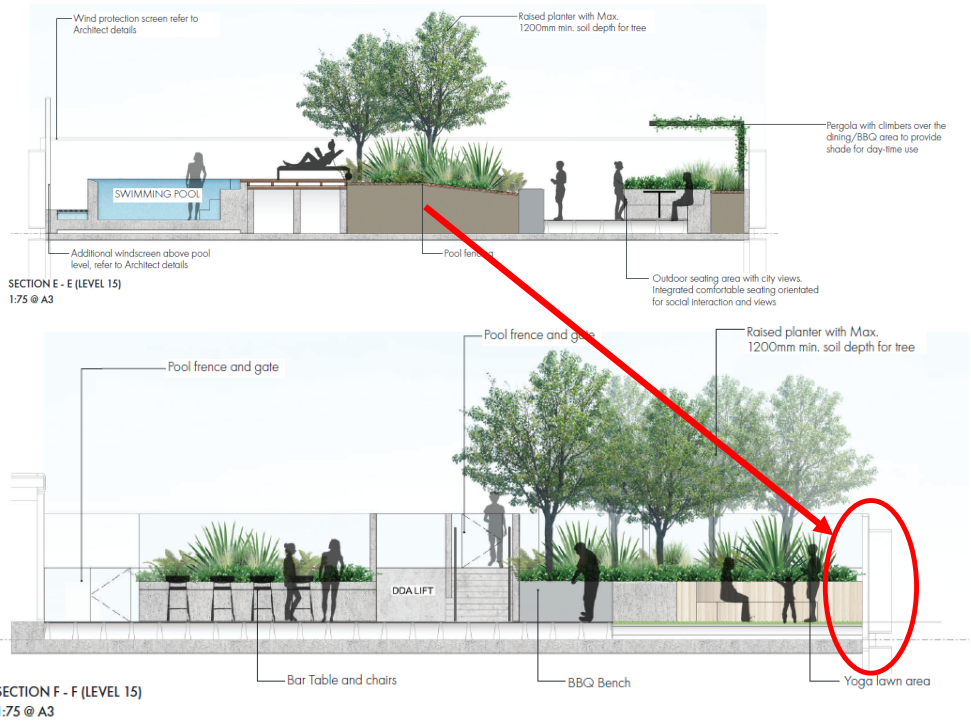
Terraces and Balconies

25. Disappointingly, the wind conditions on the upper Level 15 Pool deck achieve only a standing level of comfort with the more extensive Level 16 deck achieving an even worse walking and safety issue threshold that would require a 2.1m high screen to simply meet a standing level amenity. Neither outcome is achieving amenity conditions fit for purpose and re2quires radical rethinking have been shown to achieve the walking comfort and safety criteria except for the Level 16 communal terrace which failed to achieve the walking comfort criterion and the safety criterion.

26. I note the consultant notes that In combination with the taller (2.1m) balustrade on the northern communal terrace, *the wind conditions in these booth seating areas would be expected to achieve the sitting comfort criterion.* They further note that *similarly for the southern communal terrace, these proposed seating areas would be expected to achieve the sitting comfort criterion with the* landscaping. I am satisfied that the report understands that necessary amenity outcome for these upper-level shared areas is for an outcome that meets sitting criteria, It is not apparent however that this standard is met for the chaise lounge areas around the pool where these standards are obviously necessary to enable the utility of this area. The revised plans indicate a 3m high framed façade treatment to this pool area extending to a height of Rl 70.15. They indicate a white powder coated frame in elevations but glazing details and actual treatments are unclear.

27. It would appear the upstand scale of the pool will be prominent and should be made clear. Sectional details are necessary too to clarify planter to perimeter screen details as the landscape plans indicate that elevated planters extend to the abutment with the external glazed facades and that these planters are relied on by the wind consultant for their tempering effect.

28.



29. The report makes recommendations that in my view are inconsistent with the role of communal open spaces within the development, relied on by a substantial population for open space given the absence of substantial nearby parks and amenity areas.

30. The report recommends wind criteria for the surrounding streetscapes and communal areas as follows:

a) Pedestrian transit areas Walking Criterion
b) Building/Tenancy entrances Standing Criterion
c) Terraces/Balconies Walking Criterion
d) Communal Terraces Walking Criterion.

31. In my view the ground level piazza, interface with hospitality and collaborative and social areas zones, and upper-level communal terraces, sitting **criteria** should be applied to substantial areas.
32. The substantial diminution of walking comfort in Hoddle St and Islington St and Langridge St is disappointing given:

    a) Shops are intended to line the eastern Hoddle Street interface with the associated standing and 'window shopping that should be anticipated.
    b) Hospitality to the NE corner and along Langridge Street and to the NW corner with Islington Street.
    c) Hospitality, Co-working, and gym facilities in Islington Street, again demanding outcomes suitable for sitting for the hospitality and at worst standing for the balance.
    d) Policy seeks to minimise impacts on surrounding street amenity.

STATUTORY AND STRATEGIC PLANNING CONTEXT

PLAN MELBOURNE

33. Within *Plan Melbourne,* there are several outcomes, directions and policies that need to be considered when reviewing this proposal from an urban design perspective.
34. *Plan Melbourne* outlines a vision of Melbourne as a 'global city of opportunity and choice.' This vision is guided by seven key outcomes, each supported by directions and policies towards their implementation.
35. Outcomes relevant to the land-use and built-form changes sought by this proposal include the following:

    a) Outcome 1: Melbourne is a productive city that attracts investment, supports innovation, and creates jobs.
    b) Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity.
        a. Outcome 5: Melbourne is a city of inclusive, vibrant, and healthy neighbourhoods.

36. **Direction 1** aims to create a city structure that strengthens Melbourne's competitive for jobs and investment, particularly regarding supporting the central city to become Australia's largest commercial and residential centre by 2050.

    a) Policy 1.1.1 & 1.1.2 encourages new development opportunities to create grow office floor space amongst residential space is to deliver co-benefits of employment, reduced commuting and transport costs for workers and residents. Urban renewal precincts in and around the central city is acknowledged here to play a major role in delivering high-quality, distinct, and diverse neighbourhoods that offer a mix of uses.

37. **Direction 4** advocates a place-making approach to urban design to create *"more great public places across Melbourne."*
        b. Policy 4.3.1 seeks to integrate place-making practices into road-space management to ensure the design of streets encourages the use of active transport and facilitates a greater degree of and encounter and interaction between people and places.
38. **Direction 5** outlines the ambition of creating a city of 20-minute neighbourhoods by encouraging the development of vibrant, mixed-use neighbourhoods linked by a network of activity centres. 'Walkability,' 'housing diversity,' 'ability to age in place' are identified here as key characteristics of 20-minute neighbourhoods.
39. **Direction 5.3** recognises the importance of social infrastructure in supporting strong communities. Delivery and co-location of social infrastructure in accessible locations near public transport is a key policy under this direction.

40. Policy guidelines to consider where relevant include:

a) *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017).

b) *Safer Design Guidelines for Victoria* (Crime Prevention Victoria and Department of Sustainability and Environment, 2005).

c) *Urban Design Charter for Victoria* (Department of Planning and Community Development 2009).

PLANNING POLICY FRAMEWORK

41. **Clause 11.01-1R Settlement - Metropolitan Melbourne** includes the following relevant strategies:

a) Focus investment and growth in places of state significance, including Metropolitan Melbourne Central City, Metropolitan activity centres and major urban renewal precincts.

b) Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.

42. **Clause 11.02-1S – Supply of urban land** relevant objective of this clause is:

a) To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional, and other community uses.

The relevant strategy of this clause is to:

b) Planning for urban growth should consider: Opportunities for the consolidation, redevelopment, and intensification of existing urban areas.

43. **Clause 11.03-1S – Activity centres** objective of this clause is to:

a) To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Relevant strategies include the following:

b) Undertake strategic planning for the use and development of land in and around activity centres.

c) Encourage a diversity of housing types at higher densities in and around activity centres.

d) Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.

e) Improve access by walking, cycling and public transport to services and facilities.

f) Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

g) Encourage economic activity and business synergies.

h) Improve the social, economic, and environmental performance and amenity of activity centres.

44. **Clause 13.04-1S – Contaminated and potentially contaminated land** objective of this clause is:

a) To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.

Relevant strategies include the following:

b) Ensure contaminated or potentially contaminated land is or will be suitable for the proposed use, prior to the commencement of any use or development.

c) Facilitate the remediation of contaminated land to make the land suitable for future intended use or development.

45. **Clause 13.05-1S – Noise management** objective of this clause is:

a) To assist the management of noise effects on sensitive land uses.

Relevant strategy includes:

b) Ensure that development is not prejudiced, and community amenity and human health is not adversely impacted by noise emissions.

46. **Clause 13.07-1L-01 – Interfaces and amenity** objective of this clause is:

a) To protect the operation of business and industrial activities from new residential use and development.

b) To provide a reasonable level of amenity to new residential development within or adjacent to land in commercial and industrial zones.

Relevant strategies include the following:

Non-residential use and development

a) Locate noise generating uses, including plant and equipment, away from noise-sensitive habitable rooms (in particular, bedrooms) and private open space and where appropriate incorporate acoustic attenuation measures.

b) Locate fume and air emission generating uses (including plant and equipment) away from residential uses or, where appropriate, provide a reasonable buffer.

c) Conceal commercial or industrial storage, waste or other processing activities from residential properties and locate them away from primary street frontages.

d) Minimise odour and noise disruption to nearby residential properties from commercial or industrial waste (solid, gas and liquid) management practices and storage.

e) Minimise light spill (from both fixed and vehicular lights) beyond the perimeter of the site and onto habitable room windows of nearby residential properties through appropriate design, location, and management practices.

Residential development

a) Ensure new residential use and development includes design measures to minimise the impact of the normal operation of existing commercial and industrial operations on the amenity of the dwelling, such as:

b) Locating noise-sensitive rooms (in particular, bedrooms) and private open space away from existing and potential noise sources, and where appropriate, incorporate other measures such as acoustic fencing, landscaping, acoustic glazing to balconies and windows and building setbacks.

c) Providing for air ventilation that avoids compromising acoustic amenity when windows are closed.

d) Incorporate measures to protect residents from unreasonable fumes or air emissions, light spillage, vibration and other likely disturbances from nearby business or industrial operations, including through appropriate orientation of windows, habitable rooms, balconies, and ventilation systems.

e) Minimise the potential for overlooking from existing business or industrial premises into habitable room windows and private open space areas, through appropriate siting, setbacks, articulation, screening, and landscaping.

47. **Clause 15.01-1S Urban design** is to create urban environments that are *"safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity."* Relevant strategies outlined towards achieving this goal include the following:

a) Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility, and providing for inclusiveness.

b) Ensure the interface between the private and public realm protects and enhances personal safety.

c) Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.

d) Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts, and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.

e) Ensure that development provides landscaping that supports the amenity, attractiveness, and safety of the public realm.

f) Promote good urban design along and abutting transport corridors.

48. **Clause 15-01-1R Urban design – Metropolitan Melbourne** out to create a *"distinctive and liveable city with quality design and amenity"* by undertaking the following relevant strategies:

a) Support the creation of well-designed places that are memorable, distinctive, and liveable.

b) Integrate placemaking practices into road space management.

c) Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.

49. **Clause 15.01-1L – Urban design** relevant strategies include:

a) Public realm: Support development that creates new public spaces to serve the needs of residents, workers, traders, and visitors.

b) Wind: Minimise the potential for development, particularly taller buildings, to create adverse wind conditions in the public realm at street level through building siting and design.

c) Weather protection: Support development that provides weather protection of the public realm (including footpaths and plazas).

d) Projections over a public realm: Discourage development that projects (including internal floor space, balconies, and garage doors) into or over a public realm (including a laneway). This does not apply to verandahs/awnings for weather protection and architectural features particularly in commercial areas.

50. **Clause 15.01-02S Building design** aims *to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.*

Relevant strategies include:

a) Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, and massing of new development.

b) Ensure development responds and contributes to the strategic and cultural context of its location.

c) Minimise the detrimental impact of development on neighbouring properties, the public realm, and the natural environment.

d) Improve the energy performance of buildings through siting and design measures that encourage:

i. Passive design responses that minimise the need for heating, cooling, and lighting.

ii. On-site renewable energy generation and storage technology.

iii. Use of low embodied energy materials.

e) Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics, and e-waste.

f) Encourage use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.

g) Encourage water efficiency and the use of rainwater, stormwater, and recycled water.

h) Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.

i) Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.

j) Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.

k) Ensure development is designed to protect and enhance valued landmarks, views, and vistas.

l) Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists, and vehicles.

m) Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces, and supports cooling and greening of urban areas.

This clause also states that planning must consider as relevant:

n) Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017)

o) Apartment Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2021)

p) Waste Management and Recycling in Multi-unit Developments (Sustainability Victoria, 2019)

51. **Clause 15.01-2L – Building design**ies to all development. Various strategies are listed, with only the key items listed below:

Building form

a) Design development to:

i. Reflect and respond to streetscape elements.

ii. Provide separation between buildings to facilitate access to daylight, sunlight, and an outlook, while preventing direct overlooking into adjacent secluded private open spaces and habitable room windows from, to and within the development.

iii. Make a positive contribution to the streetscape through high quality architecture and urban design.

iv. Discourage blank or unarticulated walls.

v. Use articulation or massing or change of surface treatment or a combination of these to minimise visual bulk and integrate with the surrounding character.

Building heights

a) Ensure the height of new buildings respond to the building height requirements set out in the planning scheme, adjoining development building height or where there are no specified building height requirements, have regard to the physical and strategic context of the site.

b) Ensure that development reflects the predominant low-rise character of the area, except in the areas below where mid-rise should be directed:

i. Major and neighbourhood activity centres as shown in the Strategic Framework Plan in clauses 02.04 and 11.03-1L.

c) Support mid-rise development that:

i. Contributes to a high-quality built form.

ii. Demonstrates architectural design excellence.

iii. Provides a transitional scale to the buildings in adjoining low-rise neighbourhoods to protect amenity and discourage visual bulk.

iv. Improves movement through the site.

v. Provides active frontages at street level.

vi. Contributes to an improved public realm.

Building setbacks

a) Buildings should align with the street at ground level unless for the provision of public open space or landscaping.

b) Development should incorporate setbacks that:

i. Reflect the general pattern of front, side, and rear setbacks in the streetscape, particularly on the same side of the street.

ii. Limit excessive tiered building profiles on street and laneway frontages and encourage use of contextual materials and finishes at upper levels.

iii. Provide space for soft landscaping including the planting of canopy trees, where appropriate.

c) Discourage front setbacks that include:

i. Hard paving (other than footpaths and driveways) in the front setbacks in residential areas.

ii. Car parking, basement access and ventilation shafts.

iii. Balconies and building services.

Walls on boundaries

a) Ensure walls on boundaries minimise adverse impact on the amenity of adjoining residential properties through unreasonable overshadowing of private open space, visual bulk, or loss of daylight to habitable room windows.

Site coverage

a) Encourage site coverage of new development that does not exceed a maximum site coverage of 80% of the site area, unless:

i. The pattern of site coverage in the immediate area is higher than 80%; or

ii. There is a need to cap the site to deal with contamination.

Internal amenity

a) Provide a high-quality environment for building occupants, including internal spaces, access to private open space, daylight, and ventilation.

b) Encourage developments to provide:

i. Lighting of common spaces.

ii. Passive surveillance of common spaces.

iii. Landscaping that maximises sightlines.

Impact of development on adjoining properties

a) Discourage impacts on existing adjoining development through:

   i. Unreasonable overshadowing of secluded open space and loss of daylight to habitable room windows.

   ii. Visual bulk.

   iii. Overlooking and excessive screening.

   iv. Noise from building plant and equipment.

   v. Loss of on-streetcar parking from excessive crossovers.

Roof form

a) Design development to reflect or complement the dominant roof form of the surrounding area.

Materials

a) Encourage a simple palette of durable materials that respond to the streetscape character through type, colour, finish, and contrast.
b) Encourage anti-graffiti materials and treatments at ground level.
c) Discourage detriment to nearby properties when using reflective materials.

Landscaping

a) Support landscaping (including planting in deep soil, planter boxes, green walls, and green roofs) which:

   i. Promote the on-going health of trees and vegetation that has been retained on site.

   ii. Respect the landscape character of the area where there is a prevailing character.

   iii. Integrate with the building design.

   iv. Use materials, treatments and plants that are permeable, durable, and resistant to adverse environmental conditions.

   v. Maximise internal sight lines to provide for pedestrian safety.

a) Discourage landscaping in new development which uses existing or potentially invasive weed species.

Pedestrian access

a) Provide separate vehicular and pedestrian access.
b) Provide clearly identifiable, accessible, well-lit, and safe pedestrian entries with a sense of address to a street.
c) Align entries at ground floor level with the street level to assist with universal access.
d) Provide weather protection for entries.

Frontages

a) Provide active frontages in commercial areas.
b) Design ground level street frontage of new development to provide a high level of pedestrian amenity and visual interest and contribute to strong ground floor relationships and high-quality outcomes.
c) Orient development to the street, and to both streets for a corner site.
d) Discourage dominant car parking, garage doors and driveways.

Front fences and gates

a) Provide privacy and security that allows natural surveillance between the building and the street.

Carparking, loading facilities and outbuildings.

a) Encourage carports, car spaces, external car stackers, garages, loading facilities and outbuildings to be:

   i. Located at the rear of a building, in an area of lower pedestrian activity, where appropriate.

b) Require car parking, including basement car parking and external car stackers, to incorporate high standards of design and amenity.
c) Maintain the prominence of pedestrian entries.
d) Minimise the number of garage doors facing a street.
e) Discourage open, ground level multi-space car parks.
f) Provide legible and safe vehicular entries.
g) Conceal the view of car stackers from the public realm through design treatment.
h) Minimise noise from deliveries through appropriate design, location, and management of loading bays.

Service equipment.

a) Ensure that service infrastructure is appropriately sited and incorporated into the design of new buildings which has limited visibility from the public realm.
b) Allow plant rooms, lift over-runs and other features of this nature to exceed the height of a building where:

   i. Less than half the roof area is occupied by the equipment (except solar panels).

   ii. No additional overshadowing is created.

Policy guidelines

c) Overshadowing:

   i. Unless specified elsewhere in this scheme, ensure development allows direct sunlight between 10am and 2pm on 22 September to any part of the:

   - Footpath on the southern side of streets orientated east-west in activity centres as defined in clause 11.03-1L.

   - Opposite footpath on streets orientated north-south in activity centres as defined in clause 11.03-1L.

52. **Clause 15.01-2L – Environmentally sustainable development.** The objective of this clause is *to achieve best practice in environmentally sustainable development from the design stage through to construction and operation.*

53. **Clause 15.01-4S Healthy neighbourhoods** is to achieve neighbourhoods that foster healthy active living and community wellbeing by designing neighbourhoods that encourage community interaction, physical activity, and engagement amongst community members of all ages and abilities. Key relevant strategies include the provision of:

   a) *Connected, safe, pleasant, and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.*
   b) *Streets with direct, safe, and convenient access to destinations.*
   c) *Conveniently located public spaces for active recreation and leisure.*

54. **Clause 15.01-4R – Healthy neighbourhoods - Metropolitan Melbourne**. The strategy is to *create a city of 20-minute neighbourhoods, which give people the ability to meet most of their everyday needs within a 20-minute walk, cycle, or local public transport trip from their home.*

55. **Clause 15.01-5S – Neighbourhood character** objective of this clause is *to recognise, support and protect neighbourhood character, cultural identity, and sense of place.*

56. **Clause 16.01-1S – Housing supply**. The objective of this clause is *to facilitate well-located, integrated, and diverse housing that meets community needs.*

The relevant strategies are:

a) Encourage higher density housing development on sites that are well located in relation to jobs, services, and public transport.

b) Encourage the development of well-designed housing that:

i. Provides a high level of internal and external amenity.

ii. Incorporates universal design and adaptable internal dwelling design.

57. **Clause 16.01-1R – Housing supply – Metropolitan Melbourne** Relevant strategies are:

a) Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed-use development opportunities in locations that are:

i. Neighbourhood activity centres - especially those with good public transport connections.

b) Identify areas that offer opportunities for more medium and high-density housing near employment and transport in Metropolitan Melbourne.

c) Facilitate increased housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs, and public transport.

58. **Clause 16.01-1L – Location of residential development** subject site is identified as being in an 'moderate change area' within the 'Strategic House Framework Plan – Fitzroy and Collingwood.' The objective of this clause is *supporting residential growth that is appropriate to both its physical location and strategic context.*

The relevant strategies are:

a) Support medium density residential and mixed-use development that is responsive to heritage significance and streetscape character.

b) Encourage lot consolidation to facilitate increased densities and efficient use of land, where appropriate.

59. **Clause 17.01-1S – Diversified economy** objective of this clause is *to strengthen and diversify the economy.*

The relevant strategies of this clause are:

a) Protect and strengthen existing and planned employment areas and plan for new employment areas.

b) Improve access to jobs closer to where people live.

60. **Clause 17.02-1S – Business**. The relevant objective of this clause is *to encourage development that meets the communities' needs for retail, entertainment, office, and other commercial services.*

Relevant strategies include:

a) Locate commercial facilities in existing or planned activity centres.

b) Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.

61. **Clause 18.01-1S – Land use and transport integration**. The objective of this clause is *to facilitate access to social, cultural, and economic opportunities by effectively integrating land use and transport.*

62. **Clause 18.02-1S – Walking** objective of this clause is *to facilitate an efficient and safe walking network and increase the proportion of trips made by walking.*

63. **Clause 18.02-2S – Cycling** objective of this clause is *to facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.*

64. **Clause 18.02-2R – Cycling – Metropolitan Melbourne**. The strategy of this clause is *to develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.*

65. **Clause 18.02-3S – Public Transport**. The objective of this clause is *to facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.*

66. **Clause 18.02-3R – Principal Public Transport Network** relevant strategies include the following:

    a) Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.

67. **Clause 19.03-1S – Development and infrastructure contributions plans** relevant objective of this clause is:

    a) To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.

68. **Clause 19.03-3L – Water sensitive urban design** relevant objectives of this clause include:

    a) To achieve the best practice stormwater quality.

    The relevant strategies of this clause are:

    a) Encourage green roofs, walls, and facades on buildings where practicable (to be irrigated with rainwater/stormwater) to enhance the role of vegetation on buildings in managing the quality and quantity of stormwater.
    b) Incorporate works to maintain or improve the quality of stormwater within or exiting the site.
    c) Minimise adding to stormwater discharge or adversely affecting water quality entering the drainage system.

69. **Clause 19.03-3S – Integrated water management** relevant objective of this clause is:

    a) To sustainably manage water supply and demand, water resources, wastewater, drainage, and stormwater through an integrated water management approach.

70. **Clause 19.03-5L – Waste** relevant strategies of this clause are:

    a) Make provision for waste and recycling in new development, including separation, storage and collection facilities and facilities for composting.
    b) Ensure that the size and design of waste and recycling facilities can accommodate the waste and recycling likely to be generated by the development.
    c) Ensure that waste and recycling facilities are located to enable ease of use by occupants and access for transport.
    d) Where possible, encourage waste and recycling facilities to be sensitively and discreetly located.

71. **Urban Design Guidelines for Victoria**

    a) The Victoria Planning Provisions were amended to require consideration of the Urban Design Guidelines for Victoria, and Apartment Design Guidelines for Victoria, where applicable, in the design and assessment of new development proposals.

b) 1.3 Large Development Structure seeks to develop a high-quality amenity for sites whilst Objective 1.4.1 b seeks to arrange blocks and streets in higher density residential precincts to provide all lots with access to an activity centre, public transport, and high-quality open space within a walking distance.

c) Objective 1.5.1 a seeks to locate walking destinations and activities along main pedestrian streets and paths with destinations nominated including bus stops parks and recreation facilities.

d) 1.5.1b., seeks to Provide for a level of active frontage and lot access appropriate to street frontage and notes that *driveways and crossovers compromise pedestrian amenity and safety.*

e) Cl 3. 4.1, seeks to ensure communal open space is accessible and functional. Section 3 notes that design of communal open space is to be usable in a range of weather conditions and at all times of the year and provides a tip, to consider orientation of the open space for optimal winter solar access and summer shading, shelter from wind and rain and providing all weather ground surface materials.

f) 5.1 buildings in activity centres. Whilst not in an activity centre the subject site seeks to borrow the scale and development expectations from typologies typically only found in that context in Yarra.

- 5.1.1 seeks to ensure the building scale and building form support the context and preferred future character of the activity area centre.
- 5. 1.3, seeks to ensure buildings in activity centres provide equitable access to daylight and sunlight. Objective 1 seek to locate and arrange the buildings to allow daylight and winter sun access to key public spaces and keep pedestrian street spaces, Objective B seeks to allow sufficient distance between buildings to allow access to daylight for neighbouring windows. Objective C seeks to protect daylight and sunlight access to the private and communal open space of adjacent dwellings.

g) Objective 5.1.4 seeks to minimise adverse wind effects caused by buildings in activity centres and to:

- orient large buildings to minimise wind effects at Street level and on adjoining properties and public spaces.
- detail the building facade to minimise wind effects on streets and spaces
- as part of buildings design, to instal continuous weather protection for pedestrian priority streets and public spaces.

AMENDMENT C269

72. I understand that in their recent review C269, *The Panel agreed that the site should not be included within the Gipps Street Major Employment Precinct, noting it (and the C1Z strip it is contained within) should be removed as shown in the Yarra Spatial Economic and Employment Strategy (SEES).*

73. In particular, the Panel noted that:

a. *Council submitted the Amendment does not define the terms low-rise, mid-rise, and high- rise. This was because what is low-rise, mid-rise, or high-rise is a relative assessment of scale depending on the location of the site, its surrounds, and its strategic context. Council submitted that the term mid-rise is not intended to be a 'one size fits all' in Yarra. For example, mid-rise is variably used to describe building heights in different activity centres ranging from 3-4 storeys in the Smith Street Major Activity Centre (MAC) (interim DDO36), 4 storeys in Precinct 2 of Swan Street MAC (DDO26) and up to 12-storeys in Precinct 1 of Bridge Road MAC. Council said what is meant by mid-rise development is clearly dependent on the specific activity centre and the precinct within which a site lies.*

b. Council cited multiple Victorian and Civil Administrative Tribunal (VCAT) decisions that demonstrated while heights ranging from 3 to 18 storeys have been described as mid-rise, an appropriate mid-rise scale of development will vary depending on the strategic and physical context of any given site or precinct.

74. The Panel acknowledges there will be sites that fall outside activity centres that are within a moderate change housing area, such as the UEM site.

a. In these instances, the character statement is drafted so that it will not constrain development potential on a site where there is no heritage significance or defined streetscape or boulevard character and therefore no need to include a further strategy about the specific capacity of individual sites.

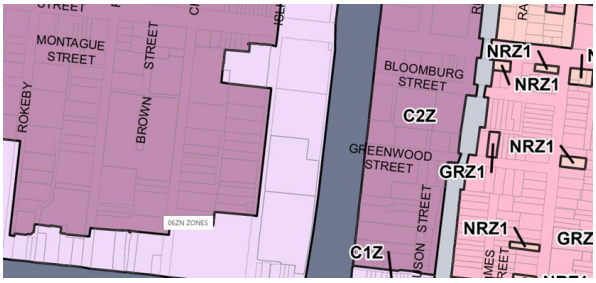
b. The scale and form of growth will differ across changes areas based on site context and potential capacity.

75. The application achieves this with 361 dwellings and 3,985 square metres of commercial and office floor space in a well-serviced location.

ZONING

76. The Site sits within a Commercial 1 zone. The purpose of the C1Z is:

> To implement the Municipal Planning Strategy and the Planning Policy Framework.
> To create vibrant mixed use commercial centres for retail, office, business, entertainment, and community uses.
> To provide for residential uses at densities complementary to the role and scale of the commercial centre.



OVERLAYS

Design and Development Overlay -Schedule 2 (DDO2)

77. Key areas include the following aims:

> To identify areas which are affected by specific requirements relating to the design and built form of new development.

78. Under Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works. The relevant decision guidelines under the DDO are (as relevant):

> The Municipal Planning Strategy and the Planning Policy Framework.
> The design objectives of the relevant schedule to this overlay.
> The provisions of any relevant policies and urban design guidelines.
> Whether the bulk, location and appearance of any proposed buildings and works will be in keeping with the character and appearance of adjacent buildings, the streetscape, or the area.
> Whether the design, form, layout, proportion and scale of any proposed buildings and works is compatible with the period, style, form, proportion, and scale of any identified heritage places surrounding the site.
> Whether any proposed landscaping or removal of vegetation will be in keeping with the character and appearance of adjacent buildings, the streetscape, or the area.
> The layout and appearance of areas set aside for car parking, access, and egress, loading, and unloading and the location of any proposed off streetcar parking.
> Any other matters specified in a schedule to this overlay.

79. Schedule 2 relates to 'Main Roads and Boulevards' with the design objectives of the as follows:

> To recognise the importance of main roads to the image of the City.
> To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.
> To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.
> To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.
> To encourage high quality contemporary architecture.
> To encourage urban design that provides for a high level of community safety and comfort.
> To limit visual clutter.
> To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height, and form of proposed development.

80. The decision guidelines of the DDO2 are:

> The contribution of the proposal to the streetscape.
> The design, height, and visual bulk of the development in relation to surrounding land uses and developments.
> The design, height, and form of the development in relation to the built form character of the street.

Design and Development Overlay

81. West of Islington Street for much of the interface development is also impacted by DDO11 Gipps Precinct an area notes for, *a consistent streetscape with active street-frontages and well-articulated buildings with street facades built to a height of up to 3-4 storeys. Taller built form will be set back from property boundaries and spaced to create new interest and variety in building forms.*

Heritage Overlay

82. Whilst not itself impacted by a heritage overlay, the site interfaces for much of its western interface with Heritage overlays over 37 to 55 Islington Street (HO106) with properties at 160- 176 Langridge Street anchoring the NW of the intersection and 143-153 Langridge occupying a substantial part of the surrounding finer grain context, representing more than 2/3 of this frontage.

Development Contributions Plan Overlay – Schedule 1 (DCPO1)

83. The purpose of the DCPO includes (as relevant):

> To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.
> As required by Clause 45.06-1, a development contributions plan has been incorporated into the scheme. Therefore:
> A permit granted must:
- Be consistent with the provisions of the relevant development contributions plan.

- Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.

PARTICULAR PROVISIONS

84. **Clause 58 Apartment Developments** establishes a set of standards, objectives and Decision guidelines for development underpinned by the purpose to:

a) To implement the Municipal Planning Strategy and the Planning Policy Framework.
b) To encourage apartment development that provides reasonable standards of amenity for existing and new residents, and
c) To encourage apartment development that is responsive to the site and the surrounding area.

85. The clause seeks the preparation of an Urban Context Report and Design Response that then enables a range of matters to be examined and responded to.

86. **Clause 58.02-1 Urban context objectives** is:

> To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.
> To ensure that development responds to the features of the site and the surrounding area.

Within this provision **Standard D1** seeks outcomes that demonstrate that:

> The design response must be appropriate to the urban context and the site.
> The proposed design must respect the existing or preferred urban context and respond to the features of the site.

87. **Clause 58.02-2 Residential policy objectives** is:

> To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.
> To support higher density residential development where development can take advantage of public and community infrastructure and services.

88. **Clause 58.02-3 Dwelling diversity objective** is to encourage a range of dwelling sizes and types in developments of ten or more dwellings.

89. **Clause 58.02-5 Integration with the street objective** is:

> To integrate the layout of development with the street.
> To support development that activates street frontage.

90. Under **Clause 58.03 Site Layout** relevant provisions include the following:

a) Cl 58.03-1 Energy efficiency objectives
b) Cl 58.03-2 Communal open space objective
> To provide communal open space that meets the recreation and amenity needs of residents.
> To ensure that communal open space is accessible, practical, attractive, easily maintained.
> To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.

c) **Cl 58.03-3 Solar access to communal outdoor open space** objective seeks to allow solar access into communal outdoor open space.
d) Cl 58.03-4 Safety objective seeks to ensure the layout of development provides for the safety and security of residents and property.
e) **Cl 58.03-5 Landscaping objectives** is:

- To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape.
- To preserve existing canopy cover and support the provision of new canopy cover.
- To ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat.

f) **Cl 58.03-6 Access** objective seeks:

- To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists, and other vehicles and,
- To ensure the vehicle crossovers are designed and located to minimise visual impact.

g) **Cl 58.03-7 Parking location** objectives

- To provide convenient parking for resident and visitor vehicles.
- To protect residents from vehicular noise within developments.

h) **Cl 58.03-8 Integrated water and stormwater management** objectives

- To encourage the use of alternative water sources such as rainwater, stormwater, and recycled water.
- To facilitate stormwater collection, utilisation, and infiltration within the development.
- To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.

91. **Clause 58.04 Amenity Impacts** provides guidance in site organisation and setbacks to achieve satisfactory amenity outcomes.

a) **Cl 58.04-1 Building setback** objectives seeks:

- To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.
- To allow adequate daylight into new dwellings.
- To limit views into habitable room windows and private open space of new and existing dwellings.
- To provide a reasonable outlook from new dwellings.
- To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.

b) **Cl 58.04-2 Internal view's objective** seeks to limit views into the private open space and habitable room windows of dwellings within a development.

c) **Cl 58.04-3 Noise impacts** objectives seeks.

- To contain noise sources in developments that may affect existing dwellings.
- To protect residents from external and internal noise sources.

a. **Cl 58.04-4 Wind impacts objective** seeks:

- To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.

Standard D17

Development of five or more storeys, excluding a basement should:

- not cause unsafe wind conditions specified in Table D6 in public land, publicly accessible areas on private land, private open space, and communal open space; and
- achieve comfortable wind conditions specified in Table D6 in public land and publicly accessible areas on private land within half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater.

> Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements.
> Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.
> Table D6 Wind conditions outlines locations and criteria with sitting areas required to meet standards for sitting. 1e.3 metres per second for sitting areas, and 4 metres per second for standing areas.

92. **Cl 58.05 On-site amenity and facilities and** Cl 58.05-1 e as an objective the aim to ensure the design of dwellings meets the needs of people with limited mobility.

a) **Cl 58.05-2 Building entry and circulation** ectives
> To provide each dwelling and building with its own sense of identity.
> To ensure the internal layout of buildings provide for the safe, functional, and efficient movement of residents.
> To ensure internal communal areas provide adequate access to daylight and natural ventilation.

b) **Cl 58.05-3 Private open space objective** ks to provide adequate private open space for the reasonable recreation and service needs of residents.

c) **Cl 58.05-4 Storage objective** seeks to provide adequate storage facilities for each dwelling.

d) **Cl 58.06 Detailed design** s to matters of Site Services and Waste and recycling and durability and contextual responsiveness of external walls and material goals.

e) **Cl 58.07 Internal Amerlity** s at issues of:
> Functional Layout Cl 58.07-1
> Room Depth in Cl 58.07-2 to ensure adequate daylight.
> Windows arrangements and scale in Cl 58.07-3 to allow adequate daylight in habitable rooms.
> Natural Ventilation in Cl 58.07-4 to encourage natural ventilation in dwellings and its easy management by occupiers.

SUMMARY OF FINDINGS

93. The development for mixed-use in the subject site is supported by policy.
94. The sites' location on a major arterial road combined with abutment to the adjoining silos renewal to the west supports the renewal of the site at higher levels of intensity than the typically low rise to 6 levels that characterises much of the city character.
95. The site is well located for the inclusion of housing. It is ell located for housing for those seeking lower costs of living and higher convenience with a broad range of nearby community services, primary and secondary education, and public transport.
96. The inner urban areas of Collingwood, Fitzroy and Richmond have long been a place inclusive of diverse communities inclusive of affordable housing for rent. The replacement of places for employment and affordable living with higher density housing needs to be accompanied by a curated approach to housing supply that ensures that developments incorporate affordable housing. This particularly the case at a moment in time of unprecedented escalation in rental cost and rapid commensurate and well evidenced housing stress for many of the households critical to the productivity, services and cultural dynamism that underpin the city.
97. The development whilst incorporating extensive housing has not incorporated in this provision for affordable housing. A range of recent projects and the arrangements of siting in this instance would facilitate greater diversity of housing including the provision of Affordable housing.is regrettably.

98. Islington Street celebrates its heritage with new development retaining and adaptively reusing the southern 95m and adjoining recent development at 18 Islington Street continuing this theme so that more than 150m of 250m of the eastern street interface is developed at 3 levels.
99. The renewed silos and adjoining heritage James Hood premises to the west of the street, this character could reasonably be assumed to remain into the future.
100. Likewise in Langridge Street adjoining development to the west is known. To the northwest an intact fine grain heritage ensemble will see little change.
101. An interchange to the north can also be anticipated to remain in the medium term.

102. To the north of this, development of up to 11 levels (Willow Apartments) is evident.
103. As the Panel review noted, within the recent Amendment Process, the site is nominated as sitting within an area of moderate change outside of an Activity Centre and in turn it is areas such as this that are identified for substantial change on a Municipality wide level.
104. It is my view that the scales evident in the 11 level Willow apartments and 12 level silos examples providing reasonable base level benchmarks.
105. The site's three street frontages and larger consolidated characteristics do in my view provide an argument for modest exceedance of those scales.
106. That said, the case for scales of 18 levels as proposed by the applicant would position the development as amongst the largest within the city. The site enjoys proximity to public transport but not the immediate proximity important to many of areas of key change.
107. The site however does not enjoy such convenient access to retail services as that within the activity centres.
108. In my view the site is not one that justifies in its out-of-centre location and the proposed scale versus its strategic designation as a moderate change area.
109. This concern is amplified when the applicant has not demonstrated that sufficient design resolution has been achieved to achieve the amenity necessary for the ground plane and for the common areas to deliver the fit in the place or the amenity required by users.
110. The applicant has sought to draw on examples within the municipality of taller recent built form. Wellington Street for example has been within a zone of uniform uplift not characteristic of the subject context with substantial space between taller built form and a typically lower scale.
111. The site's designation as an area of moderate change within Amendment C289 outlines an ambition for the area to be a place of significant change at a municipal level albeit at a lower level of intensity than some other designated areas.
112. The reconfiguration of the site in the revised plans represents an improvement over what had been earlier a highly problematic scheme but one that in my view remains too ambitious in its overall scale and in particular its response to the lower scales of Langridge and Islington Street.

Shadow Diagrams

113. The shadow diagrams indicate that the overshadowing afforded by the proposal would substantially impact over the public realm of Islington Street, 39 to 55 Islington Street, and 18 Islington Street to the south, at 10am, 11am and noon.
114. The shadow diagrams indicate the extent of impact to the pool and central level 3 landscaped podium.
115. Shadows also indicated the extent of overshadowing to the western Islington Street Apartments.

116. The proposal also indicated in the apartments to the south, despite their generous setback from the northern boundary, are impacted significantly until after 12 noon.

117. There should be no additional overshadowing of these adjoining developments. It was evident from these plans that the substantial change is required to the setbacks of built form and height to ensure no additional overshadowing impacts. The indicative imagery indicated substantial change was required to the footprints of Building 2.

Overlooking and resolution between units

118. The proposed plans indicated significant overlooking arising between Buildings 1 and 2, in the internal corners.

119. Clearly too the scheme needs substantial change to address these issues, with separations typically a minimum of 9m to avoid unnecessary screening or poor access to outlook and amenity.

Overshadowing

120. The scale of the proposed Building 1 has significant detrimental impacts on the central piazza and north facing lower-level apartments of Building 2 and offsite apartments to the south and west along with the public realm of Islington Street until after 10am. Together a change in concept is needed.

Ballast roof

121. The inclusion of green roofs as proposed at the Ground level and Rooftop Terraces of Building 1 and 2 west is supported to diminish the heat island effects and support the amenity of the precinct for users. The absence of these for ballast areas amplifies urban heat island and wind effects versus landscapes and reduces the amenity for units and surrounding built environments looking on to these areas.

122. The inclusion of more substantial roofscape greening would help diminish the perceived impact of bulk within the new streetscape form.

Bike storage

123. Bike access arrangements are accessible.

Scale

124. The scale of development combined with bulk in my view delivered an incongruous and ultimately poor amenity outcome both on and off the site as well as an urban design response that was at odds with its strategic and local context with the interfaces with Langridge and Islington Streets in particular, out of scale with the fine grain and lower scale context both old and new of these interfaces and their growing role as both walking and cycling streets. Whilst the location is within walking distance of rail, tram, and bus networks it is outside the extensive Activity Centre framework of the municipality.

Wind Impacts

125. In Section 2.1 of the Environmental Wind report the consultant disappointingly proposes standing and walking criteria to the bulk of the project as an acceptable outcome. Noting for the surrounding streetscapes and common areas and balconies the following benchmarks for assessment:

- *Pedestrian transit areas Walking Criterion*
- *Building/Tenancy entrances Standing Criterion*
- *Terraces/Balconies Walking Criterion*
- *Communal Terraces Walking Criterion*

126. As a site in the middle of a former industrial precinct, open space is not conveniently accessible.

127. Major arterial roads make this access more problematic.

128. These outcomes are inconsistent in my view with the expectations and indeed needs of a development with a large residential community such as this with few convenient offsite choices for amenity. As noted earlier the Urban Design Guidelines for Victoria under Cl 3. 4.1, seeks to ensure communal open space is accessible and functional. Section 3 notes that design of communal open space is to be usable in a range of weather conditions and at all times of the year.

129. Similarly, for the public realm areas Clause 15.01-1L - Urban design seeks to support development that creates new public spaces to serve the needs of residents, workers, traders and visitors and highlights the need to minimise the potential for development, particularly taller buildings, to create adverse wind conditions in the public realm at street level through building siting and design and the inclusion of development solutions that provide weather protection of the public realm (including footpaths and plazas). It is evident that the standards suggested by the consultant are misaligned to the expectations of the scheme and the fitness for purpose required by the proposed occupiers and surrounding users of the retail services and pedestrian street network.

130. Hence the need for not only high-quality communal space but also space that affords a high level of utility to relax, socialise and play all year round and in all conditions, is critical for a development with the large population envisaged here.

131. These large building scales combined with the rectilinear forms and modest setbacks together contribute to these higher wind speed characteristics currently as noted in the report. There will be a need in the buildings to ensure that the rooftop communal areas provide areas suitable for occupation in all conditions both windy and rainy as sought by the Urban Design Guidelines of Victoria for communal areas.

Sunlight to common areas

132. The earlier plans also demonstrated poor levels of access to sunlight for communal areas other than the uppermost zone. Revised plans needed to address this issue at ground level and to elevated shared areas. I am satisfied the outcomes to these upper levels is well considered.

Height and Bulk

133. The site clearly offers the most opportunity for scale along its eastern interface with the wide expanse of the Hoddle Street Arterial Road. The Islington Street frontage requires a more nuanced approach with breaks in form, lower transitional forms to the south and indeed all along its frontage. Scales in Langridge Street should draw from those anchoring the interface with Wellington Street to the west and along its length with a focus on lower podium form with upper-level setback tower forms of modest scale. I felt the scheme in its 3-level form at the south end is acceptable, but the height of Building 2 west needs to be substantially lowered along with Building 1 west.

134. Whilst the revised scheme represents an enhanced outcome more needs to be done to erode scale and enhance amenity both within and external to the site.

135. But as in the case of 128-144 Wellington Street I note relevant to this case, the Tribunals view that *support for land use change via the delivery of significant higher built form is not unfettered. Clause 71.02-3 requires us to integrate the range of planning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.*

136. Development in the context of Langridge Street has typically been between 6 and 12 levels and 25-40m with examples including:

    a) 60 Langridge Steet to the northwest, a development of approximately 34.5m

    b) 41 Langridge Street -This project marks the corner with an 11-level building presenting a narrow and highly articulated form to its Wellington Street & Langridge Street Frontages. The approved plans have an overall height to the top of the primary visible façade of RL 58.55 and to top of plant of RL 60.05 making the building 37.3 to 39.6m.

    c) 126-144 Wellington Street, a project that sought scales of 53m and 60m to the corner of Wellington and Gipps Street was refused a permit. In that case the Tribunal formed the view that *at the height proposed, the buildings would be incongruous in their immediate context*

and accept the evidence of Professor McGauran that the buildings should be lowered by four storeys. We say this following our extensive site inspection of the subject and immediate and more remote developments. At the heights proposed, the buildings would introduce a level of visual bulk that in our view asks too much of the site and immediate neighbourhood. We do not think that because the zone and overlays are silent on height means that anything goes on this site. I am of the view that the subject site shares many of the same issues albeit that it enjoys an interface with a more significant eastern arterial road corridor.

d) 17 storeys at 1-21 Robert Street (Yorkshire Brewery), set well into the hinterland of an otherwise industrial area and where substantial benefits by way of heritage restoration were also delivered.

e) 14 storeys at 61-71 Wellington Street.

f) 13 and 5 storeys at 2-16 Northumberland Street.

g) 11 storeys at 1-57 Wellington Street, 71-93 Gipps Street, 51 Langridge Street, 93 Wellington Street.

h) 10 storeys at 109-111 Wellington Street (47 Peel Street).

i) 9 storeys at 195 Wellington Street, 73-77 Wellington Street, 79-89 Wellington Street, 60-72 Langridge Street, 23-45 Waterloo Road (part 7 storey).

j) 8 storeys at 33 Peel Street.

k) 7 storeys at 61-75 Langridge Street.

l) 14 storeys at 36-52 Wellington Street.

m) 12 storeys at 81-89 Rupert Street.

137. To suggest a built form outcome of some 50% greater than this prevailing hinterland and at the suggested heights to the relatively narrow attributes of both Islington Street and Langridge Street, given the heritage overlays and preferred lower scale of only 30% of this height requires in my view substantial change to scale. Additionally, the amenity outcomes for both the public realm and upper-level common areas and the adjoining residential neighbours and streets require amendment. Notable too in this outcome is the absence of affordable housing as an element of the package, a measure supported in other projects as part of favourable assessment of development exceeding preferred scales.

138. Whilst some uplift for the eastern buildings is warranted by its main road interface, the hinterland Islington and Langridge Street buildings require a substantial reduction.

Land Use Mix

139. I note that a substantial amount of office space has been removed from the revised scheme and that a number of ground floor uses are commonly associated with upper-level developments elsewhere in the municipality.

140. I accept that the inclusion of co-working space and gym uses on the Islington Street frontage are acceptable outcomes to this interface activation at ground level and that more inclusive hospitality Food and drink premises to the northern Langridge Street interface are similarly logical.

141. These attributes and the proposed reduction in office space are pragmatic though regrettable responses to current perceived oversupply issues though I note availability of low-cost studio and office space remains in high demand in the municipality as evidenced by many recent creative industry reports.

142. However the development of Build-to-Rent accommodation here securing long term rental housing to this neighbourhood is I think a positive contribution on balance to the broader Collingwood and Fitzroy enterprise areas if supported by complimentary affordable housing and fit for purpose public realm and shared communal spaces and minimal negative impacts on adjoining areas. This balance is yet to be found but I think can be with the approach now being taken by the applicant.

Design Expression

143. The design expression is typically heading in the right direction. I note the same architects were involved in a similarly large high-density development at the southern end of Wellington Street where they introduced a rich palette of materials and finishes derived from loft form references.

RECOMMENDATIONS

Maximum heights

1. **Building 1**
   - > Delete levels 9 to 12 inclusive of the eastern north south wing to reduce the overall height from RL80.75 to RL68.35 or 50.3m making it one of the larger new buildings within Collingwood.
2. **Building 2 West (corner of Langridge and Islington)**
   - > Delete levels 9 to 12 inclusive of the western east west wing to reduce the overall height from Rl 70.55 to RL58.15 or 43.6m equivalent in scale to other gateway sites in Langridge Street and associated Collingwood mixed use and C2Z areas on larger sites.
3. **Building 2 North East**
   - > Delete levels 9 to 12 inclusive to reduce the overall height from RL75.25 to top of plant screen to Rl 62.85 or a reduction of 12.4m to a height of approximately **47.75m** (62.05-15.5).
4. **Building 2 North West**
   - > Delete levels 12 to 14 inclusive. To reduce the overall height from RL70.35 to top of wind screen to common area pool to Rl 61.05 or a reduction of 9.3m to a height of approximately **42.75m** (70.05-9.3).

Overshadowing of Private open space

5. **Building 2 midblock east**
   - > The building form and shadow impacts of Building 2 on residential properties south and southwest of the subject site are unacceptable when measured against the outcomes sought in local policy and state policy.
   - > Reduce the scale of Building 2 to ensure that there is no additional overshadowing of residential dwellings private open space or habitable rooms west of Islington Street and south of the subject site between the hours of 10am and 2pm at the September Equinox.

Overshadowing of public open space

6. Ensure plans are amended to that there is no additional overshadowing of the western footpath of Islington Street from 10am to 2pm at the September Equinox.

Environmental Wind Impacts

7. Ensure the street interface zones of the site to all food and drink premises facing Islington Street and Langridge Street provide wind comfort levels suitable for sitting consistent with their purpose and the role of each of these streets as both high frequency green travel and pedestrian priority zones.

a) Ensure a substantial extent of the ground level Public Square provides areas for sitting at all times of the year in both windy and wet conditions consistent with the objectives outlined in the Urban Design Guidelines of Victoria.

b) Ensure the interface of built forms with shopfronts to Hoddle Street northeastern under-croft area provides conditions suitable for standing consistent with the proposed activation and retail role.

c) Ensure the wind amenity of private balcony areas of adjoining residential development south and west of the proposal are not detrimentally impacted consistent with principles of equitable development and policy goals for enhanced amenity as the area transitions from tis former commercial uses to mixed use outcomes.

d) Ensure the proposed pool terrace level for Building 2 and Terrace for Building 1 provide conditions for sitting for the areas shown on plans for those purposes consistent with significant needs generated by the very substantial residential populations reliant on these spaces and the goals of Clause 58 and the Urban Design Guidelines of Victoria with both booth and chaise Lounge areas next to the pool deck meeting the sitting standard consistent with their purpose.

8. Update plans to clarify the relation between elevated planters and perimeter glass screens to the Pool Terrace on level 15 and provide sections and details for the perimeter façade treatments to the satisfaction of Council.

Urban heat Island effects, amenity, and urban greening

9. Revise plans to introduce green roof areas to the large expanses of roof ballast zones at:

a) Building 1 level 1 and 6

b) Building 2 Level 1, 3 and 10

Affordable Housing and diversity of uses

10. Given the substantial uplifts in height sought, absence of substantial employment space (further reduced from the earlier submission) and the context of development in which it is proposed, provide an Affordable Housing Strategy to the satisfaction of the responsible authority demonstrating the inclusion of Affordable Rental Housing for moderate/low-income households with a target 10% of units to meet this criteria.

SUMMARY

In answer to the questions raised by Council

11. *Of concern is the similarity of the façade solid to void proportions between the upper and lower levels/the lack of heaviness to the podiums may exacerbate height to the Hoddle frontage and for building 1 to the Islington Street frontage.*

Is the proposal acceptable from an urban design perspective?

a) In its current form, no. The building needs to be reduced in scale to in both a built form sense stitch into the known attributes of the midrise neighbourhood into which it integrates and the significant space between taller form that exists therein. Additionally in these changes the form needs to be modelled to not detrimentally impact on the shared and private amenity areas relied on by both residents of the development and the significant population of pedestrians and cyclists increasingly calling this area their place of work or home.

b) Additionally, the wind amenity outcomes are whilst 'safe,' not fit for the purpose described in both the landscape plans and abutting uses. Given the large resident and commercial population and the nature of the development it is clearly in the proponent's own interests to get this right rather than rely on outcomes poorly aligned to the necessary amenity required to underpin need.

c) The substantial cover of the site requires greater opportunism for use of roofs to minimise urban heat island effects and enhance urban green. The extensive ballast roof areas should be looked at as opportunities for additional greening and reduced urban heat island effects.

Is the proposal (and particularly the height) acceptable considering amendment C269 which nominates the site as a moderate change area?

d) In my view the proposed heights seek to draw on heights that might be acceptable amid an Activity Centre such as Victoria Gardens but not at the interface with areas of fine grain heritage overlay and an establishing much lower scale.

DOCUMENTS FORMING THE BASIS OF THIS REPORT

S52

12. 20230908_Further Information Request
13. Acoustic Town Planning Assessment
14. Application Form
15. Arborist Report
16. Digital Sample Board
17. Green Travel Plan
18. Landscape Concept Report
19. Perspective Views
20. Proposed Commercial Community Space
21. SisterWorks Proposal - Collingwood Community Space
22. SMP
23. Traffic Report
24. Urban Context Report
25. Waste Management Plan
26. Wind Effects
27. Certificate of Title & Title Plan
28. Architectural Plans
29. Preliminary Site Investigation Report
30. Town Planning Report

S57A

31. Acoustic Report
32. Certificate of Title - Title Plan
33. Cover Letter
34. Green Travel Plan
35. Landscape Plans

36. Perspective views - Part 1
37. Planning Report
38. Plans
39. Sectional Shadows & Material schedule
40. Urban Context Plan
41. Waste Management Plan
42. Wind Report
43. Amendment Application Form

99-117 Islington Street

44. Planning Permit PLN20/0693
45. Plans

Prepared by Robert McGauran

21-53 HODDLE ST

COLLINGWOOD 3066

OCTOBER 2023

TOWN PLANNING DRAWINGS

REV 5

DRAWING LIST

SHEET No.	SHEET NAME	REV
TP-01-010	DEVELOPMENT SUMMARY	4
TP-10-100	EXISTING CONDITIONS PLAN	4
TP-15-100	PROPOSED DEMOLITION PLAN	4
TP-20-000	MASTERPLAN	4
TP-20-010	SITE PLAN	4
TP-20-098	BASEMENT 02	4
TP-20-099	BASEMENT 01	4
TP-21-000	GROUND FLOOR	5
TP-21-010	LEVEL 01	4
TP-21-020	LEVEL 02	4
TP-21-030	LEVEL 03	4
TP-21-040	LEVEL 04	4
TP-21-050	LEVEL 05	4
TP-21-060	LEVEL 06	4
TP-21-070	LEVEL 07	4
TP-21-080	LEVEL 08	4
TP-21-090	LEVEL 09	4
TP-21-100	LEVEL 10	4
TP-21-110	LEVEL 11	4
TP-21-120	LEVEL 12	4
TP-21-130	LEVEL 13	4
TP-21-140	LEVEL 14	4
TP-21-150	LEVEL 15	4
TP-21-160	LEVEL 16	4
TP-21-170	LEVEL 17	4
TP-21-180	ROOF	4
TP-25-010	BIKE STORAGE PLANS	3
TP-25-011	BIKE STORAGE PLANS	2
TP-25-020	OVERLOOKING DIAGRAMS	3
TP-25-021	SEMI-PRIVATE COURTYARD ACCESS PLAN	1
TP-30-100	EAST ELEVATION	4
TP-30-110	WEST ELEVATION	4
TP-30-120	NORTH ELEVATION	4
TP-30-130	SOUTH ELEVATION	4
TP-30-160	BUILDING 1 SOUTH ELEVATION	3
TP-30-170	BUILDING 2 NORTH ELEVATION	3
TP-30-180	BUILDING 1 & 2 WEST ELEVATION	1
TP-30-190	BUILDING 2 SOUTH ELEVATION	1
TP-30-200	INTERNAL COURTYARD ELEVATIONS	1
TP-35-010	LANGRIDGE STREET ELEVATION	4
TP-35-030	ISLINGTON STREET ELEVATION	4
TP-35-040	HODDLE STREET ELEVATION	4
TP-40-100	NORTH/SOUTH SECTION	4
TP-40-110	EAST/WEST SECTION	4
TP-41-150	ACCESS SECTIONS	4
TP-45-100	PODIUM FACADE - BUILDING 1	4
TP-45-105	PODIUM FACADE - BUILDING 1	4
TP-45-110	PODIUM FACADE - BUILDING 1	4
TP-45-120	PODIUM FACADE - BUILDING 2	4
TP-45-130	PODIUM FACADE - BUILDING 2	4
TP-45-140	PODIUM FACADE - BUILDING 2	4
TP-45-150	PODIUM FACADE - BUILDING 2	3
TP-45-200	TOWER FACADE - BUILDING 1	4
TP-45-210	TOWER FACADE - BUILDING 1	4
TP-45-220	TOWER FACADE - BUILDING 2	4
TP-45-230	TOWER FACADE - BUILDING 2	4
TP-45-240	TOWER FACADE - BUILDING 2	3
TP-55-100	BADS PLANS	4
TP-55-105	BADS PLANS	4
TP-55-110	BADS PLANS	4

DRAWING LIST

SHEET No.	SHEET NAME	REV
TP-55-115	BADS PLANS	4
TP-55-120	BADS PLANS	4
TP-55-125	BADS PLANS	4
TP-55-130	BADS PLANS	4
TP-55-135	BADS PLANS	4
TP-55-140	BADS PLANS	4
TP-55-145	BADS PLANS	2
TP-55-150	BADS PLANS	2
TP-55-155	BADS PLANS	2
TP-55-160	BADS PLANS	2
TP-55-610	APARTMENT TYPE LIST	2
TP-55-620	BADS COMPLIANCE ANALYSIS TABLE	4
TP-85-010	SHADOW DIAGRAM SEPT 22 9am	4
TP-85-020	SHADOW DIAGRAM SEPT 22 10am	4
TP-85-030	SHADOW DIAGRAM SEPT 22 11am	4
TP-85-040	SHADOW DIAGRAM SEPT 22 12pm	4
TP-85-050	SHADOW DIAGRAM SEPT 22 1pm	4
TP-85-060	SHADOW DIAGRAM SEPT 22 2pm	4
TP-85-070	SHADOW DIAGRAM SEPT 22 3pm	4
TP-85-100	COMMUNAL SPACE SHADOW STUDY	4
TP-85-120	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 1	3
TP-85-125	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 1	3
TP-85-130	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 1	3
TP-85-135	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 1	3
TP-85-140	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 2	3
TP-85-145	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 2	3
TP-85-150	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 2	3
TP-85-155	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 2	3
TP-85-160	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 3	3
TP-85-165	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 3	3
TP-85-170	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 3	3
TP-85-175	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 3	3
TP-85-180	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 4	3
TP-85-185	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 4	3
TP-85-190	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 4	3
TP-85-195	SECTIONAL SHADOW DIAGRAM - ISLINGTON ST FACING APARTMENTS 4	3
TP-85-200	SECTIONAL SHADOW DIAGRAM - DWELLINGS TO SOUTH	3
TP-85-205	SECTIONAL SHADOW DIAGRAM - DWELLINGS TO SOUTH	3
TP-85-210	SECTIONAL SHADOW DIAGRAM - DWELLINGS TO SOUTH	3
TP-85-215	SECTIONAL SHADOW DIAGRAM - DWELLINGS TO SOUTH	3
TP-90-010	MATERIAL PALETTE	3

5 ADDITIONAL DRAWINGS ADDED

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

5 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
COVER

Drawing Number: **TP-00-000**
Revision: **5**
Date: **25/10/23**
Scale: **@ A1**

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COX

Building 1

Height m	RL m	Level no		Resi NSA sqm	Winter Garden sqm	Terraces sqm	Resi GLAR sqm	External Amenities sqm	Internal Amenities sqm	Lobby (Incl. Mail) sqm	BOH / Plant sqm	Car Parking #	Car Parking sqm	Core/Circ Area sqm	GFA (Excl. Terraces, Incl. Winter Garden) sqm	% Efficiency	No. Apts #	STUDIO (30sqm) #	1 BR (50sqm) #	1BR+STUDY (55sqm) #	2BR-2B (70-80sqm) #	2BR+STUDY (75-85sqm) #	3BR-2B (90-150sqm) #
Parapet 62.600																							
4.00	58.600	18	Plant / Lift OR																				
3.20	55.400	17	Residential / Core / Communal	465		62		388						185	650	71.5%	7	2	1		2	1	1
3.20	52.200	16	Residential / Core / Communal	465		62		388						185	650	71.5%	7	2	1		2	1	1
3.20	49.000	15	Bridge / Residential / Core / Residential	757		94								274	1031	73.4%	11	2	2		6		1
3.20	45.800	14	Residential / Core / Residential	764		94								237	1001	76.3%	11	2	2		5	1	1
3.10	42.700	13	Residential / Core / Residential	764		94								237	1001	76.3%	11	2	2		5	1	1
3.10	39.600	12	Residential / Core / Residential	764		94								237	1001	76.3%	11	2	2		5	1	1
3.10	36.500	11	Residential / Core / Residential	764		94								237	1001	76.3%	11	2	2		5	1	1
3.10	33.400	10	Residential / Core / Residential	764		94								237	1001	76.3%	11	2	2		5	1	1
3.10	30.300	9	Residential / Core / Residential	764		94								237	1001	76.3%	11	2	2		5	1	1
3.10	27.200	8	Residential / Core / Residential	764		94								237	1001	76.3%	11	2	2		5	1	1
3.10	24.100	7	Residential / Core / Residential	764		94								237	1001	76.3%	11	2	2		5	1	1
3.10	21.000	6	Residential / Core / Residential	806		172								237	1043	77.3%	11	2	1	1	4	2	1
3.20	17.800	5	Residential / Core / Residential	888	59	213								290	1237	71.8%	13	4		2	5	2	
3.20	14.600	4	Residential / Core / Residential	957	59	220								287	1303	73.4%	15	6	1	3	3	1	1
3.20	11.400	3	Residential / Core / Residential	1025	59	153								285	1369	74.9%	16	7	1	3	2	1	2
3.20	8.200	2	Residential / Core / Residential	1025	59	153								285	1369	74.9%	16	7	1	3	2	1	2
3.20	5.000	1	Residential / Core / Residential	1025	59	153								285	1369	74.9%	16	7	1	3	2	1	2
5.00	0.000	Ground	Retail / Lobby / Amenity / Core / Retail					885		208	351	21		127	1592								
4.00	-4.000		BOH / Carpark / Core									1013	86	3885	178	5076							
3.00	-7.000		BOH / Carpark / Core									1053	112	3855	168	5076							
			TOTAL	13525	295	2034	885	388	208	351	2066	198	7740	4682	29773		200	55	25	15	68	18	19
																		27.5%	12.5%	7.5%	34.0%	9.0%	9.5%

Tower Info	
Typical Floor-Floor	3.10
No. of floors	**18**
Total height (m)	**58.60**

Excl. plant

Building 2

Height m	RL m	Level no		Resi NSA sqm	Winter Garden sqm	Terraces sqm	Resi GLAR sqm	External Amenities sqm	Internal Amenities sqm	Lobby (Incl. Mail) sqm	BOH / Plant sqm	Car Parking #	Car Parking sqm	Core/Circ Area sqm	GFA (Excl. Terraces, Incl. Winter Garden) sqm	% Efficiency	No. Apts #	STUDIO (30sqm) #	1 BR (50sqm) #	1BR+STUDY (55sqm) #	2BR-2B (70-80sqm) #	2BR+STUDY (75-85sqm) #	3BR-2B (90-150sqm) #
Parapet 57.100																							
4	53.100		Lift OR / Plant																				
4.10	49.000	15	Bridge / Core / Amenity / Communal						382	396				124	520								
3.20	45.800	14	Core / Residential	630		90								172	802	78.6%	10		7	1			2
3.10	42.700	13	Core / Residential	630		90								172	802	78.6%	10		7	1			2
3.10	39.600	12	Core / Residential	630		90								172	802	78.6%	10		7	1			2
3.10	36.500	11	Core / Residential	630		90								172	802	78.6%	10		7	1			2
3.10	33.400	10	Core / Residential	630		90								172	802	78.6%	10		7	1			2
3.10	30.300	9	Residential / Core / Residential	884		122								215	1099	80.4%	14	1	9		1	1	2
3.10	27.200	8	Residential / Core / Residential	884		122								215	1099	80.4%	14	1	9		1	1	2
3.10	24.100	7	Residential / Core / Residential	884		122								215	1099	80.4%	14	1	9		1	1	2
3.10	21.000	6	Residential / Core / Residential	884		122								215	1099	80.4%	14	1	9		1	1	2
3.20	17.800	5	Residential / Core / Residential	1026	8	273								243	1277	80.3%	15	1	3	7	1	1	2
3.20	14.600	4	Residential / Core / Residential	1097	53	153								246	1396	78.6%	17	2	4	7	2	1	1
3.20	11.400	3	Residential / Core / Residential	1119	53	166								245	1417	79.0%	17	2	3	8	1	2	1
3.20	8.200	2	Residential / Core / Residential	1580	143	179								422	2145	73.7%	26	6	5	10	2	2	1
3.20	5.000	1	Residential / Core / Residential	1580	143	179								422	2145	73.7%	26	6	5	10	2	2	1
5.00	0.000	Ground	Retail / BOH / Lobby / Amenity / Core / Amenity / Retail				884		714		133			185	1916								
4.00	-4.000		BOH / Core / Carpark	Refer to Building 1																			
3.00	-7.000		Carpark / Core / Carpark																				
			TOTAL	13088	400	1888	884	382	1110		133			3607	19222		207	21	91	47	12	12	24
																		10%	44%	23%	6%	6%	12%

Tower Info	
Typical Floor-Floor	3.10
No. of floors	**15**
Total height (m)	**53.10**

Excl. plant

Summary	
Total NSA	26613 m²
Total Wintergarden	695 m²
Total Balc	3922 m²
Total GFA	48995 m²
Total Resi GFA	34516 m²
Total GBA (incl. Terraces)	52917 m²
Total GLAR	1769 m²
Total External Amenity	770 m²
Total Internal Amenity	1318 m²
Total Apartments	407

APARTMENT MIX

APARTMENT TYPE	NUMBER OF APARTMENTS	RATIO
1B1B	116	29%
1B1B1S	62	15%
2B2B	80	20%
2B2B1S	30	7%
3B2B	43	11%
STUDIO	76	19%
TOTAL	407	

CARPARKING SCHEDULE

CAR PARK TYPE	LEVEL	NUMBER OF SPACES
BASEMENT 1		
4900 x 2600 x 6400 Aisle	BASEMENT 1	84
4900 x 2800 x 5800 Aisle	BASEMENT 1	2
ACCESSIBLE PARKING 5400 x 2400mm	BASEMENT 1	2
BASEMENT 1		88
BASEMENT 2		
4900 x 2600 x 6400 Aisle	BASEMENT 2	112
BASEMENT 2		112
TOTAL		200

PARKING ALLOCATION

ALLOCATION	NUMBER OF SPACES
RESIDENTIAL	200
TOTAL	200

MOTORBIKE PARKING SCHEDULE

MOTORBIKE PARK TYPE	NUMBER OF SPACES
BASEMENT 1	
Motorbike Parking 2500 x 1200	2
BASEMENT 2	
Motorbike Parking 2500 x 1200	2
TOTAL	4

STORAGE CAGE SCHEDULE

STORAGE TYPE	NUMBER OF STORAGE
BASEMENT 1	
RESIDENTIAL STORAGE CAGE	36
BASEMENT 2	
RESIDENTIAL STORAGE CAGE	177
TOTAL	213

RESIDENTIAL BIKE PARKING SCHEDULE

LEVEL	BIKE SPACE TYPE	NUMBER OF SPACES
RESIDENTIAL BIKE SPACE		
BASEMENT 1	DOUBLE HORIZONTAL STACKED BIKE SPACE	156
BASEMENT 1	VERITICAL BIKE SPACE	67
RESIDENTIAL BIKE SPACE		223
RESIDENTIAL VISITOR BIKE SPACE		
GROUND FLOOR	DOUBLE HORIZONTAL STACKED BIKE SPACE	12
GROUND FLOOR	VERITICAL BIKE SPACE	9
RESIDENTIAL VISITOR BIKE SPACE		21
TOTAL		244

NON RESIDENTIAL BIKE PARKING SCHEDULE

LEVEL	BIKE SPACE TYPE	NUMBER OF SPACES
STAFF BIKE SPACE		
GROUND FLOOR	DOUBLE HORIZONTAL STACKED BIKE SPACE	6
STAFF BIKE SPACE		6
VISITOR BIKE SPACE		
GROUND FLOOR	DOUBLE HORIZONTAL STACKED BIKE SPACE	12
GROUND FLOOR	VERITICAL BIKE SPACE	8
GROUND FLOOR	HOOP BIKE RACK	12
VISITOR BIKE SPACE		32
TOTAL		38

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
DEVELOPMENT SUMMARY

Drawing Number: **TP-01-010** Revision: **4** Date: **25/10/23** Scale:

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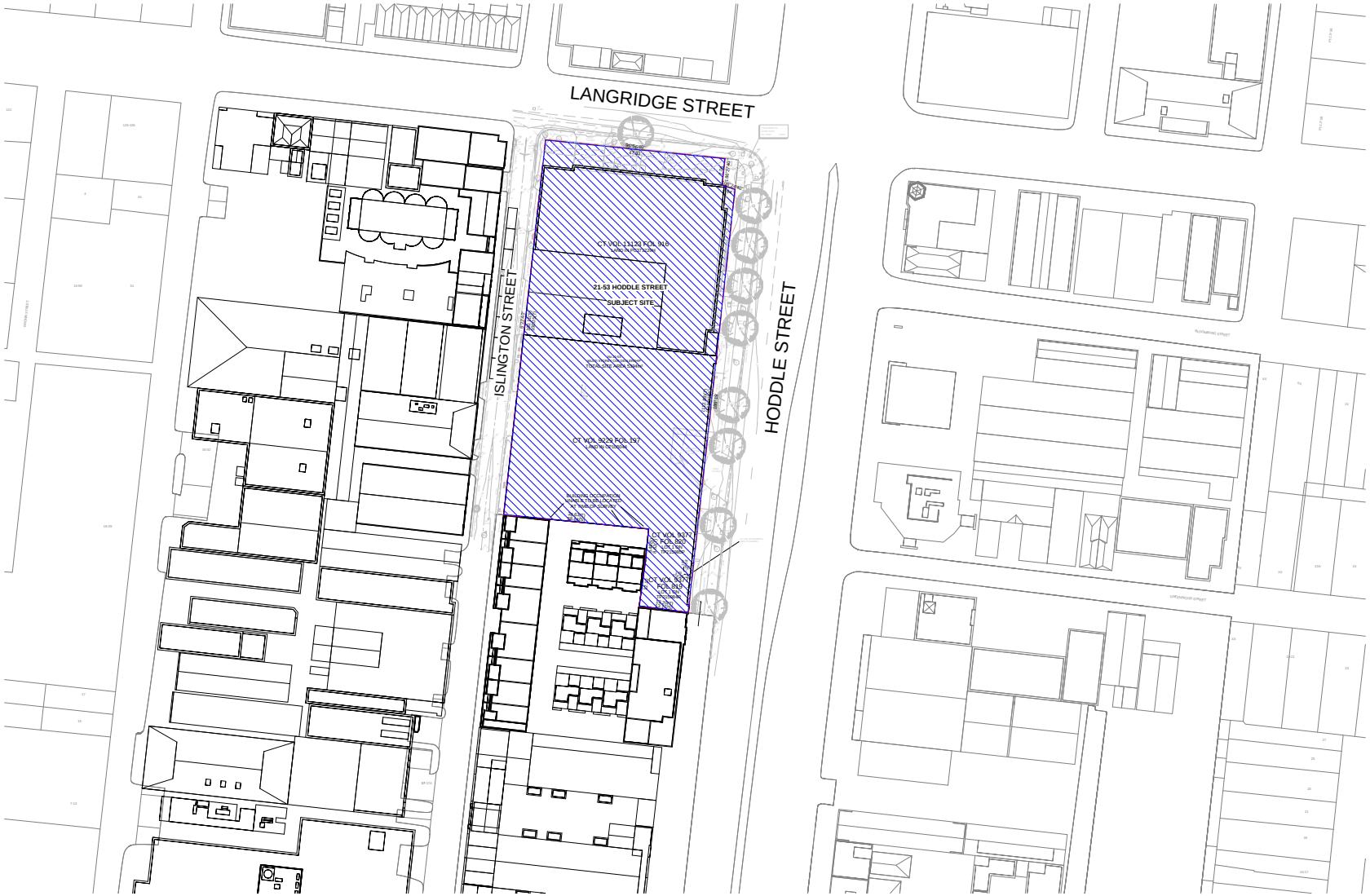

Project: **UEM-HODDLE STREET**
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title: **EXISTING CONDITIONS PLAN**

Drawing Number:	Revision:	Date:	Scale:
TP-10-100	**4**	**25/10/23**	**1 : 500 @ A1**

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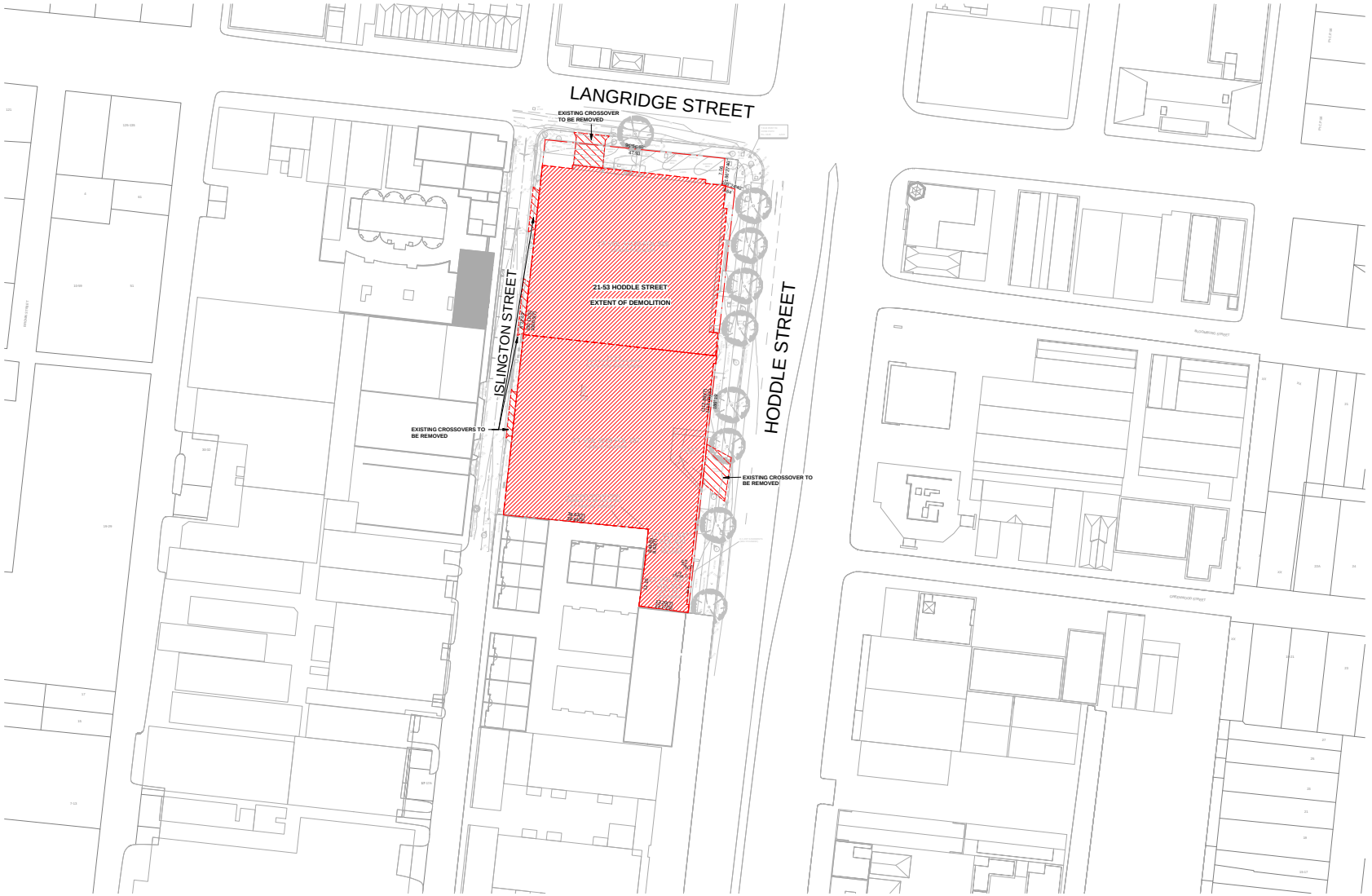
COX



Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
PROPOSED DEMOLITION PLAN

Drawing Number:	Revision:	Date:	Scale:
TP-15-100	**4**	**25/10/23**	**1 : 500 @ A1**

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Project:
UEM-HODDLE STREET
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4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
MASTERPLAN

Drawing Number:	Revision:	Date:	Scale:
TP-20-000	**4**	**25/10/23**	**1 : 500 @ A1**

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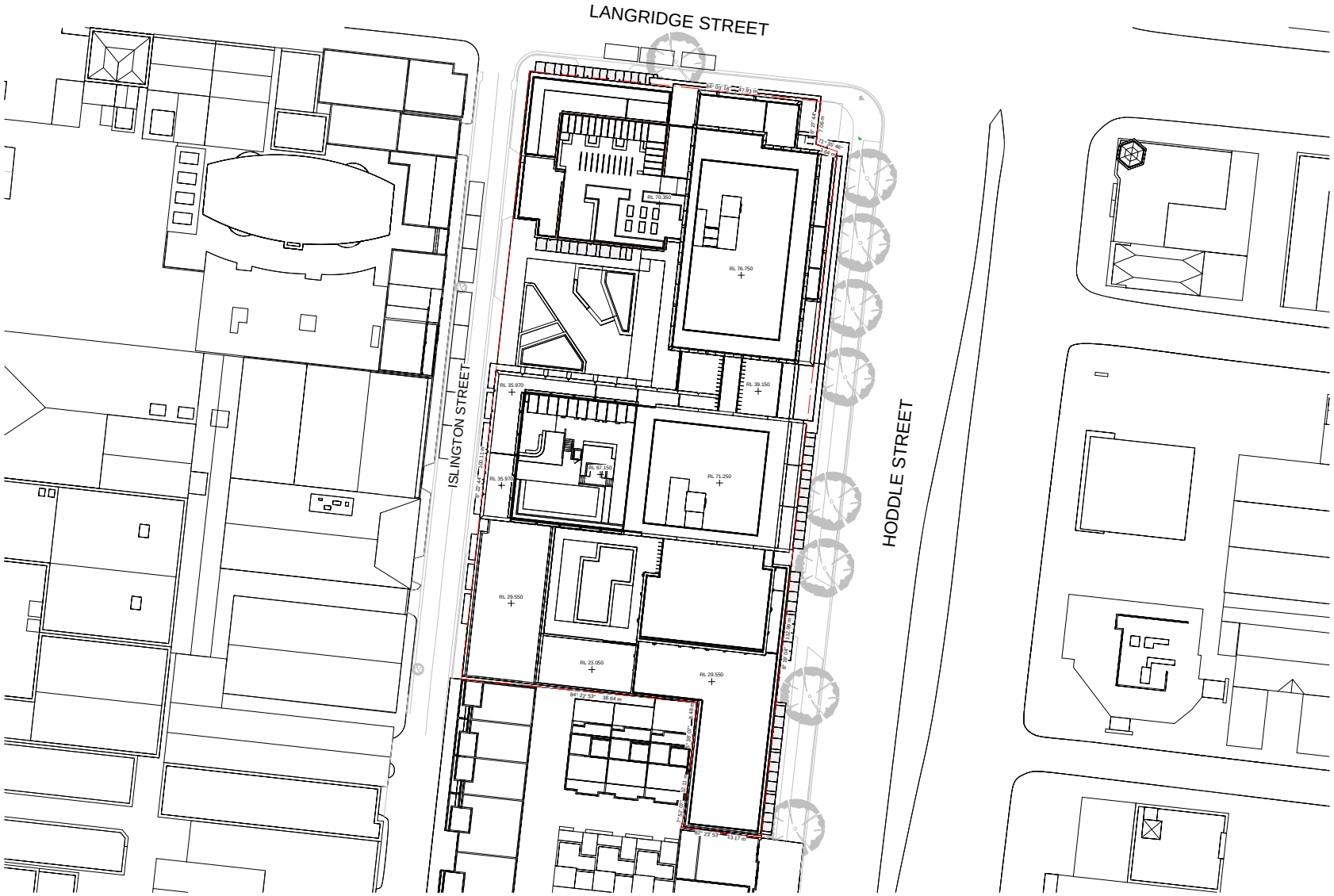

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
SITE PLAN

Drawing Number:	Revision:	Date:	Scale:
TP-20-010	**4**	**25/10/23**	**1 : 300 @ A1**

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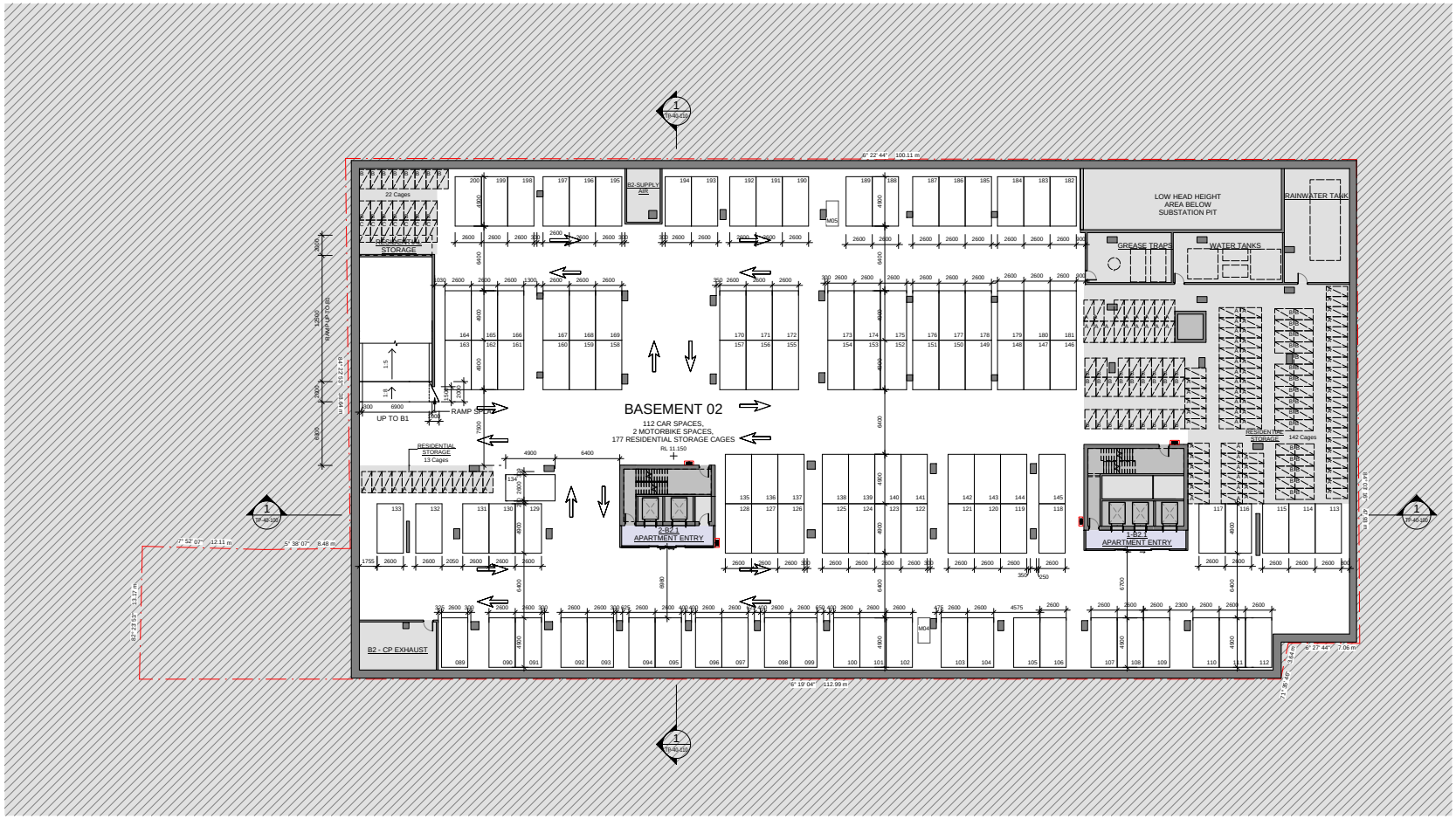

RESIDENTIAL STORAGE CAGE TYPE & CAPACITY			
STORAGE TYPE	STORAGE VOLUME	DIMENSION (WxDxHmm)	NO. OF CAGES
A	4.20 m³	1000x2100x2000	98
B	4.18 m³	1100x1900x2000	103
C	4.84 m³	1100x2200x2000	7
D	3.90 m³	1500x1300x2000	5
TOTAL			213

BASEMENT 2 STORAGE	
DESCRIPTION	NO. OF STORAGE
STORAGE CAGE	177
TOTAL	177

BASEMENT 2 CAR PARKING	
PARKING TYPE	NO. OF PARKING
4900 x 2600 x 6400 Aisle	112
TOTAL	112

BASEMENT 2 MOTORBIKE PARKING	
PARKING TYPE	NO. OF PARKING
Motorbike Parking 2500 x 1200	2
TOTAL	2

AREA COLOUR LEGEND
- APARTMENT ENTRY
- CORE
- GOODS LIFT
- RESIDENTIAL STORAGE
- SERVICES

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
BASEMENT 02

Drawing Number: **TP-20-098**
Revision: **4**
Date: **25/10/23**
Scale: **1 : 200 @ A1**

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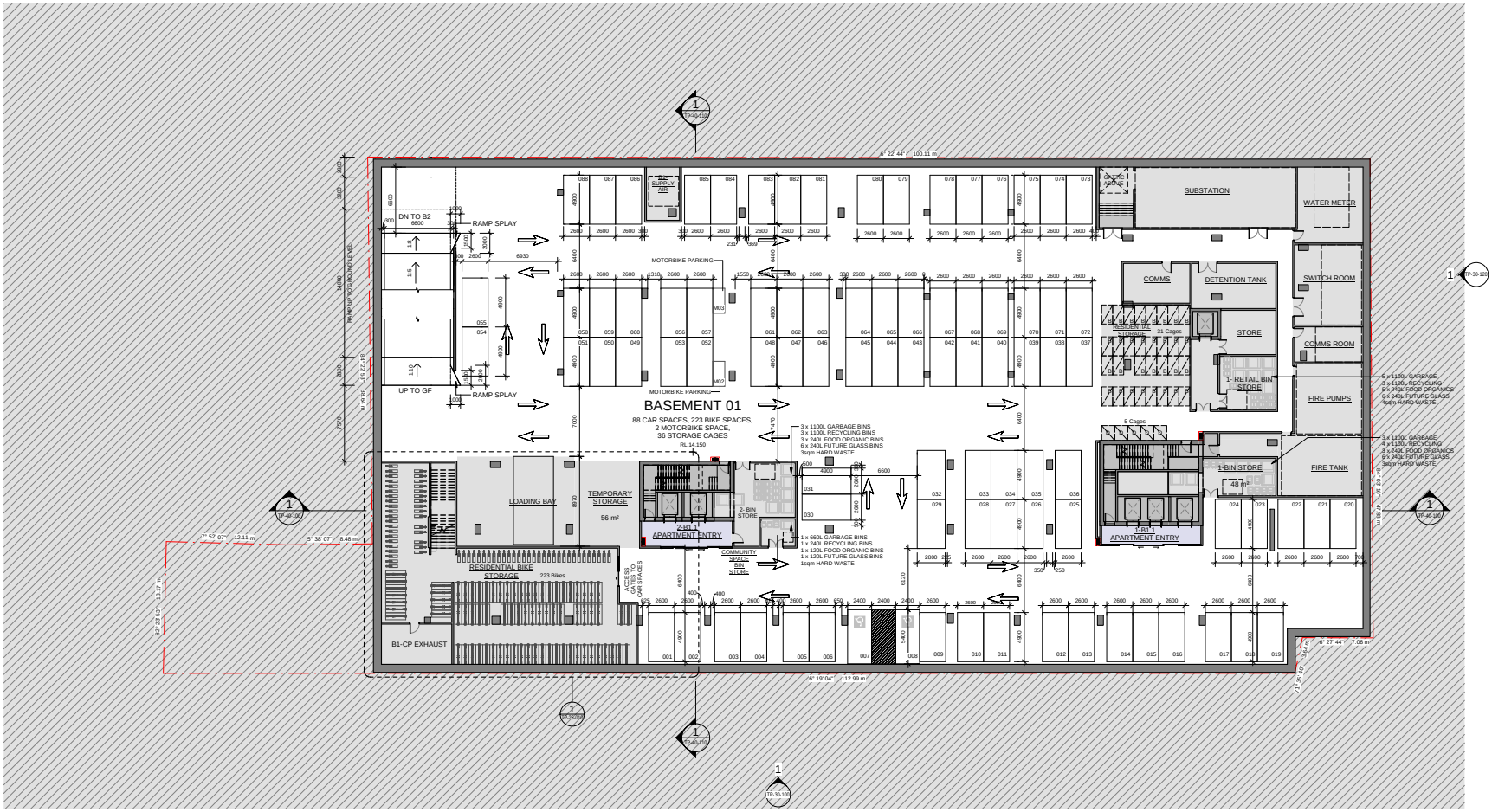
COX



RESIDENTIAL STORAGE CAGE TYPE & CAPACITY			
STORAGE TYPE	STORAGE VOLUME	DIMENSION (WxDxHmm)	NO. OF CAGES
A	4.20 m³	1000x2100x2000	98
B	4.18 m³	1100x1900x2000	103
C	4.84 m³	1100x2200x2000	7
D	3.90 m³	1500x1300x2000	5
TOTAL			213

BASEMENT 1 STORAGE	
DESCRIPTION	NO. OF STORAGE
STORAGE CAGE	36
TOTAL	36

BASEMENT 1 BIKE PARKING	
BIKE SPACE TYPE	NO. OF SPACE
DOUBLE HORIZONTAL STACKED BIKE SPACE	156
VERITICAL BIKE SPACE	67
RESIDENTIAL BIKE SPACE	223
TOTAL	223

BASEMENT 1 CAR PARKING	
PARKING TYPE	NO. OF PARKING
ACCESSIBLE PARKING 5400 x 2400mm	2
4900 x 2600 x 6400 Aisle	84
4900 x 2800 x 5800 Aisle	2
TOTAL: 88	88

BASEMENT 1 MOTORBIKE PARKING	
PARKING TYPE	NO. OF PARKING
Motorbike Parking 2500 x 1200	2
TOTAL	2

AREA COLOUR LEGEND
- APARTMENT ENTRY
- BIKE STOREAGE
- CORE
- GOODS LIFT
- LOADING BAY
- RESIDENTIAL STORAGE
- SERVICES
- STORAGE

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
BASEMENT 01

Drawing Number: **TP-20-099** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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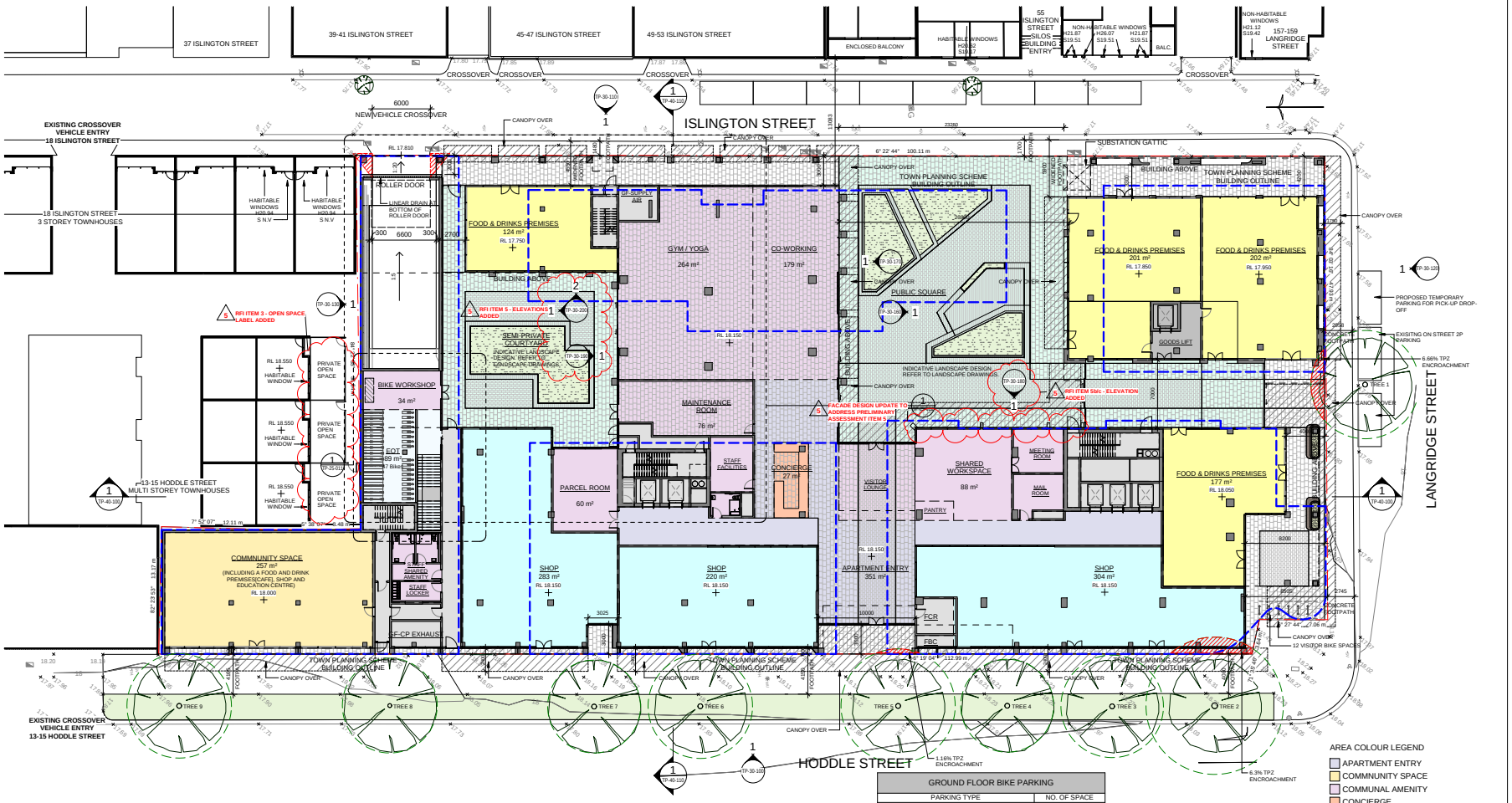

GROUND FLOOR BIKE PARKING	
PARKING TYPE	NO. OF SPACE
RESIDENTIAL VISITOR BIKE SPACE	
DOUBLE HORIZONTAL STACKED BIKE SPACE	12
VERITICAL BIKE SPACE	9
RESIDENTIAL VISITOR BIKE SPACE	21
STAFF BIKE SPACE	
DOUBLE HORIZONTAL STACKED BIKE SPACE	6
STAFF BIKE SPACE	6
VISITOR BIKE SPACE	
HOOP BIKE RACK	12
DOUBLE HORIZONTAL STACKED BIKE SPACE	12
VERITICAL BIKE SPACE	8
VISITOR BIKE SPACE	32
TOTAL	59

AREA COLOUR LEGEND
- APARTMENT ENTRY
- COMMNUNITY SPACE
- COMMUNAL AMENITY
- CONCIERGE
- CORRIDOR
- EOT
- FOOD & DRINKS PREMISES
- GARDEN
- GOODS LIFT
- LIFT
- SERVICES
- SHOP
- STAIR

Project: **UEM-HODDLE STREET**
21-53 Hoddle Street, Collingwood
RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title: **GROUND FLOOR**

Drawing Number: **TP-21-000** Revision: **5** Date: **25/10/23** Scale: **1 : 200 @ A1**

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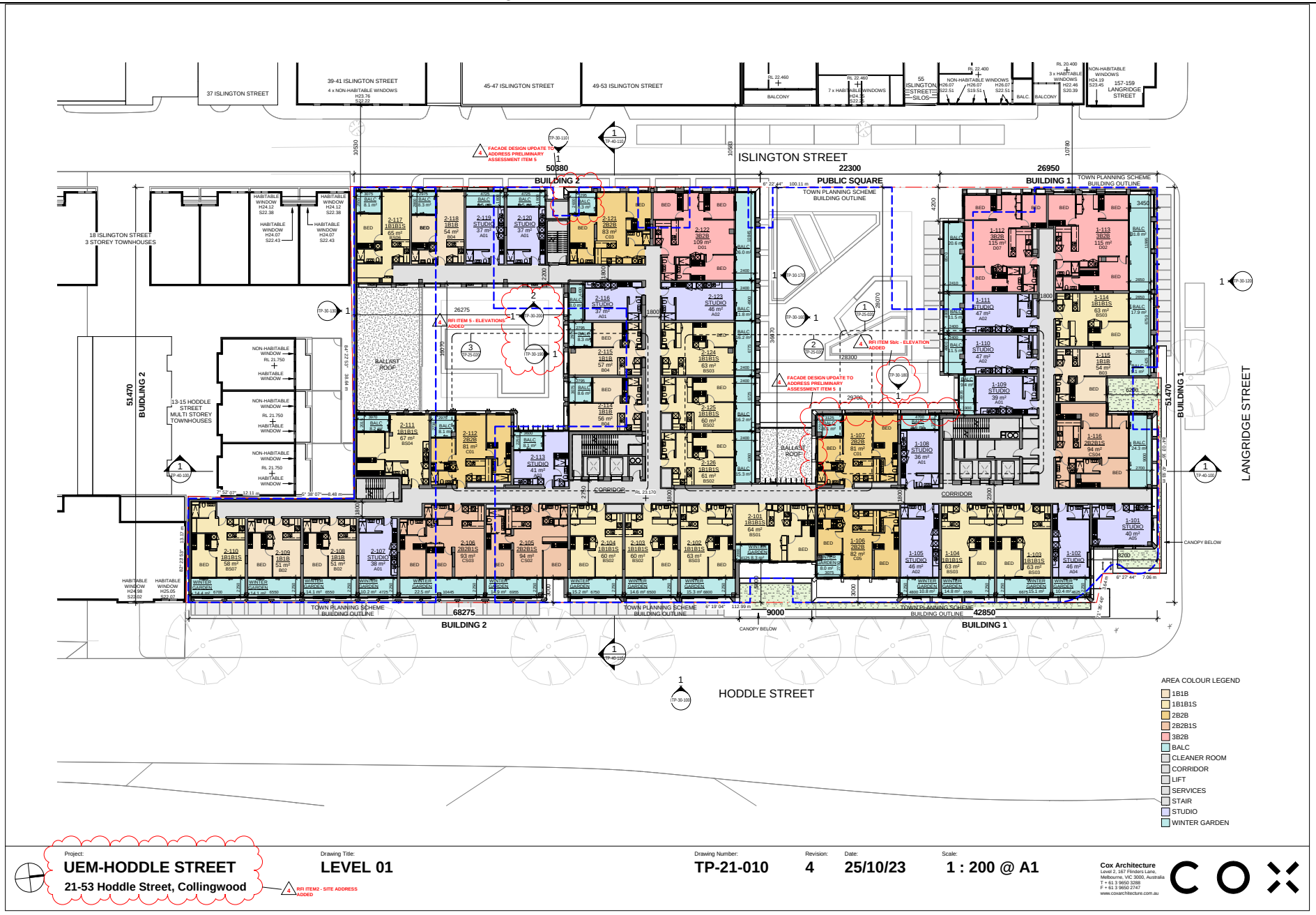

Project: **UEM-HODDLE STREET**
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title: **LEVEL 01**

Drawing Number: **TP-21-010** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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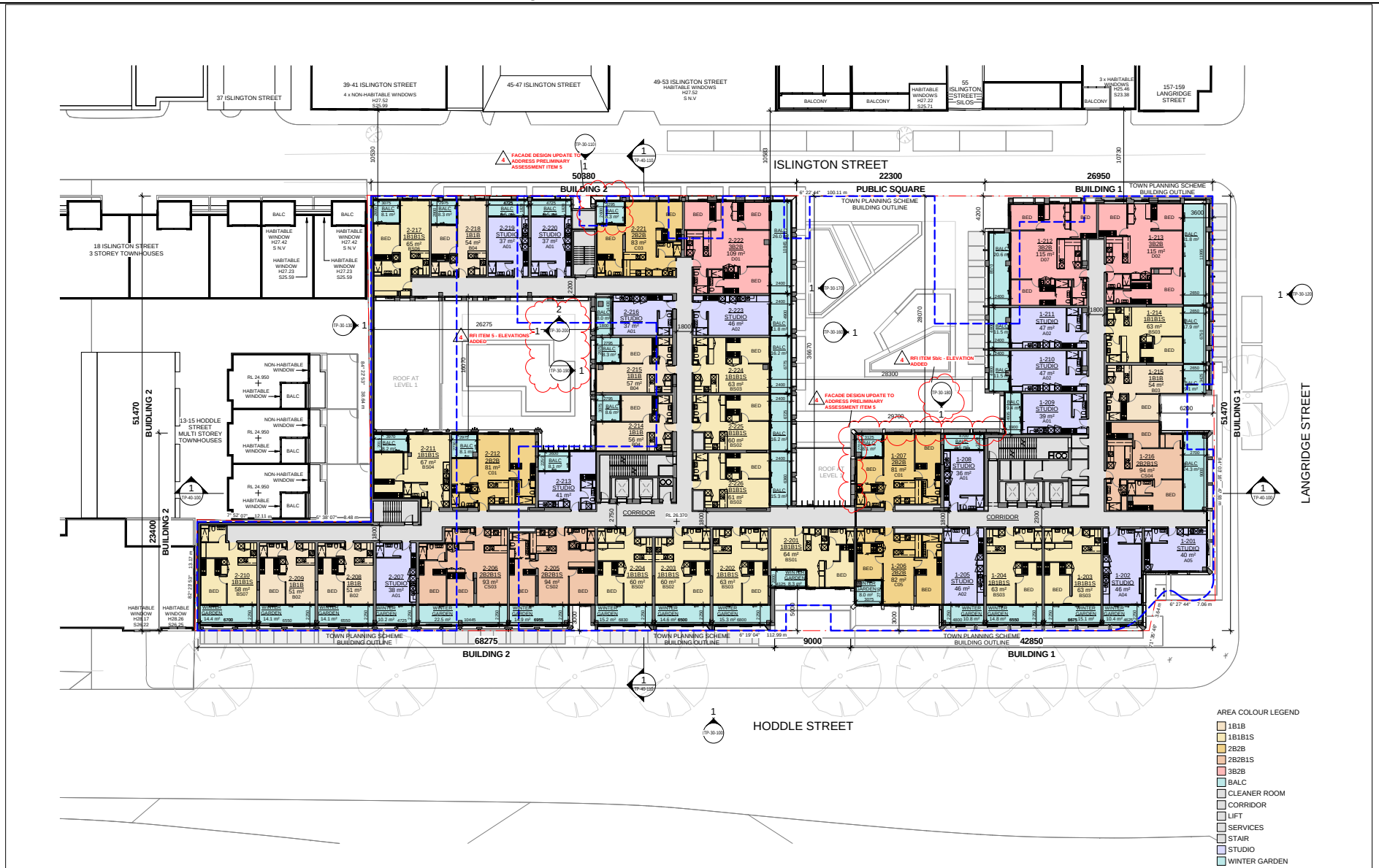

Project: **UEM-HODDLE STREET**
21-53 Hoddle Street, Collingwood

Drawing Title: **LEVEL 02**

Drawing Number: **TP-21-020** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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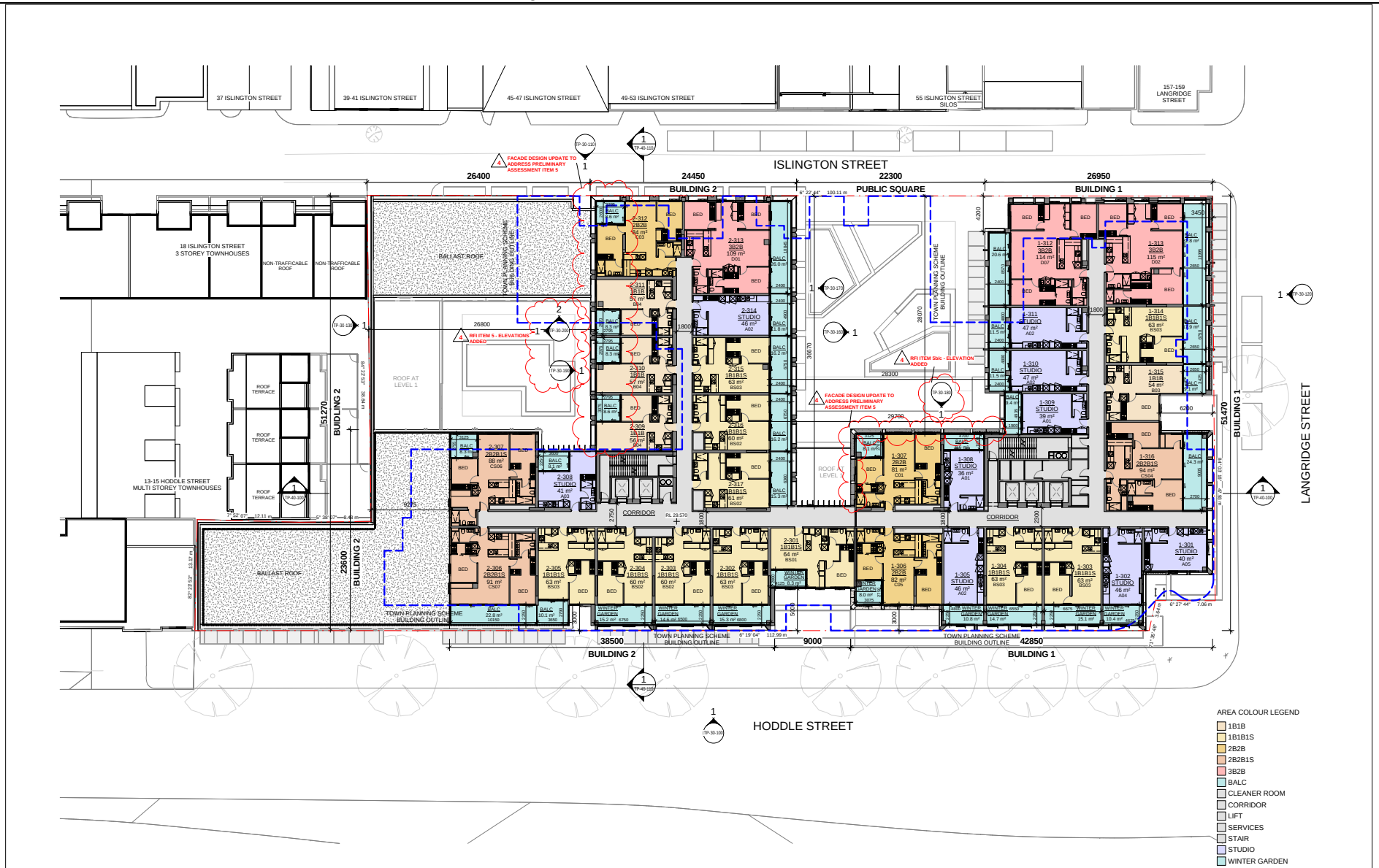

Project: **UEM-HODDLE STREET**
21-53 Hoddle Street, Collingwood

Drawing Title: **LEVEL 03**

Drawing Number: **TP-21-030** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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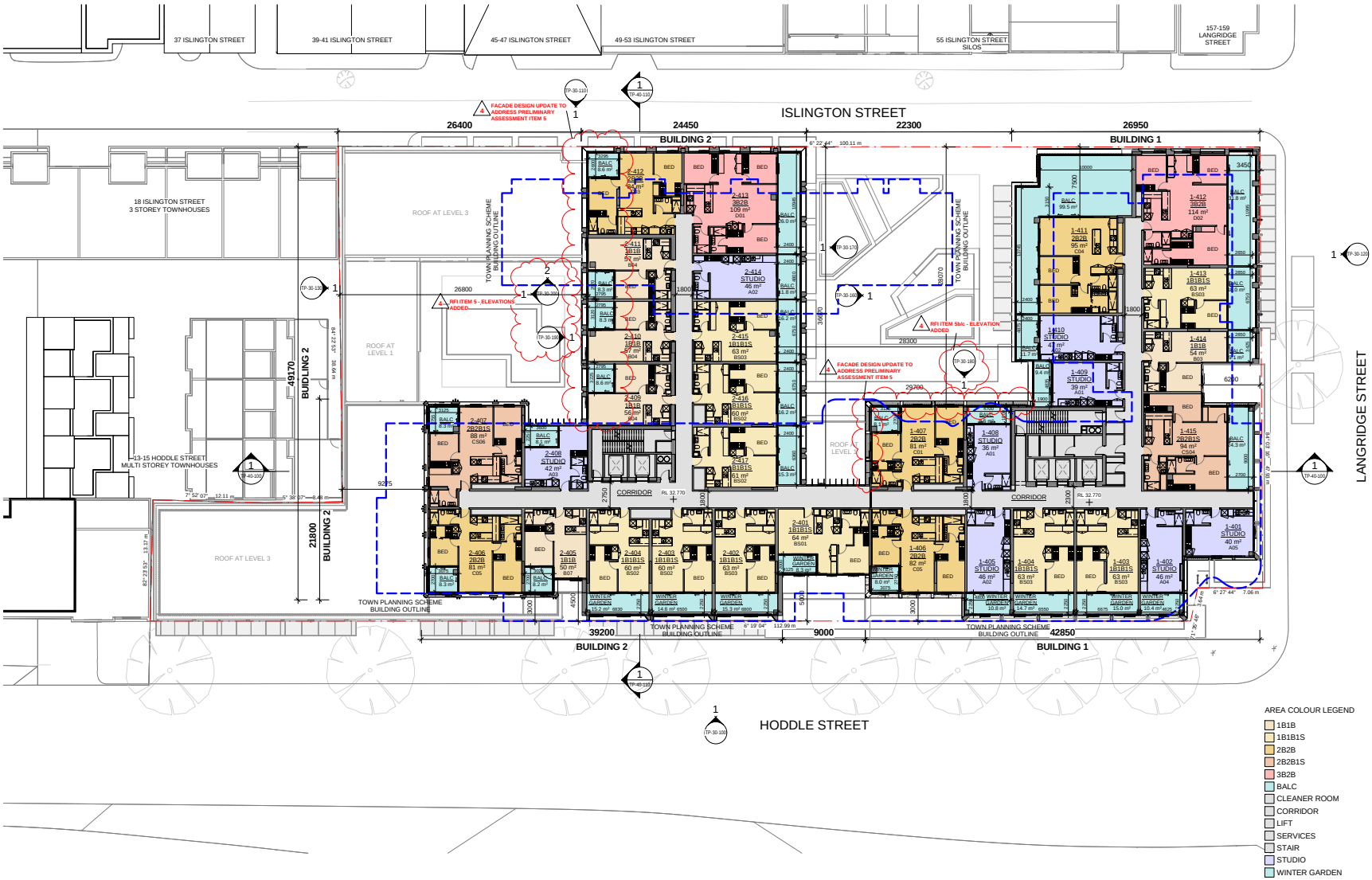

Project: **UEM-HODDLE STREET**
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title: **LEVEL 04**

Drawing Number: **TP-21-040** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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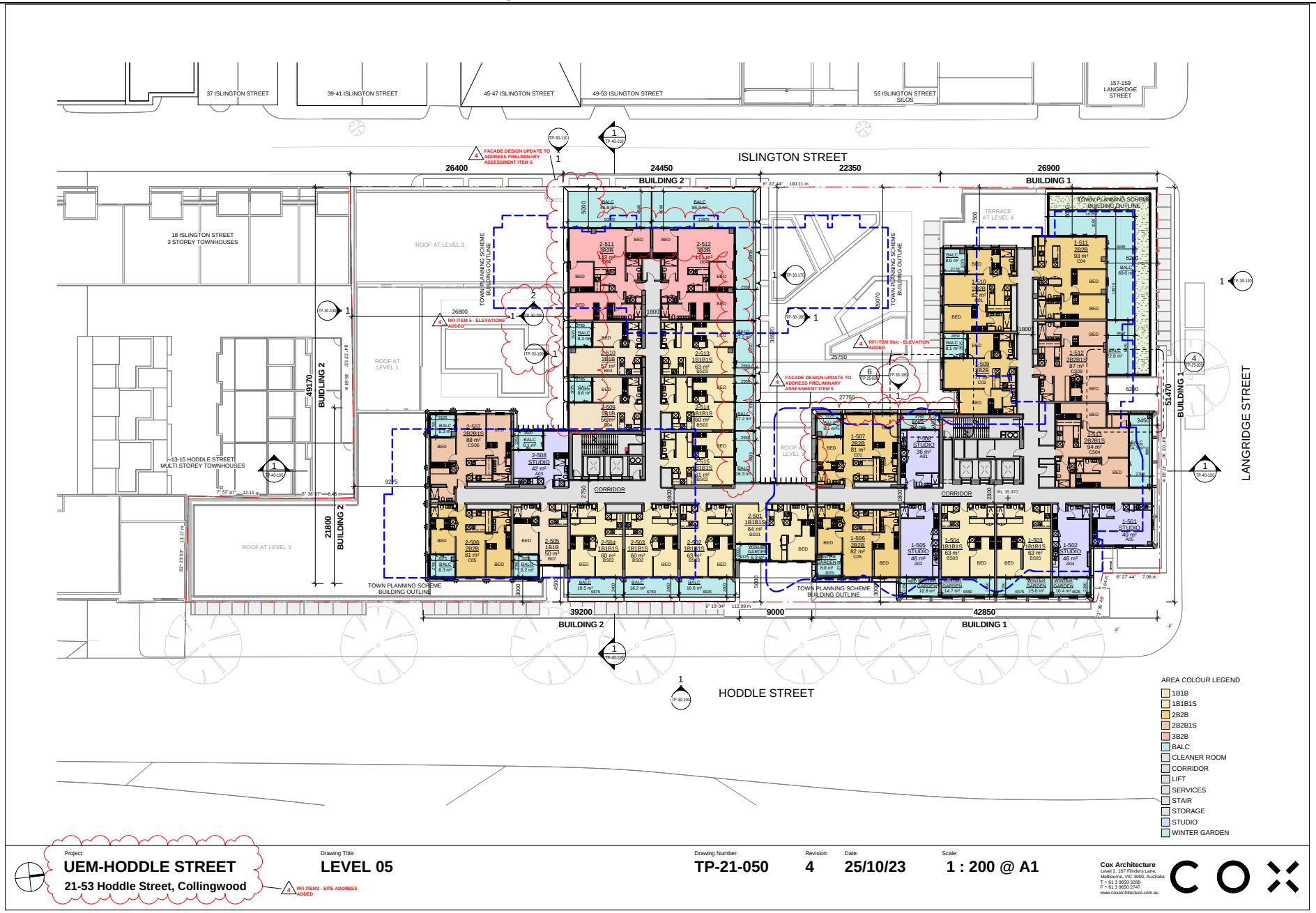

Project: **UEM-HODDLE STREET**
21-53 Hoddle Street, Collingwood

Drawing Title: **LEVEL 05**

Drawing Number: **TP-21-050** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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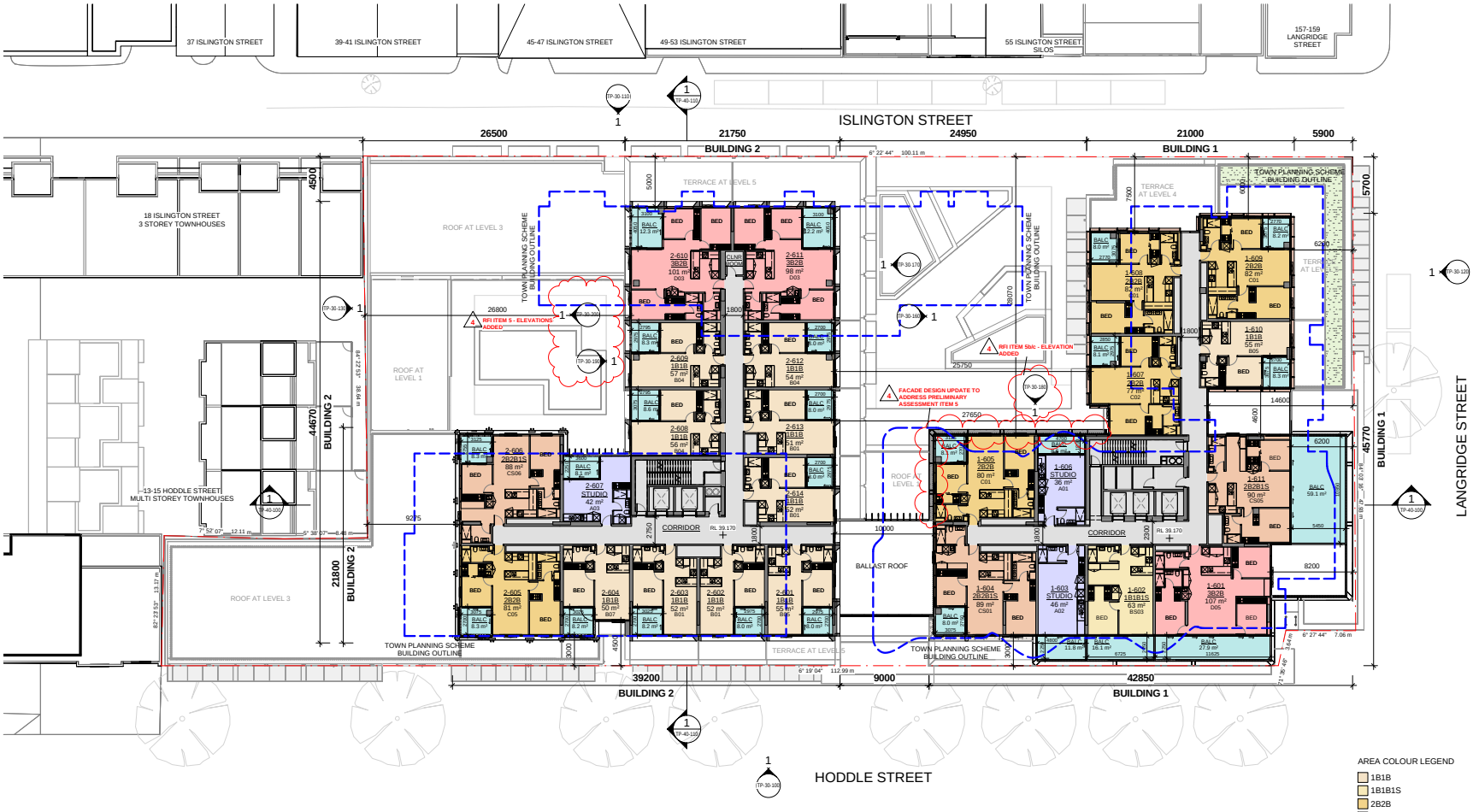

Project: **UEM-HODDLE STREET**
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title: **LEVEL 06**

Drawing Number: **TP-21-060** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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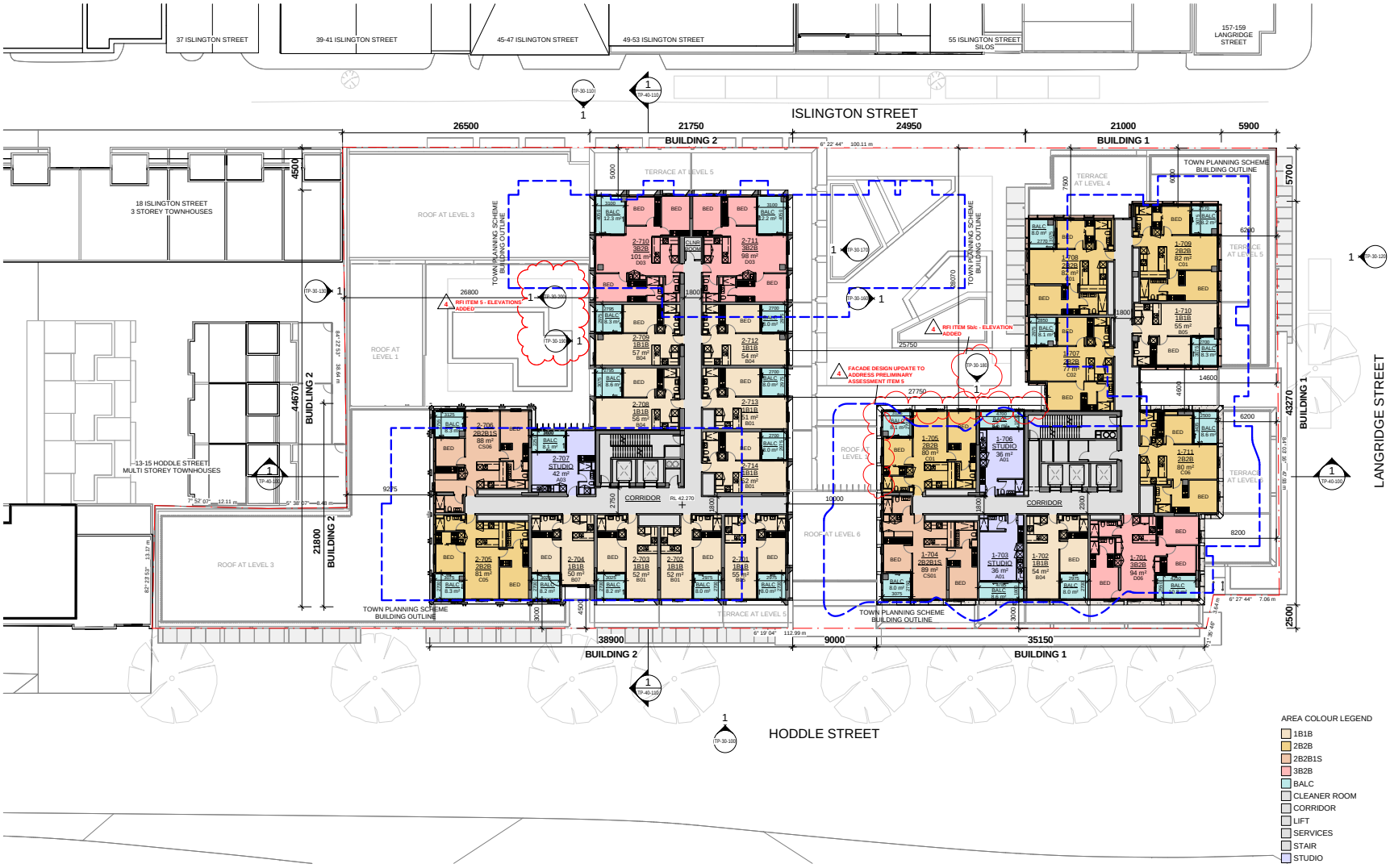

Project: **UEM-HODDLE STREET**
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title: **LEVEL 07**

Drawing Number: **TP-21-070** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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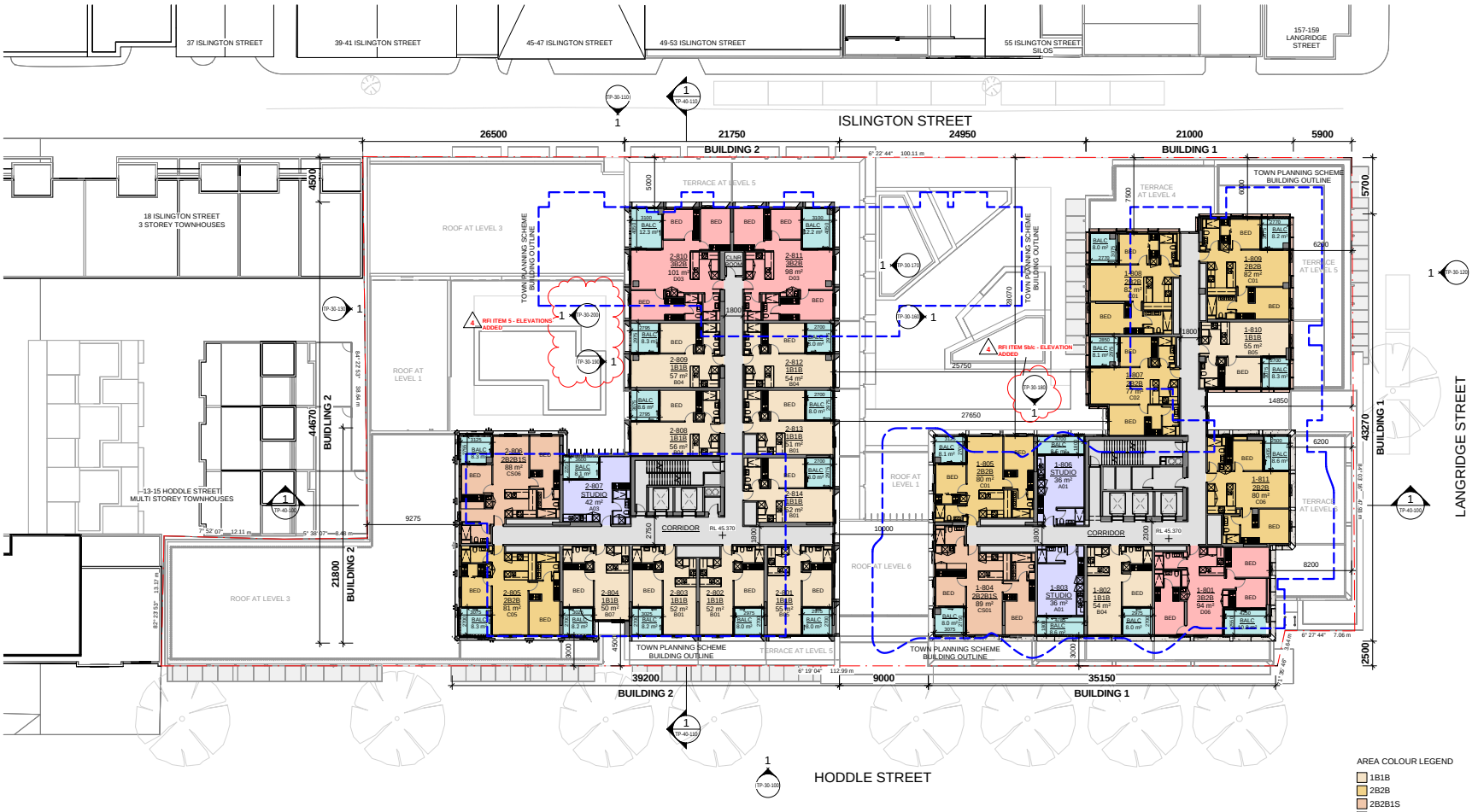

Project: **UEM-HODDLE STREET**
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title: **LEVEL 08**

Drawing Number: **TP-21-080** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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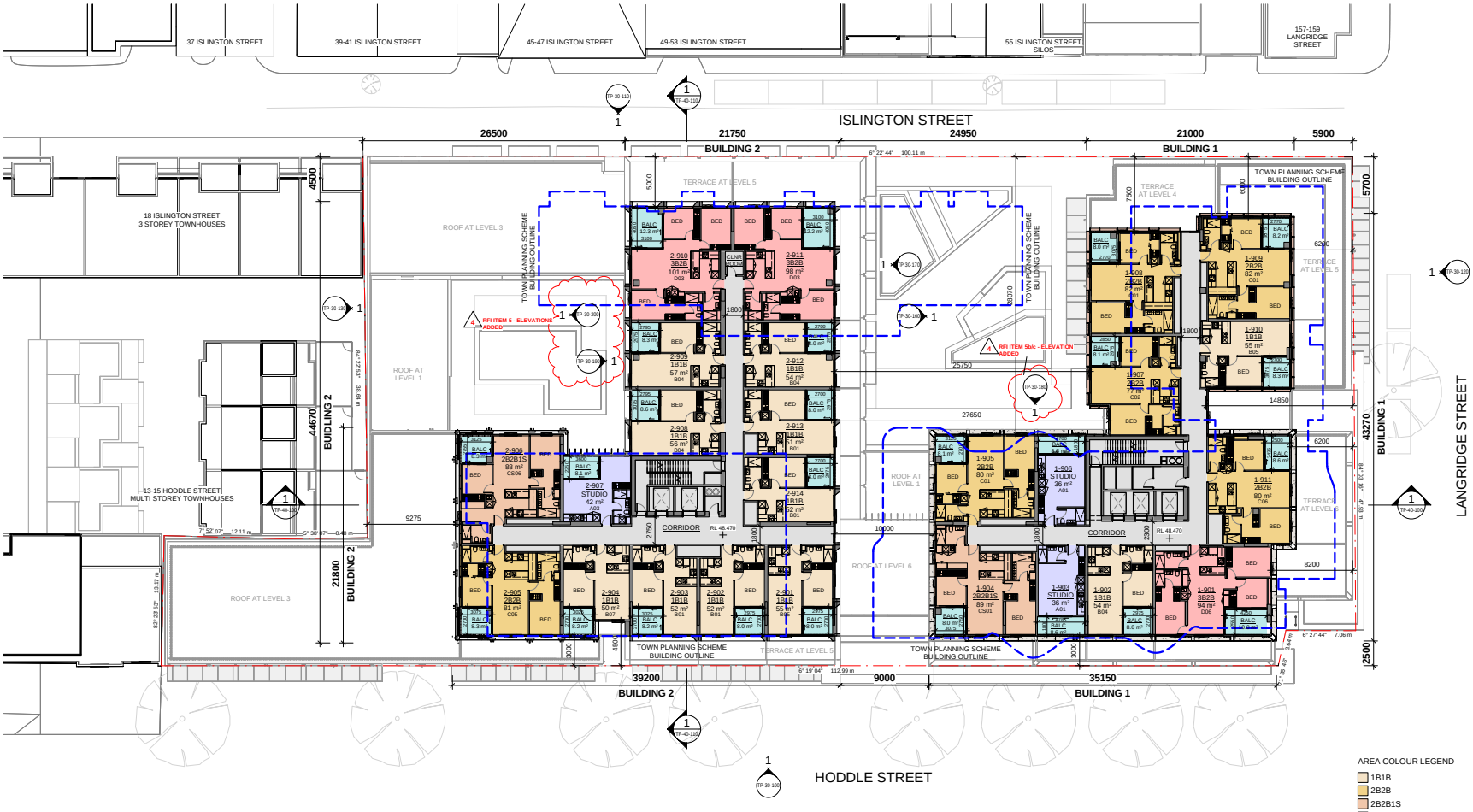

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
LEVEL 09

Drawing Number:	Revision:	Date:	Scale:
TP-21-090	**4**	**25/10/23**	**1 : 200 @ A1**

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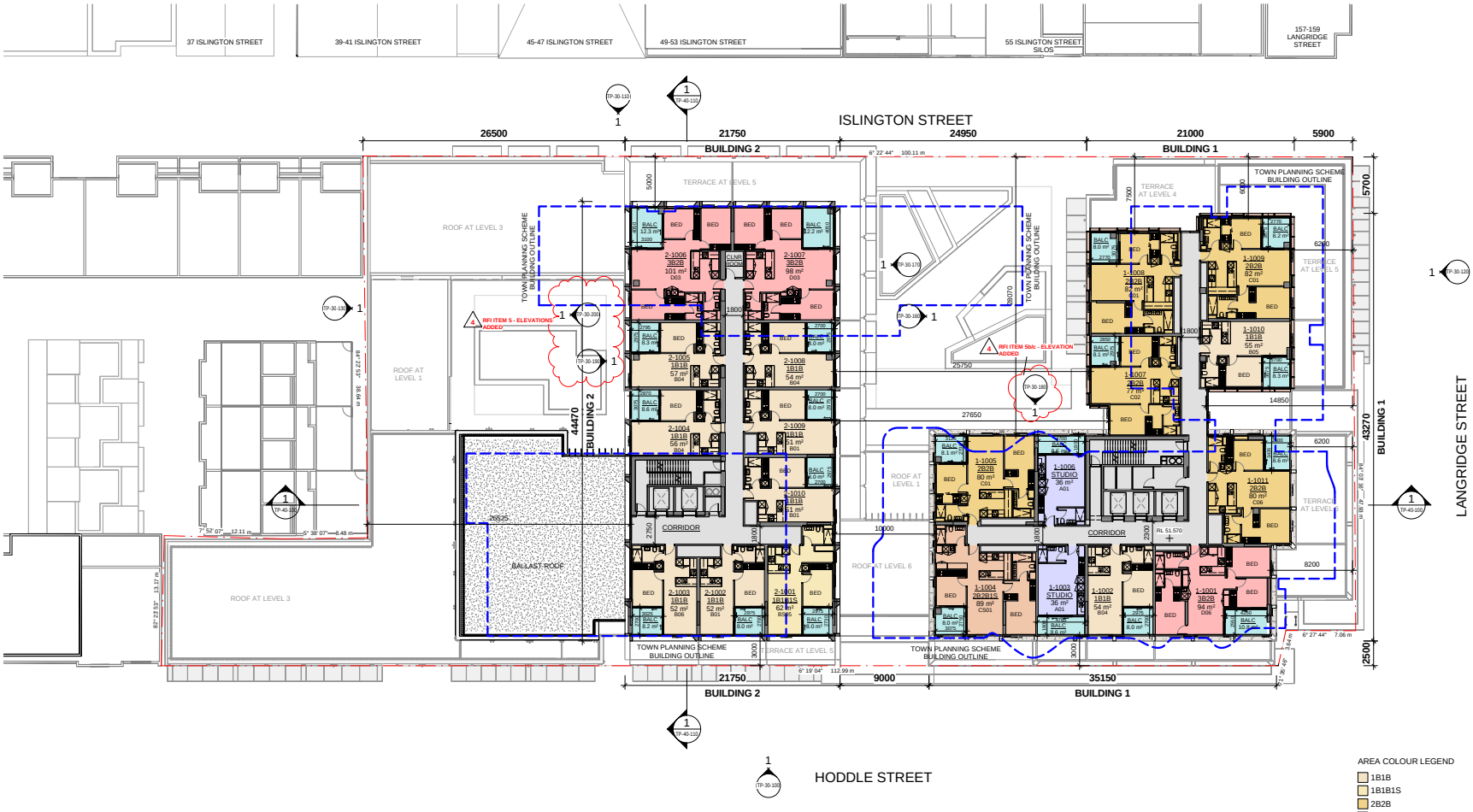

Project: **UEM-HODDLE STREET**
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4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title: **LEVEL 10**

Drawing Number: **TP-21-100** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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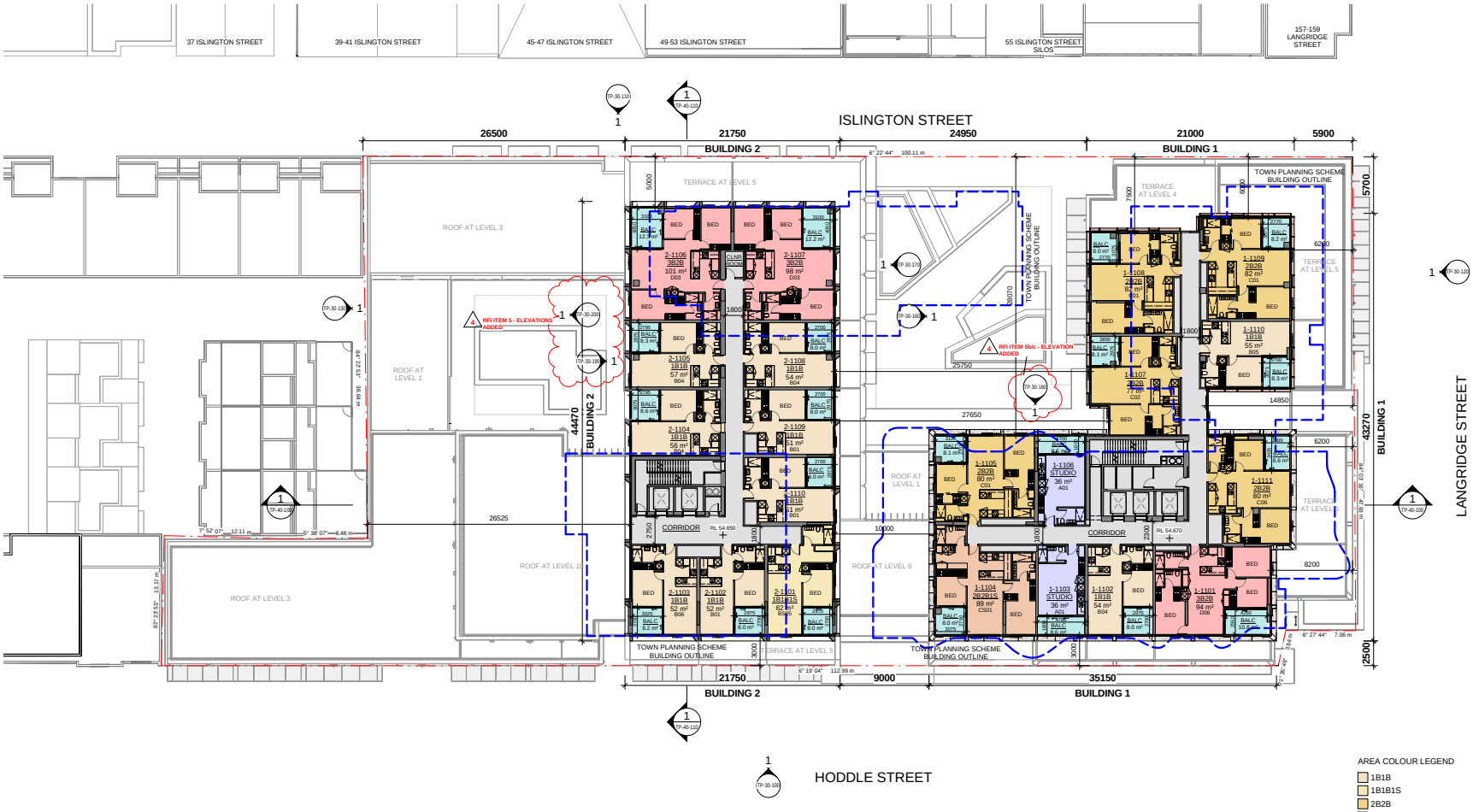

Project: **UEM-HODDLE STREET**
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title: **LEVEL 11**

Drawing Number: **TP-21-110** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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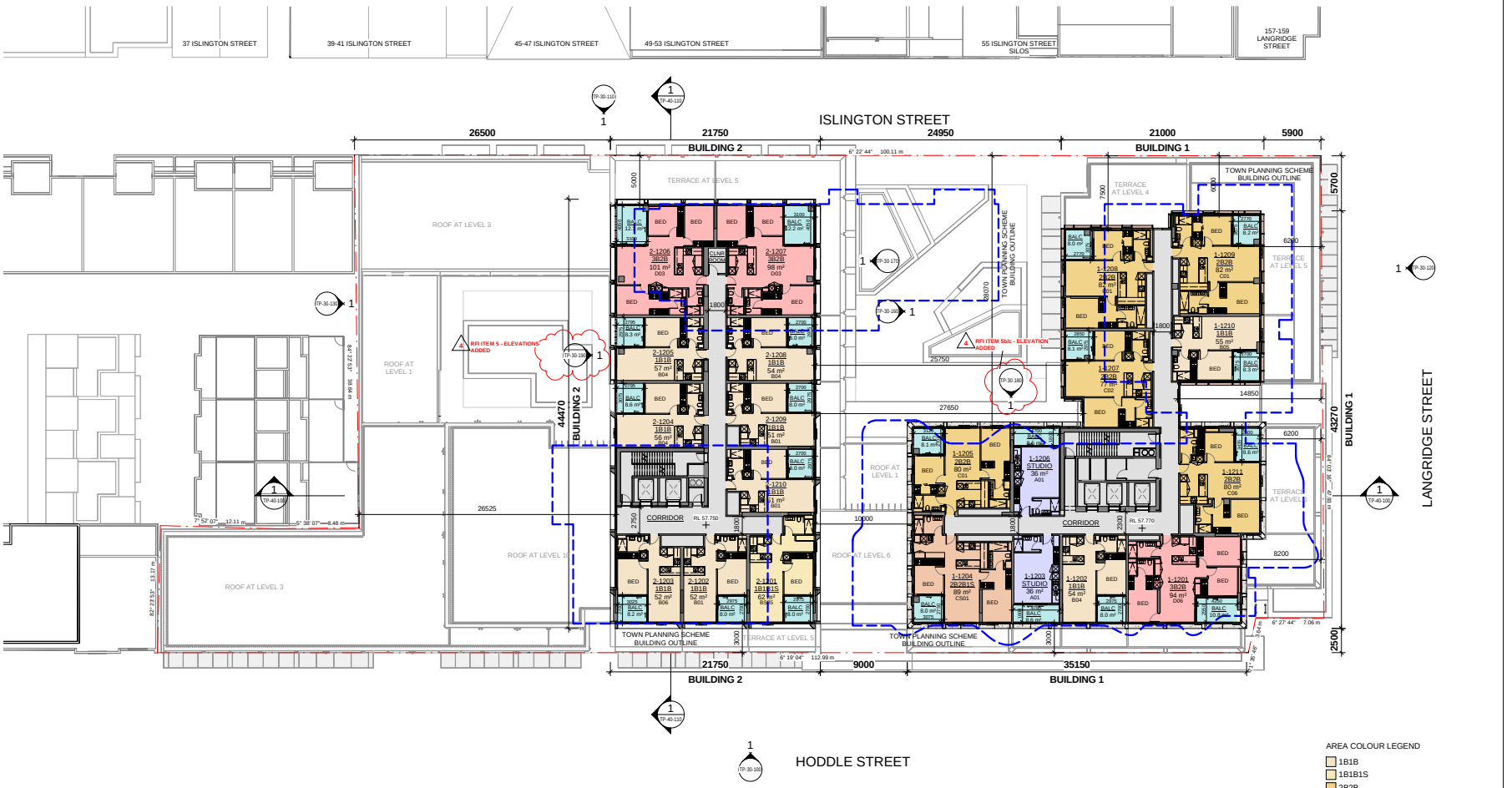

Project: **UEM-HODDLE STREET**
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Drawing Title: **LEVEL 12**

Drawing Number: **TP-21-120** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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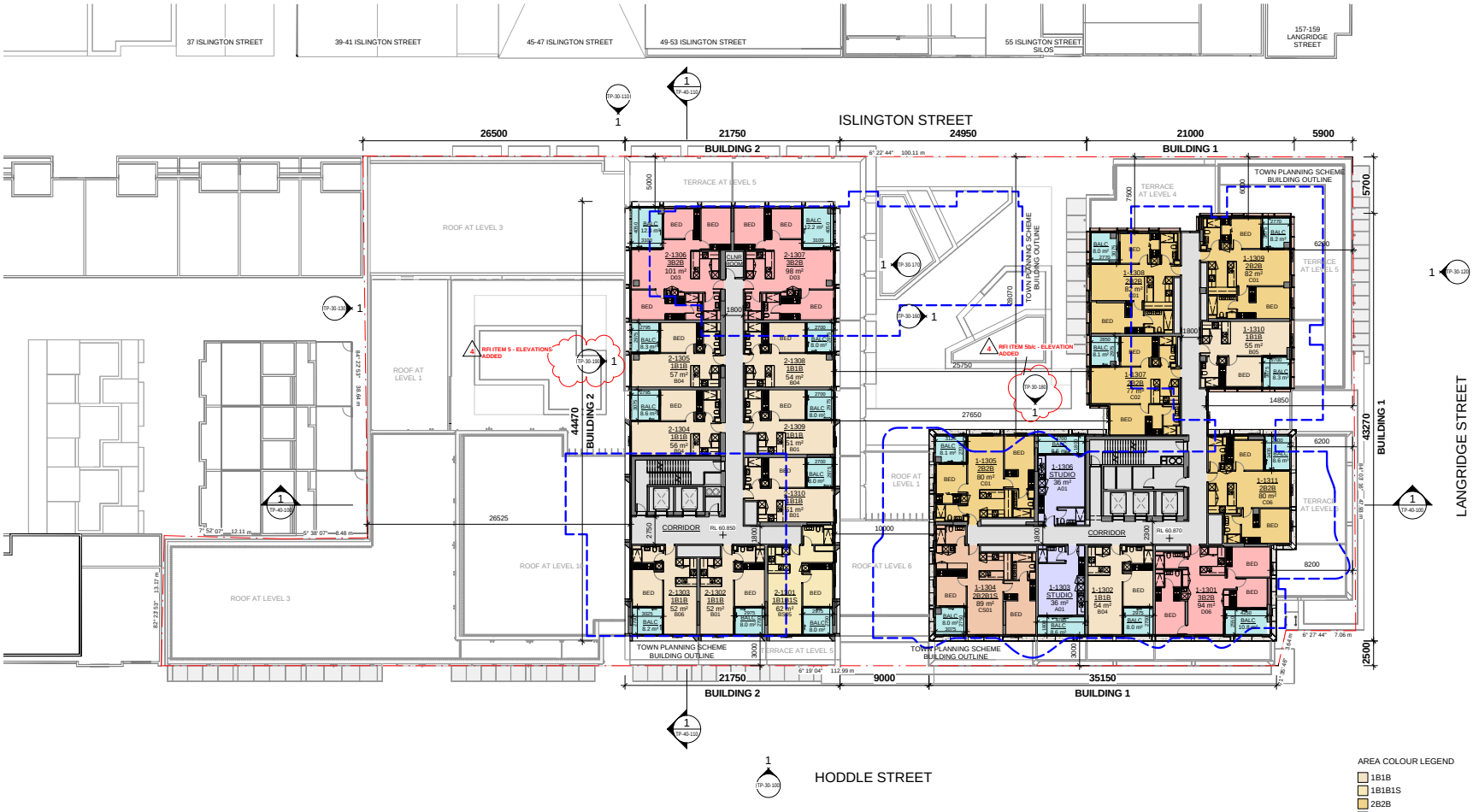

Project: **UEM-HODDLE STREET**
21-53 Hoddle Street, Collingwood
4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title: **LEVEL 13**

Drawing Number: **TP-21-130** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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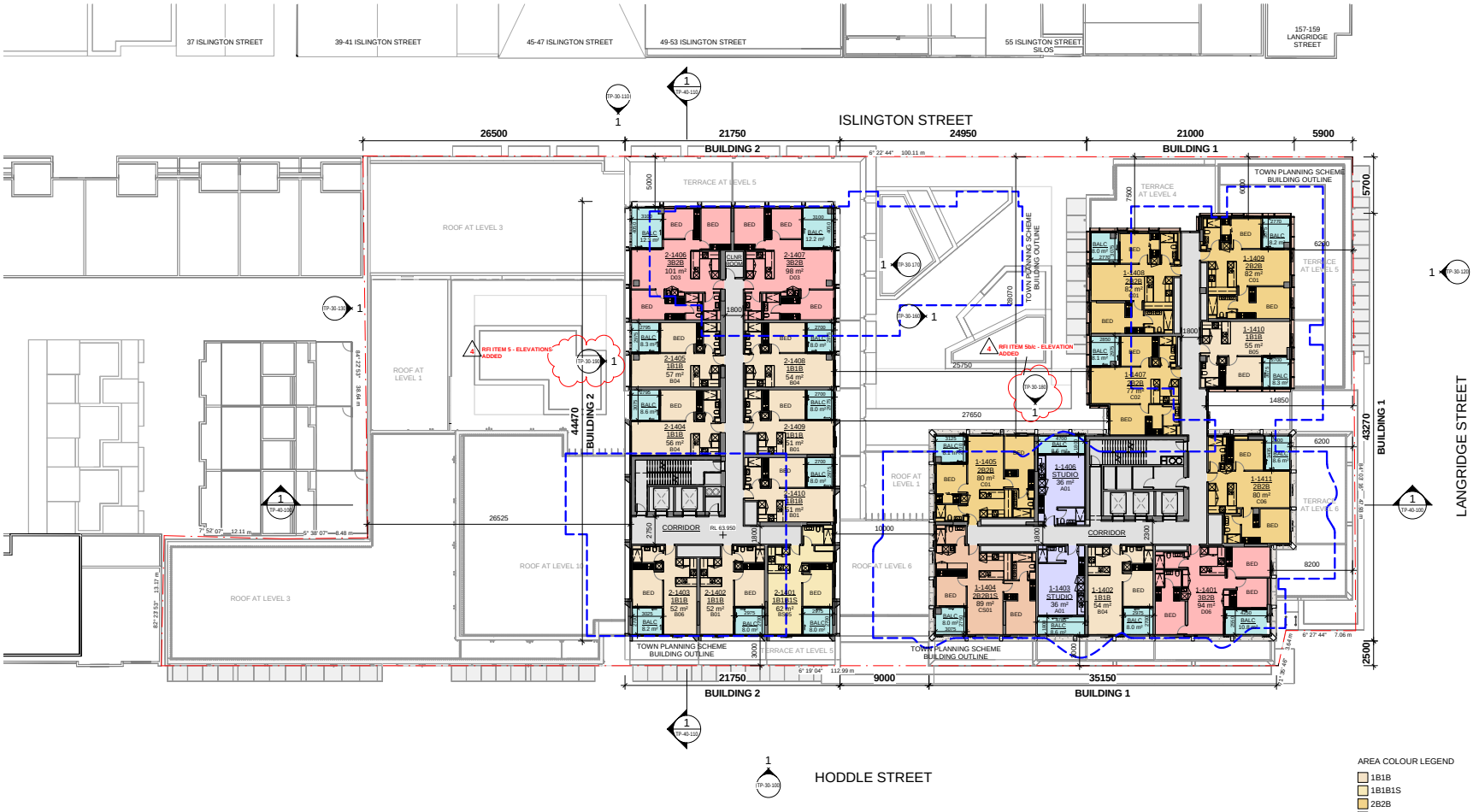

Project: **UEM-HODDLE STREET**
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title: **LEVEL 14**

Drawing Number: **TP-21-140** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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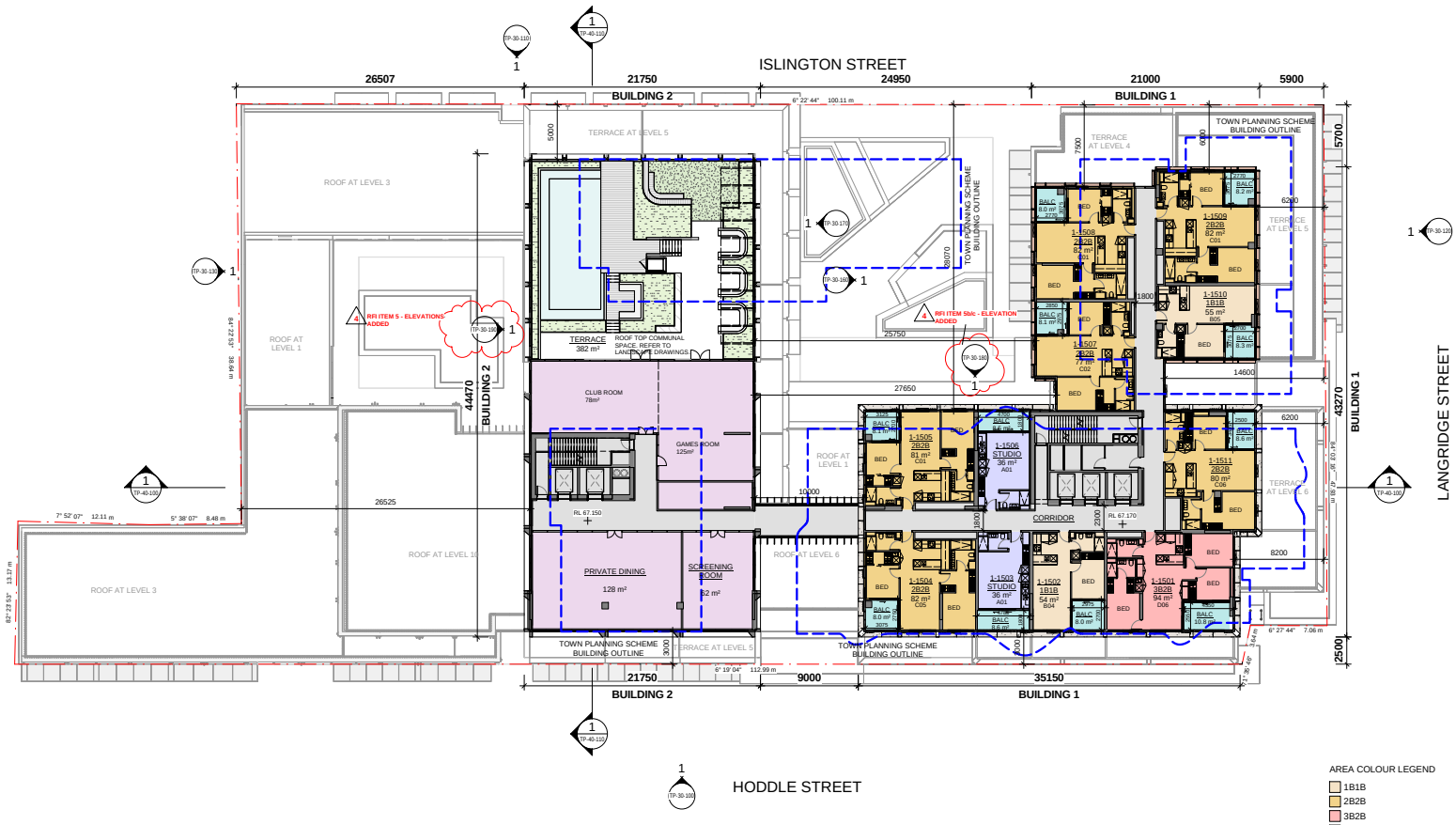

Project: **UEM-HODDLE STREET**
21-53 Hoddle Street, Collingwood
4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title: **LEVEL 15**

Drawing Number: **TP-21-150** | Revision: **4** | Date: **25/10/23** | Scale: **1 : 200 @ A1**

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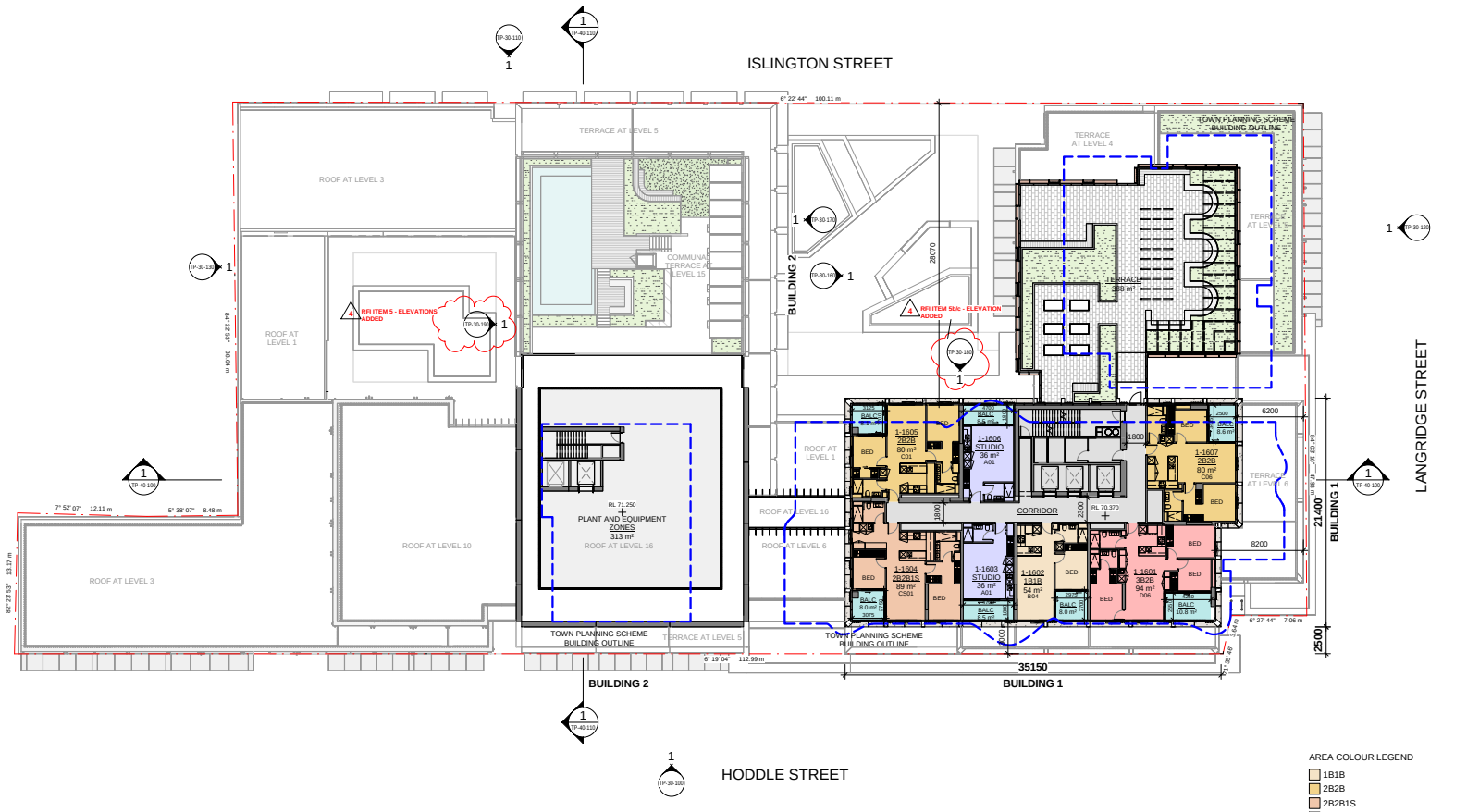

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
LEVEL 16

Drawing Number: **TP-21-160**
Revision: **4**
Date: **25/10/23**
Scale: **1 : 200 @ A1**

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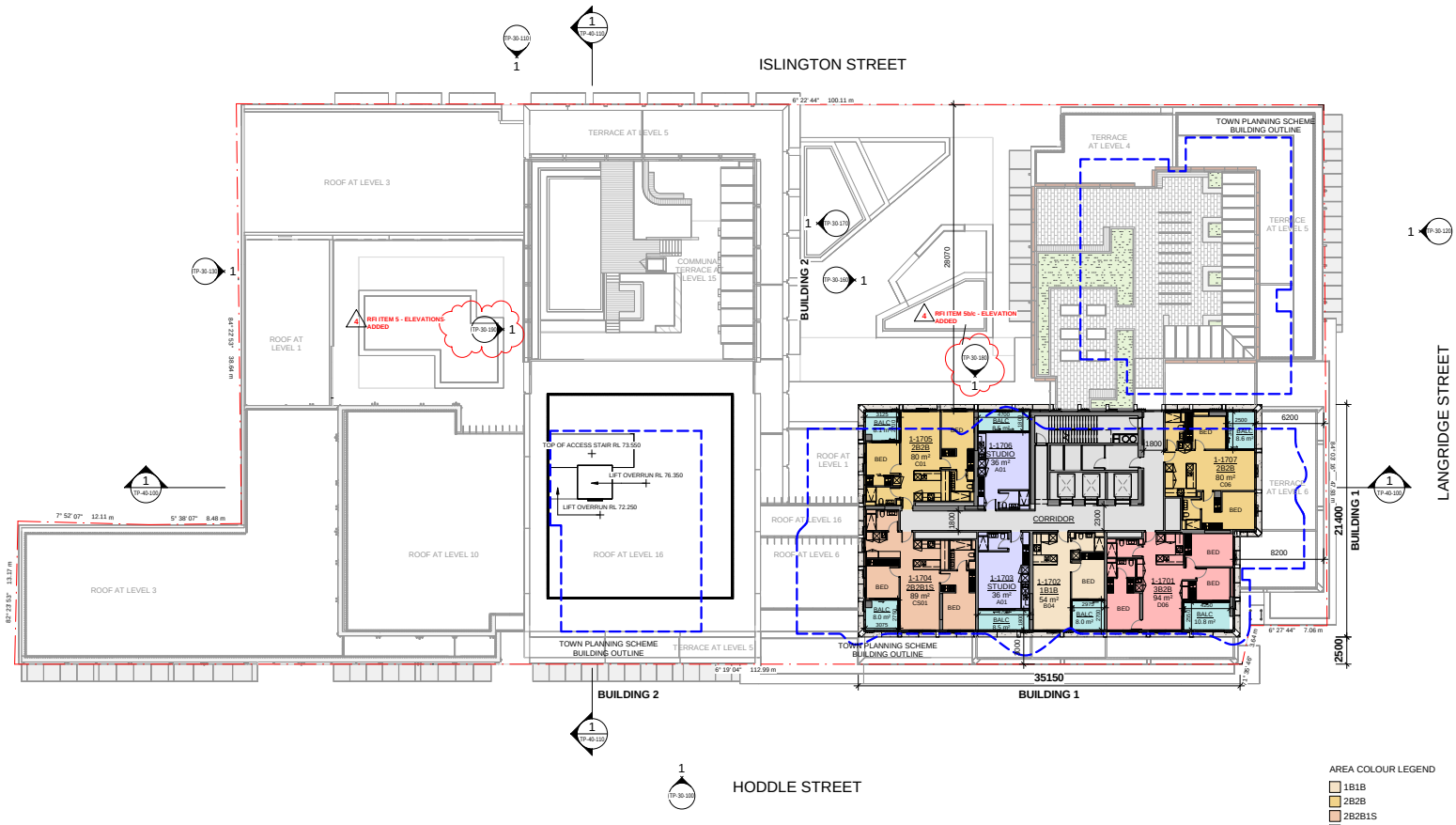

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
LEVEL 17

Drawing Number:	Revision:	Date:	Scale:
TP-21-170	**4**	**25/10/23**	**1 : 200 @ A1**

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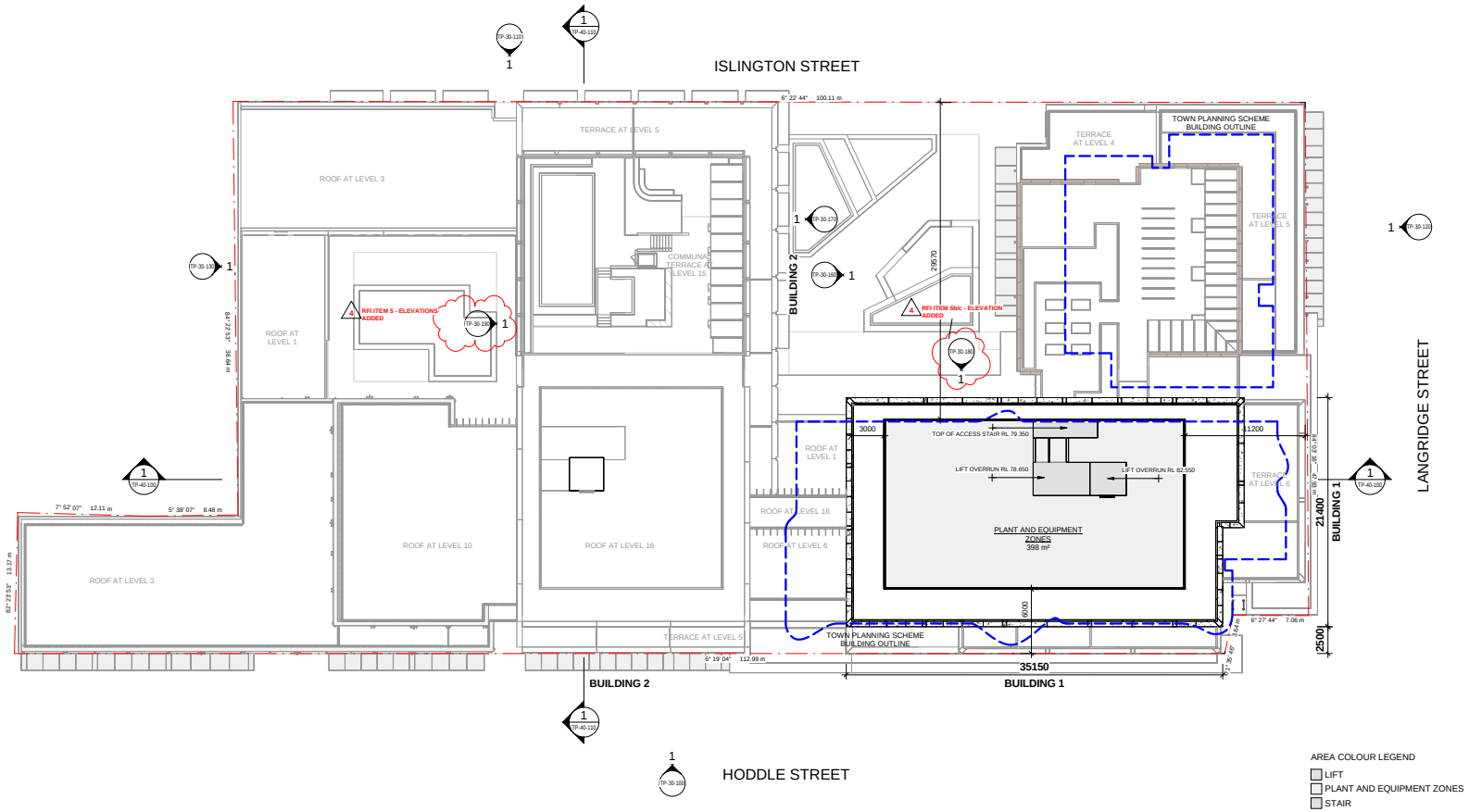

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
ROOF

Drawing Number:	Revision:	Date:	Scale:
TP-21-180	**4**	**25/10/23**	**1 : 200 @ A1**

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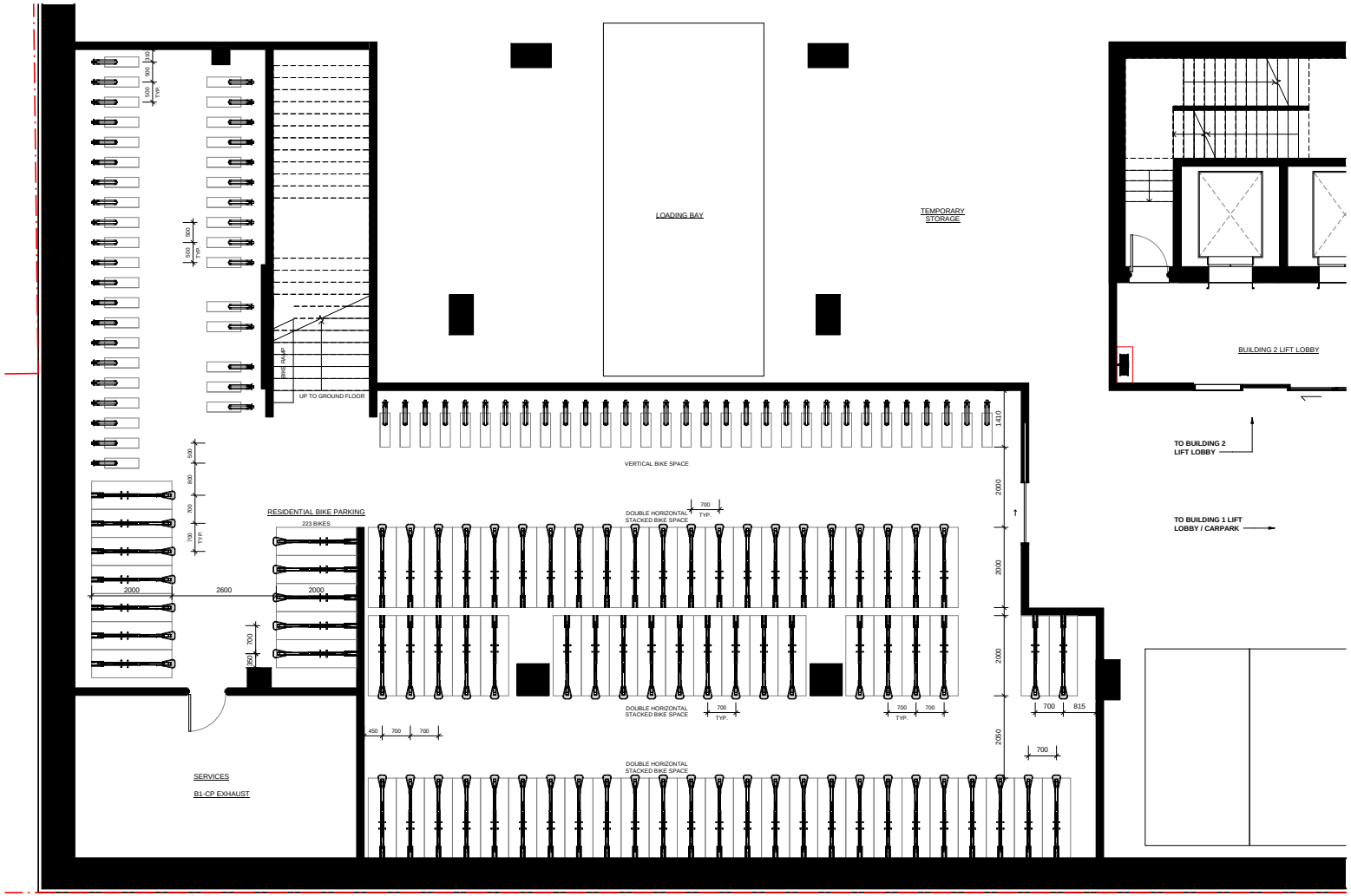

1 BASEMENT 1 - BIKE STORE
SCALE 1 : 50

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

3 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
BIKE STORAGE PLANS

Drawing Number:	Revision:	Date:	Scale:
TP-25-010	**3**	**25/10/23**	**1 : 50 @ A1**

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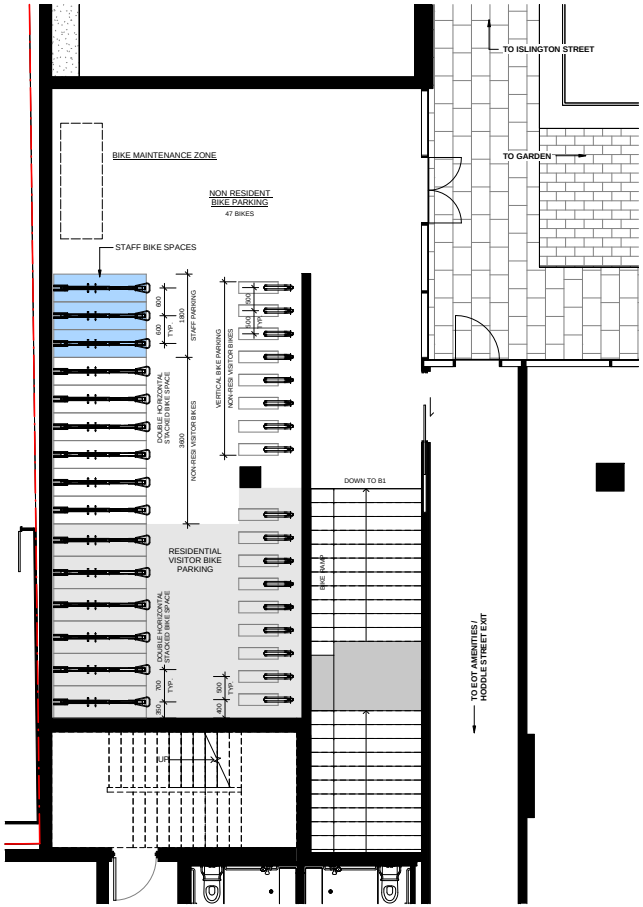

1 GROUND FLOOR - BIKE STORE
SCALE 1 : 50

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

2 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
BIKE STORAGE PLANS

Drawing Number:	Revision:	Date:	Scale:
TP-25-011	**2**	**25/10/23**	**1 : 50 @ A1**

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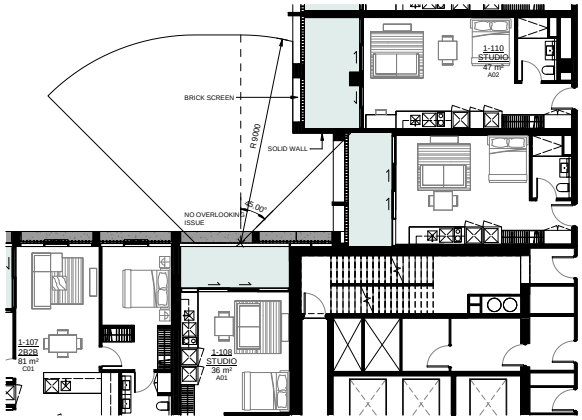
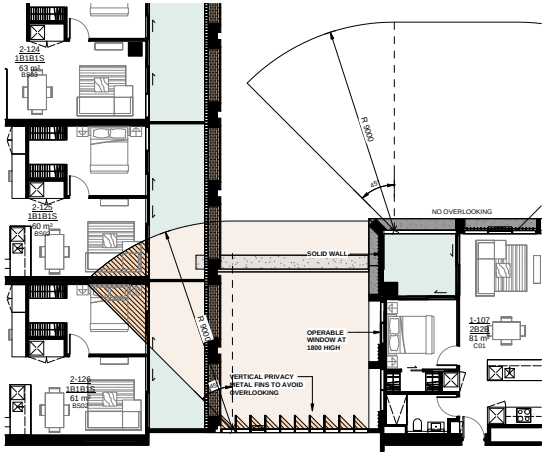
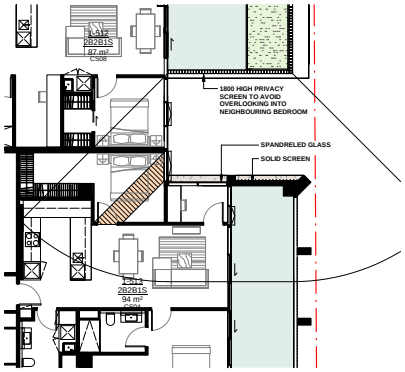


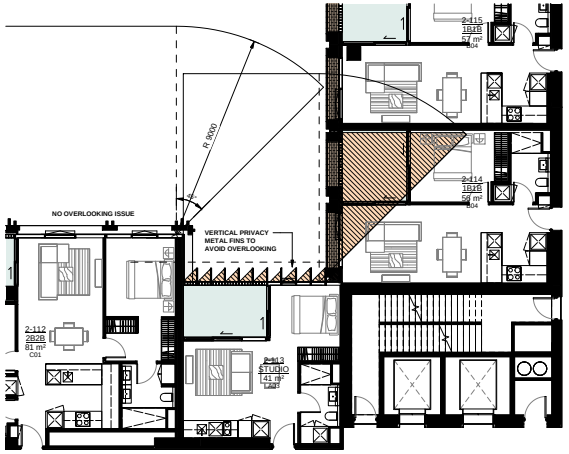
1 OVERLOOKING 1
SCALE 1 : 100



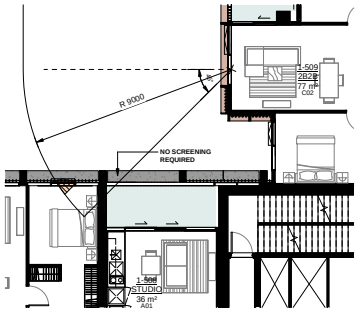
2 OVERLOOKING 2
SCALE 1 : 100



4 OVERLOOKING 4
SCALE 1 : 100



3 OVERLOOKING 3
SCALE 1 : 100



6 OVERLOOKING 6
SCALE 1 : 100

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

3 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
OVERLOOKING DIAGRAMS

Drawing Number:	Revision:	Date:	Scale:
TP-25-020	**3**	**25/10/23**	**1 : 100 @ A1**

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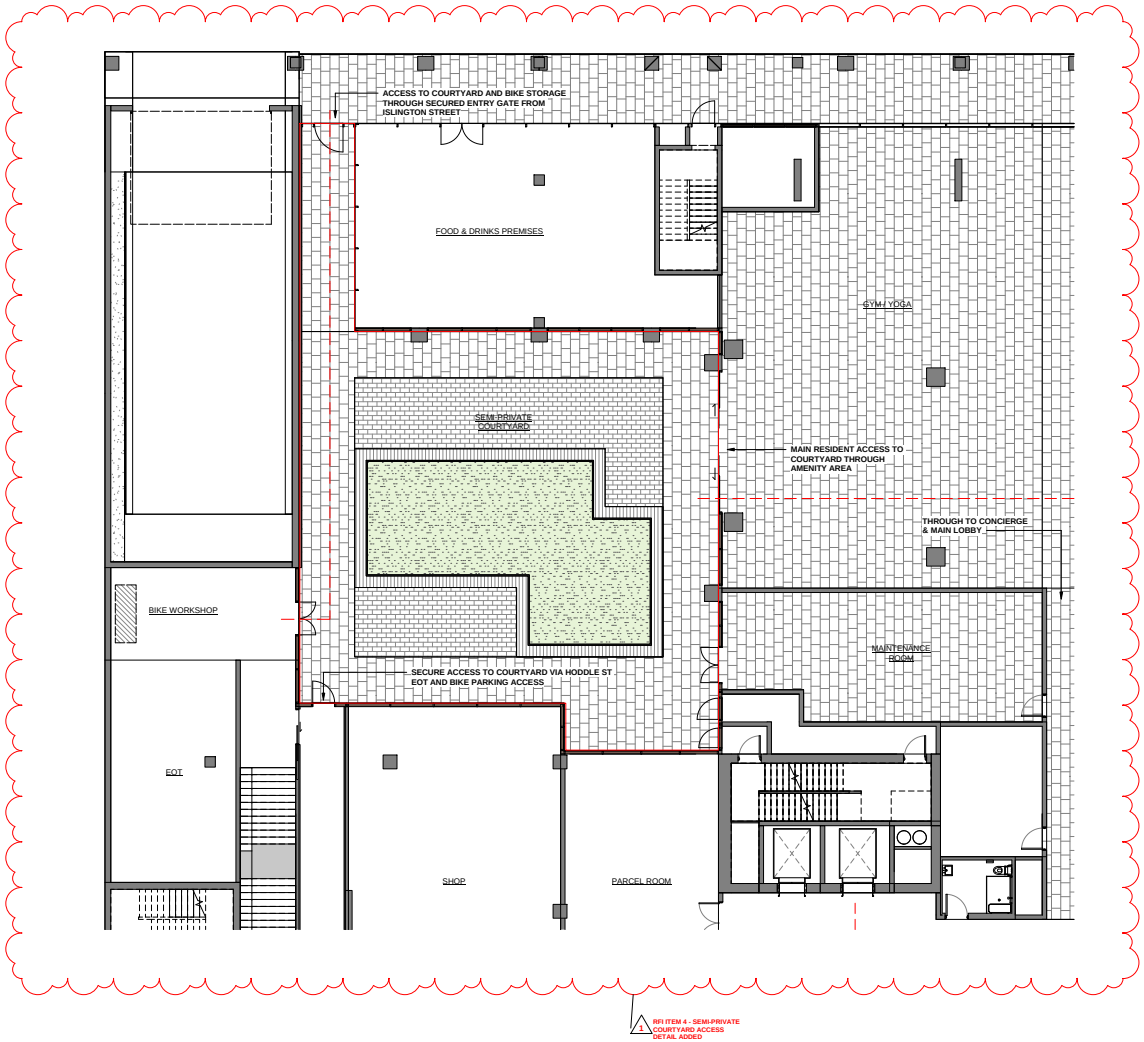

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1 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
SEMI-PRIVATE COURTYARD ACCESS PLAN

Drawing Number:	Revision:	Date:	Scale:
TP-25-021	1	25/10/23	1 : 100 @ A1

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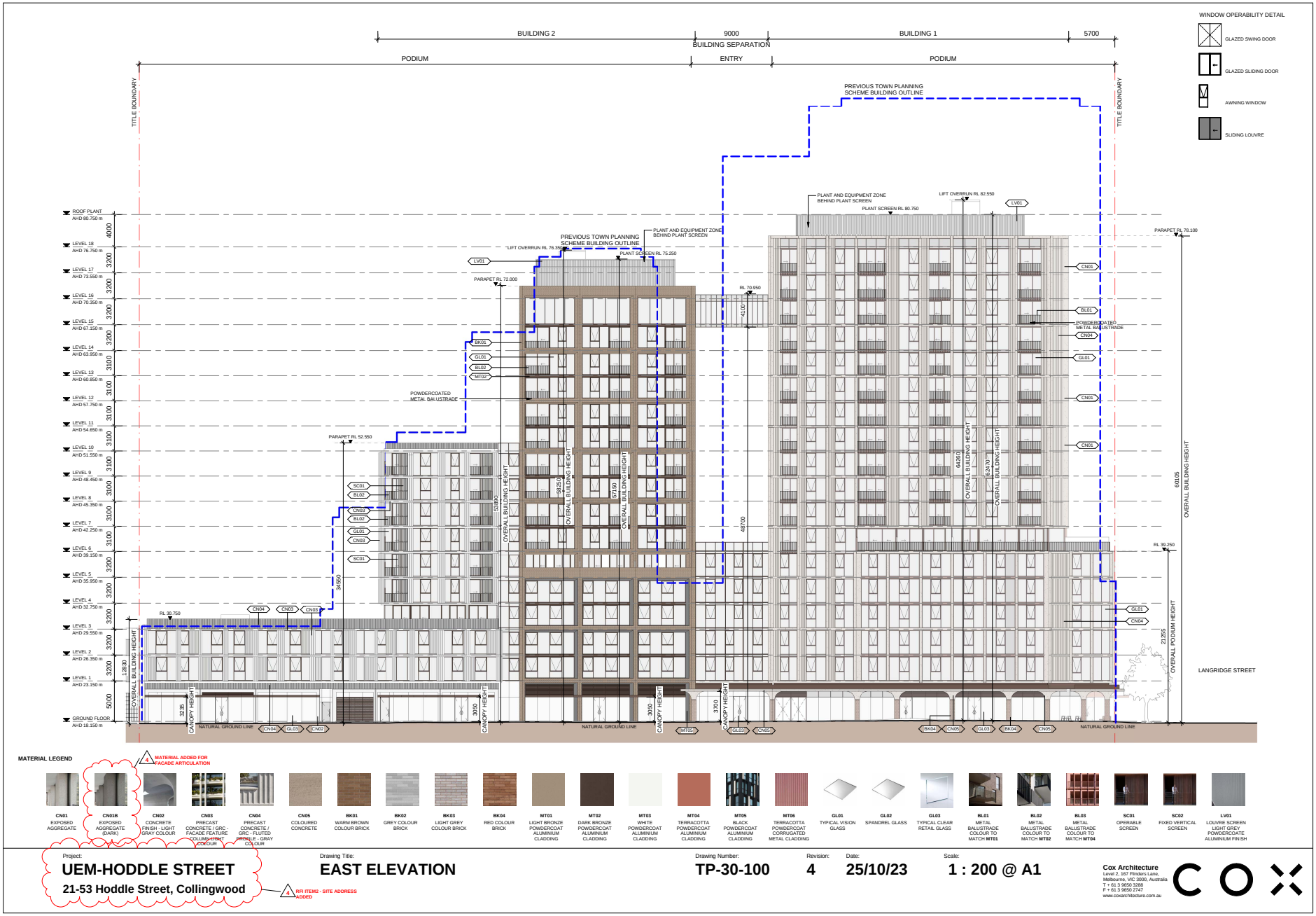

MATERIAL LEGEND

4 MATERIAL ADDED FOR FACADE ARTICULATION

CN01 EXPOSED AGGREGATE	CN01B EXPOSED AGGREGATE (DARK)	CN02 CONCRETE FINISH - LIGHT GRAY COLOUR	CN03 PRECAST CONCRETE / GRC - FACADE FEATURE COLUMN HEIGHT COLOUR	CN04 PRECAST CONCRETE / GRC - FLUTED PROFILE - GRAY COLOUR	CN05 COLOURED CONCRETE	BK01 WARM BROWN COLOUR BRICK	BK02 GREY COLOUR BRICK	BK03 LIGHT GREY COLOUR BRICK	BK04 RED COLOUR BRICK	MT01 LIGHT BRONZE POWDERCOAT ALUMINIUM CLADDING	MT02 DARK BRONZE POWDERCOAT ALUMINIUM CLADDING	MT03 WHITE POWDERCOAT ALUMINIUM CLADDING	MT04 TERRACOTTA POWDERCOAT ALUMINIUM CLADDING	MT05 BLACK POWDERCOAT ALUMINIUM CLADDING	MT06 TERRACOTTA POWDERCOAT CORRUGATED METAL CLADDING	GL01 TYPICAL VISION GLASS	GL02 SPANDREL GLASS	GL03 TYPICAL CLEAR RETAIL GLASS	BL01 METAL BALUSTRADE COLOUR TO MATCH MT01	BL02 METAL BALUSTRADE COLOUR TO MATCH MT02	BL03 METAL BALUSTRADE COLOUR TO MATCH MT04	SC01 OPERABLE SCREEN	SC02 FIXED VERTICAL SCREEN	LV01 LOUVRE SCREEN LIGHT GREY POWDERCOATE ALUMINIUM FINISH

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
EAST ELEVATION

Drawing Number:	Revision:	Date:	Scale:
TP-30-100	4	25/10/23	1 : 200 @ A1

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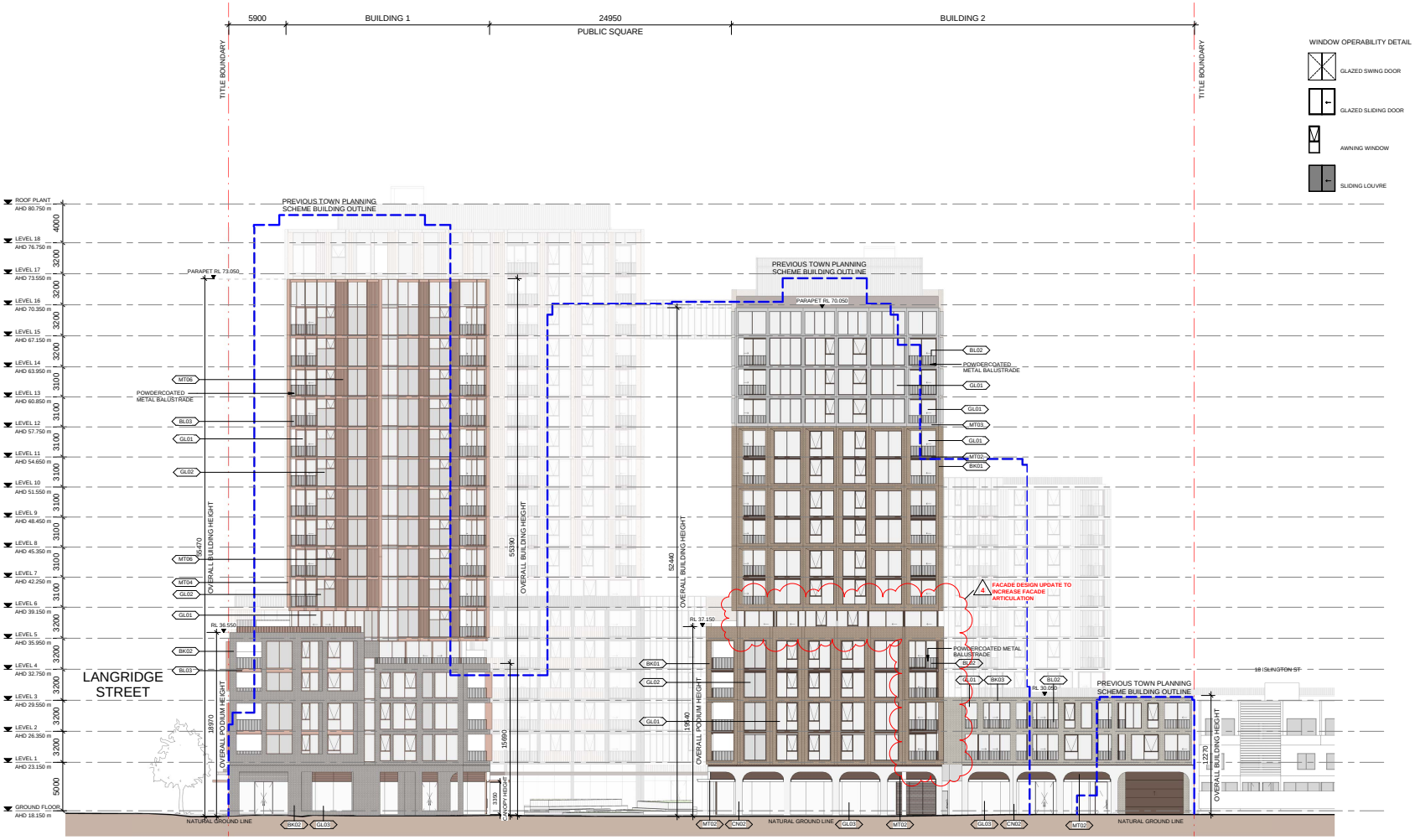

MATERIAL LEGEND

4 MATERIAL ADDED FOR FACADE ARTICULATION

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Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
WEST ELEVATION

Drawing Number:	Revision:	Date:	Scale:
TP-30-110	4	25/10/23	1 : 200 @ A1

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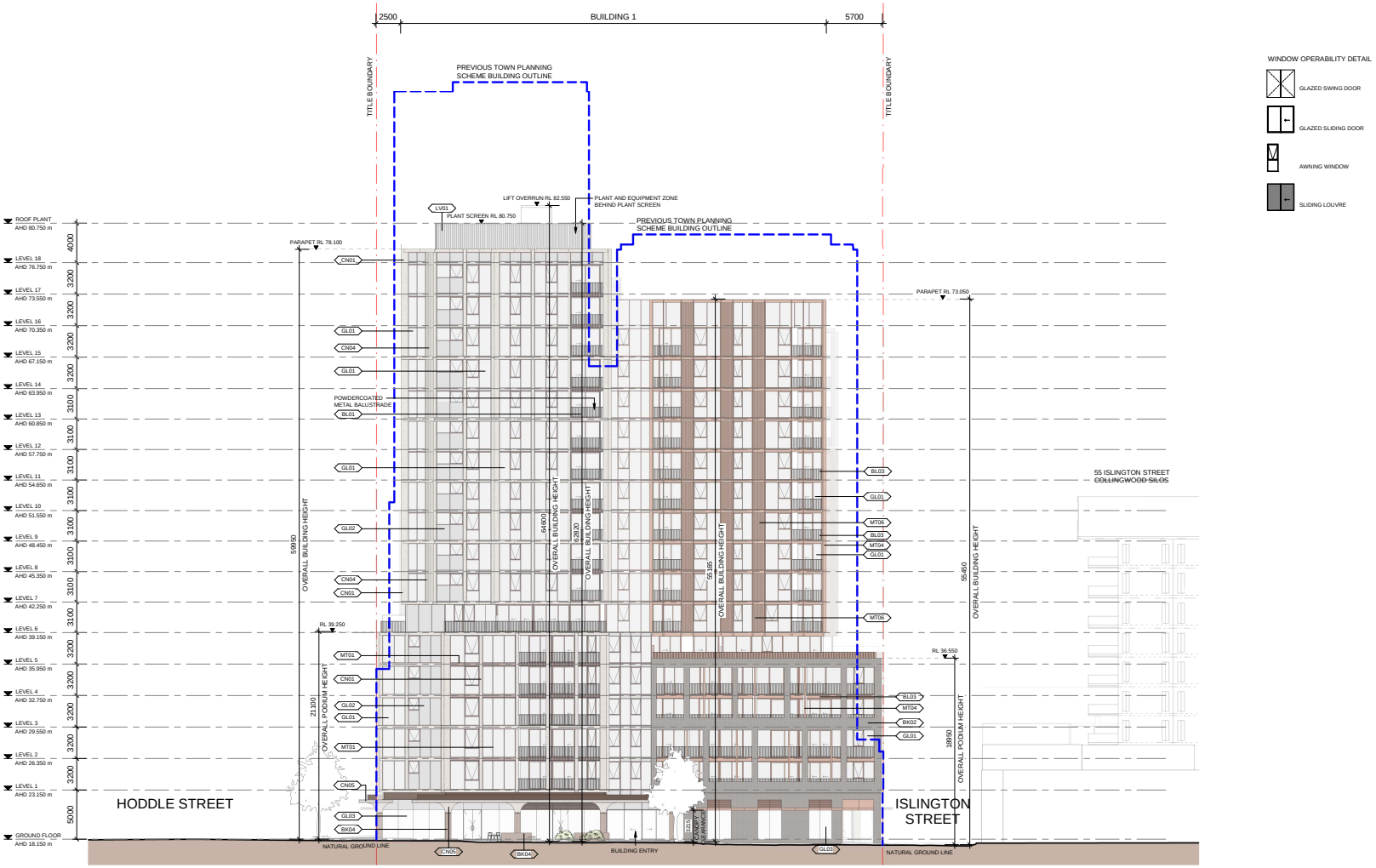

MATERIAL LEGEND

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Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
NORTH ELEVATION

Drawing Number:	Revision:	Date:	Scale:
TP-30-120	**4**	**25/10/23**	**1 : 200 @ A1**

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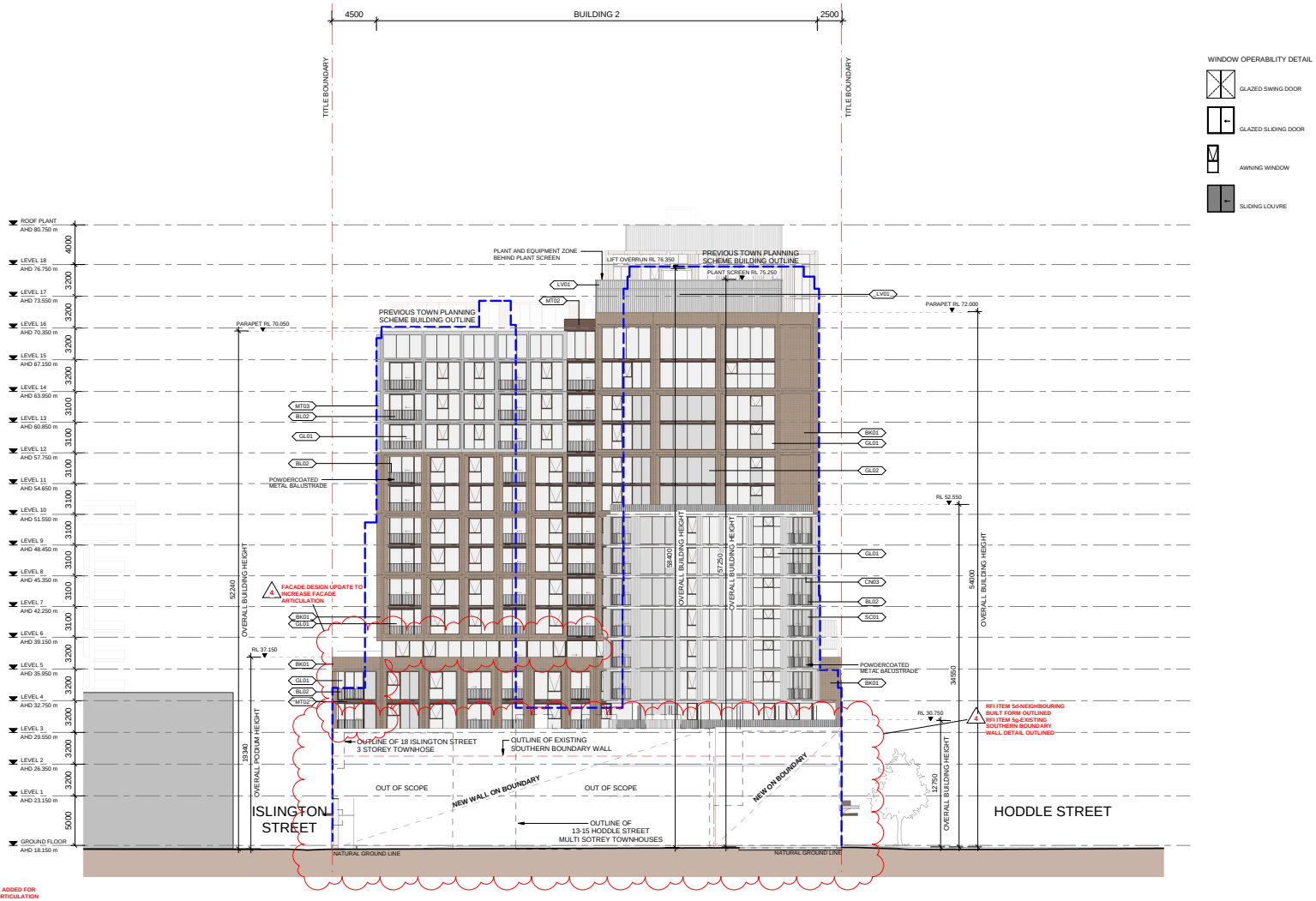

MATERIAL LEGEND

4 MATERIAL ADDED FOR FACADE ARTICULATION

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Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

4 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
SOUTH ELEVATION

Drawing Number:	Revision:	Date:	Scale:
TP-30-130	4	25/10/23	1 : 200 @ A1

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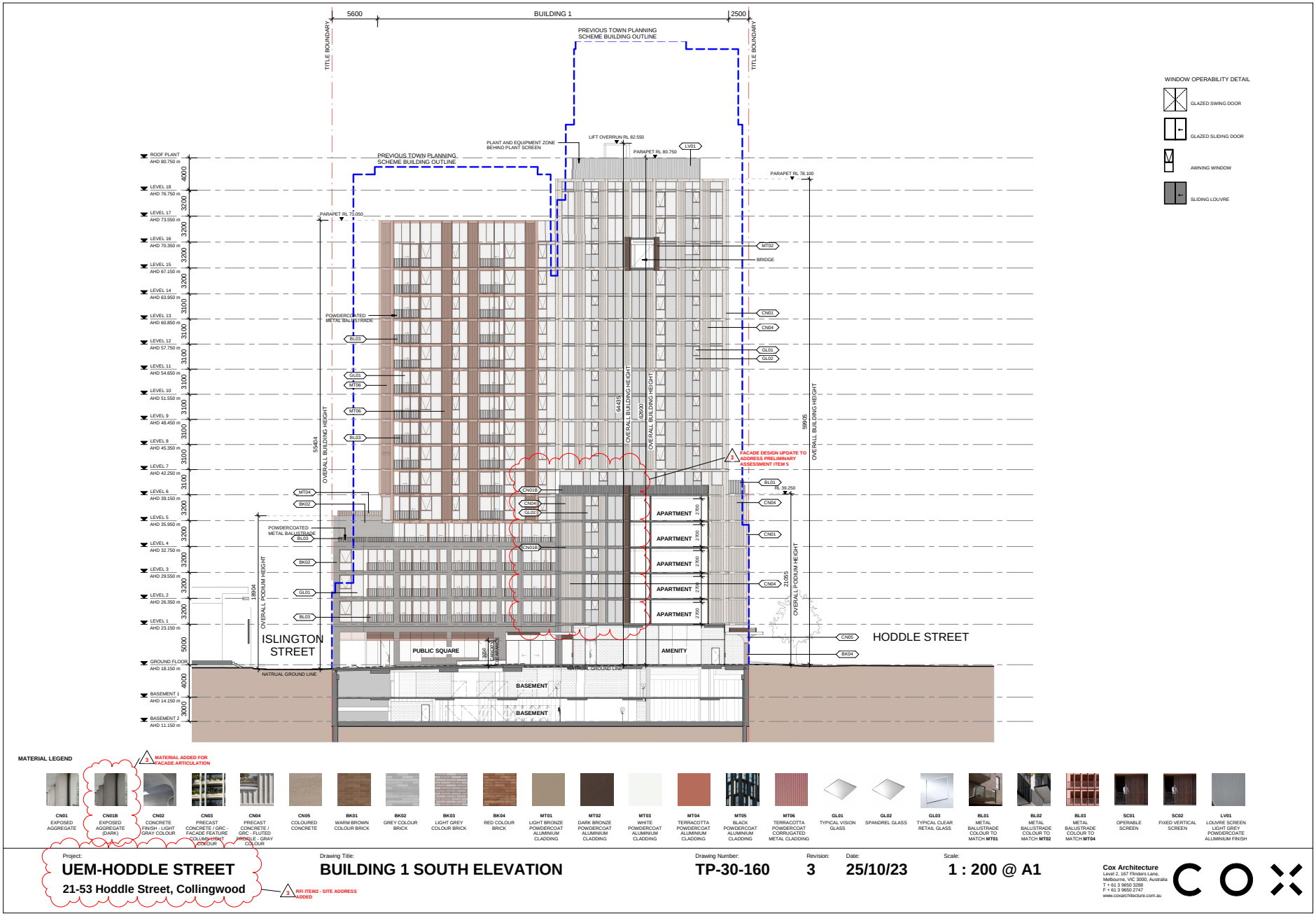

MATERIAL LEGEND

3 MATERIAL ADDED FOR FACADE ARTICULATION

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Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

3 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
BUILDING 1 SOUTH ELEVATION

Drawing Number: **TP-30-160** Revision: **3** Date: **25/10/23** Scale: **1 : 200 @ A1**

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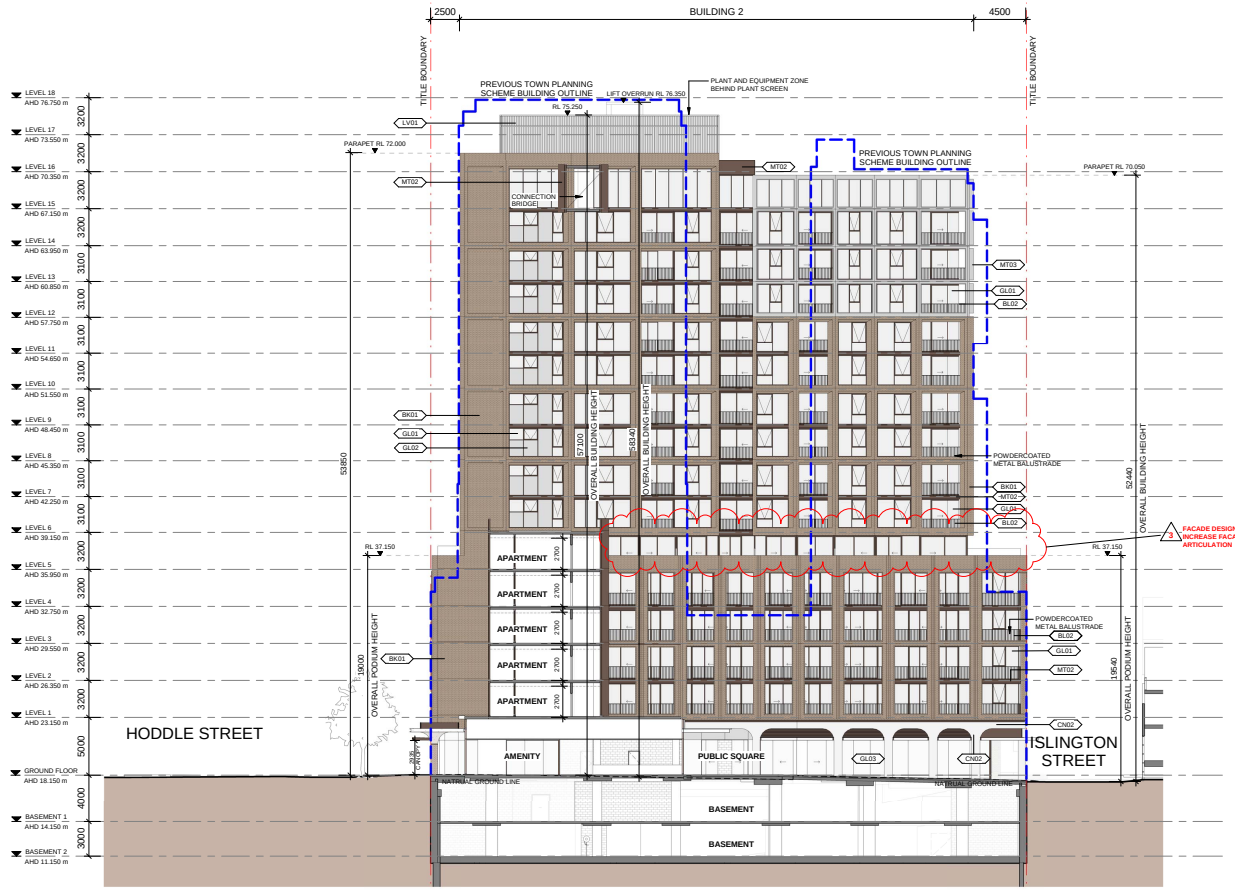

MATERIAL LEGEND

3 MATERIAL ADDED FOR FACADE ARTICULATION

CN01 EXPOSED AGGREGATE	CN01B EXPOSED AGGREGATE (DARK)	CN02 CONCRETE FINISH - LIGHT GRAY COLOUR	CN03 PRECAST CONCRETE / GRC - FACADE FEATURE COLUMN HEIGHT COLOUR	CN04 PRECAST CONCRETE / GRC - FLUTED PROFILE - GRAY COLOUR	CN05 COLOURED CONCRETE	BK01 WARM BROWN COLOUR BRICK	BK02 GREY COLOUR BRICK	BK03 LIGHT GREY COLOUR BRICK	BK04 RED COLOUR BRICK	MT01 LIGHT BRONZE POWDERCOAT ALUMINIUM CLADDING	MT02 DARK BRONZE POWDERCOAT ALUMINIUM CLADDING	MT03 WHITE POWDERCOAT ALUMINIUM CLADDING	MT04 TERRACOTTA POWDERCOAT ALUMINIUM CLADDING	MT05 BLACK POWDERCOAT ALUMINIUM CLADDING	MT06 TERRACOTTA POWDERCOAT CORRUGATED METAL CLADDING	GL01 TYPICAL VISION GLASS	GL02 SPANDREL GLASS	GL03 TYPICAL CLEAR RETAIL GLASS	BL01 METAL BALUSTRADE COLOUR TO MATCH **MT01**	BL02 METAL BALUSTRADE COLOUR TO MATCH **MT02**	BL03 METAL BALUSTRADE COLOUR TO MATCH **MT04**	SC01 OPERABLE SCREEN	SC02 FIXED VERTICAL SCREEN	LV01 LOUVRE SCREEN LIGHT GREY POWDERCOATE ALUMINIUM FINISH

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

3 RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
BUILDING 2 NORTH ELEVATION

Drawing Number: **TP-30-170** Revision: **3** Date: **25/10/23** Scale: **1 : 200 @ A1**

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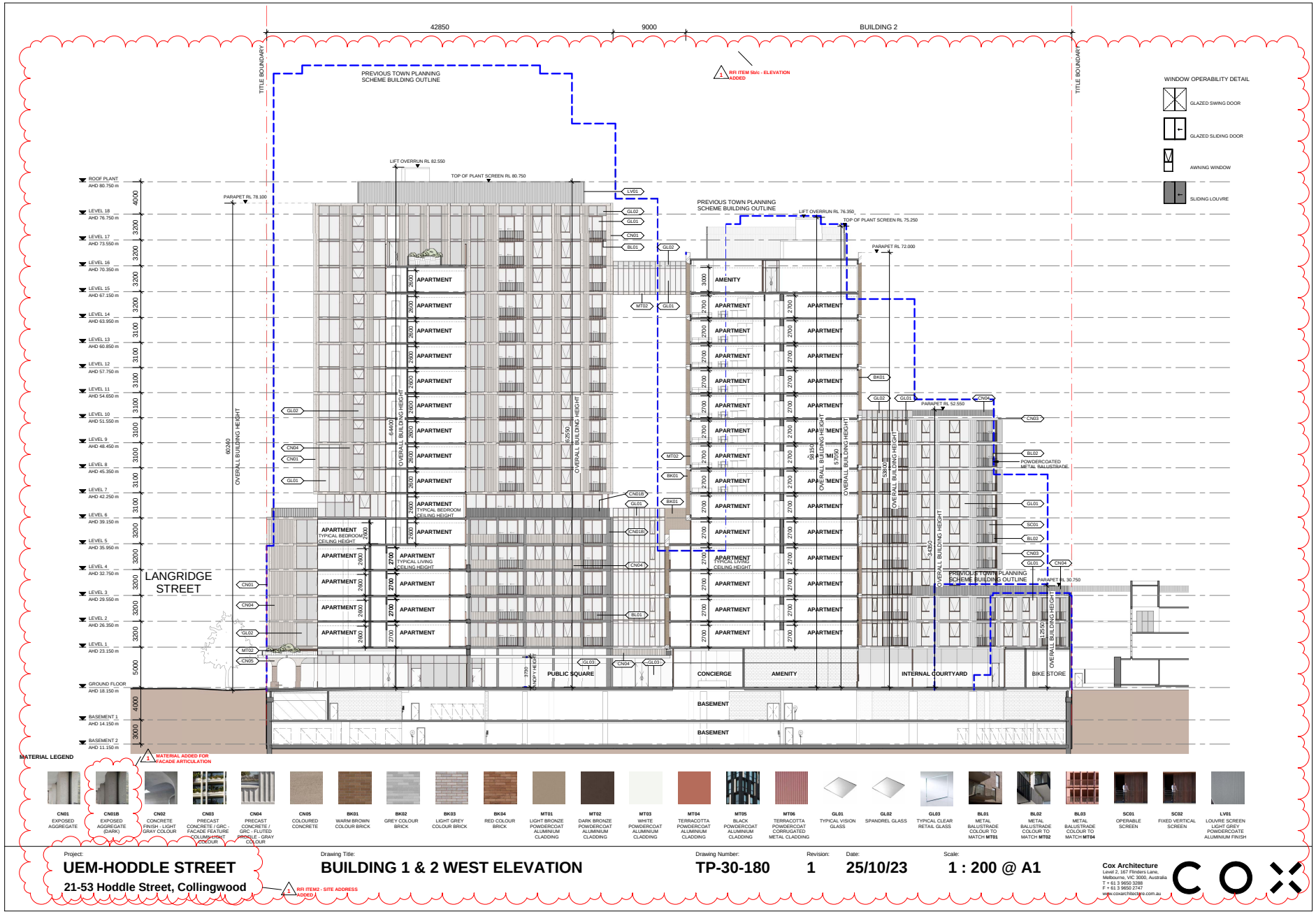
42850
9000
BUILDING 2
TITLE BOUNDARY
TITLE BOUNDARY
PREVIOUS TOWN PLANNING SCHEME BUILDING OUTLINE
1 RFI ITEM 5b/c - ELEVATION ADDED
WINDOW OPERABILITY DETAIL
GLAZED SWING DOOR
GLAZED SLIDING DOOR
AWNING WINDOW
SLIDING LOUVRE
LIFT OVERRUN RL 82.550
TOP OF PLANT SCREEN RL 80.750
PARAPET RL 78.100
ROOF PLANT AHD 80.750 m
LEVEL 18 AHD 76.750 m
LEVEL 17 AHD 73.550 m
LEVEL 16 AHD 70.350 m
LEVEL 15 AHD 67.150 m
LEVEL 14 AHD 63.950 m
LEVEL 13 AHD 60.850 m
LEVEL 12 AHD 57.750 m
LEVEL 11 AHD 54.650 m
LEVEL 10 AHD 51.550 m
LEVEL 9 AHD 48.450 m
LEVEL 8 AHD 45.350 m
LEVEL 7 AHD 42.250 m
LEVEL 6 AHD 39.150 m
LEVEL 5 AHD 35.950 m
LEVEL 4 AHD 32.750 m
LEVEL 3 AHD 29.550 m
LEVEL 2 AHD 26.350 m
LEVEL 1 AHD 23.150 m
GROUND FLOOR AHD 18.150 m
BASEMENT 1 AHD 14.150 m
BASEMENT 2 AHD 11.150 m
OVERALL BUILDING HEIGHT 60240
OVERALL BUILDING HEIGHT 64400
OVERALL BUILDING HEIGHT 62350
OVERALL BUILDING HEIGHT 56350
OVERALL BUILDING HEIGHT 57050
OVERALL BUILDING HEIGHT 53800
OVERALL BUILDING HEIGHT 52400
OVERALL BUILDING HEIGHT 12550
LANGRIDGE STREET
APARTMENT
TYPICAL BEDROOM CEILING HEIGHT
TYPICAL LIVING CEILING HEIGHT
AMENITY
PUBLIC SQUARE
CONCIERGE
AMENITY
INTERNAL COURTYARD
BIKE STORE
BASEMENT
BASEMENT
PREVIOUS TOWN PLANNING SCHEME BUILDING OUTLINE
LIFT OVERRUN RL 76.350
TOP OF PLANT SCREEN RL 75.250
PARAPET RL 72.000
PARAPET RL 52.550
PARAPET RL 30.750
POWDERCOATED METAL BALUSTRADE
MATERIAL LEGEND
1 MATERIAL ADDED FOR FACADE ARTICULATION
CN01 EXPOSED AGGREGATE
CN01B EXPOSED AGGREGATE (DARK)
CN02 CONCRETE FINISH - LIGHT GRAY COLOUR
CN03 PRECAST CONCRETE / GRC - FACADE FEATURE COLUMN HEIGHT COLOUR
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GL02 SPANDREL GLASS
GL03 TYPICAL CLEAR RETAIL GLASS
BL01 METAL BALUSTRADE COLOUR TO MATCH MT01
BL02 METAL BALUSTRADE COLOUR TO MATCH MT02
BL03 METAL BALUSTRADE COLOUR TO MATCH MT04
SC01 OPERABLE SCREEN
SC02 FIXED VERTICAL SCREEN
LV01 LOUVRE SCREEN LIGHT GREY POWDERCOATE ALUMINIUM FINISH
Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood
1 RFI ITEM2 - SITE ADDRESS ADDED
Drawing Title:
BUILDING 1 & 2 WEST ELEVATION
Drawing Number:
TP-30-180
Revision:
1
Date:
25/10/23
Scale:
1 : 200 @ A1
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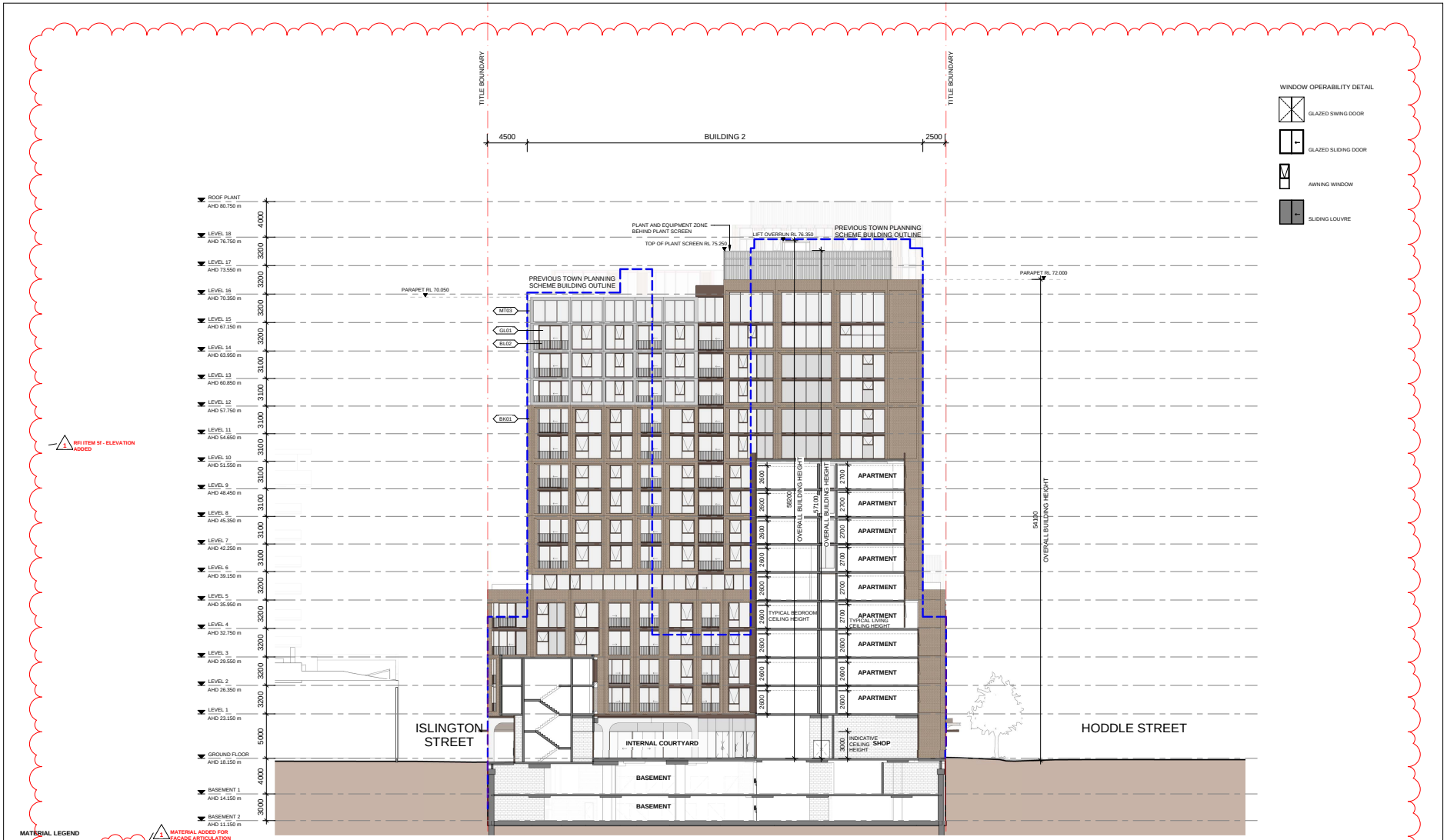

Project:
UEM-HODDLE STREET
21-53 Hoddle Street, Collingwood

RFI ITEM2 - SITE ADDRESS ADDED

Drawing Title:
BUILDING 2 SOUTH ELEVATION

Drawing Number: **TP-30-190**
Revision: **1**
Date: **25/10/23**
Scale: **1 : 200 @ A1**

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PERSPECTIVE VIEWS

VIEW FROM VICTORIA PARADE LOOKING TO THE SITE

PERSPECTIVE VIEWS

VIEW FROM CORNER OF LANGRIDGE ST AND ISLINGTON ST

PERSPECTIVE VIEWS

VIEW FROM ISLINGTON ST LOOKING TO THE PUBLIC SQUARE

PERSPECTIVE VIEWS

VIEW FROM SEMI-PRIVATE COURTYARD TO NORTH

PERSPECTIVE VIEWS

VIEW FROM CORNER OF HODDLE STREET AND LANGRIDGE STREET

PERSPECTIVE VIEWS

VIEW OF LANGRIDGE STREET PODIUM

PERSPECTIVE VIEWS

VIEW FROM HODDLE ST AND LANGRIDGE ST CORNER

PERSPECTIVE VIEWS

VIEW FROM LANGRIDGE ST AND ISLINGTON ST CORNER

VIEW OF BUILDING 2 ALONG HODDLE ST

PERSPECTIVE VIEWS

VIEW OF BUILDING 2 ALONG ISLINGTON ST

PERSPECTIVE VIEWS

VIEW OF ISLINGTON STREET ELEVATION

PERSPECTIVE VIEWS

VIEW OF HODDLE STREET ELEVATION

COX
UEM
SUNRISE
21-53 Hoddle St, Collingwood
Digital Sample Board

7.3 2023/24 Annual Financial Statements and Performance Statement Adoption in Principle

Reference	D24/342069
Author	Dennis Bastas - Manager Financial Services
Authoriser	Chief Financial Officer

Purpose

1. To adopt the 2023/24 Financial Statements and Performance Statement in principle.
2. To receive the recommendations of Council's Audit and Risk Committee.
3. To nominate two Councillors to certify the 2023/24 Annual Financial Statement and Performance statements in their final form.

Critical analysis

History and background

4. The Financial Statements and Performance Statement form part of Council's annual report.
5. Section 98(1) of the *Local Government Act 2020* requires councils to prepare an annual report in respect of each financial year. The annual report must be presented to a council meeting (open to the public) before 26 October 2024.
6. The Financial Statements (**Attachment One**) compile a general-purpose financial report that complies with the Australian Accounting Standards (AAS), other authoritative pronouncements of the Australian Accounting Standards Board, the *Local Government Act 2020* and the *Local Government (Planning and Reporting) Regulations 2020*.
7. The Performance Statement (**Attachment Two**) and Governance and Management Checklist **(Attachment Three)** have been prepared in accordance with the Department of Jobs Skills, Industry and Regions (DJSIR) guidance.
8. The 2023/24 Financial Statements and Performance Statement accompanying this report reflect the financial results and Council Plan outcomes for the 2023/24 financial year.
9. Council's Audit and Risk Committee received and considered the 2023/24 Financial Statements and Performance Statement and related auditor's reports at its meeting on 29 August 2024.
10. The resolution from the Audit and Risk Committee meeting on 29 August 2024 was a recommendation to Council for adoption of the 2023/24 Financial Statements and Performance Statement in principle and signing, subject to any administrative changes required by the Victorian Auditor General's Office (VAGO).

Discussion

Financial Sustainability

11. The 30 June 2024 financial position strongly aligns with the objectives of Council's Financial Sustainability Strategy (FSS).
12. Council achieved an improved financial position during 2023/24:
    (a) reported a $24.7m operating surplus for the financial year, $9.5m higher than the adopted budget;
    (b) improved management of materials and services and employee costs;

(c) achieved a 37.5% reduction of outstanding borrowings to $30.5m at 30 June 2024, compared to forward projections from June 2022 of $48.8m for the same ending period;

(d) increased unrestricted cash levels (the ability to repay borrowings) from $4.7m in 2022 to $20.1m in 2024; and

(e) decreased planned Capital Works carryovers from $15.2m in 2022/23 to $0.751m in 2024/25, whilst still successfully delivering an investment of $26.8m or 147 projects with 7 projects planned for carry-forward into next financial year.

(Noting that a series of other projects and programs (street and park trees, bike lanes, street furniture and signage) delivered to the community through the capital works program were expensed as per Council's non-current asset policy and therefore not included in the final total capital works expenditure. Adding this expenditure to the actual capital investment of $26.7m would deliver close to 97.5% the forecast capital works program, the difference offset by savings.)

13. As a result of the strengthened financial position, $5m was transferred to the new Risk Mitigation and Strategic Growth reserves to align with the requirements of Council's Financial Sustainability Strategy.

Financial Statements

Income Statement

14. The financial statements provide commentary regarding the financial and performance outcomes for 2023/24 (see notes 2.1.1 and 2.1.2). Key commentary related to the financial results are also provided below.

15. Council recorded a $24.7m operating surplus, a favourable variance of $9.5m to the adopted budget of $15.2 m.

16. Operating revenue of $236.7m was $1.6m unfavourable compared to the budget of $238.3m.

17. Whilst there was an increase in statutory fees, fines, and interest from term deposits, these gains were more than offset by the absence of the budgeted early payment of the 2024/25 Victorian Local Government Grants Commission (VLGGC) grant in June 2024, along with a reduction in user fees and differences in the timing of capital grant recognition in accordance with Australian accounting standards. Instead, the receipt of the VLGGC grant was received and recorded in 2024/25.

18. Operating expenditure of $212.1m was $11.1m favourable to the budget of $223.2m.

19. The major favourable components were:

(a) Material and services ($9.3m favourable to budget as a result of savings in legal fees, consultant costs and delays in IT budget utilisation), lower waste contract payments due to reduced tonnage and lower fleet management costs due to reduced number of vehicles; and

(b) A decrease in allowance for impairment losses ($2.8m favourable to budget due to higher collection rates for 2023/24 parking infringements issued compared to previous years and reversal of covid waiver provision on rates debtors).

Balance Sheet

20. Council's closing cash balance (including other financial assets) was $96.9m. This balance will be utilised to fund future open space projects, carried forward capital projects and unspent grant funds, as well as covering Council's current liabilities due for payment during the 2024/25 financial year.

21. Council owned land and buildings value was adjusted downwards by $61.3m based on a valuation by a qualified independent valuer, Westlink Consulting. Council owned infrastructure assets was adjusted upwards by $105.2m based on a valuation by the Council asset management team. This event has no significant impact to the net result, unrestricted cash or rates.

Capital Works

22. The Capital Works Statement for the year ended 30 June 2024 is on page 11 of the Financial Statements (**Attachment 1**), with variance analysis at note 2.1.2 on pages 14-15.

23. Council delivered a capital works program of $26.8m in 2023/24. The result was $7.2m less than the adopted 2023/24 budget of $34.0m but represents 93% of the reduced forecast $28.9m.

24. As noted previously, a series of projects (street and park trees, bike lanes, street furniture and signage) which were delivered through the capital works program were expensed as per Council's non-current asset policy and therefore not included in the final total capital works expenditure total. Adding this expenditure to the actual capital investment of $26.7m would deliver close to 97.5% the forecast capital works program.

25. The most significant contributors to the forecast budget to $28.9m was from:

    (a) Brunswick St Oval Redevelopment - tenders over budget;

    (b) Atherton Gardens Kindergarten - DFFH delivering the project instead of Council;

    (c) Collingwood College Childcare - transferred to VSBA - delivering the project instead of Council;

    (d) Passenger Fleet Renewal - savings achieved through reduction in the size of Council's fleet; and

    (e) IT Renewals - savings identified in the program.

26. All adjustments were communicated to the community through quarterly community reports. Further, the introduction of a mid-year review ensured that at-risk projects were identified early, which enabled funding to be directed to a number of alternative projects.

27. The Capital Works program's performance has improved considerably when compared to previous years, as evidenced by the significant reduction in carry forwards and deliverability against the adjusted budget.

Local Government Performance Reporting Framework

28. The analysis of data from 2023/24 reported results within the historic trend and comments are provided for any significant variances.

29. DJSIR has reviewed the draft results with no significant issues identified.

Performance Statement and Governance and Management checklist

30. The Performance Statement contains 10 service indicators and 18 financial indicators which have been audited by VAGO.

31. Council provides comments against all indicators in the Performance Statement.

32. The Governance and Management Checklist contains the acknowledgment by Council of the existence of key nominated policies and plans, and the dates when they were adopted.

Community and stakeholder engagement

33. Council's 2023/24 Financial Statements and Performance Statement have been independently audited by RSD Audit, VAGO's audit appointed agent.

34. RSD Audit has completed the audit of the Financial Statements and Performance statement. RSD Audit can provide reasonable assurance that those Statements presented fairly under the Australian Accounting Standards, *Local Government Act 2020* and *Audit Act 1994*.

35. There are no significant Yarra City Council issues reported and Council is likely to receive an unqualified audit opinion, (subject to a final VAGO review), which is an extremely positive result.

Policy analysis

Alignment to Council Plan

36. The 2023/24 Performance Statement records Council's performance over a range of performance indicators required by the *Local Government Act 2020* and the *Local Government (Planning and Reporting) Regulations 2014* as part of the Local Government Performance Reporting Framework.

Climate emergency and sustainability implications

37. There are no climate emergency and sustainability implications.

Community and social implications

38. There are no community or social implications.

Economic development implications

39. There are no economic implications.

Human rights and gender equality implications

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

Operational analysis

Financial and resource impacts

41. There are no material financial or resource impacts associated with the in principle adoption of the Financial Statements and Performance Statement.

Legal Implications

42. Section 98(1) of the *Local Government Act 2020* requires councils to prepare an annual report in respect of each financial year. The annual report must be presented to a council meeting (open to the public) before 26 October 2022.

Conclusion

43. The annual report includes the Financial Statements and Performance Statement. Council is required to certify the Financial Statements and Performance Statement in principle each year, in order to lodge the statements to be formally certified by VAGO.

44. The Performance Statement contains selected indicators from the service indicators, which are audited by VAGO.

RECOMMENDATION

1. That Council:

   (a) notes the accompanying 2023/24 Annual Financial Statements and Performance Statement, which has received the endorsement of Council's Audit and Risk Committee;

   (b) adopts the 2023/24 Annual Financial Statements and 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 and Risk Committee member Councillor Edward Crossland and Audit and Risk Committee member Councillor Herschel Landes, 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;

   (e) designates Matt Jarvis, Chief Financial Officer, as Principal Accounting Officer to certify the Annual Financial Statements and Performance Statement, as required by the *Local Government Act 2020* and *Local Government (Planning and Reporting) Regulations 2020*;

   (f) approves the 2023/24 Governance and Management Checklist; and

   (g) authorises the Mayor, Councillor Edward Crossland, and Chief Executive Officer, Sue Wilkinson to sign the 2023/24 Governance and Management Checklist.

Attachments

1⇩ Attachment 1 YCC Annual Financial Statements 30 June 2024

2⇩ Attachment 2 YCC Annual Performance Statement 30 June 2024

3⇩ Attachment 3 Yarra City Council Governance and Management Checklist 2024

The annual financial statements certified by Council will be in its final form after any changes, recommended or agreed to by the auditors, have been made.

Yarra City Council
ANNUAL FINANCIAL REPORT

For the Year Ended 30 June 2024

Yarra City Council
Financial Report
Table of Contents

FINANCIAL REPORT		Page
Certification of the Financial Statements		4
Financial Statements		
Comprehensive Income Statement		7
Balance Sheet		8
Statement of Changes in Equity		9
Statement of Cash Flows		10
Statement of Capital Works		11
Notes to the Financial Statements		
Note 1	Overview	12
Note 2	Analysis of our results	
	2.1. Performance against budget	13
	2.2. Analysis of council results by program	15
Note 3	Funding for the delivery of our services	
	3.1. Rates and charges	17
	3.2. Statutory fees and fines	17
	3.3. User fees	17
	3.4. Funding from other levels of government	18
	3.5. Contributions	19
	3.6. Net gain on disposal of property, infrastructure, plant and equipment	20
	3.7. Other income	20
Note 4	The cost of delivering services	
	4.1. Employee costs	21
	4.2. Materials and services	21
	4.3. Depreciation	22
	4.4. Depreciation - Right of use assets	22
	4.5. Allowance for impairment losses	22
	4.6. Borrowing costs	22
	4.7. Finance Costs - Leases	22
	4.8. Other expenses	22

Yarra City Council
Financial Report
Table of Contents

FINANCIAL REPORT		Page
Note 5	Investing in and financing our operations	
	5.1. Financial assets	23
	5.2. Non-financial assets	25
	5.3. Payables, trust funds and deposits and contract and other liabilities	25
	5.4. Interest-bearing liabilities	26
	5.5. Provisions	27
	5.6. Financing arrangements	28
	5.7. Commitments	29
	5.8. Leases	30
Note 6	Assets we manage	
	6.1. Property, infrastructure plant and equipment	32
	6.2. Investments in joint arrangements	38
Note 7	People and relationships	
	7.1. Council and key management remuneration	39
	7.2. Related party disclosure	41
Note 8	Managing uncertainties	
	8.1. Contingent assets and liabilities	42
	8.2. Change in accounting standards	43
	8.3. Financial instruments	43
	8.4. Fair value measurement	45
	8.5. Events occurring after balance date	45
Note 9	Other matters	
	9.1. Reserves	46
	9.2. Reconciliation of cash flows from operating activities to surplus	45
	9.3. Superannuation	48
Note 10	Change in accounting policy	50

Certification of the Financial Statements

In my opinion, the accompanying financial statements have been prepared in accordance with the *Local Government Act 2020,* the *Local Government (Planning and Reporting) Regulations 2020,* the Australian Accounting Standards and other mandatory professional reporting requirements.

Matt Jarvis CPA
Principal Accounting Officer

xx September 2024
Richmond

In our opinion, the accompanying financial statements present fairly the financial transactions of the Yarra City Council for the year ended 30 June 2024 and the financial position of the Council as at that date.

At the date of signing, we are not aware of any circumstances that would render any particulars in the financial statements to be misleading or inaccurate.

We have been authorised by the Council and by the *Local Government (Planning and Reporting) Regulations 2020* to certify the financial statements in their final form.

Edward Crossland
Councillor
xx September 2024
Richmond

Herschel Landes
Councillor
xx September 2024
Richmond

Sue Wilkinson
Chief Executive Officer
xx September 2024
Richmond

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Comprehensive Income Statement
For the Year Ended 30 June 2024

	Note	2024 $'000	2023 $'000
Income / Revenue			
Rates and charges	3.1	132,089	126,300
Statutory fees and fines	3.2	38,641	35,682
User fees	3.3	32,029	31,718
Grants - operating	3.4(a)	15,870	19,410
Grants - capital	3.4(b)	3,822	5,833
Contributions - monetary	3.5	7,298	6,528
Net gain on disposal of property, infrastructure, plant and equipment	3.6	692	756
Other income	3.7	6,300	4,238
Total income / revenue		**236,741**	**230,465**
Expenses			
Employee costs	4.1	100,774	99,037
Materials and services	4.2	79,676	76,357
Depreciation	4.3	26,328	24,231
Depreciation - right of use assets	4.4	1,236	1,192
Allowance for impairment losses	4.5	2,279	4,525
Borrowing costs	4.6	909	1,050
Finance costs - leases	4.7	195	74
Other expenses	4.8	652	723
Total expenses		**212,049**	**207,189**
Surplus for the year		**24,692**	**23,276**
Other comprehensive income			
Items that will not be reclassified to surplus or deficit in future periods			
Net asset revaluation gain/(loss)	6.1	43,858	(125,864)
Total other comprehensive income		**43,858**	**(125,864)**
Total comprehensive result		**68,550**	**(102,588)**

The above comprehensive income statement should be read in conjunction with the accompanying notes.

Balance Sheet
As at 30 June 2024

	Note	2024 $'000	2023 $'000
Assets			
Current assets			
Cash and cash equivalents	5.1(a)	32,885	31,124
Trade and other receivables	5.1(c)	32,466	25,721
Other financial assets	5.1(b)	64,000	50,000
Inventories	5.2(a)	217	147
Other assets	5.2(b)	3,818	2,148
Total current assets		**133,386**	**109,139**
Non-current assets			
Investments in joint arrangements	6.2	5	5
Property, infrastructure, plant and equipment	6.1	1,970,172	1,926,440
Right-of-use assets	5.8(a)	2,371	279
Total non-current assets		**1,972,548**	**1,926,724**
Total assets		**2,105,934**	**2,035,862**
Liabilities			
Current liabilities			
Trade and other payables	5.3(a)	11,306	5,699
Trust funds and deposits	5.3(b)	15,354	15,797
Unearned income/revenue	5.3(c)	13,276	13,413
Provisions	5.5	16,834	17,759
Interest-bearing liabilities	5.4	4,532	4,399
Lease liabilities	5.8(b)	943	249
Total current liabilities		**62,245**	**57,315**
Non-current liabilities			
Trade and other payables	5.3(a)	1,112	1,489
Trust funds and deposits	5.3(b)	399	386
Provisions	5.5	1,222	1,227
Interest-bearing liabilities	5.4	25,968	30,501
Lease liabilities	5.8(b)	1,544	50
Total non-current liabilities		**30,245**	**33,654**
Total liabilities		**92,490**	**90,969**
Net assets		**2,013,444**	**1,944,893**
Equity			
Accumulated surplus		691,066	674,426
Reserves	9.1	1,322,378	1,270,468
Total Equity		**2,013,444**	**1,944,894**

The above balance sheet should be read in conjunction with the accompanying notes.

Statement of Changes in Equity
For the Year Ended 30 June 2024

2024	Note	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
Balance at beginning of the financial year		1,944,894	674,426	1,244,893	25,575
Surplus for the year		24,692	24,692	-	-
Net asset revaluation gain/(loss)	6.1	43,858	-	43,858	-
Transfers to other reserves	9.1	-	(9,776)	-	9,776
Transfers from other reserves	9.1	-	1,724	-	(1,724)
		2,013,444	691,066	1,288,751	33,627
Balance at end of the financial year		**2,013,444**	**691,066**	**1,288,751**	**33,627**

2023		Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
Balance at beginning of the financial year		2,047,481	654,053	1,370,757	22,671
Surplus for the year		23,276	23,276	-	-
Net asset revaluation gain/(loss)	6.2	(125,864)	-	(125,864)	-
Transfers to other reserves	9.1	-	(4,211)	-	4,211
Transfers from other reserves	9.1	-	1,307	-	(1,307)
		1,944,894	674,426	1,244,893	25,575
Balance at end of the financial year		**1,944,894**	**674,426**	**1,244,893**	**25,575**

The above statement of changes in equity should be read in conjunction with the accompanying notes.

Statement of Cash Flows
For the Year Ended 30 June 2024

	Note	2024 Inflows/ (Outflows) $'000	2023 Inflows/ (Outflows) $'000
Cash flows from operating activities			
Rates and charges		129,109	123,227
Statutory fees and fines		37,893	36,719
User fees		28,970	30,524
Grants - operating		15,733	21,828
Grants - capital		3,822	5,833
Contributions - monetary		7,298	6,529
Interest received		4,556	2,785
Trust funds and deposits taken		24,893	25,773
Other receipts		1,425	2,414
Net GST refund		360	125
Employee costs		(101,704)	(100,020)
Materials and services		(79,105)	(88,208)
Trust funds and deposits repaid		(25,338)	(25,336)
Net cash provided by operating activities	9.2	**47,914**	**42,193**
Cash flows from investing activities			
Payments for property, infrastructure, plant and equipment	6.1	(26,637)	(35,291)
Proceeds from sale of property, infrastructure, plant and equipment	3.6	1,127	1,111
Payments for investments	5.1(b)	(19,000)	(125,000)
Proceeds from sale of investments	5.1(b)	5,000	100,000
Net cash used in investing activities		**(39,510)**	**(59,180)**
Cash flows from financing activities			
Finance costs	4.6	(909)	(1,050)
Repayment of borrowings		(4,399)	(4,271)
Interest paid - lease liability	4.7	(195)	(74)
Repayment of lease liabilities		(1,140)	(1,295)
Net cash used in financing activities		**(6,643)**	**(6,690)**
Net increase (decrease) in cash and cash equivalents		1,761	(23,677)
Cash and cash equivalents at the beginning of the financial year		31,124	54,801
Cash and cash equivalents at the end of the financial year	5.1(a)	**32,885**	**31,124**
Financing arrangements	5.6		

The above statement of cash flows should be read in conjunction with the accompanying notes.

Statement of Capital Works
For the Year Ended 30 June 2024

	2024 $'000	2023 $'000
Property		
Buildings	4,566	10,207
Total property	**4,566**	**10,207**
Plant and equipment		
Plant, machinery and equipment	192	1,103
Fixtures, fittings and furniture	177	196
Computers and telecommunications	207	2,767
Library books	597	638
Total plant and equipment	**1,173**	**4,705**
Infrastructure		
Roads	6,702	6,750
Bridges	-	83
Footpaths and cycleways	1,434	3,152
Drainage	2,349	2,900
Waste management	1,673	100
Parks, open space and streetscapes	7,174	4,444
Other infrastructure	1,732	2,951
Total infrastructure	**21,064**	**20,380**
Total capital works expenditure	**26,803**	**35,291**
Represented by:		
New asset expenditure	7,716	3,246
Asset renewal expenditure	18,272	27,892
Asset upgrade expenditure	815	4,154
Total capital works expenditure	**26,803**	**35,291**

The above statement of capital works should be read in conjunction with the accompanying notes.

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 1 OVERVIEW

Introduction

The City of Yarra was established by an Order of the Governor in Council on 22 June 1994 and is a body corporate. The Council's main office is located at 333 Bridge Road Richmond.

Statement of compliance

Statement of Changes in Equity, Statement of Cash Flows, Statement of Capital Works and Notes accompanying these financial statements. The general purpose financial report complies with the Australian Accounting Standards (AAS), other authoritative pronouncements of the Australian Accounting Standards Board, the *Local Government Act 2020* , and the *Local Government (Planning and Reporting) Regulations 2020* .

The Council is a not-for-profit entity and therefore applies the additional AUS paragraphs applicable to a not-for-profit entity under the Australian Accounting Standards.

Accounting policy information

1.1 Basis of accounting

Accounting policies are selected and applied in a manner which ensures that the resulting financial information satisfies the concepts of relevance and reliability, thereby ensuring that the substance of the underlying transactions or other events is reported. Specific accounting policies applied are disclosed in sections where the related balance or financial statement matter is disclosed.

The accrual basis of accounting has been used in the preparation of these financial statements, except for the cash flow information, whereby assets, liabilities, equity, income and expenses are recognised in the reporting period to which they relate, regardless of when cash is received or paid.

The financial statements are based on the historical cost convention unless a different measurement basis is specifically disclosed in the notes to the financial statements.

The financial statements have been prepared on a going concern basis. The financial statements are in Australian dollars. The amounts presented in the financial statements have been rounded to the nearest thousand dollars unless otherwise specified. Minor discrepancies in tables between totals and the sum of components are due to rounding.

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 6.1)
- the determination of depreciation for buildings, infrastructure, plant and equipment (refer to Note 6.1)
- the determination of employee provisions (refer to Note 5.5)
- the determination of whether performance obligations are sufficiently specific so as to determine whether an arrangement is within the scope of AASB 15 Revenue from Contracts with Customers or AASB 1058 Income of Not-for-Profit Entities (refer to Note 3.4(c))
- the determination, in accordance with AASB 16 Leases, of the lease term, the estimation of the discount rate when not implicit in the lease and whether an arrangement is in substance short-term or low value (refer to Note 5.8)
- whether or not AASB 1059 Service Concession Arrangements: Grantors is applicable
- other areas requiring judgements

Unless otherwise stated, all accounting policies are consistent with those applied in the prior year. Where appropriate, comparative figures have been amended to accord with current presentation, and disclosure has been made of any material changes to comparatives.

Goods and Services Tax (GST)

Income and expenses are recognised net of the amount of associated GST. Receivables and payables are stated inclusive of the amount of GST receivable or payable. The net amount of GST recoverable from, or payable to, the taxation authority is included with other receivables or payables in the balance sheet.

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 2 ANALYSIS OF OUR RESULTS

2.1 Performance against budget

The performance against budget notes compare Council's financial plan, expressed through its annual budget, with actual performance. The *Local Government (Planning and Reporting) Regulations 2020* requires explanation of any material variances. Council has adopted a materiality threshold of the lower of 10 percent or $0.5 million where further explanation is warranted. Explanations have not been provided for variations below the materiality threshold unless the variance is considered to be material because of its nature.

These notes are prepared to meet the requirements of the *Local Government Act 2020* and the *Local Government (Planning and Reporting) Regulations 2020*.

2.1.1 Income / Revenue and expenditure

	Budget 2024 $'000	Actual 2024 $'000	Variance $'000	Variance %	Ref
Income / Revenue					
Rates and charges	132,118	132,089	**(29)**	**(0%)**	
Statutory fees and fines	35,592	38,641	**3,049**	**9%**	**1**
User fees	35,136	32,029	**(3,107)**	**(9%)**	**2**
Grants - operating	18,739	15,870	**(2,869)**	**(15%)**	**3**
Grants - capital	7,263	3,822	**(3,441)**	**(47%)**	**4**
Contributions - monetary	6,351	7,298	**947**	**15%**	**5**
Net gain on disposal of property, infrastructure, plant and equipment	134	692	**558**	**416%**	**6**
Other income	2,996	6,300	**3,304**	**110%**	**7**
Total income / revenue	**238,329**	**236,741**	**(1,586)**	**(1%)**	
Expenses					
Employee costs	101,505	100,774	**731**	**1%**	**8**
Materials and services	88,963	79,676	**9,287**	**10%**	**9**
Depreciation	25,697	26,328	**(631)**	**(2%)**	**10**
Depreciation - right of use assets	234	1,236	**(1,002)**	**(428%)**	**11**
Allowance for impairment losses	5,095	2,279	**2,816**	**55%**	**12**
Borrowing costs	894	909	**(15)**	**(2%)**	
Finance costs - leases	8	195	**(187)**	**(2332%)**	**13**
Other expenses	753	652	**101**	**13%**	**14**
Total expenses	**223,149**	**212,049**	**11,100**	**5%**	
Surplus for the year	**15,180**	**24,692**	**9,514**	**63%**	

(i) Explanation of material variations

1	Statutory fees and fines	Statutory fees and fines are favourable primarily due to an increase in the number of infringement notices, parking meter fees collected and parking permits issued.
2	User fees	User fees are unfavourable primarily due to lower than budgeted user fees in Family & Childrens services, Town Planning, Compliance and Leisure partially offset by better than budgeted results in Libraries, Arts and Events.
3	Grants - operating	Operating Grants are unfavourable primarily due to the budgeted early payment of the 2024/25 Victorian Local Government Grants Commission grant which did not occur in 2023/24 and recognised in 2024/25, partially offset by additional School Supervisor grants.
4	Grants - capital	Capital Grants are unfavourable due to timing variances between grant receipts and project delivery timelines mainly driven by grant received for the Brunswick Street Oval Precinct redevelopment project
5	Contributions - monetary	Contributions - Monetary are favourable due to increased Development Contribution levy income.

Notes to the Financial Report
For the Year Ended 30 June 2024

2.1.1 (i) Explanation of material variations (contd.)

6	Net gain on disposal of property, infrastructure, plant and equipment	Disposal of assets favourable to budget primarily due to a reduction of Council vehicles, as a result of a review of Council's Fleet Policy.
7	Other income	Other income favourable variance is primarily due to higher than budgeted interest rates on Council's term deposits.
8	Employee costs	Employee costs are favourable to the budget due to savings from annual and long service leave provisions and vacancies of salaried staff. These savings are partly offset by the costs of agency and casual staff hired to backfill vacancies.
9	Materials and services	Materials and Services are favourable mainly due to savings in legal fees, consultant costs, and delays in IT budget utilisation. Additionally, reductions in City Works expenses, such as waste contract payments, tipping fees due to reduced tonnage, and fleet management costs due to reduced number of vehicles, along with organisational efforts and continuous focus implementing operational efficiencies.
10	Depreciation	Variance due to increase in depreciation driven by building revaluation adjustments and information system project capitalised this year.
11	Depreciation - right of use assets	Depreciation - right of use assets is unfavourable due to renewed parking technology leases.
12	Allowance for impairment losses	Allowance for impairment losses is favourable to the budget, primarily due to higher collection rates for 2023/24 parking infringements issued compared to previous years and reversal of covid waiver provision on rates debtors.
13	Finance costs - leases	Finance cost - leases is unfavourable due to renewed parking technology leases.
14	Other expenses	Other expenses are favourable due to decreased audit fees.

2.1.2 Capital works

	Budget 2024 $'000	Actual 2024 $'000	Variance $'000	Variance %	Ref
Property					
Buildings	8,347	4,566	**(3,781)**	**(45%)**	**1**
Total property	**8,347**	**4,566**	**(3,781)**	**(45%)**	
Plant and equipment					
Plant, machinery and equipment	912	192	**(720)**	**(79%)**	**2**
Fixtures, fittings and furniture	211	177	**(34)**	**(16%)**	**3**
Computers and telecommunications	723	207	**(516)**	**(71%)**	**4**
Library books	630	597	**(33)**	**(5%)**	
Total plant and equipment	**2,476**	**1,173**	**(1,303)**	**(53%)**	
Infrastructure					
Roads	7,102	6,702	**(400)**	**(6%)**	
Footpaths and cycleways	1,538	1,434	**(104)**	**(7%)**	
Drainage	2,510	2,349	**(161)**	**(6%)**	
Waste management	1,880	1,673	**(207)**	**(11%)**	**5**
Parks, open space and streetscapes	7,646	7,174	**(472)**	**(6%)**	
Other infrastructure	2,509	1,732	**(777)**	**(31%)**	**6**
Total infrastructure	**23,185**	**21,064**	**(2,121)**	**(9%)**	
Total capital works expenditure	**34,008**	**26,803**	**(7,204)**	**(21%)**	
Represented by:					
New asset expenditure	12,424	7,716	**(4,708)**	**(38%)**	
Asset renewal expenditure	20,043	18,272	**(1,771)**	**(9%)**	
Asset upgrade expenditure	1,541	815	**(727)**	**(47%)**	
Total capital works expenditure	**34,008**	**26,803**	**(7,205)**	**(21%)**	

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 2.1.2 (i) Explanation of material variations

1	Buildings	Variation is primarily driven by Phase 1 of Brunswick Street Oval Precinct redevelopment project deferred to 2024/25.
2	Plant, machinery and equipment	Variation driven by savings due to a reduction purchase of Council vehicles, as a result of a review of Council Fleet Policy.
3	Fixtures, fittings and furniture	Variation is primarily driven by less than budgeted mechanical equipment replacement.
4	Computers and telecommunications	Variation was due to the implementation of improved utilisation of existing IT resources.
5	Waste management	Variation as a result of savings from the delivery of FOGO bins and street bin renewal projects.
6	Other infrastructure	Variance was driven by carrying over the Federal Spot Safety Program budget to the 2024/25 and recognising the New Deal for School project costs as operational expenses in line with Australian accounting standards.

2.2 Analysis of Council results by program

Council delivers its functions and activities through the following programs.

2.2.1 Chief Executive Office

The Chief Executive Officer's division is responsible for the oversight of the organisation to ensure provision of high quality Council services as well as delivery of the capital works program.

Corporate Services and Transformation

The Corporate Services and Transformation 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, procurement, people and culture, digital information and technology, strategy and program delivery and program integration and development.

City Sustainability and Strategy

The City Sustainability division is responsible for providing strategic input into the overall management of the city. It includes, City Strategy (Economic Development, Strategic Planning, Urban Design, Open Space and heritage), Statutory Planning, Sustainability, Strategic Transport, Building Services and Parking and Compliance.

Community Strengthening

The Community Strengthening 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.

Infrastructure and Environment

The Infrastructure division is responsible for asset management, maintenance and provision of a range of assets that contribute to liveability, including buildings, civil infrastructure such as drains, roads and footpaths, sporting facilities, gardens and trees. It also supports the local amenity through services such as waste collection, recycling service, and street cleansing. The division ensures safety and amenity related to development within Yarra, and seeks to manage traffic and the impact of works from external authorities. The division also support health and wellbeing through the management of Councils Recreation and Leisure services as well as Council's property portfolio including leases, licenses and management agreements.

Governance, Communications and Customer Service

The Governance, Communications and Customer Service division is responsible for providing support to the mayor and Councillors. The division also oversees Council meetings, legal, public registers, delegations and freedom of information requests, and has oversight of Council's integrity processes including public interest disclosures and enquiries. It is also responsible for delivering strategic communications and advocacy, media relations, publications, digital communications and marketing, community consultation and engagement and civic events.

Notes to the Financial Report
For the Year Ended 30 June 2024

2.2.2 Summary of income / revenue, expenses, assets and capital expenses by program

2024	Income / Revenue	Expenses	Surplus/ (Deficit)	Grants included in income / revenue	Total assets
	$'000	$'000	$'000	$'000	$'000
Chief Executive Office	452	2,837	(2,385)	-	6,859
Corporate Services and Transformation	137,696	50,290	87,406	132	138,788
City Sustainability and Strategy	54,181	40,392	13,788	2,101	3,392
Community Strengthening	19,153	41,987	(22,834)	14,382	1,284
Infrastructure and Environment	25,191	66,816	(41,625)	3,078	1,955,611
Governance, Communications and Customer Service	68	9,727	(9,659)	-	-
	236,741	**212,049**	**24,692**	**19,693**	**2,105,934**

2023	Income / Revenue	Expenses	Surplus/ (Deficit)	Grants included in income / revenue	Total assets
	$'000	$'000	$'000	$'000	$'000
Chief Executive Office	-	716	(716)	-	6,999
Corporate Services and Transformation	133,956	46,458	87,497	3,982	120,633
City Sustainability and Strategy	51,979	39,877	12,103	3,460	1,568
Community Strengthening	17,647	42,384	(24,737)	12,966	2,011
Infrastructure and Environment	26,850	68,660	(41,809)	4,834	1,904,651
Governance, Communications and Customer Service	33	9,095	(9,062)	-	-
	230,466	**207,190**	**23,276**	**25,243**	**2,035,862**

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 3 FUNDING FOR THE DELIVERY OF OUR SERVICES	**2024**	**2023**
3.1 Rates and charges	**$'000**	**$'000**

The council uses Net Annual Value as the basis of the 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 2023/24 was $3,458 million (2022/23 $ 3,465 million).

General rates	79,690	92,080
Waste*	18,835	-
Commercial	24,866	24,533
Industrial	6,937	7,024
Special rates and charges	141	141
Supplementary rates and rate adjustments	555	1,336
Garbage bin charges	53	49
Interest on rates and charges	1,012	1,138
Total rates and charges	**132,089**	**126,300**

* For 2023/24, Council made the decision to separate waste and recycling costs from general rates. The general rates is reduced by the same amount to ensure that the total revenue is within the rate cap.

The date of the general revaluation of land for rating purposes within the municipal district was 1 January 2023 and the valuation was first applied in the rating year commencing 1 July 2023.

Annual rates and charges are recognised as income 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

Infringements and costs	17,976	16,550
Court recoveries	4,226	3,642
Fees - parking meters/ticket machines	14,012	13,186
Permits	2,427	2,304
Total statutory fees and fines	**38,641**	**35,682**

Statutory fees and fines (including parking fees and fines) are recognised as income when the service has been provided, the payment is received, or when the penalty has been applied, whichever first occurs.

3.3 User fees

Leisure centres and golf course fees	10,284	10,918
Child care/children's program fees	3,037	2,995
Town planning fees	3,183	3,426
Registration fees	1,860	1,855
Aged services fees	192	288
Road occupation permit fees	4,935	4,383
Footpath advertising & display	1,228	1,585
Building services fees	351	283
Valuation fees/supplementary charges	121	177
Kerb market fees	240	200
Land information certificates	184	143
Local laws fines	513	349
Rent	1,980	1,362
Permits - bins and skips	186	193
After school program	71	253
Report and consent fees	164	159
Road and drainage inspection fees	825	814
Hall hire	774	693
Asset protection permits	381	197
Occupation area permit fees	270	428
Other fees and charges	1,250	1,016
Total user fees	**32,029**	**31,718**

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.

Notes to the Financial Report
For the Year Ended 30 June 2024

	2024	2023
	$'000	$'000
3.4 Funding from other levels of government		
Grants were received in respect of the following:		
Summary of grants		
Commonwealth funded grants	9,064	13,079
State funded grants	10,628	12,163
Total grants received	**19,692**	**25,243**
(a) Operating Grants		
Recurrent - Commonwealth Government		
Financial Assistance Grants	130	3,503
Children services	5,230	4,126
Primary care partnerships	1,492	1,464
General home care	1,287	1,233
Recurrent - State Government		
Family and children services	3,713	3,151
Maternal and child health	931	784
Aged care services	682	807
Library	685	671
School crossing supervisors	434	414
Tobacco Act Reform	38	36
Total recurrent operating grants	**14,622**	**16,188**
Non-recurrent - Commonwealth Government		
Innovative Solutions	12	-
Non-recurrent - State Government		
COVID-19 response	-	551
Regulatory reform	-	1,592
Family and children services	196	138
Other	1,041	940
Total non-recurrent operating grants	**1,249**	**3,221**
Total operating grants	**15,870**	**19,410**
(b) Capital Grants		
Recurrent - Commonwealth Government		
Roads to recovery	259	259
Total recurrent capital grants	**259**	**259**
Non-recurrent - Commonwealth Government		
Roads - Black Spot funding	278	405
Roads LRCI program	233	1,828
Public Artwork	115	130
Community Safety	29	132
Non-recurrent - State Government		
Buildings	1,752	1,790
Roads	325	325
Open space	596	676
Drainage	-	211
Other	236	78
Total non-recurrent capital grants	3,563	5,574
Total capital grants	**3,822**	**5,833**

Notes to the Financial Report
For the Year Ended 30 June 2024

(c) Recognition of grant income

Before recognising funding from government grants as revenue the Council assesses whether there is a contract that is enforceable and has sufficiently specific performance obligations in accordance with *AASB 15 Revenue from Contracts with Customers*. When both these conditions are satisfied, the Council:
- identifies each performance obligation relating to revenue under the contract/agreement
- determines the transaction price
- recognises a contract liability for its obligations under the agreement
- recognises revenue as it satisfies its performance obligations, at the point in time or over time when services are rendered.

Where the contract is not enforceable and/or does not have sufficiently specific performance obligations, the Council applies *AASB 1058 Income of Not-for-Profit Entities*.

Grant revenue with sufficiently specific performance obligations is recognised over time as the performance obligations specified in the underlying agreement are met. Where performance obligations are not sufficiently specific, grants are recognised on the earlier of receipt or when an unconditional right to receipt has been established. Grants relating to capital projects are generally recognised progressively as the capital project is completed. The following table provides a summary of the accounting framework under which grants are recognised.

Income recognised under AASB 1058 *Income of Not-for-Profit Entities*		
General purpose	14,622	16,188
Specific purpose grants to acquire non-financial assets	259	259
Revenue recognised under AASB 15 *Revenue from Contracts with Customers*		
Specific purpose grants	4,811	8,795
	19,692	**25,243**

	2024	**2023**
	$'000	**$'000**
(d) Unspent grants received on condition that they be spent in a specific manner		
Operating		
Balance at start of year	3,070	3,662
Received during the financial year and remained unspent at balance date	1,563	1,512
Received in prior years and spent during the financial year	(594)	(2,104)
Balance at year end	**4,039**	**3,070**
Capital		
Balance at start of year	25,024	21,741
Received during the financial year and remained unspent at balance date	150	5,633
Received in prior years and spent during the financial year	(1,370)	(2,350)
Balance at year end	**23,804**	**25,024**

Unspent grants are determined and disclosed on a cash basis.

*The major portion of unspent capital grants at the start of the year relates to state government funding received for the Fitzroy Depot relocation.

Notes to the Financial Report
For the Year Ended 30 June 2024

3.5 Contributions - Monetary	**2024 $'000**	**2023 $'000**
Monetary	7,298	6,528
Total contributions	**7,298**	**6,528**
Monetary		
Public Open Space contributions	4,776	4,211
Developer contributions plan levy	1,910	1,558
Road maintenance/works (other)	26	222
Open space and planning	273	161
Park rental	65	53
Other	249	324
Total monetary contributions	**7,298**	**6,528**

Monetary and non monetary contributions are recognised as income at their fair value when Council obtains control over the contributed asset.

3.6 Net gain on disposal of property, infrastructure, plant and equipment		
Proceeds from sale of assets	1,077	267
Written down value of assets sold/disposed	(427)	(334)
Profit/(loss) on sale/disposal of property, plant and equipment	**650**	**(68)**
Discontinued Roads		
Proceeds from sale of assets	50	844
Written down value of assets sold/disposed	(8)	(20)
Profit on sale/disposal of discontinued roads	**42**	**824**
Proceeds of sale	1,127	1,111
Written down value of assets disposed	(435)	(354)
Total net gain on disposal of property, infrastructure, plant and equipment	**692**	**756**

The profit or loss on sale of an asset is determined when control of the asset has passed to the buyer.

3.7 Other income		
Interest	4,556	2,785
Other	1,744	1,453
Other income	**6,300**	**4,238**

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.

The increase from prior year is primarily due to interest on term deposits.

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 4 THE COST OF DELIVERING SERVICES	2024 $'000	2023 $'000
4.1 (a) Employee costs		
Wages and salaries	72,549	72,050
Work Cover*	1,619	994
Casual staff	8,131	8,427
Superannuation	9,118	8,628
Fringe benefits tax	171	244
Agency staff (external)	3,281	3,499
Other	5,908	5,195
Total employee costs	**100,774**	**99,037**

*Workcover increases are reflective of significant increases in premiums across the state of Victoria.

(b) Superannuation

Council made contributions to the following funds:

Defined benefit fund		
Employer contributions to Local Authorities Superannuation Fund (Vision Super)	300	308
	300	**308**
Employer contributions payable at reporting date.	-	-
Accumulation funds		
Employer contributions to Local Authorities Superannuation Fund (Vision Super)	3,928	3,702
Employer contributions - other funds	4,890	4,617
	8,818	**8,320**
Employer contributions payable at reporting date.	-	-

Contributions made exclude amounts accrued at balance date. Refer to note 9.3 for further information relating to Council's superannuation obligations.

4.2 Materials and services

Materials and services	21,503	21,338
Aged services contract payments	1,339	1,481
Waste services contract payments	4,578	4,299
Recycling contract payments	3,827	3,777
Tipping fees	3,383	3,089
Open space contract payments	3,444	3,547
Bushland tree maintenance contract payments	1,949	1,843
Street cleaning services contract payments	3,128	3,514
Other contract payments	7,984	7,485
Building maintenance	4,769	4,191
General maintenance	5,063	5,360
Utilities	4,365	3,766
Information technology	7,050	5,978
Insurance	2,367	2,080
Consultants	4,927	4,608
Total materials and services	**79,676**	**76,357**

Expenses are recognised as they are incurred and reported in the financial year to which they relate.

Notes to the Financial Report
For the Year Ended 30 June 2024

4.3 Depreciation

Property	3,868	3,216
Plant and equipment	6,976	6,216
Infrastructure	15,484	14,800
Total depreciation	**26,328**	**24,231**

Refer to note 5.8 and 6.1 for a more detailed breakdown of depreciation and amortisation charges and accounting policy.

	2024	2023
	$'000	$'000

4.4 Depreciation - Right of use assets

Equipment	1,236	1,192
Total Depreciation - Right of use assets	**1,236**	**1,192**

4.5 Allowance for impairment losses

Parking infringement debtors	2,318	4,128
Other debtors	(39)	397
Total allowance for impairment losses	**2,279**	**4,525**
Movement in allowance for impairment losses in respect of debtors		
Balance at the beginning of the year	38,658	34,507
New allowances recognised during the year	2,276	4,440
Amounts already allowed for and written off as uncollectible	(276)	(289)
Balance at end of year	**40,658**	**38,658**

An allowance for impairment losses in respect of debtors 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

Interest - Borrowings	909	1,050
Total borrowing costs	**909**	**1,050**

Borrowing costs are recognised as an expense in the period in which they are incurred, except where they are capitalised as part of a qualifying asset constructed by Council.

4.7 Finance Costs - Leases

Interest - Lease Liabilities	195	74
Total finance costs	**195**	**74**

4.8 Other expenses

Auditors' remuneration - VAGO - audit of the financial statements, performance statement and grant acquittals	68	61
Auditors' remuneration - Internal Audit	119	210
Councillors' allowances	465	424
Other	-	29
Total other expenses	**652**	**723**

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 5 INVESTING IN AND FINANCING OUR OPERATIONS	**2024**	**2023**
5.1 Financial assets	**$'000**	**$'000**
(a) Cash and cash equivalents		
Cash at bank	14,786	11,060
Cash on hand	7	10
Term deposits	18,092	20,053
Total cash and cash equivalents	**32,885**	**31,124**
(b) Other financial assets		
Current		
Term deposits - current	64,000	50,000
Total other financial assets	**64,000**	**50,000**
Total cash and cash equivalents and other financial assets	**96,885**	**81,124**

Cash and cash equivalents include cash on hand, deposits at call, and other highly liquid investments with original maturities of three months or less, net of outstanding bank overdrafts.

Other financial assets are valued at fair value, at balance date. Term deposits are measured at original cost. Any unrealised gains and losses on holdings at balance date are recognised as either a revenue or expense.

Other financial assets include term deposits and those with original maturity dates of three to 12 months are classified as current, whilst term deposits with maturity dates greater than 12 months are classified as non-current.

Notes to the Financial Report
For the Year Ended 30 June 2024

(c) Trade and other receivables	**2024 $'000**	**2023 $'000**
Current		
Statutory receivables		
Rates debtors	21,040	18,060
Allowance for expected credit loss - rates	(132)	(813)
Infringement debtors	46,279	41,460
Allowance for expected credit loss - Parking infringements	(38,632)	(36,314)
Allowance for expected credit loss - Non-parking infringements	(1,627)	(1,326)
Net GST receivable	1,290	1,650
Non statutory receivables		
Other debtors	4,515	3,210
Allowance for expected credit loss - other debtors	(267)	(205)
Total trade and other receivables	**32,466**	**25,721**

Short term receivables are carried at invoice amount. An allowance for expected credit losses is recognised based on past experience and other objective evidence of expected losses. Long term receivables are carried at amortised cost using the effective interest rate method.

(d) Ageing of Receivables

The ageing of the Council's trade and other receivables (excluding statutory receivables) that are not impaired was:

Current (not yet due)	1,620	681
Past due by up to 30 days	15	148
Past due between 31 and 180 days	1,177	1,121
Past due between 181 and 365 days	406	292
Past due by more than 1 year	1,297	968
Total trade and other receivables	**4,515**	**3,210**

(e) Ageing of individually impaired Receivables

At balance date, other debtors representing financial assets with a nominal value of $40.7m (2023: $38.7m) were impaired. They individually have been impaired as a result of their doubtful collection. Many of the long outstanding past due amounts have been lodged with Council's debt collectors or are on payment arrangements.

The ageing of receivables that have been individually determined as impaired at reporting date was:

Current (not yet due)	214	402
Past due by up to 30 days	161	255
Past due between 31 and 180 days	681	719
Past due between 181 and 365 days	2,136	3,145
Past due by more than 1 year	37,466	34,137
Total trade & other receivables	**40,658**	**38,658**

Notes to the Financial Report
For the Year Ended 30 June 2024

5.2 Non-financial assets	**2024**	**2023**
(a) Inventories	**$'000**	**$'000**
Inventories held for distribution	217	147
Total inventories	**217**	**147**

Inventories held for distribution are measured at cost, adjusted when applicable for any loss of service potential. All other inventories, including land held for sale, are measured at the lower of cost and net realisable value. Where inventories are acquired for no cost or nominal consideration, they are measured at current replacement cost at the date of acquisition.

(b) Other assets

Prepayments	2,393	1,647
Other	1,425	501
Total other assets	**3,818**	**2,148**

5.3 Payables, trust funds and deposits and contract and other liabilities	**2024**	**2023**
(a) Trade and other payables	**$'000**	**$'000**
Current		
Trade and other payables	6,310	464
Accrued expenses	4,996	5,235
Total current trade and other payables	**11,306**	**5,699**
Non-current		
Accrued expenses	1,112	1,489
Total trade and other payables	**12,418**	**7,188**

Notes to the Financial Report
For the Year Ended 30 June 2024

(b) Trust funds and deposits

Current		
Drainage works deposits	30	30
Leased properties	31	31
Refundable deposits	6,191	6,687
Fire services levy	8,927	8,898
Other refundable deposits	175	151
Total current trust funds and deposits	**15,354**	**15,797**
Non-current		
Refundable deposits	399	386
Total trust funds and deposits	**15,753**	**16,183**

(c) Unearned income/revenue

Income in advance	1,170	1,056
Grants received in advance - operating	4,039	3,070
Grants received in advance - capital	8,067	9,287
Total unearned income/revenue	**13,276**	**13,413**

Trust funds and deposits
Amounts received as deposits and retention amounts controlled by Council are recognised as trust funds until they are returned, transferred in accordance with the purpose of the receipt, or forfeited. Trust funds that are forfeited, resulting in council gaining control of the funds, are to be recognised as revenue at the time of forfeit.

Purpose and nature of items

Refundable deposits - deposits are taken by council as a form of surety in a number of circumstances, including in relation to building works, tender deposits, contract deposits and the use of civic facilities.

Fire Service Levy - Council is the collection agent for fire services levy on behalf of the State Government. Council remits amounts received on a quarterly basis. Amounts disclosed here will be remitted to the state government in line with that process.

Retention amounts - Council has a contractual right to retain certain amounts until a contractor has met certain requirements or a related warrant or defect period has elapsed. Subject to the satisfactory completion of the contractual obligations, or the elapsing of time, these amounts will be paid to the relevant contractor in line with Council's contractual obligations.

Unearned income/revenue represents contract liabilities and reflect consideration received in advance from customers in respect of leisure services, facility hire, child care and infrastructure reinstatements. Unearned income/revenue are derecognised and recorded as revenue when promised goods and services are transferred to the customer. Refer to Note 3.

5.4 Interest-bearing liabilities	**2024**	**2023**
	$'000	**$'000**
Current		
Treasury Corporation of Victoria borrowings - secured	3,057	2,979
Bank loans - secured	1,475	1,420
Total current interest-bearing liabilities	**4,532**	**4,399**
Non-current		
Treasury Corporation of Victoria borrowings - secured	22,846	25,904
Bank loans - secured	3,122	4,597
Total non-current interest-bearing liabilities	**25,968**	**30,501**
Total	**30,500**	**34,900**

Borrowings are secured by way of mortgages over the general rates of Council.

Notes to the Financial Report
For the Year Ended 30 June 2024

(a) The maturity profile for Council's borrowings is:

Not later than one year	4,532	4,399
Later than one year and not later than five years	16,176	17,317
Later than five years	9,792	13,184
	30,500	**34,900**

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 based on contractual repayment terms at every balance date.

5.5 Provisions

	Employee Provisions	
	2024	**2023**
	$'000	**$'000**
Balance at beginning of the financial year	18,987	19,970
Additional provisions	5,490	5,134
Amounts used	(6,534)	(6,127)
Change in the discounted amount arising because of time and the effect of any change in the discount rate	113	10
Balance at the end of the financial year	**18,056**	**18,987**
Provisions - current	16,834	17,759
Provisions - non-current	1,222	1,227

	2024	**2023**
(a) Employee provisions	**$'000**	**$'000**
Current provisions expected to be wholly settled within 12 months		
Annual leave	5,069	5,684
TOIL	53	62
Long service leave	2,852	2,838
	7,974	**8,585**
Current provisions expected to be wholly settled after 12 months		
Annual leave	1,690	1,895
Long service leave	7,170	7,280
	8,860	**9,175**
Total current employee provisions	**16,834**	**17,759**
Non-current		
Long service leave	1,222	1,227
Total non-current employee provisions	**1,222**	**1,227**
Aggregate carrying amount of employee provisions:		
Current	16,834	17,759
Non-current	1,222	1,227
Total aggregate carrying amount of employee provisions	**18,056**	**18,987**

The calculation of employee costs and benefits includes all relevant on-costs and are calculated as follows at reporting date.

Notes to the Financial Report
For the Year Ended 30 June 2024

Annual leave

A liability for annual leave is recognised in the provision for employee benefits as a current liability because the Council does not have an unconditional right to defer settlement of the liability. Liabilities for annual leave are measured at:
- nominal value if the Council expects to wholly settle the liability within 12 months
- present value if the Council does not expect to wholly settle within 12 months.

Liabilities that are not expected to be wholly settled within 12 months of the reporting date are recognised in the provision for employee benefits as current liabilities, measured at the present value of the amounts expected to be paid when the liabilities are settled using the remuneration rate expected to apply at the time of settlement.

Long service leave

Liability for long service leave (LSL) is recognised in the provision for employee benefits. Unconditional LSL is disclosed as a current liability as the Council does not have an unconditional right to defer settlement. Unconditional LSL is measured at nominal value if expected to be settled within 12 months or at present value if not expected to be settled within 12 months. Conditional LSL that has been accrued, where an employee is yet to reach a qualifying term of employment, is disclosed as a non-current liability and measured at present value.

Key assumptions:	**2024**	**2023**
- discount rate	4.35%	4.06%
- index rate	2%	1.75%

	2024	**2023**
5.6 Financing arrangements		
The Council has the following funding arrangements in place as at 30 June 2024.		
Bank overdraft	10,000	10,000
Credit card facilities	495	495
Treasury Corporation of Victoria facilities	25,904	28,883
Bank loan facilities	4,597	6,017
Total facilities	**40,996**	**45,395**
Used facilities	(30,549)	(35,009)
Unused facilities	**10,447**	**10,386**

Notes to the Financial Report
For the Year Ended 30 June 2024

5.7 Commitments

The Council has entered into the following commitments. Commitments are not recognised in the Balance Sheet. Commitments are disclosed at their nominal value and presented inclusive of the GST payable.

(a) Commitments for expenditure

2024	Not later than 1 year	Later than 1 year and not later than 2 years	Later than 2 years and not later than 5 years	Later than 5 years	Total
	$'000	$'000	$'000	$'000	$'000
Operating					
Street cleaning services	3,420	3,641	12,476	4,736	24,273
Garbage collection and recycling	14,509	10,903	9,862	15,545	50,819
Open space management	7,974	7,181	14,795	-	29,950
Information systems & technology	3,591	593	1,090	1,973	7,247
Cleaning contracts for Council buildings	1,317	-	-	-	1,317
Animal pound services	250	241	246	-	737
Drainage maintenance	273	-	-	-	273
Total	**31,334**	**22,559**	**38,469**	**22,254**	**114,616**
Capital					
Capital contribution	3,000	-	-	-	3,000
Buildings	905	-	-	-	905
Total	**3,905**	**-**	**-**	**-**	**3,905**

The increase from prior year is primarily due to newly signed contract for provision of Food Organic and Garden Organics collection services and renewed open space maintenance contract.

2023	Not later than 1 year	Later than 1 year and not later than 2 years	Later than 2 years and not later than 5 years	Later than 5 years	Total
	$'000	$'000	$'000	$'000	$'000
Operating					
Street cleaning services	3,192	3,420	11,681	9,172	27,465
Garbage collection and recycling	9,191	234	82	-	9,507
Open space management	4,164	1,523	1,626	-	7,313
Information systems & technology	5,552	2,640	1,391	1,778	11,361
Cleaning contracts for Council buildings	1,909	-	-	-	1,909
Animal pound services	83	89	-	-	172
Drainage maintenance	207	221	236	-	665
Total	**24,298**	**8,127**	**15,016**	**10,950**	**58,392**
Capital					
Buildings	4,908	-	-	-	4,908
Total	**4,908**	**-**	**-**	**-**	**4,908**

Notes to the Financial Report
For the Year Ended 30 June 2024

(b) Operating lease receivables

Operating lease receivables

The Council has entered into commercial property leases on 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:

	2024	2023
	$'000	$'000
Not later than one year	1,254	324
Later than one year and not later than five years	2,027	838
Later than five years	216	187
	3,497	**1,349**

5.8 Leases

At inception of a contract, Council assesses 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;
- Council has the right to obtain substantially all of the economic benefits from use of the asset throughout the period of use; and
- Council 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.

Under *AASB 16 Leases* , Council as a not-for-profit entity has elected not to measure right-of-use assets at initial recognition at fair value in respect of leases that have significantly below-market terms.

Notes to the Financial Report
For the Year Ended 30 June 2024

5.8 (a) Right-of-Use Assets

	Plant and equipment	
	2024	**2023**
	$'000	
Balance at 1 July 2023	279	1,337
Additions	3,328	135
Depreciation charge	(1,236)	(1,192)
Balance at 30 June 2024	**2,371**	**279**

5.8 (b) Lease Liabilities

	2024	**2023**
Maturity analysis - contractual undiscounted cash flows	**$'000**	**$'000**
Less than one year	980	256
One to five years	1,613	52
Total undiscounted lease liabilities as at 30 June:	**2,592**	**308**
Lease liabilities included in the Balance Sheet at 30 June:		
Current	943	249
Non-current	1,544	50
Total lease liabilities	**2,487**	**299**

Notes to the Financial Report
For the Year Ended 30 June 2024

6.1 PROPERTY, INFRASTRUCTURE, PLANT AND EQUIPMENT

Summary of property, infrastructure, plant and equipment

	Carrying amount 30 June 2023 $'000	Additions $'000	Revaluation $'000	Depreciation $'000	Disposal $'000	Write-off $'000	Transfers $'000	Carrying amount 30 June 2024 $'000
Property	1,148,586	3,786	(61,322)	(3,868)	(211)	(28)	1,957	**1,088,900**
Plant and equipment	39,431	7,332	-	(6,976)	(191)	-	1,729	**41,325**
Infrastructure	730,879	10,736	105,180	(15,484)	(5)	-	604	**831,908**
Work in progress	7,544	5,528	-	-	-	(744)	(4,290)	**8,039**
	1,926,440	**27,381**	**43,858**	**(26,328)**	**(407)**	**(772)**	**-**	**1,970,172**

Summary of Work in Progress	Opening WIP $'000	Additions $'000	Write-off* $'000	Transfers $'000	Closing WIP $'000
Property	3,822	2,234	(1)	(1,957)	**4,099**
Plant and equipment	2,810	2,253	(24)	(1,729)	**3,310**
Infrastructure	912	1,041	(719)	(604)	**630**
Total	**7,544**	**5,528**	**(744)**	**(4,290)**	8,039

* Write-offs include budgeted expenditure required to complete capital works programs however, under the accounting standards and non-current asset policy, reclassified as operating expenditure.

Notes to the Financial Report
For the Year Ended 30 June 2024

(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 2023	752,654	159,467	12,995	**925,116**	135,441	199,908	685	-	-	**336,034**	3,822	**1,264,972**
Accumulated depreciation at 1 July 2023	-	-	-	-	(41,388)	(70,578)	(598)	-	-	**(112,564)**	-	**(112,564)**
	752,654	**159,467**	**12,995**	**925,116**	**94,053**	**129,330**	**87**	**-**	**-**	**223,470**	**3,822**	**1,152,408**
Movements in fair value												
Additions	1,078	-	-	**1,078**	368	2,334	6	-	-	**2,708**	2,234	**6,020**
Contributions	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**
Revaluation	(33,623)	(7,072)	-	**(40,695)**	74,565	52,493	547	-	-	**127,605**	-	**86,910**
Disposal	-	-	-	**-**	-	(217)	-	-	-	**(217)**	-	**(217)**
Write-off	-	-	-	**-**	-	(28)	-	-	-	**(28)**	(1)	**(29)**
Transfers	61,092	(61,092)	549	**549**	198	(8,190)	9,400	-	-	**1,408**	(1,957)	**-**
Impairment losses recognised in operating result	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**
	28,547	**(68,164)**	**549**	**(39,068)**	**75,131**	**46,391**	**9,953**	**-**	**-**	**131,475**	**277**	**92,684**
Movements in accumulated depreciation												
Depreciation and amortisation	-	-	-	**-**	(1,534)	(2,160)	(174)	-	-	**(3,868)**	-	**(3,868)**
Accumulated depreciation of disposals	-	-	-	**-**	-	6	-	-	-	**6**	-	**6**
Accumulated depreciation of revaluations	-	-	-	**-**	(91,390)	(56,523)	(319)	-	-	**(148,232)**	-	**(148,232)**
Impairment losses recognised in operating result	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**
Transfers	-	-	-	**-**	-	-	-	-	-	**-**	-	**-**
	-	**-**	**-**	**-**	**(92,924)**	**(58,677)**	**(493)**	**-**	**-**	**(152,094)**	**-**	**(152,094)**
At fair value 30 June 2024	781,201	91,303	13,544	**886,048**	210,572	246,300	10,638	-	-	**467,510**	4,099	**1,357,656**
Accumulated depreciation at 30 June 2024	-	-	-	**-**	(134,312)	(129,255)	(1,091)	-	-	**(264,658)**	-	**(264,658)**
Carrying amount	**781,201**	**91,303**	**13,544**	**886,048**	**76,260**	**117,044**	**9,547**	**-**	**-**	**202,852**	**4,099**	**1,092,998**

Notes to the Financial Report
For the Year Ended 30 June 2024

(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 2023	4,974	7,988	8,880	4,236	19,955	22,342	3,676	2,540	3,243	28,355	12,995	11,211	2,810	133,206
Accumulated depreciation at 1 July 2023	(504)	(5,021)	(7,534)	(2,545)	(14,854)	(9,315)	(2,180)	(2,116)	(2,856)	(23,344)	(11,561)	(9,135)	-	(90,965)
	4,470	**2,967**	**1,346**	**1,691**	**5,101**	**13,028**	**1,496**	**424**	**387**	**5,011**	**1,434**	**2,076**	**2,810**	**42,241**
Movements in fair value														
Additions	-	29	39	517	781	3,853	-	204	1,673	208	27	-	2,253	9,585
Contributions	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Revaluation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Disposal	-	(1,549)	-	-	-	-	-	-	-	-	-	-	-	(1,549)
Write-off	-	-	-	-	-	-	-	-	-	-	-	-	(24)	(24)
Transfers	-	-	5	-	245	918	-	-	-	561	-	-	(1,729)	-
Impairment losses recognised in operating result	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	**(1,520)**	**44**	**517**	**1,026**	**4,771**	**-**	**204**	**1,673**	**769**	**27**	**-**	**500**	**8,012**
Movements in accumulated depreciation														
Depreciation and amortisation	(50)	(802)	(448)	(269)	(609)	(803)	(198)	(70)	(77)	(2,546)	(311)	(792)	-	(6,976)
Accumulated depreciation of disposals	-	1,358	-	-	-	-	-	-	-	-	-	-	-	1,358
Impairment losses recognised in operating result	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfers	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	(50)	**556**	**(448)**	**(269)**	**(609)**	**(803)**	**(198)**	**(70)**	**(77)**	**(2,546)**	**(311)**	**(792)**	**-**	**(5,618)**
At fair value 30 June 2024	4,974	6,468	8,924	4,753	20,981	27,114	3,676	2,744	4,916	29,123	13,022	11,211	3,310	141,217
Accumulated depreciation at 30 June 2024	(554)	(4,465)	(7,982)	(2,815)	(15,463)	(10,117)	(2,379)	(2,185)	(2,933)	(25,890)	(11,872)	(9,927)	-	(96,583)
Carrying amount	**4,420**	**2,003**	**942**	**1,938**	5,518	**16,996**	**1,298**	**559**	**1,982**	**3,233**	1,151	**1,284**	**3,310**	**44,635**

Notes to the Financial Report
For the Year Ended 30 June 2024

(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 2023	441,415	159,518	150,605	135,390	5,146	110,142	7,318	912	1,010,447
Accumulated depreciation at 1 July 2023	(68,797)	(77,180)	(60,270)	(48,418)	(2,170)	(21,822)	-	-	(278,656)
	372,618	**82,338**	**90,335**	**86,972**	**2,976**	**88,320**	**7,318**	**912**	**731,791**
Movements in fair value									
Additions	4,032	1,913	2,109	1,247	-	1,434	-	1,041	11,777
Contributions	-	-	-	-	-	-	-	-	-
Revaluation	46,442	11,045	34,209	9,897	-	9,366	-	-	110,960
Disposal	-	-	-	-	-	(8)	-	-	(8)
Write-off	-	-	-	-	-	-	-	(719)	(719)
Transfers	268	-	336	-	-	-	-	(604)	-
Impairment losses recognised in operating result	-	-	-	-	-	-	-	-	-
	50,743	**12,958**	**36,654**	**11,145**	**-**	**10,792**	**-**	**(282)**	**122,009**
Movements in accumulated depreciation									
Depreciation and amortisation	(6,226)	(3,460)	(1,299)	(2,737)	(43)	(1,719)	-	-	(15,484)
Accumulated depreciation of disposals	-	-	-	-	-	3	-	-	3
Accumulated depreciation of revaluations	3,230	(2,163)	(14,056)	(258)	-	7,467	-	-	(5,780)
Impairment losses recognised in operating result	-	-	-	-	-	-	-	-	-
Transfers	-	-	-	-	-	-	-	-	-
	(2,996)	**(5,623)**	**(15,355)**	**(2,995)**	**(43)**	**5,751**	**-**	**-**	**(21,261)**
At fair value 30 June 2024	492,157	172,476	187,259	146,535	5,146	120,934	7,318	630	1,132,456
Accumulated depreciation at 30 June 2024	(71,792)	(82,803)	(75,625)	(51,413)	(2,213)	(16,072)	-	-	(299,917)
Carrying amount	**420,365**	**89,673**	**111,634**	**95,122**	**2,933**	**104,862**	**7,318**	**630**	**832,539**

Notes to the Financial Report
For the Year Ended 30 June 2024

6.1 Property, infrastructure, plant and equipment (Cont'd)

Acquisition

The purchase method of accounting is used for all acquisitions of assets, being the fair value of assets provided as consideration at the date of acquisition plus any incidental costs attributable to the acquisition. Fair value is the price that would be received to sell an asset (or paid to transfer a liability) in an orderly transaction between market participants at the measurement date. Refer also to Note 8.4 for further disclosure regarding fair value measurement.

Where assets are constructed by Council, cost includes all materials used in construction, direct labour, borrowing costs incurred during construction, and an appropriate share of directly attributable variable and fixed overheads.

In accordance with Council's policy, the threshold limits have applied when recognising assets within an applicable asset class and unless otherwise stated are consistent with the prior year.

	Depreciation Period	Threshold Limit
Asset recognition thresholds and depreciation periods		**$'000**
Land & land improvements		
land	Nil	Nil
land improvements	Nil	10
Buildings		
buildings	30-100 years	10
heritage buildings	85-240 years	10
building leasehold improvements	30-100 years	10
Plant and Equipment		
heritage plant and equipment	100 years	Nil
plant, machinery and equipment	6 - 10 years	5
furniture, equipment & computers	3 - 14 years	5
library books	6 - 7 years	5
library audio and visual	4 years	Nil
mobile garbage bins/recycling crates	10 years	5
motor vehicles	5 - 10 years	5
Infrastructure		
roads - substructure	120 years	50
roads - seal	20 years	15
footpaths - substructure	75 years	25
footpaths - seal	30 years	15
kerb & channel	50 years	25
drains	120 years	25
bridges	120 years	25
lanes - substructure	120 years	50
lanes- seal	50 years	15
irrigation & sprinkler systems	10 years	5
street furniture	10 - 20 years	5
parks & gardens furniture & equipment	10 - 20 years	5
playground equipment	10 - 20 years	5

Land under roads

Council recognises land under roads it controls at fair value.

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

Notes to the Financial Report
For the Year Ended 30 June 2024

Where the repair relates to the replacement of a component of an asset and the cost exceeds the capitalisation threshold the cost is capitalised and depreciated. The carrying value of the replaced asset is expensed.

Leasehold improvements
Leasehold improvements are recognised at cost and are amortised over the unexpired period of the lease or the estimated useful life of the improvement, whichever is the shorter. At balance date, leasehold improvements are amortised over a 40 to 100 year period.

Valuation of land and buildings
Valuation of land and buildings were undertaken by a qualified independent valuer Alvin Lee (AAPI 62944) from Westlink Consulting. The valuation of land and buildings is at fair value, being market value based on highest and best use permitted by relevant land planning provisions. Where land use is restricted through existing planning provisions the valuation is reduced to reflect this limitation. This adjustment is an unobservable input in the valuation. The adjustment has no impact on the comprehensive income statement.

Specialised land is valued at fair value using site values adjusted for englobo (undeveloped and/or unserviced) characteristics, access rights of infrastructure assets and services. These adjustments are an unobservable input in the valuation and have 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 and type 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 2024 are as follows:

	Level 1	Level 2	Level 3	Date of Valuation	Type of Valuation
Land - Specialised	-	-	805,107	Mar-24	Full
Land - Non Specialised	-	80,941	-	Mar-24	Full
Buildings - Specialised	-	-	117,044	Mar-24	Full
Buildings - Non Specialised	-	9,547	-	Mar-24	Full
Heritage Buildings			76,260	Mar-24	Full
Total	**-**	**90,488**	**998,411**		

Valuation of infrastructure
Valuation of infrastructure assets - Roads, Footpaths, Lanes, Kerb and Channel - was undertaken by the Senior Coordinator Asset Management and Capital Works, BSc. MConstMgt. An independent valuation was performed for bridges by an independent valuer, JJ Ryan Consulting Pty Ltd.

The date and type of the current valuation is detailed in the following table.

The valuation is at fair value based on current 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 2024 are as follows:

	Level 1	Level 2	Level 3	Date of Valuation	Type of Valuation
Roads	-	-	420,365	Apr-24	Interim
Bridges	-	-	2,933	Jun-23	Full
Footpaths, Lanes and Kerb and Channel	-	-	289,657	Apr-24	Interim
Drainage	-	-	111,634	Apr-24	Interim
Trees	-	-	7,318	Jun-04	
Total	**-**	**-**	**831,908**		

Notes to the Financial Report
For the Year Ended 30 June 2024

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 0% and 50%. The market value of land varies significantly depending on the location of the land and the current market conditions. Currently land values range between $164 and $8,500 per square metre.

Specialised buildings are valued using a current replacement cost technique. Significant unobservable inputs include the current replacement cost and remaining useful lives of buildings. Current replacement costs are calculated on a square metre basis and ranges from $581 to $8,600 per square metre. The remaining useful lives of buildings are determined on the basis of the current condition of buildings and vary from 18 years to 83 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 current 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.

	2024	2023
Reconciliation of specialised land	**$'000**	**$'000**
Land under roads	283,787	283,787
Parks and reserves	521,320	468,867
Total specialised land	**805,107**	**752,654**

	2024	2023
6.2 Investments in joint arrangements	**$'000**	**$'000**
Municipal Association Purchasing Scheme (Procurement Australia)	5	5
Total investments	**5**	**5**

Investments in joint arrangements are classified as either joint operations or joint ventures depending on the contractual rights and obligations each investor has, rather than the legal structure of the joint arrangement.

Notes to the Financial Report
For the Year Ended 30 June 2024

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 joint arrangements are detailed in Note 6.2.

(b) Key Management Personnel

Key management personnel (KMP) are those people with the authority and responsibility for planning, directing and controlling the activities of Yarra City Council. The Councillors, Chief Executive Officer and General Managers are deemed KMP.

Details of KMP at any time during the year are:

Councillors

Cr. Amanda Stone (1 July 2023 to 30 June 2024)
Cr. Anab Mohamud -Deputy Mayor (15 November 2023 - 30 June 2024)
Cr. Bridgid O'Brien (1 July 2023 to 30 June 2024)
Cr. Claudia Nguyen - Mayor (1 July 2023 to 14 November 2023)
Cr. Claudia Nguyen (15 November 2023 to 30 June 2024)
Cr. Edward Crossland - Deputy Mayor (1 July 2023 to 14 November 2023)
Cr. Edward Crossland - Mayor (15 November 2023 to 30 June 2024)
Cr. Herschel Landes (1 July 2023 to 30 June 2024)
Cr. Michael Glynatsis (1 July 2023 to 30 June 2024)
Cr. Sophie Wade (1 July 2023 to 30 June 2024)
Cr. Stephen Jolly (1 July 2023 to 30 June 2024)

Chief Executive Officer & other Key Management Personnel

Chief Executive Officer
General Manager Infrastructure and Environment
General Manager Community Strengthening
General Manager City Sustainability and Strategy
General Manager Corporate Services and Transformation
General Manager Governance, Communications and Customer Experience

	2024 No.	2023 No.
Total Number of Councillors	9	10
Total of Chief Executive Officer and other Key Management Personnel	6	8
Total Number of Key Management Personnel	15	18

Notes to the Financial Report
For the Year Ended 30 June 2024

(c) Remuneration of Key Management Personnel

Remuneration comprises employee benefits including all forms of consideration paid, payable or provided by Council, or on behalf of the Council, in exchange for services rendered. Remuneration of Key Management Personnel and Other senior staff is disclosed in the following categories.

Short-term employee benefits include amounts such as wages, salaries, annual leave or sick leave that are usually paid or payable on a regular basis, as well as non-monetary benefits such as allowances and free or subsidised goods or services.

Other long-term employee benefits include long service leave, other long service benefits or deferred compensation.
Post-employment benefits include pensions, and other retirement benefits paid or payable on a discrete basis when employment has ceased.
Termination benefits include termination of employment payments, such as severance packages.

	2024 $	2023 $
Total remuneration of key management personnel was as follows:		
Short-term employee benefits	2,230	2,353
Other long-term employee benefits	139	390
Post-employment benefits	188	185
Termination benefits	-	346
Total	2,557	3,274

The numbers of key management personnel whose total remuneration from Council and any related entities, fall within the following bands:

	2024 No.	2023 No.
$1 - $9,999	-	1
$10,000 - $19,999	-	1
$30,000 - $39,999	6	5
$50,000 - $59,999	1	1
$60,000 - $69,999	-	1
$70,000 - $79,999	1	1
$100,000 - $109,999	1	-
$210,000 - $219,999	-	1
$230,000 - $239,999	-	1
$240,000 - $249,999	-	1
$250,000 - $259,999	-	1
$270,000 - $279,999	2	-
$280,000 - $289,999	-	1
$290,000 - $299,999	1	1
$300,000 - $309,999	2	
$380,000 - $389,999	-	1
$420,000 - $429,999	-	1
$430,000 - $439,999	1	-
	15	18

Notes to the Financial Report
For the Year Ended 30 June 2024

(d) Remuneration of other senior staff

Other senior staff are officers of Council, other than Key Management Personnel, whose total remuneration exceeds $170,000 and who report directly to a member of the KMP.

	2024 $	2023 $
Total remuneration of other senior staff was as follows:		
Short-term employee benefits	2,823	2,739
Other long-term employee benefits	99	42
Post-employment benefits	305	270
Termination benefits	83	853
Total	**3,310**	**3,904**

The number of other senior staff are shown below in their relevant income bands:

Income Range:	2024 No.	2023 No.
$170,000 - $179,999	-	3
$180,000 - $189,999	6	4
$190,000 - $199,999	4	4
$200,000 - $209,999	4	1
$210,000 - $219,999	1	1
$220,000 - $229,999	1	-
$240,000 - $249,999	-	1
$250,000 - $259,999	-	-
$280,000 - $289,000	-	1
$350,000 - $359,999	-	1
$370,000 - $379,000	-	1
	16	**17**

Total remuneration for the reporting year for other senior staff included above,	3,310	3,904

7.2 Related party disclosure

(a) Transactions with related parties

During the period Council did not enter into any other transactions with related parties.

(b) Outstanding balances with related parties

The were no balances outstanding at the end of the reporting period in relation to transactions with related parties.

(c) Loans to/from related parties

There were no loans in existence at balance date that have been made, guaranteed or secured by the council to a related party.

(d) Commitments to/from related parties

There were no commitments in existence at balance date that have been made, guaranteed or secured by the council to a related party.

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 8 MANAGING UNCERTAINTIES

8.1 Contingent assets and liabilities

Contingent assets and contingent liabilities are not recognised in the Balance Sheet, but are disclosed and if quantifiable, are measured at nominal value. Contingent assets and liabilities are presented inclusive of GST receivable or payable, respectively.

(a) Contingent assets

Contingent assets are possible assets that arise from past events, whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Council.
At balance date, the Council are not aware of any contingent assets.

(b) Contingent liabilities

Contingent liabilities are:
- possible obligations that arise from past events, whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Council; or
- present obligations that arise from past events but are not recognised because:
- it is not probable that an outflow of resources embodying economic benefits will be required to settle the obligation; or
- the amount of the obligation cannot be measured with sufficient reliability.

The following are potential contingencies to be considered by council.

(i) arising from Public Liability

As a local authority, the Council manages parks, reserves, roads, and other land holdings and, as a result, receives potential claims arising from incidents that occur on land managed by the Council. There are a number of outstanding claims against Council in this regard. Council carries $600 million of public liability insurance and an excess of $50,000 on this policy in 2023/24. Therefore, the maximum liability of Council in any single claim is the extent of its excess. The primary insurer is LMI Insurance. There are no claims of which Council is aware which would fall outside the terms of Council's policy.

(ii) arising from Professional Indemnity

As a local authority with statutory regulatory responsibilities, including the responsibility of issuing permits and approvals, Council receives potential claims for damages arising from actions of Council or its officers. Council carries $600 million of professional indemnity insurance and an excess of $50,000 on this policy in 2023/24. 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.

(iv) Building cladding

As at balance date, there are no formalised estimates that exist in relation to rectification works or other matters in relation to building cladding that may have an adverse impact on Council.

At balance date, the Council are not aware of any other contingent liabilities.

Notes to the Financial Report
For the Year Ended 30 June 2024

8.2 Change in accounting standards

Certain new Australian Accounting Standards and interpretations have been published that are not mandatory for the 30 June 2023 reporting period. Council assesses the impact of these new standards. As at 30 June 2023 there were no new accounting standards or interpretations issued by the AASB which are applicable for the year ending 30 June 2024 that are expected to impact Council.

8.3 Financial instruments

(a) Objectives and policies

The Council's principal financial instruments comprise cash assets, term deposits, receivables (excluding statutory receivables), payables (excluding statutory payables) bank and Treasury Corporation Victoria borrowings. Details of the significant accounting policies and methods adopted, including the criteria for recognition, the basis of measurement and the basis on which income and expenses are recognised, in respect of each class of financial asset, financial liability and equity instrument is disclosed in the notes of the financial statements. Risk management is carried out by senior management under policies approved by the Council. These policies include identification and analysis of the risk exposure to Council and appropriate procedures, controls and risk minimisation.

(b) Market risk

Market risk is the risk that the fair value or future cash flows of council financial instruments will fluctuate because of changes in market prices. The Council's exposure to market risk is primarily through interest rate risk with only insignificant exposure to other price risks and no exposure to foreign currency risk.

Interest rate risk

Interest rate risk refers to the risk that the value of a financial instrument or cash flows associated with the instrument will fluctuate due to changes in market interest rates. Council'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 2020*. Council manages interest rate risk by adopting an investment policy that ensures:

- diversification of investment product;
- monitoring of return on investment; and
- benchmarking of returns and comparison with budget.

There has been no significant change in the Council's exposure, or its objectives, policies and processes for managing interest rate risk or the methods used to measure this risk from the previous reporting period.

Notes to the Financial Report
For the Year Ended 30 June 2024

(c) Credit risk

Credit risk is the risk that a contracting entity will not complete its obligations under a financial instrument and cause Council to make a financial loss. Council have exposure to credit risk on some financial assets included in the balance sheet. Particularly some areas of credit risk exist in relation to outstanding fees and fines. To help manage risk associated with fees, Council utilises agreements and where appropriate seeks collateral.

Council invest surplus funds with financial institutions. To help manage risks associated with investments, Council only invests in financial institutions with recognised credit rating as specified in Council's investment policy.

Receivables consist of a large number of customers, spread across the ratepayer, business and government sectors. Credit risk associated with the council's financial assets is minimal because the main debtor is secured by a charge over the rateable property. Council recognises a level of risk associated with parking infringement debtors.

There are no material financial assets which are individually determined to be impaired.
Council may also be subject to credit risk for transactions which are not included in the balance sheet, such as when council provide a guarantee for another party. Details of our contingent liabilities are disclosed in Note 8.1(b).

The maximum exposure to credit risk at the reporting date to recognised financial assets is the carrying amount, net of any allowance for impairment of those assets, as disclosed in the balance sheet and notes to the financial statements. Council does not hold any collateral.

(d) Liquidity risk

Liquidity risk includes the risk that, as a result of council's operational liquidity requirements it will not have sufficient funds to settle a transaction when required or will be forced to sell a financial asset at below value or may be unable to settle or recover a financial asset.
To help reduce these risks Council:
- have a liquidity policy which targets a minimum and average level of cash and cash equivalents to be maintained;
- have readily accessible standby facilities and other funding arrangements in place;
- have a liquidity portfolio structure that requires surplus funds to be invested within various bands of liquid instruments;
- monitor budget to actual performance on a regular basis; and
- set limits on borrowings relating to the percentage of loans to rate revenue and percentage of loan principal repayments to rate revenue.

The Council's maximum exposure to liquidity risk is the carrying amounts of financial liabilities as disclosed on the face of the balance sheet.

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 + 0.5% and -1.50% in market interest rates (AUD) from year-end rates

These movements will not have a material impact on the valuation of Council's financial assets and liabilities, nor will they have a material impact on the results of Council's operations.

Notes to the Financial Report
For the Year Ended 30 June 2024

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. (For plant and equipment carrying amount is considered to approximate fair value given short useful lives). 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. The following table sets out the frequency of revaluations by asset class.

Asset class	**Revaluation frequency**
Land	every 2 years
Buildings	every 2 years
Roads	every 4 years
Bridges	every 4 years
Footpaths and cycleways	every 4 years
Drainage	every 4 years
Kerb & channel	every 4 years
Lanes	every 4 years
Bridges	every 4 years

Where the assets are revalued, the revaluation increases are credited directly to the asset revaluation reserve except to the extent that an increase reverses a prior year decrease for that class of asset that had been recognised as an expense in which case the increase is recognised as revenue up to the amount of the expense. Revaluation decreases are recognised as an expense except where prior increases are included in the asset revaluation reserve for that class of asset in which case the decrease is taken to the reserve to the extent of the remaining increases. Within the same class of assets, revaluation increases and decreases within the year are offset.

Impairment of assets

At each reporting date, the Council reviews the carrying value of its assets to determine whether there is any indication that these assets have been impaired. If such an indication exists, the recoverable amount of the asset, being the higher of the asset's fair value less costs of disposal and value in use, is compared to the assets carrying value. Any excess of the assets carrying value over its recoverable amount is expensed to the comprehensive income statement, unless the asset is carried at the revalued amount in which case, the impairment loss is recognised directly against the revaluation surplus in respect of the same class of asset to the extent that the impairment loss does not exceed the amount in the revaluation surplus for that same class of asset.

8.5 Events occurring after balance date

No matters have occurred after balance date that require disclosure in the financial report.

Notes to the Financial Report
For the Year Ended 30 June 2024

Note 9 OTHER MATTERS

9.1 Reserves (a) Asset revaluation reserves	Balance at beginning of reporting period $'000	Increase (decrease) $'000	Balance at end of reporting period $'000
2024			
Property			
Land	717,460	(40,696)	676,764
Buildings	45,702	(20,626)	25,076
	763,162	(61,322)	701,840
Infrastructure			
Roads	231,840	49,673	281,513
Footpaths	56,254	8,882	65,136
Drains	29,626	20,153	49,779
Bridges	1,230	-	1,230
Lanes	81,624	16,832	98,456
Kerb and channel	81,073	9,640	90,713
Open space	27	-	27
Trees	13	-	13
Art, Heritage and Culture	44	-	44
	481,731	105,180	586,911
Total asset revaluation reserves	**1,244,893**	**43,858**	**1,288,751**
2023			
Property			
Land	843,554	(126,094)	717,460
Buildings	45,702	-	45,702
	889,256	(126,094)	763,162
Infrastructure			
Roads	231,840	-	231,840
Footpaths	56,254	-	56,254
Drains	29,626	-	29,626
Bridges	1,000	230	1,230
Lanes	81,624	-	81,624
Kerb and channel	81,073	-	81,073
Open space	27	-	27
Trees	13	-	13
Art, Heritage and Culture	44	-	44
	481,501	230	481,731
Total asset revaluation reserves	**1,370,757**	**(125,864)**	**1,244,893**

The asset revaluation reserve is used to record the increased (net) value of Council's assets over time.

Notes to the Financial Report
For the Year Ended 30 June 2024

	Balance at beginning of reporting period $'000	Transfer to accumulated surplus $'000	Transfer from accumulated surplus $'000	Balance at end of reporting period $'000
(b) Other reserves				
2024				
Public Open Space Reserve (i)	25,495	4,776	(1,724)	28,548
Parking (ii)	79	-	-	79
Risk Mitigation Reserve (iii)	-	2,500	-	2,500
Strategic Growth Reserve (iii)	-	2,500	-	2,500
Total Other reserves	**25,574**	**9,776**	**(1,724)**	33,627
2023				
Public Open Space Reserve (i)	22,592	4,211	(1,307)	25,495
Parking (ii)	79	-	-	79
Total Other reserves	**22,671**	**4,211**	**(1,307)**	**25,574**

(i) Public Open Space Reserve to contributions received as Public Open Space Levies pursuant to the provisions of Section 18 of the *Subdivision Act 1988* . The reserve will be used to fund eligible open space capital works projects. In 2023/24 the following projects and amounts were acquitted from the Public Open Space Reserve:

	$'000
Smith Reserve, Fitzroy	72
Pocket Park, Charlotte Street	180
Golden Square, Richmond	139
Cambridge Street Reserve	843
Pocket park, Otter Street	113
Charles Evans Reserve	73
Kevin Bartlett Reserve	143
Others	161
Total	**1,724**

(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) In December 2023, Council adopted the Financial Sustainability Strategy (FSS). The FFS committed to the establishment of two (2) new cash reserves for specified purposes to allow Council to respond flexibly to financial risks, any potential unknown events outside the control of Council and to help plan for a growing population.

Notes to the Financial Report
For the Year Ended 30 June 2024

9.2 Reconciliation of cash flows from operating activities to surplus	2024 $'000	2023 $'000
Surplus/(deficit) for the year	24,692	23,276
Non-cash adjustments:	-	
Depreciation	26,328	24,231
Amortisation	1,236	1,192
Finance costs	1,103	1,124
Profit on disposal of non-current assets (refer to Note 3.6)	(692)	(756)
Change in assets and liabilities:		
Increase in trade and other receivables	(6,745)	(2,142)
Increase in other assets	(1,670)	(881)
Increase/(decrease) in trade and other payables	5,093	(3,339)
(Decrease)/Increase in trust funds	(443)	438
Increase in other liabilities	13	-
(Increase)/decrease in inventories	(70)	33
Decrease in provisions	(931)	(983)
Net cash provided by operating activities	**47,914**	**42,192**

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. Obligations for contributions to the Fund are recognised as an expense in the Comprehensive Income Statement when they are made or due.

Accumulation

The Fund's accumulation category, Vision MySuper/Vision Super Saver, receives both employer and employee contributions on a progressive basis. Employer contributions are normally based on a fixed percentage of employee earnings (for the year ended 30 June 2024, this was 11.0% as required under Superannuation Guarantee (SG) legislation (2023: 10.5%)).

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.

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.

A triennial actuarial investigation for the Defined Benefit category as at 30 June 2023 was conducted and completed by 31 December 2023. The vested benefit index (VBI) of the Defined Benefit category as at 30 June 2023 was 104.1%. Council was notified of the 30 June 2023 VBI during August 2023. The financial assumptions used to calculate the 30 June 2023 VBI were:

Net investment returns 5.7% pa
Salary information 3.5% pa
Price inflation (CPI) 2.8% pa

The VBI is used as the primary funding indicator. Because the VBI was above 100%, the 30 June 2023 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.

Notes to the Financial Report
For the Year Ended 30 June 2024

Employer contributions

(a) Regular contributions

On the basis of the results of the 2023 triennial 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 2024, this rate was 11.0% of members' salaries (10.5% in 2022/23). This rate is expected to increase in line with any increases in the SG contribution rate and was reviewed as part of the 30 June 2023 triennial valuation.

In addition, Council reimburses the Fund to cover the excess of the benefits paid as a consequence of retrenchment above the funded resignation or retirement benefit.

(b) Funding calls

If the Defined Benefit category is in an unsatisfactory financial position at an actuarial investigation or the Defined Benefit category's VBI is below its shortfall limit at any time other than the date of the actuarial investigation, the Defined Benefit category has a shortfall for the purposes of SPS 160 and the Fund is required to put a plan in place so that the shortfall is fully funded within three years of the shortfall occurring. The Fund monitors its VBI on a quarterly basis and the Fund has set its shortfall limit at 97%.

In the event that the Fund Actuary determines that there is a shortfall based on the above requirement, the Fund's participating employers (including Council) are required to make an employer contribution to cover the shortfall.

Using the agreed methodology, the shortfall amount is apportioned between the participating employers based on the pre-1 July 1993 and post-30 June 1993 service liabilities of the Fund's Defined Benefit category, together with the employer's payroll at 30 June 1993 and at the date the shortfall has been calculated.

Due to the nature of the contractual obligations between the participating employers and the Fund, and that the Fund includes lifetime pensioners and their reversionary beneficiaries, it is unlikely that the Fund will be wound up.

If there is a surplus in the Fund, the surplus cannot be returned to the participating employers.
In the event that a participating employer is wound-up, the defined benefit obligations of that employer will be transferred to that employer's successor.

The 2023 triennial actuarial investigation surplus amounts

An actuarial investigation is conducted annually for the Defined Benefit category of which Council is a contributing employer. Generally, a full actuarial investigation is conducted every three years and interim actuarial investigations are conducted for each intervening year. A full investigation was conducted as at 30 June 2023.

The Fund's actuarial investigation identified the following for the Defined Benefit category of which Council is a contributing employer:

	2023 (Triennial) $m	2022 (Interim) $m
- A VBI Surplus	84.7	44.6
- A total service liability surplus	123.6	105.8
- A discounted accrued benefits surplus	141.9	111.9

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 2023.

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 2023.

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 2023.

Notes to the Financial Report
For the Year Ended 30 June 2024

The 2024 interim actuarial investigation

An interim actuarial investigation is being conducted for the Fund's position as at 30 June 2024 as the Fund provides lifetime pensions in the Defined Benefit category. It is anticipated that this actuarial investigation will be completed by October 2024.
The VBI of the Defined Benefit category was 105.4% as at 30 June 2024. The financial assumptions used to calculate the 30 June 2024 VBI were:

Net investment returns 5.6% pa
Salary information 3.5% pa
Price inflation (CPI) 2.7% pa

Council was notified of the 30 June 2024 VBI during August 2024.
Because the VBI was above 100%, the Defined Benefit category was in a satisfactory financial position at 30 June 2024 and it is expected that the actuarial investigation will recommend that no change will be necessary to the Defined Benefit category's funding arrangements from prior years.

The 2020 triennial investigation

The last triennial actuarial investigation conducted prior to 30 June 2023 was at 30 June 2020. This actuarial investigation was completed by 31 December 2020. The financial assumptions for the purposes of that investigation was:

	2020 Triennial investigation	2023 Triennial investigation
Net investment return	5.6% pa	5.7% pa
Salary inflation	2.5% pa for two years and 2.75% pa thereafter	3.50% pa
Price inflation	2.0% pa	2.8% pa

Superannuation contributions
Contributions by Council (excluding any unfunded liability payments) to the above superannuation plans for the financial year ended 30 June 2024 are detailed below:

Scheme	Type of Scheme	Rate	2024 $'000	2023 $'000
Vision super	Defined benefits	11.0% (2023:10.5%)	300	308
Vision super	Accumulation	11.0% (2023:10.5%)	3,928	3,702
Australiansuper	Accumulation	11.0% (2023:10.5%)	854	766
Hostplus	Accumulation	11.0% (2023:10.5%)	666	654
HESTA	Accumulation	11.0% (2023:10.5%)	512	490
UniSuper	Accumulation	11.0% (2023:10.5%)	345	280
Rest	Accumulation	11.0% (2023:10.5%)	377	315
Cbus	Accumulation	11.0% (2023:10.5%)	216	223
VicSuper	Accumulation	11.0% (2023:10.5%)	277	248
Other	Accumulation	11.0% (2023:10.5%)	1,644	1,640
			9,118	**8,628**

There were no contributions outstanding and no loans issued from or to the above schemes as at 30 June 2024.

Council has no unfunded liability payments to Vision Super during both 2023/24 and 2022/23 years.

The expected contributions to be paid to the Defined Benefit category of Vision Super for the year ending 30 June 2025 is $0.3M.

Note 10 CHANGE IN ACCOUNTING POLICY

There have been no changes to accounting policies in the 2023-24 year.

The performance statement certified by Council will be in its final form after any changes, recommended or agreed to by the auditors, have been made.

Yarra City Council

Performance Statement

For the year ended 30 June 2024

Table of Contents

Certification of the performance statement	3
Victorian Auditor-General's Office audit report	4
Section 1. Description of municipality	6
Section 2. Service performance indicators	7
Section 3. Financial performance indicators	12
Section 4. Sustainable capacity indicators	16
Section 5. Notes to the accounts	19
5.1. Basis of preparation	19
5.2. Definitions	20
5.3. Other matters	21

Certification of the Performance Statement

In my opinion, the accompanying performance statement has been prepared in accordance with the *Local Government Act 2020* and the *Local Government (Planning and Reporting) Regulations 2020.*

_____
Matt Jarvis (CPA)
Principal Accounting Officer
Dated: *(Date)*

In our opinion, the accompanying performance statement of the Yarra City Council for the year ended 30 June 2024 presents fairly the results of council's performance in accordance with the *Local Government Act 2020* and the *Local Government (Planning and Reporting) Regulations 2020.*
The performance statement contains the relevant performance indicators, measures and results in relation to service performance, financial performance and sustainable capacity.
At the date of signing, we are not aware of any circumstances that would render any particulars in the performance statement to be misleading or inaccurate.
We have been authorised by the council and by the *Local Government (Planning and Reporting) Regulations 2020* to certify this performance statement in its final form.

_____
Cr Edward Crossland (Mayor)
Councillor
Dated: *(Date)*

_____
Cr Herschel Landes
Councillor
Dated: *(Date)*

_____
Sue Wilkinson
Chief Executive Officer
Dated: *(Date)*

Victorian Auditor – General's Office Audit Report –(placeholder)

Section 1. Description of municipality

The City of Yarra is an inner metropolitan municipality which is home to a diverse community of people. Yarra is one of Australia's smallest inner-city municipalities at 19.5 square kilometres, and features lively arts and entertainment precincts, vibrant shopping and café strips, and numerous sports and recreational facilities.

Created in June 1994, the City of Yarra merged the former municipalities of: Collingwood; Richmond; Fitzroy; (including the annexed part of Carlton North); Northcote (Alphington & Fairfield: South of Heidelberg Road only).

In 2022 the Australian Bureau of Statistics forecast Yarra's population to be 99,622. In 2023 they revised their population estimates to 92,118, the revision took into consideration the impact of the COVID-19 pandemic which for Yarra resulted in multi-year absences of international students and foreign workers coupled with people relocating to Victoria's regions or interstate which meant Yarra's residential population experienced a dramatic but temporary decline. This decline impacted some of the figures reported in 2022/23. Since then, population forecasts show an increase in population numbers with the 2024 population forecast at 97,448. Our population forecasters, id® consulting estimates Yarra will continue to grow, with the population predicted to reach 123,995 by 2031.

Section 2. Service performance indicators

For the year ended 30 June 2024

Results						
Service / Indicator / Measure [Formula]	**2021**	**2022**	**2023**	**2024**		**Comments**
	Actual	Actual	Actual	Target as per budget	Actual	
Aquatic Facilities Utilisation Utilisation of aquatic facilities [Number of visits to aquatic facilities / Municipal population]	3.57	6.21	7.02	N/A	7.08	Attendance at the Aquatic facilities has been increasing since their re-opening in November 2021 when they returned to normal operating hours and programs after the forced closures in March 2020, which continued on and off until November 2021 due to COVID-19 restrictions.
Animal Management Health and safety Animal management prosecutions [Number of successful animal management prosecutions / Number of animal management prosecutions] x 100	100%	100%	100%	N/A	100%	Council continues to perform well with all 15 animal management prosecutions ruled in favour of Council.

Results						
Service / Indicator / Measure [Formula]	**2021**	**2022**	**2023**	**2024**		**Comments**
	Actual	Actual	Actual	Target as per budget	Actual	
Food Safety Health and safety Critical and major non-compliance outcome notifications [Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises] x100	99.54%	100%	99.20%	N/A	95.15%	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. 330 non-compliances were identified, 314 received follow-up visits and were assessed as compliant during the period, remaining follow-up visits are booked in 2024/25.
Governance Satisfaction Satisfaction with community consultation and engagement (community satisfaction rating out of 100 with the consultation and engagement efforts of Council)	65	50	45	50	52	Council scored an average of 52% for Satisfaction with community consultation and engagement in the Annual Customer Satisfaction Survey (ACSS) 2024, an increase of 10% compared to 2022/23. The answer scale for the ACSS was updated in 2022 to align with the scale used in the Victorian Local Government Community Satisfaction Survey conducted by the Department of Government Services. This means that results prior to 2022 are not directly comparable with current results.

Results						
Service / Indicator / Measure [Formula]	2021	2022	2023	2024		Comments
	Actual	Actual	Actual	Target as per budget	Actual	
Libraries Participation Library membership [percentage of the population that are registered library members] x100	N/A	N/A	N/A	N/A	54.34%	New calculation methodology
Maternal and Child Health (MCH) Participation						
Participation in the MCH service [Number of children who attend the MCH service at least once (in the year) / Number of children enrolled in the MCH service] x100	84.63%	80.55%	83.02%	N/A	81.97%	Participation levels are aligned with previous trends. Council contacts every family whose details are provided as part of the birth notification process inviting them to participate, offering a first home visit. Council is not in control of how many families accept the offer.
Participation in the MCH service by Aboriginal children [Number of Aboriginal children who attend the MCH service at least once (in the year) / Number of Aboriginal children enrolled in the MCH service] x100	97.34%	55.70%	51.85%	N/A	97.22%	Council's MCH service saw an increase in the participation rate of Aboriginal children. Previous reporting periods included a combined participation rate with Council and Victorian Aboriginal Health Services (VAHS) clients, noting that VAHS manages client's information independently. Additionally, previous reporting periods included families who resided outside the municipality as well as families who were no longer engaged with VAHS.

Results						
Service / Indicator / Measure [Formula]	2021	2022	2023	2024		Comments
	Actual	Actual	Actual	Target as per budget	Actual	
Roads Condition Sealed local roads below the intervention level (percentage of sealed local roads that are below the renewal intervention level set by Council and not requiring renewal)	98.31%	92.88%	97.96%	95.00%	94.95%	Council has consistently demonstrated its commitment to maintaining its local road network over the last 5 years with 94.95% of its roads above its renewal intervention level.
Statutory Planning Service standard Planning applications decided within the relevant required time (percentage of planning application decisions made within the relevant required time)	60.66%	46.95%	46.84%	42.00%	44.66%	The result of 44.66% decisions made in time is comparable with the previous results for 2023 and 2022. A review of the 2021 results identified a variance in the figures recorded on the VCAT website in 2021 and the 2021 figures currently being reported on the website. Based on the current figures being reported the 2021 result is 49.12%.

Results						
Service / Indicator / Measure [Formula]	**2021**	**2022**	**2023**	**2024**		**Comments**
	Actual	Actual	Actual	Target as per budget	Actual	
Waste Management Waste diversion Kerbside collection waste diverted from landfill [Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100	33.03%	30.36%	29.66%	34.00%	30.84%	The ratio of waste diverted from landfill has increased from last year by 3.98% for kerbside bin collection services. A significantly increased volume of material is being recycled through Council's mixed recycling stream, through the opt in Food Organic Garden Organic (FOGO) and green waste booked service and through the glass only collection service. This complements the diversion of material through Council's 2 operations centres increasing our total diversion rate to 32.17%.

Section 3. Financial performance indicators

For the year ended 30 June 2024

Dimension/indicator/ measure	2021	2022	2023	2024		2025	2026	2027	2028	Material Variations and Comments
	Actual	Actual	Actual	Target as per budget	Actual	Forecast	Forecast	Forecast	Forecast	
Efficiency										
Expenditure level *Expenses per property assessment* *[Total expenses / Number of property assessments]*	$3,486.41	$3,461.32	$3,476.63	$3,652.00	$3,531.97	$3,807.34	$3,905.04	$3,974.45	$4,000.85	Expenses per property assessment remain relatively steady and below the target as per the 2023/24 budget. The result reflects Council's commitment to the objectives of the adopted Financial Sustainability Strategy.
Revenue level *Average rate per property assessment* *[Sum of all general rates and municipal charges / Number of property assessments]*	$2,037.22	$2,075.05	$2,097.03	N/A	$1,866.32	$1,919.72	$1,903.32	$1,931.36	$1,959.89	2023/24 result influenced by separation of waste charges from general rates.

Dimension/indicator/ measure	2021	2022	2023	2024		2025	2026	2027	2028	Material Variations and Comments
	Actual	Actual	Actual	Target as per budget	Actual	Forecast	Forecast	Forecast	Forecast	
Liquidity ***Working capital*** Current assets compared to current liabilities [Current assets / Current liabilities] x100	126.61%	170.49%	186.56%	176.00%	214.29%	157.84%	172.40%	162.55%	148.39%	Improvement in indicator reflective of improved operating performance in the net result 30 June 2024.
Unrestricted cash Unrestricted cash compared to current liabilities [Unrestricted cash / Current liabilities] x100	13.27%	-7.38%	-54.13%	N/A	-58.22%	53.30%	56.47%	42.92%	27.79%	Variance due to increase in Term Deposits to $64M from $50M - The indicator in future years, is impacted by debt reduction and increases in statutory reserves.
Obligations Loans and borrowings Loans and borrowings compared to rates [Interest bearing loans and borrowings / Rate revenue] x100	35.45%	32.42%	27.66%	N/A	23.12%	18.66%	15.11%	11.32%	8.76%	Improvement in indicator reflects a reduced reliance on borrowings and a reduction in debt held by the council.

Dimension/indicator/ measure	2021	2022	2023	2024		2025	2026	2027	2028	Material Variations and Comments
	Actual	Actual	Actual	Target as per budget	Actual	Forecast	Forecast	Forecast	Forecast	
Loans and borrowings repayments compared to rates [Interest and principal repayments on interest bearing loans and borrowings / Rate revenue] x100	2.70%	29.54%	4.22%	N/A	4.02%	3.82%	3.78%	3.66%	2.46%	Improvement in indicator reflects a reduced reliance on borrowings and a reduction in debt held by the council.
Indebtedness Non-current liabilities compared to own source revenue [Non-current liabilities / Own source revenue] x100	7.93%	22.56%	16.94%	N/A	14.42%	11.08%	8.87%	6.55%	4.90%	This indicator has reduced in large part due to the reduction of non-current loans.

Dimension/indicator/ measure	2021	2022	2023	2024		2025	2026	2027	2028	Material Variations and Comments
	Actual	Actual	Actual	Target as per budget	Actual	Forecast	Forecast	Forecast	Forecast	
Asset renewal and upgrade Asset renewal and upgrade compared to depreciation [Asset renewal and asset upgrade expense / Asset depreciation] x100	107.26%	119.88%	132.25%	84%	72.50%	111.51%	86.61%	85.07%	96.32%	This indicator is lower than target due to heavy investment over the previous three years. The four-year average is 108% and well above the target. A number of projects listed in the adopted budget proved undeliverable due to cost escalations as a result of inflation and unprecedented construction cost increases. In addition, the expansion of existing assets to meet growth demands have been categorised as new capital dollars. The expansion of parks, pedestrian and cycling infrastructure on existing assets can be considered as upgrade for the purposes of LGPRF reporting. Furthermore, Council invested heavily in green infrastructure renewal and expansion to mitigate climate risk. This investment was not included in the reported Actual figure but was included in the FY2023/24 adopted budget.

Dimension/indicator/ measure	2021	2022	2023	2024		2025	2026	2027	2028	Material Variations and Comments
	Actual	Actual	Actual	Target as per budget	Actual	Forecast	Forecast	Forecast	Forecast	
Operating position Adjusted underlying result Adjusted underlying surplus (or deficit) [Adjusted underlying surplus (deficit)/ Adjusted underlying revenue] x100	-9.01%	-4.63%	7.78%	N/A	9.06%	5.19%	1.96%	0.88%	0.95%	The indicator has seen an increase based on extensive cost savings measures implemented in FY23 and FY24 in line with the Financial Sustainability Strategy.
Stability Rates concentration Rates compared to adjusted underlying revenue [Rate revenue / Adjusted underlying revenue] x100	63.77%	62.75%	56.20%	57.00%	56.59%	56.98%	57.16%	57.46%	57.87%	The indicator has remained at a very similar level to FY23, and is expected to remain steady
Rates effort Rates compared to property values [Rate revenue / Capital improved value of rateable properties in the municipality] x100	0.20%	0.20%	0.18%	N/A	0.20%	0.20%	0.20%	0.20%	0.20%	FY24 result is consistent with the overall trend and remains on the lower end of expectations

Section 4. Sustainable capacity indicators

For the year ended 30 June 2024

Results					
Indicator / measure [formula]	2021	2022	2023	2024	Comments
	Actual	Actual	Actual	Actual	
Population *Expenses per head of municipal population*	$1,927.03	$2,022.13	$2,249.18	$2,176.02	The expense per head of population decreased by 3% compared to 2022/23 due in part to an increase in the 2023/24 ABS population estimate and focus placed on holding operational expenditure.
Infrastructure per head of municipal population *[Value of infrastructure / Municipal population]*	$9,913.72	$9,945.76	$10,870.01	$11,125.15	Indicator is consistent with prior years.
Population density per length of road *[Municipal population / Kilometres of local roads]*	327.48	316.32	290.59	317.63	The population density per length of road increased by 5.8% compared to 2022/23 due to an increase in the 2023/24 ABS population estimate.
Own-source revenue *Own-source revenue per head of municipal population* *[Own-source revenue / Municipal population]*	$1,566.01	$1,726.64	$2,156.95	$2,152.43	Own source revenue remains consistent with 2022/23 and represents a positive trend compared to 2020/21 and 2021/22.

Results					
Indicator / measure [formula]	**2021**	**2022**	**2023**	**2024**	**Comments**
	Actual	Actual	Actual	Actual	
Recurrent grants *Recurrent grants per head of municipal population* *[Recurrent grants / Municipal population]*	$150.04	$169.17	$178.55	$152.71	Recurrent grants are within the range for the past 4 years. However, years 2021, 2022 and 2023 include early payment of following year's Federal Financial Assistance Grants. No early payment was received in 2024 for the following year which has seen the 2024 reported indicator reduce compared to the prior year.
Disadvantage *Relative Socio-Economic Disadvantage* *[Index of Relative Socio-Economic Disadvantage by decile]*	8	8	9	9	On average, Yarra has lower levels of disadvantage across the municipality with high levels of disadvantage concentrated in the main public housing areas within Richmond, Collingwood and Fitzroy.
Workforce turnover *Percentage of staff turnover* [Number of permanent staff resignations and terminations / Average number of permanent staff for the financial year] x100	7.4%	14.1%	16.6%	18.0%	Council's staff turnover rates decreased during 2020/21 coincided with the period of COVID-19 pandemic restriction in Victoria and the slowing of the employment market. The end of COVID-19 restrictions has seen staff turnover rates continue to increase to a level that is comparable with pre COVID-19 levels and consistent with the local government sector. Pre Covid-19 (2016-2019) workforce turnover range 16% to 23%.

Section 5. Notes to the accounts

5.1. 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, service performance, financial performance and sustainable capacity indicators and measures together with a description of the municipal district, an explanation of material variations in the results and notes to the accounts. This statement has been prepared to meet the requirements of the *Local Government Act 2020* and *Local Government (Planning and Reporting) Regulations 2020*.

Where applicable the results in the performance statement have been prepared on accounting bases consistent with those reported in the Financial Statements. The other results are based on information drawn from council information systems or from third parties (e.g., Australian Bureau of Statistics or the Council's satisfaction survey provider).

The performance statement presents the actual results for the current year and the previous three years, along with the current year's target, if mandated by *the Local Government (Planning and Reporting) Regulations 2020*. Additionally, for the prescribed financial performance indicators and measures, the performance statement includes the target budget for the current year and the results forecast for the period 2024-25 to 2027-28 by the council's financial plan.

The *Local Government (Planning and Reporting) Regulations 2020* requires explanation of any material variations in the results contained in the performance statement. Council has adopted materiality thresholds relevant to each indicator and measure and explanations have not been provided for variations below the materiality thresholds unless the variance is considered to be material because of its nature.

5.2. Definitions

Key term	Definition
Aboriginal children	means a child who is an Aboriginal person
Aboriginal person	has the same meaning as in the Aboriginal Heritage Act 2006
adjusted underlying revenue	means total income other than: • non-recurrent grants used to fund capital expenditure; and • non-monetary asset contributions; and • 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
annual report	means an annual report prepared by a council under section 98 of the Act
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
asset upgrade expenditure	means expenditure that— (a) enhances an existing asset to provide a higher level of service; or (b) extends the life of the asset beyond its original life
critical non-compliance outcome notification	means a notification received by council under section 19N(3) or (4) of the *Food Act 1984* , or advice given to council by an authorized officer under that Act, of a deficiency that poses an immediate serious threat to public health
current assets	has the same meaning as in the Australian Accounting Standards
current liabilities	has the same meaning as in the Australian Accounting Standards
food premises	has the same meaning as in the *Food Act 1984*
intervention level	means the level set for the condition of a road beyond which a council will not allow the road to deteriorate and will need to intervene
local road	means a sealed or unsealed road for which the council is the responsible road authority under the *Road Management Act 2004*
major non-compliance outcome notification	means a notification received by a council under section 19N(3) or (4) of the *Food Act 1984*, or advice given to council by an authorized officer under that Act, of a deficiency that does not pose an immediate serious threat to public health but may do so if no remedial action is taken
MCH	means the Maternal and Child Health Service provided by a council to support the health and development of children within the municipality from birth until school age
non-current liabilities	means all liabilities other than current liabilities
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
relative socio-economic disadvantage	in relation to a municipal district, means the relative socio-economic disadvantage, expressed as a decile for the relevant financial year, of the area in which the municipal district is located according to the Index of Relative Socio-Economic Disadvantage of SEIFA
restricted cash	means cash, cash equivalents and financial assets, within the meaning of the Australian Accounting Standards, 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
SEIFA	means the Socio-Economic Indexes for Areas published from time to time by the Australian Bureau of Statistics on its Internet site
unrestricted cash	means all cash and cash equivalents other than restricted cash

Yarra City Council Governance and Management checklist 2023/24

Governance and Management Items	Assessment
1 **Community engagement policy** *(policy under section 55 of the Act outlining Council's commitment to engaging with the community on matters of public interest)*	*Adopted in accordance with section 55 of the Act* *Date of adoption: 18 September 2020*
2 **Community engagement guidelines** *(guidelines to assist staff to determine when and how to engage with the community)*	*Date of adoption: 1.July 2021*
3 **Financial Plan** *(plan under section 91 of the Act outlining the financial and non-financial resources required for at least the next 10 financial years)*	*Adopted in accordance with section 91 of the act* *Date of adoption: 19 June 2023*
4 **Asset Plan** *(plan under section 92 of the Act setting out the asset maintenance and renewal needs for key infrastructure asset classes for at least the next 10 years)*	*Adopted in accordance with section 92 of the Act* *Date of adoption: 23 June 2023*
5 **Revenue and Rating Plan** *(plan under section 93 of the Act setting out the rating structure of Council to levy rates and charges)*	*Adopted in accordance with section 93 of the Act* *Date of adoption: 19 June 2023*
6 **Annual budget** *(plan under section 94 of the Act setting out the services to be provided and initiatives to be undertaken during the budget year and the funding and other resources required)*	*Adopted in accordance with section 94 of the Act* *Date of adoption: 19 June 2023*
7 **Risk policy** *(policy outlining council's commitment and approach to minimising the risks to council's operations)*	*Policy* *Date of commencement of current policy: 31August 2021*
8 **Fraud policy** *(policy outlining council's commitment and approach to minimising the risk of fraud)*	*Policy* *Date of commencement of current policy: 18 May 2022*

Yarra City Council Governance and Management checklist 2023/24

Governance and Management Items	*Assessment*
9 ***Municipal emergency management planning*** *(council's participation in meetings of the Municipal Emergency Management Planning Committee (MEMPC))*	*MEMPC meetings attended by one or more representatives of Council (other than the chairperson) during the financial year* *Date of MEMPC meetings attended* *3 April 2024*
10 ***Procurement policy*** *(policy under section 108 of the Act outlining the principles, processes and procedures that will apply to the purchase of goods and services by the Council)*	*Adopted in accordance with section 108 of the Act* *Date of adoption: 7 December 2021*
11 ***Business continuity plan*** *(plan setting out the actions that will be undertaken to ensure that key services continue to operate in the event of a disaster)*	*Date of adoption: 25 January 2021*
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)*	*Date of adoption:3 April 2023*
13 ***Complaint policy*** *(Policy under section 107 of the Act outlining Council's commitment and approach to managing complaints)*	*Developed in accordance with section 107 of the Act* *Date of commencement of policy: January 2022*
14 ***Workforce plan*** *(Plan outlining Council's commitment and approach to planning the current and future workforce requirements of the organisation)*	*Established in accordance with section 46 of the Act* *Date of commencement of current plan: December 2021*
15 ***Payment of rates and hardship policy*** *(Policy outlining Council's commitment and approach to assisting ratepayers experiencing financial hardship or difficulty paying their rates)*	*Policy* *Date of commencement of current policy: 23 June 2022*

Yarra City Council Governance and Management checklist 2023/24

Governance and Management Items	*Assessment*
16 ***Risk management framework*** *(Framework outlining Council's approach to managing risks to the Council's operations)*	*Framework* *Date of adoption of current framework: 30 June 2021*
17 ***Audit and Risk Committee*** *(Advisory committee of Council under section 53 and section 54 of the Act whose role is to monitor the compliance of Council policies and procedures, monitor Council's financial reporting , monitor and provide oversight on internal and external audit functions)*	*Established* *Date of establishment: 1 September 2020 in accordance with Section 53 of the Act.*
18 ***Internal Audit*** *(Independent accounting professionals engaged by Council to provide analyses and recommendations aimed at improving Council's governance risk and management controls*	*Engaged* *Date of engagement of current provider:21 January 2020*
19 ***Performance reporting framework*** *(A set of indicators measuring financial and non-financial performance indicators referred to in section 98 of the Act)*	*Framework* *Date of framework10 October 2023*
20 ***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 in the Annual Report including the performance results for the Strategic Indicators. The Annual Report was presented to Council on 10 October 2023. 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.*
21 ***Quarterly budget reports*** *(Quarterly reports presented to Council under section 97 of the Act comparing actual and budgeted results and an explanation of any material variations)*	*Reports presented to Council in accordance with section 97(1) of the Act* *Dates presented: 12 September 2023, 14 November 2023, 13 February 2024, 14 May 2024*

Yarra City Council Governance and Management checklist 2023/24

Governance and Management Items	*Assessment*
22 ***Risk reports*** *(Six-monthly reports of strategic risks to Council's operations, their likelihood and consequences of occurring and risk minimisation strategies.)*	*Reports:* *Date of reports: 7 December 2023, 20 June 2024*
23 ***Performance reports*** *(Six-monthly reports of indicators measuring results against financial and non-financial performance including the performance indicators referred to in section 98 of the Act 2020.*	*Council reports on the LGPRF and Council Plan performance indicators annually in the Annual Report in accordance with section 98 of the Local Government Act 2020.*
24 ***Annual Report*** *(Annual report under sections 98, 99 and 100 of the Act 2020 to the community containing a report of operations and audited financial and performance statements)*	*Presented at a meeting of* *the Council in accordance* *with section 100 of the Act* *Date of presentation: 10 October 2023*
25 ***Councillor Code of Conduct*** *(Code under section 139 of the Act setting out the standards of conduct to be followed by Councillors and other matters)*	*Reviewed and adopted in accordance with section 139 of the Act* *Date reviewed: 8 March 2022*
26 ***Delegations*** *(documents setting out the powers, duties and functions of Council and the Chief Executive Officer that have been delegated to members of staff, in accordance with sections 11 and 47 of the Act)*	*Reviewed in accordance with section 11(7) of the Act and a register kept in accordance with sections 11(8) and 47(7) of the Act* *Date of review: Instrument of Delegation from Council to the Chief Executive Officer dated 20 August 2020 reviewed 10 October 2023. Instrument of Delegation from Council to Council staff reviewed and endorsed and executed by Council on 10 October 2023*
27 ***Meeting procedures*** *(Governance Rules under section 60 of the Act governing the conduct of meetings of Council and delegated committees)*	*Governance Rules adopted in accordance with section 60 of the Act* *Date Governance Rules adopted:23 October 2022*

I certify that this information presents fairly the status of council's governance and management arrangements

Yarra City Council Governance and Management checklist 2023/24

Sue Wilkinson
Chief Executive Officer
Dated: August 2024

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Cr Edward Crossland
Mayor
Dated: August 2024

7.4 Proposed Discontinuance of Road abutting 98A - 106 Balmain Street, Cremorne

Reference	D24/324369
Author	Kirti Madan - Property Project Officer
Authoriser	General Manager Infrastructure and Environment
Disclosure	The authoriser, having made enquiries with members of staff involved in the preparation of this report, asserts that they are not aware of any general or material conflicts of interest in relation to the matters presented.

Purpose

1. To consider the discontinuance and sale of road marked ‘1’ on the title plan provided at Attachment 1 to this report (road), being the whole of the land contained in certificate of title volume 11543 folio 697.

Critical analysis

History and background

2. The road is shown as the area highlighted in yellow on the plan attached as Attachment 2 to this report (site plan). A copy of the title search of the road is attached as Attachment 3 to this report, which shows that “The Equity Trustees Executors and Agency Company Ltd and Gershon Bennet as legal personal representative of John Monash (deceased) are the registered proprietors of the road.
3. Skylife Cremorne (Vic) Pty Ltd (applicant) is the registered proprietor of the following adjoining properties being the whole of the land contained in Certificates of Title Volume 6483 Folio 516, known as 98A Balmain Street, Cremorne, Volume 6885 Folio 964, known as 100 Balmain Street, Cremorne and Volume 6406 Folio 180, known as 106 Balmain Street, Cremorne (together, the Skylife Properties).
4. In addition, the applicant owns the other parcels of land being the whole of the land contained in Certificates of Title Volume 5931 Folio 188, known as 108 Balmain Street, Cremorne, Volume 5951 Folio 124, known as 110 Balmain Street, Cremorne and Volume 10423 Folio 130 known as 112 – 114 Balmain Street, Cremorne (together, the additional Skylife Properties).
5. The adjoining owner is the registered proprietor of the following parcels of land abutting the road, shown delineated in red on the site plan attached as Attachment 2, comprising the whole of the land contained in Certificate of Title Volume 6683 Folio 562, known as 102 Balmain Street, Cremorne and Certificate of Title Volume 5701 Folio 081, known as 104 Balmain Street, Cremorne collectively referred to as the adjoining properties.
6. The applicant has requested that Council discontinue and sell the road to it (proposal).
7. The applicant has agreed to pay Council’s costs and disbursements associated with the proposed discontinuance of the road, together with the market value for the transfer of the discontinued road to the applicant.
8. At its meeting on 18 June 2024, Council resolved to commence the statutory procedures and give notice pursuant to section 207A and 223 of the Act of its intention to discontinue and sell the road to the applicant.

Adjoining Owners

9. The applicant has provided the adjoining owner consent to the proposal, a copy of which is attached as Confidential Attachment 4 to this report. As the Skylife properties and adjoining properties are the only properties which abut the road, the applicant was not required to seek the consent of any other adjoining owners to the proposal.

Road Status

10. The road:

    (a) is the whole of the land - 31.5 m^2 - contained in certificate of title volume 11543 folio 697;

    (b) is shown as road 'R1' on plan of subdivision no. LP12143;

    (c) registered in the names of The Equity Trustees Executors and Agency Company Ltd and Gershon Bennet as legal personal representative of John Monash, deceased since 22 July 1932;

    (d) constructed of brick; and

    (e) was not listed on Council's Register of Public Roads.

11. As the road is a 'road' for the purposes of the Act, Council has the power to consider discontinuing the road. If discontinued, the road will vest in Council. Council will then have the power to sell the previous road or retain it.

12. It was considered that the road is not reasonably required for public use as:

    (a) the road is not currently being used or accessed by the general public;

    (b) the road is not constructed as a road or available for use by the public as a right of way;

    (c) all properties surrounding the road are owned by the applicant, or in the case of the adjoining properties, the owner has provided consent to the proposal;

    (d) the road only provides pedestrian access to some of the Skylife Properties and the adjoining properties; and

    (e) the road is a dead end and does not connect as a thoroughfare to any other public roads.

Discussion

Public Notice

13. The required public notice was placed on Monday 1 July 2024 in:

    (a) The Age newspaper; and

    (b) Council's website.

14. No submissions were received by Council in response to the public notice by the closing date, being 31 July 2024. A single phone enquiry was made but that person was satisfied with Council's approach.

Public Authorities

15. The following statutory authorities have been advised of the proposal and have been asked to respond to the question of whether they have any existing assets in the road that should be saved under section 207C of the Act:

    (a) Greater Western Water;

    (b) Melbourne Water;

    (c) CitiPower;

    (d) United Energy;

(e) Multinet Gas;

(f) Telstra;

(g) Optus;

(h) APA Gas;

(i) AusNet Services; and

(j) Yarra City Council.

16. Council, Ausnet Services, Melbourne Water, CitiPower, United Energy, Multinet Gas and APA Gas have advised that they have no assets in or above the road and no objection to the proposal.

17. Optus has advised that it has no assets in or above the road.

18. On 14 November 2023, Greater Western Water (GWW) advised that the parcel of land proposed for discontinuance contains existing GWW sewer assets. With respect to these assets, GWW will not object to this proposal subject to the following:

(a) a 2-metre-wide sewerage easement is created over the road in favour of GWW;

(b) any proposed fences must be located a minimum distance of 800mm clear of the centreline of existing sewer mains;

(c) any proposed fence lines must be located a minimum of 1 metre from sewer manholes and/or sewer inspection shafts; and

(d) any proposal to build over GWW assets will require GWW's written consent.

19. After further discussions with the applicant, on 6 February 2024, GWW advised that they will not object to the proposal, provided that:

(a) the road comes under the ownership of the applicant and will form part of the adjoining properties once Council confirms that the road is discontinued;

(b) an updated plan of subdivision is created showing all the adjoining properties including the road being consolidated into one lot and is referred to GWW for comment; and

(c) once the above is achieved, a land development works application is submitted to GWW to have the existing GWW sewer assets currently within the subject road purchased and abandoned.

20. A copy of the correspondence received from GWW is attached as to this report as Attachment 5.

21. On 21 November 2023, Telstra advised that it has no assets located within or above the road, and no objection to the proposal, provided that the applicant:

(a) calls Dial Before You Dig prior to any construction activities in the vicinity of Telstra's communication plant; and

(b) upon receipt of plans, obtains a Telstra accredited Asset Plant Locator to confirm the location of the plant.

22. A copy of the correspondence received from Telstra is attached as to this report as Attachment 6.

Options

23. Council has the option to discontinue the road or not to discontinue the road. If discontinued, Council has the option to sell the previous road to the applicant or retain the road.

Community and stakeholder engagement

24. All community and stakeholder engagement activities associated with this matter are listed above.

Policy analysis

Alignment to Community Vision and Council Plan

25. The proposal aligns to strategy objective 6 in the 2021-25 Council Plan – manage our financial responsibility and improve long-term financial management planning.

26. Council's 'Management Policy in relation to laneways, passageways and rights of way in Yarra' adopted by Council in December 2019, states, laneways and passageways that are not reasonably required for public use are likely to include;

    (a) laneways and passageways that only provide access to adjacent properties and have no through connection (unless stormwater drainage function or identified legitimate community needs); and

    (b) disused laneways and passageways.

27. The policy also states, *"in cases where there is no strategic or longer-term municipal value, Council's preference will be to discontinue the laneway or passageway and sell the land to a new owner based on a cost agreed with Council's Property Services branch."*

Climate emergency and sustainability implications

28. There are no climate emergency and sustainability implications.

Community and social implications

29. There are no community or social implications.

Economic development implications

30. There are no economic development implications.

Human rights and gender equality implications

31. There are no human rights or gender issues.

Operational analysis

Financial and resource impacts

32. The applicant has agreed to acquire the road for its market value (plus GST). Council has obtained a market evaluation for the property which indicates the land is worth in excess of $300,000.

33. In addition to the market value of the road (plus GST), the applicant has agreed to pay Council's costs and disbursements associated with the proposal.

Legal Implications

34. If the road is discontinued and sold to the applicant, Council will require the applicant to consolidate the title to the former road with the title to the adjoining property, within 6 months of the date of transfer of the road to the applicant, at the applicant's expense.

Conclusion

35. It is considered that the road is not reasonably required for public use for the reasons set out above.

36. The required statutory procedures to discontinue the road have been completed.

37. Council must now determine whether the road is reasonably required for public use in order to decide whether the road should be discontinued and sold pursuant to clause 3 of schedule 10 of the Act.

RECOMMENDATION

1. That Council, acting under clause 3 of schedule 10 of the Local Government Act 1989 (Act):

   (a) resolves, having followed all the required statutory procedures pursuant to sections 207A and 223 of the Act, pursuant to its power under clause 3 of Schedule 10 of the Act, and being of the opinion that the road abutting 98A - 106 Balmain Street, Cremorne, being whole of the land in certificate of title volume 11543 folio 697 (and shown as the 31.5 square metre parcel marked '1' on the title plan attached as Attachment 1 to this report - road) is not reasonably required for public use for the reasons set out in this report, to discontinue the road;

   (b) authorises that a notice pursuant to the provisions of clause 3(a) of Schedule 10 of the Act is to be published in the Victoria Government Gazette;

   (c) directs that, once discontinued, the road be transferred to the owner of 98A, 100 and 106 Balmain Street, Cremorne (applicant) for no less than the market value (plus GST);

   (d) authorises the General Manager Infrastructure and Environment to sign any transfer or transfers of the road and any other documents required to be signed in connection with the discontinuance of the road and its subsequent transfer to the applicant;

   (e) directs that the applicant be required to consolidate the title to the discontinued road with the land contained in the certificates of title to the surrounding land, by no later than 6 months after the date of transfer of the discontinued road; and

   (f) directs that any easements, rights or interests required to be created or saved over the road by any authority be done so and not affected by the discontinuance of the road.

Attachments

1⇩ Attachment 1 - Title Plan

2⇩ Attachment 2 - Site Plan

3⇩ Attachment 3 - Title Search of Road

4 Attachment 4 - Consent - *Confidential*

5⇩ Attachment 5 - GWW Responses

6⇩ Attachment 6 - Response from Telstra

TITLE PLAN	EDITION 1	TP969026N

LOCATION OF LAND

PARISH: JIKA JIKA
RICHMOND

SECTION: -

CROWN PORTION: 6 (PART)
-

MGA CO-ORDINATES: E 323 604 ZONE: 55
(of approximate centre of land in plan) N 5 811 905 **GDA**2020

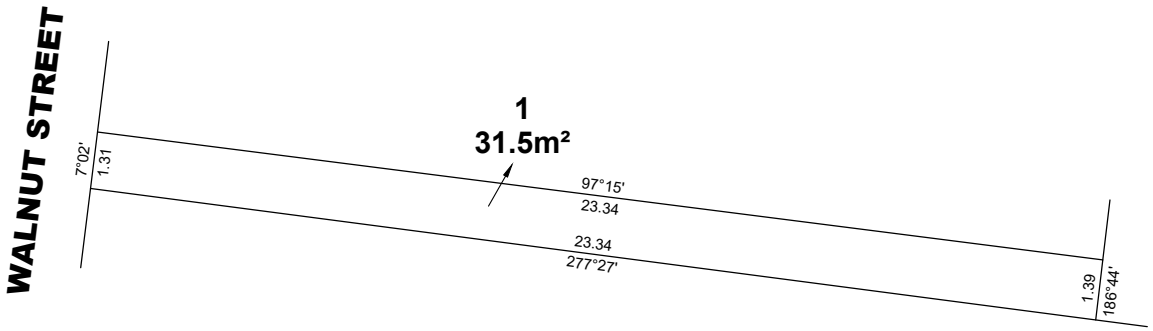
DEPTH LIMITATION: DOES NOT APPLY

NOTATIONS:
-

THIS PLAN HAS BEEN PREPARED FOR LAND VICTORIA FOR TITLE DIAGRAM PURPOSES.

CHECKED BY: . . . . . .

DATE: / /
Assistant Registrar of Titles



REF:	VERSION:	DATE: 22/08/23	SCALE	ORIGINAL SHEET SIZE A3	SHEET 1 OF 1 SHEETS
24171	**A**	24171-0-TP-A.dwg	1:100 LENGTHS ARE IN METRES		

REEDS CONSULTING

Reeds Consulting Pty Ltd
Lvl 16, 501 Swanston Street
Melbourne Victoria 3000
p (03) 8660 3000
www.reedsconsulting.com.au
survey@reedsconsulting.com.au

LICENSED SURVEYOR
. . . . . ROBIN McDOWELL . . . . . .

GOVERNMENT GAZETTE No.:
DEALING/FILE No.:
DEALING CODE:

Plan

Balmain Street
94
96
98
98A
100
102
104
106
110
118
122-124
127
126
129
128
131
130
133
132
135
1A
1B
112-114
101/1-11
13
15

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The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 11543 FOLIO 697 Security no : 124109111417M
Produced 15/09/2023 10:11 AM

LAND DESCRIPTION

Road R1 on Plan of Subdivision 012143.
PARENT TITLE Volume 05283 Folio 490
Created by instrument AL600961D 06/01/2015

REGISTERED PROPRIETOR

Estate Fee Simple
Joint Proprietors
THE EQUITY TRUSTEES EXECUTORS AND AGENCY COMPANY LTD of 472 BOURKE STREET MELBOURNE VIC 3000
GERSHON BENNETT of "IONA" ST GEORGES ROAD TOORAK VIC 3142 Legal Personal Representative(s) of JOHN MONASH deceased
3258796R 22/07/1932

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE LP012143 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

Street Address: BALMAIN STREET CREMORNE VIC 3121

DOCUMENT END

InfoTrack

PLAN OF SUBDIVISION OF

Part of Crown Portion 6 at Richmond

PARISH OF JIKA JIKA. COUNTY OF BOURKE

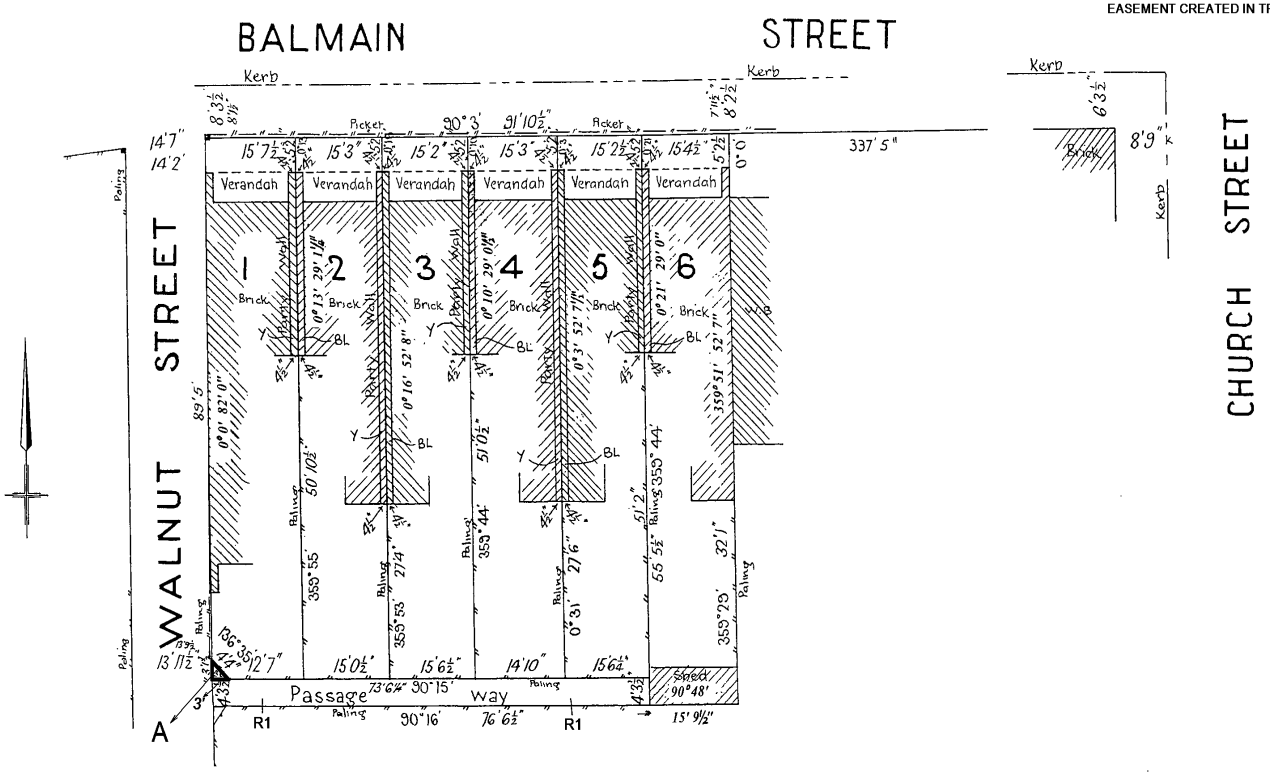
Measurements are in Feet & Inches
Conversion Factor
FEET X 0.3048 = METRES

VOL. 5283 FOL. 1056490

LP 12143
EDITION 3
PLAN MAY BE LODGED 17/8/27

COLOUR CODE
BL=BLUE G=GREEN
BR=BROWN R1=PURPLE
Y=YELLOW R=RED
H=HATCH CH=CROSS HATCH

ENCUMBRANCES
THE LAND COLOURED PURPLE IS ENCUMBERED BY THE PASSAGEWAY EASEMENT CREATED IN TR. No. 1470844.



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MODIFICATION TABLE

RECORD OF ALL ADDITIONS OR CHANGES TO THE PLAN

PLAN NUMBER
LP12143

WARNING: THE IMAGE OF THIS DOCUMENT OF THE REGISTER HAS BEEN DIGITALLY AMENDED. NO FURTHER AMENDMENTS ARE TO BE MADE TO THE ORIGINAL DOCUMENT OF THE REGISTER.

AFFECTED LAND/PARCEL	LAND/PARCEL IDENTIFIER CREATED	MODIFICATION	DEALING NUMBER	DATE	EDITION NUMBER	ASSISTANT REGISTRAR OF TITLES
'A'		ADVERSE POSSESSION SEE TP947217E	AP126441P	17/1/11	2	PA
PASSAGEWAY	R1	CREATION OF EASEMENT	TR. No.1470844		3	AD

Greater Western Water
ABN 70 066 902 467
36 Macedon Street, Sunbury Vic 3429
Locked Bag 350, Sunshine Vic 3020

6 February 2023

COOPER SMITH
MADDOCKS
COLLINS SQUARE, TOWER TWO, LEVEL 25
727 COLLINS STREET, MELBOURNE VIC 3008

Dear Cooper,

Re: **PROPOSED DISCONTINUANCE OF ROAD**
Location: **REAR 98A-108 BALMAIN STREET, CREMORNE**

I refer to the email and letter from Mark Girgis received by Greater Western Water (GWW) on 05/02/2024 (copy **attached**) regarding the proposed Discontinuance of Road at the above location and request for comment from GWW. Enclosed for your information is a copy of GWW's Asset Protection Guidelines and plans of the general area.

As you will see on the plans provided, the parcel of land proposed for Discontinuance contains existing GWW sewer assets. With respect to these assets, GWW will not object to this proposal subject to the following:

1. The subject 'Road' will come under ownership of the property owner/s of the development and will form part of the parcel of land only once Yarra City Council confirms that the subject 'Road' will be discontinued.
2. The above item is to be achieved by having an updated Plan of Subdivision (POS) showing all the Lots and titles including the subject 'Road' being consolidated into one Lot. The new POS would be referred to GWW by Council via SPEARE confirming and showing what the property will become.
3. Once all the above has been achieved, a Land Development Works application must be submitted to GWW to have the existing GWW sewer assets currently within the subject 'Road' purchased and abandoned.

Naturally, extreme care must be taken when working in the vicinity of GWW assets and GWW will seek cost recovery for any damage caused to its assets that can be attributed this proposal.

If you have any questions, please do not hesitate to contact me on 0407 528 605.

Yours faithfully,

Mark Abraham
Senior Technical Officer, Other Authorities Works

Telephone 13 44 99
Email contact@gww.com.au
Teletypewriter 13 36 77
gww.com.au

Telstra Plan Services

Level 1, 275 George Street
Brisbane, QLD 4000

Postal Address:
275 George Street
Brisbane, QLD 4000

Email: F0501488@team.telstra.com

Date **21/11/2023**

Your Ref: MAN:CORL:9339399
Our Ref: **MF506896-1**

Cornelius Lim
Cornelius.Lim@maddocks.com.au

Dear Cornelius,

Re: Yarra City Council - Proposed discontinuance of road at rear of 98A to 106 Balmain Street, Cremorne [MADD-M.FID3730255]

Thank you for your communication dated **14/11/2023** in relation to the location specified above.

Telstra's plant records indicate that there are no Telstra assets within the area of the proposal. Subject to your compliance with the below conditions, **Telstra has NO OBJECTIONS** to the **Road Closure**.

We note that our plant records merely indicate the approximate location of the Telstra assets and should not be relied upon as depicting a true and accurate reflection of the exact location of the assets. Accordingly, we note that all individuals have a legal "Duty of Care" that must be observed when working in the vicinity of Telstra's communication plant. It is the constructor's/land owner's responsibility to anticipate and request the nominal location of Telstra plant via the **Before You Dig Australia web site www.BYDA.com.au.** in advance of any construction activities in the vicinity of Telstra's assets.

On receipt of plans, notwithstanding the recorded location of Telstra's plant, the constructor/land owner is responsible for obtaining a Certified Locating Organisation (CLO) to perform cable location, potholing and physical exposure to confirm the actual location of the plant prior to the commencement of site civil work. Telstra reserves all rights to recover compensation for loss or damage caused by interference to its cable network or other property.

Telstra would also appreciate due confirmation when this proposed acquisition proceeds so as to update its Cadastre records. Information regarding acquisition of the land would be of benefit to us and should be directed to the following location:

Telstra - Cadastre Updates
PO Box 102
Toormina NSW 2452
Attention: - Matt Stuart
F1103453@team.telstra.com

Please pass all information contained in this communication to all parties involved in this proposed process. If you have any difficulties in meeting the above conditions or if you have any questions relating to them, please do not hesitate to contact us at F0501488@team.telstra.com.

Yours sincerely,

Anthony Lebessis

For
Manager – Peter Anestopoulos
Telstra Plan Services
F0501488@team.telstra.com

7.5 Vertical Greening Guidelines

Reference	D24/346028
Author	Susan Stanes - Senior Coordinator Design and Place Making
Authoriser	General Manager City Sustainability and Strategy
Disclosure	The authoriser, having made enquiries with members of staff involved in the preparation of this report, asserts that they are not aware of any general or material conflicts of interest in relation to the matters presented.

Purpose

1. The purpose of this report is to seek Council's endorsement of the final Vertical Greening Guidelines.

Critical analysis

History and background

2. This project was initiated through a General Business Motion at the Council meeting on 14 February 2023 in relation to *Item 7.4 Street Garden Guidelines Process Update*. At this meeting, Council resolved:

   1 (d) *that a Vertical Greening Guideline will be prepared and submitted to Council for endorsement in early to mid-2024. This will be separate yet complementary to the Street Garden Guidelines.*

Discussion

3. The City of Yarra has recognised the role that existing urban areas have in providing space for greening to bring back nature for the benefit of the people who live there. In existing urban areas retrofitting urban greening is more challenging, but possible.
4. The City of Yarra's *Street Garden Guidelines* were endorsed in May 2024. To supplement these guidelines, Council requested that a further guide be developed to support requests from properties seeking to establish greening to the facades of existing buildings and awnings adjoining the public realm.
5. The City of Yarra has committed to increasing greening through many initiatives in the last decade including through the adoption of Council's *Urban Forest Strategy, Climate Emergency Plan, Urban Agriculture Strategy* and *Open Space Strategy.*
6. The *Vertical Greening Guidelines (Attachment 1: draft Vertical Greening Guidelines)*, have been developed in consideration of other related documents such as *Street Garden Guidelines* and *Urban Agriculture* and *Neighbourhood Laneway Gardens guidelines.*

Purpose and Objectives of the Guidelines

7. The intent of the *Vertical Greening Guidelines* (*Guidelines*) is to provide a set of clear, concise guidelines that can be easily interpreted and implemented by internal staff, businesses in Yarra, professionals and property owners.
8. The *Guidelines* are intended for use by private building owners and occupiers if they wish to implement vertical greening in the public realm adjacent to their property on any building wall or awning that adjoins the public realm such as a footpath, lane or road.
9. The *Guidelines* provide guidance on the design and placement of vertical greening elements, to achieve high quality, effective and long-lasting greening in our urban environment in Yarra.
10. They consider suitable planting typologies, plant species, safety and appropriateness of differing vertical greening options, along with the potential impact on the public realm.

11. Vertical greening can improve the amenity, biodiversity and vibrancy of places, provide shade to building surfaces and reduce graffiti. Vertical greening provides:
    (a) greening in areas where tree planting or garden beds are not possible;
    (b) urban cooling, as urban greening helps to mitigate the urban heat island effect; and
    (c) contextually appropriate greening design that does not privatise the street.
12. The necessary requirements to achieve positive outcomes;
    (a) robust and high-quality design to provide a positive and long-lasting contribution to the street;
    (b) retention of adequate space on footpaths and laneways;
    (c) well-chosen and maintained plants that maximise visual impact all year round; and
    (d) ongoing maintenance (any issues/damage are to be fixed promptly).
13. The *Guidelines* include:
    (a) permissible and non-permissible forms of vertical greening on buildings;
    (b) design, installation and maintenance requirements;
    (c) recommended plants to use and pest plants to avoid;
    (d) technical drawings and images to support examples;
    (e) indemnity, insurance requirements and terms and conditions of permissible forms of greening;
    (f) any consultation requirements with neighbouring properties; and
    (g) approval and permit process.

Internal engagement

14. The following internal teams have been involved in the development of the *Guidelines:*
    (a) Traffic and Civil Engineering;
    (b) City Works;
    (c) Open Space Planning and Design;
    (d) Open Space Services;
    (e) Economic Development;
    (f) Aged and Disability;
    (g) Sustainability;
    (h) Statutory Planning;
    (i) Compliance and Parking; and
    (j) Risk.

Issues

15. Any form of community gardening in the public realm is a complex issue to manage, particularly when it requires the use of footpath and laneway space.
16. Any new vertical greening on heritage buildings and structures may be subject to a planning permit and approval.
17. The few Councils in Victoria that allow vertical greening in the public realm, manage and fund the infrastructure and installation and in most instances this includes the plantings and maintenance. (e.g. City of Melbourne, Ararat Rural City Council).

18. Many issues have been identified and worked through throughout the development of the *Guidelines* including;

    (a) accessible and safe paths of travel;

    (b) sight lines for pedestrians and vehicles;

    (c) aesthetics;

    (d) maintenance;

    (e) responsibilities for planning, installation and future management;

    (f) application and approval process (still under discussion);

    (g) application and ongoing fees; and

    (h) insurance and liability.

19. The *Guidelines* are considered to be a realistic and achievable approach to maximising this form of greening across the City.

Permissible forms of Vertical Greening

20. The permissible types of vertical greening determined appropriate for Yarra have been fully investigated and include the following options:

    (a) Planter boxes attached to the building edge that are above 3.5m from the footpath/road horizontal surface (or above an existing canopy that does not extend more than 0.3m from the property boundary). NB. Approvals for these types of vertical greening installations require a building permit and may subsequently be subject to a planning permit. These types of greening are not subject to or included in these *Guidelines*;

    (b) In-ground cut outs and planter boxes adjacent to veranda posts *(refer Image 1);*

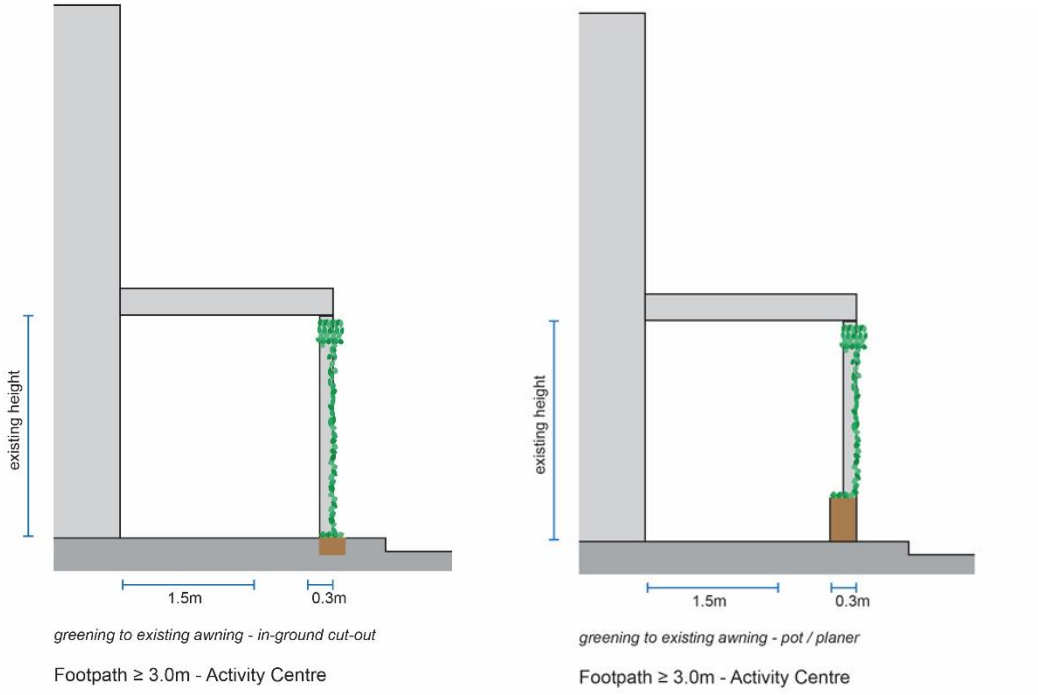


Image 1: examples of permissible vertical greening

    (c) Green walls that are planted in accordance with these requirements and do not affect wayfinding for vision-impaired people using the building line;

    (d) Any of the above planting that complies with the requirements within the *Guidelines* is generally permissible;

(e) Planter boxes on non-useable footpaths (where there is no parking adjacent) that are <0.4m wide.* *(Image 2);*

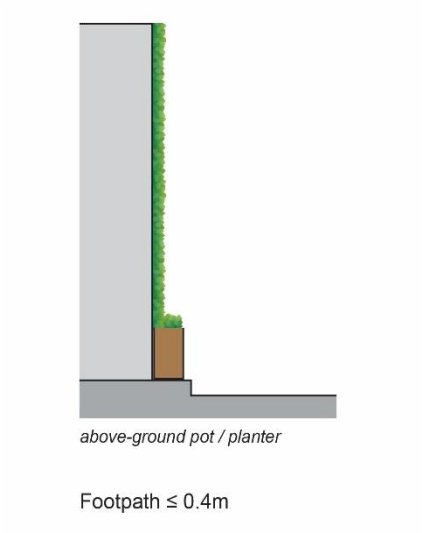


Image 2: Above ground planter/pot

(f) In-ground cut outs on non-useable footpaths that are <0.4m wide.* *(Image3); and*

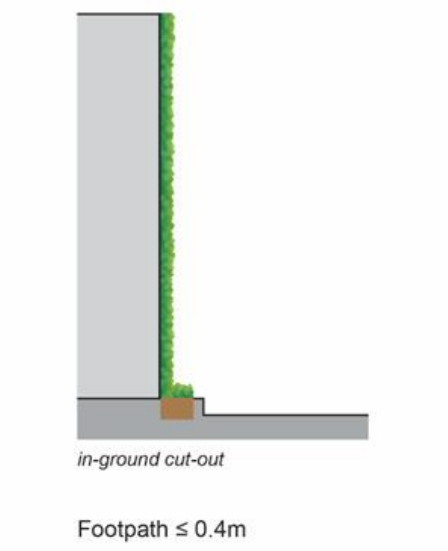


Image 3: In ground cut out

(g) In-ground cut outs for laneways with no footpath (laneways will be assessed on a case by case basis).*

* Only Council approved structures *(Image 4)* are permissible for walls to support non-suckering plant species such as:

- Stainless steel cable system; or
- Galvanised steel reinforcing mesh panel (finish colour - black).

Image 4: Permissible support structures)

Non-permissible forms of greening

21. Non-permissible vertical greening is a proposal that cannot meet the requirements in the *Guidelines* and where a suitable solution is not able to be found. Non-permissible greening includes:

    (a) Any greening support structure (except for planters and in-ground cut outs next to veranda posts or on footpaths <0.4m), plant or irrigation that needs to touch the surface of the public realm;

    (b) Any structure below 3.5m that protrudes more than 300mm from the building or fence line;

    (c) Any structure that impedes access for people or vehicles, emergency services, utilities, maintenance or cleaning of the public realm;

    (d) Any plantings/planter boxes in open space, public plazas/spaces etc.;

    (e) Any in-ground cut out within heritage bluestone laneways;

    (f) Artificial plants;

    (g) No trellis or timber structures;

    (h) No free-standing structures; and

    (i) All vertical greening approved structures to be fixed to private building edges or fence lines only and approval will not be given for any attachments on public realm components.

Summary

22. The location of and space required for the planting of vertical greening is restricted across Yarra due to requirements such as pedestrian accessibility and movement, traffic movements, parking, existing garden beds and tree plantings, clear view lines and emergency vehicle access in laneways.

23. The types of vertical greening that are permissible in Yarra include street pavement and laneway cut outs, planter boxes at street level, and planters on building facades above 3.5 metres (building permit required), these all must meet a number of requirements to ensure they maintain the accessibility, amenity and function of the footpaths, are long-lasting and make a positive contribution to the street.

24. Requests for vertical greening on a building or structure (e.g. verandah post) may be subject to a planning permit and approval.

Approval Process for Vertical Greening in Yarra

25. For City of Yarra building owners and occupiers to seek permission to undertake works to install a planter box or cut out, they will need to apply for a General Local Law Permit.

26. Applications will need to include an application form, detailed drawings, completed checklist, public liability insurance and relevant permit fees. The fees as of 2024/25 include:

    (a) An annual fee of $356 planter boxes per property;

    (b) Cut outs will require a road opening permit with estimated costs to the applicant to include:

        (i) $90 for a permit;

        (ii) $172 per site inspection, up to three may be required; and

        (iii) Traffic management costs which may considerable depending on the location and could be in the vicinity of $1K or more for some sites.

27. In the case of businesses, if they already have footpath trading and/or parklets in place, planter boxes and cut outs must be integrated within the footpath trading area, and this may impact their number of tables and chairs.

28. Any damage to Council assets during installation/removal of cut outs and planter boxes must be reinstated by the applicant.

29. Council or other service providers may require access to the footpath to carry out urgent or non-urgent work. Businesses must have a plan in the event that any works are required and will need to remove and store planter boxes at their expense.

30. The planter boxes and plantings must be maintained on a daily basis and any issues/damage fixed promptly.

Community and stakeholder engagement

31. The *Guidelines* include numerous technical considerations and requirements which need to be met for eligibility. A summary fact sheet will be prepared and posted on the Council's website to provide a reference for the community. Some examples of applications that address all the criteria will also be made available on this website to assist community members who wish to progress with an application.

32. In order to navigate Council's website in relation to the various range of greening projects that are available for participation by the community, a centralised and dedicated webpage will be developed to guide and direct people to the most appropriate program and team to discuss their proposal.

Policy analysis

Alignment to Community Vision and Council Plan

33. The aspirations of the *Vertical Greening Guidelines* directly align with the Community Vision. This includes creating high quality places that people feel safe and comfortable in and enabling people to make connections with their community and their local area.

34. The principles and practices of the *Vertical Greening Guidelines* document align with the Council Plan 2021-25. This includes:

(a) Promoting tree planting, greenery and improved water management in streets (Strategic Objective one: Climate and Environment);

(b) Providing information on community led ideas for streets to enable people to contribute to and make connections with their community (Strategic Objective two: Social equity and Health);

(c) Setting out principles for well designed, safe and welcoming streets that contribute to a sense of place (Strategic Objective four: Place and Nature); and

(d) Providing principles for well-designed streets to encourage sustainable transport and prioritise more vulnerable road users such as people walking, wheeling and cycling, people with a disability, children, and older people (Strategic Objective five: Transport and Movement).

Climate emergency and sustainability implications

35. The *Vertical Greening Guidelines* document encourages community to contribute to the planting and maintenance of vegetation that cools streetscapes, increases urban biodiversity, and improves amenity and safety to encourage people to travel by more sustainable modes of transport.

Community and social implications

36. The *Guidelines* will set out how the community can contribute to improved planting outcomes in Yarra's streetscapes.

Economic development implications

37. The principles set out in this document promote high amenity street environments.

Human rights and gender equality implications

38. The *Vertical Greening Guidelines* provide guidance to ensure streets remain accessible to users of all abilities.

Operational analysis

Financial and resource impacts

39. The *Guidelines* require residents, property owners, businesses to cover the costs associated with implementing any vertical greening as well as any relevant application fee, permit fee and fees to cover the works.

Legal Implications

40. Legal risks have been addressed in the *Vertical Greening Guidelines* provided for Council endorsement.

Conclusion

41. The *Vertical Greening Guidelines* are proposed to form a part of and contribute to an existing suite of policies and physical projects which will assist in the further greening of Yarra.

RECOMMENDATION

1. That Council:

(a) endorses the final Vertical Greening Guidelines; and

(b) notes that the application and submission process will be published on Council's webpage following endorsement of the Vertical Greening Guidelines.

Attachments

1⇩ Attachment 1 - Vertical Greening Guidelines August 2024

Vertical Greening Guidelines

August 2024

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.

Contents

Contents 3
1. Introduction 4
Purpose 4
Objectives 4
Eligibility 4
Exclusions 5
Green Roofs, Walls and Facades on New Buildings 5
Greening in the Private Realm 5
Legacy Greening 5
Street-side Planter Boxes (Non-edible plantings) 5
Street Gardens (refer to Yarra's Street Garden Guidelines) 5
Urban Agriculture (Edible plantings) 5
2. Definitions and Inclusions 5
Vertical Greening 5
Green Walls 6
Verandah Planting 6
Planter Boxes (supporting vertical greening) 6
Permissible forms of greening 6
Non-permissible forms of greening 8
3. Requirements 8
Location 8
Planter box design 9
Plantings 9
General 9
Gardening near street trees 10
Roads, footpaths and traffic 10
Proximity to Intersection 10
Proximity to Kerb/Footpath 10
Proximity to Parking Bays 10
Designing for installation and maintenance 10
Structural loads on existing building edges / fence lines 10
Installation 11
Irrigation and Safety 11
Maintenance 11
Reinstatements and Council/Utility Works 11
Application requirements 12
Indemnity 12
Terms and conditions 12
Insurance 12
Consultation 12
4. Checklists 13
Vertical Greening 13
5. Recommended plant species 15
6. Helpful Resources 17

1. Introduction

This document provides guidance on the design and placement of vertical greening elements, to achieve high quality, effective and long-lasting greening in our urban environment in Yarra.

Yarra's footpaths and laneways are busy and contested spaces and accommodate a number of different uses. In some cases, there are physical constraints such as narrow footpaths, overhead awnings and underground services that make tree planting not possible. In these cases, there may be opportunities to provide further greening of the street and laneway, through vertical measures, provided that they are adequately designed and maintained.

Purpose

The purpose of this document is to provide guidance on the design and placement of vertical greening elements on footpaths and in laneways.

It applies to the whole of the City of Yarra who propose to install vertical greening elements on an existing building, including a verandah/awning or fence line which interacts with the public realm. Note that these guidelines do not apply to new buildings.

This guide sets the parameters for the design, placement, plant selection and maintenance of the vertical greening elements, with all requirements needing to be met for permit approval.

Objectives

The City of Yarra declared a climate emergency and developed one of the first Climate Emergency Plans in Australia in 2020. Modifying existing buildings to improve their function and increase their lifespan is the most sustainable, and least carbon intensive option when considering the environmental impacts of building and construction. These vertical gardens are supported by Council when they are well designed, constructed and maintained so they do not negatively interact with people or the functions of the public realm. Vertical greening can improve the amenity, biodiversity and vibrancy of places, provide shade to building surfaces and reduce graffiti when done well.

Vertical greening provides:

- Greening in areas where tree planting or garden beds are not possible.
- Urban cooling, as urban greening helps to mitigate the urban heat island effect.
- Contextually appropriate greening design that does not privatise the street.

Necessary requirements to achieve positive outcomes:

- Robust and high-quality design to provide a positive and long-lasting contribution to the street.
- Retention of adequate space on footpaths.
- Consideration of usage and vehicular movement in laneways.
- Well-chosen and maintained plants that maximise visual impact all year round.
- Ongoing maintenance (any issues/damage are to be fixed promptly).

Eligibility

You can apply for vertical greening if you meet all of the following requirements:

- You are a property owner or resident in Yarra or have (and can provide) building owner consent.
- You are a business owner within an Activity Centre in Yarra and have (and can provide) building owner consent.
- You have a footpath of over 2.8m in width and meet the location and setback requirements.
- The design of the vertical greening element and plant selection meet the requirements.
- You commit to the maintenance requirements.
- All relevant fees have been paid.
- Appropriate public liability insurance can be demonstrated.
- Adequate plans and drawings which clearly show the proposal.

Exclusions

Green Roofs, Walls and Facades on New Buildings

For green roofs, walls and facades on new buildings or fences a planning and/or building permit is likely to be required as part of the buildings and works.

Greening in the Private Realm

Permission is only required if your greening initiative occupies space within or interfaces with the public realm.

Legacy Greening

There are some existing vertical greening sites in Yarra grown before the introduction of these Guidelines. There is no expectation that these will be removed, even if they do not fully comply with the Guidelines. However, if a specific concern is raised regarding safety, accessibility, vegetation health or species, Council may undertake works or require you to modify or remove the vertical greening.

Street-side Planter Boxes (Non-edible plantings)

Street-side planter boxes are planters that are purchased and maintained by adjacent property/business owners and or tenants. Most of Yarra's street-side planter box examples are located within Activity Centres and are incorporated into a business's parklet or footpath trading design.

Street Gardens (refer to Yarra's Street Garden Guidelines)

A street garden is any non-edible community lead planting initiative in Council managed streetscapes. These gardens are also supported by Council and cared for by the community.

Planting options include planting within a lawn nature strip or planting within an existing tree square located within the footpath or road. Council does not permit any planting in Council managed street garden beds or in tree squares in the centre of a road.

Urban Agriculture (Edible plantings)

Council does not permit the planting of edible plant species within vertical greening elements.

Street-side food gardens are located on public land, mostly beside a roadway in a planter box. They do also include laneway gardens and fruit tree planting. These gardens are supported by Council and cared for by the community and have alternative requirements that are set out in Yarra's *Urban Agriculture Guidelines*.

2. Definitions and Inclusions

Vertical Greening

Vertical greening is the inclusion of plants, usually grown on walls or other vertical surface like a verandah post/awning, but also includes window, balcony and hanging planters. The Guidelines relate to any planting initiative that includes vegetation on the building wall, verandah, fence or any vertical surface of an existing private property that interacts in some way with Council managed streetscapes, parks or other land.

Images 1 & 2: City of Melbourne - Greening Laneways Project

Green Walls

Created by growing climbing plants up and across the facade of a building or fence line (on a footpath or in a laneway), either from plants grown in in-ground cut outs, or by container planting.

Green wall plants can either be attached directly to the building (self-clinging) or grown on any one of two Council approved structure fixed to a wall for plants to twist around.

Verandah Planting

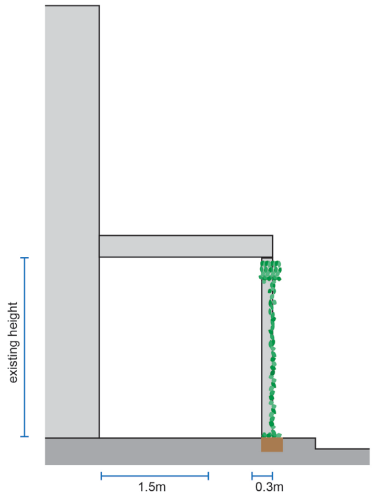
Verandah planting is where a climbing plant is grown up the verandah post or posts. This can either be grown from an in-ground cut out in the footpath or a planter box located adjacent to the verandah post.

Planter Boxes (supporting vertical greening)

A planter box is a self-contained unit that sits on the ground or is hung from / fixed to a building (above 3.5m) which accommodates the soil, water and plants.

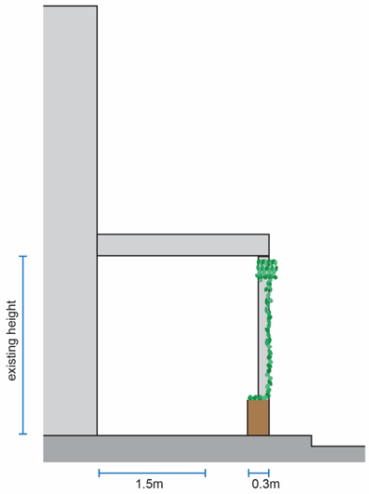
Permissible forms of greening

- Planter boxes attached to the building edge or fence line that are above 3.5m from the footpath/road horizontal surface (or above an existing canopy that does not extend more than 0.3m from the property boundary). N.B. Approvals for these types of vertical greening require a building permit only.
- In-ground cut outs and planter boxes adjacent to verandah posts and kerb line.



greening to existing awning - in-ground cut-out

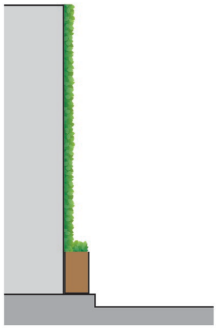
Footpath ≥ 3.0m - Activity Centre



greening to existing awning - pot / planer

Footpath ≥ 3.0m - Activity Centre

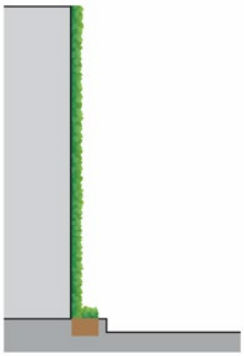
- Green walls that are planted in accordance with these requirements and do not affect wayfinding for vision-impaired people using the building line.
- Any of the above planting that complies with the requirements within the Guidelines is generally permissible.
- Planter boxes on non-useable footpaths (where there is no parking adjacent) that are <0.4m wide.*



above-ground pot / planter

Footpath ≤ 0.4m

- In-ground cut outs on non-useable footpaths that are <0.4m wide.*



in-ground cut-out

Footpath ≤ 0.4m

- In-ground cut outs for laneways with no footpath (laneways will be assessed on a case by case basis).*
  * Only Council approved structures are permissible for walls to support non-suckering plant species such as:
    a. Stainless steel cable system; or
    b. Galvanised steel reinforcing mesh panel (finish colour - black).

Image 3: Stainless steel cable system fixed to wall

Image 4: Galvanised steel reinforcing mesh panel

Non-permissible forms of greening

Non-permissible vertical greening is a proposal that cannot meet the requirements in the Guidelines, and, in discussions with staff at the City of Yarra, a solution is not able to be found. Non-permissible greening also includes:

- Any greening support structure (except for planters and in-ground cut outs next to verandah posts or on footpaths <0.4m), plant or irrigation that needs to touch the surface of the public realm.
- Any structure below 3.5m that protrudes more than 300mm from the building or fence line.
- Any structure that impedes access for people or vehicles, emergency services, utilities, maintenance or cleaning of the public realm.
- Any plantings/planter boxes in open space, public plazas/spaces etc.
- Any in-ground cut out within heritage bluestone laneways.
- Artificial plants.
- No trellis or timber structures to be used.
- No free-standing structures to be used.
- All vertical greening approved structures are to be fixed to private building edges or fence lines only and approval will not be given for any attachments on public realm components.

3. Requirements

Planter boxes and cut outs for plantings must meet a number of requirements to ensure they maintain the accessibility, amenity and function of the footpaths, are long-lasting and make a positive contribution to the street. The requirements cover a number of aspects that are summarised below and set out in more detail in the checklist. Applicants must meet all requirements to be eligible for an in-ground cut out or planter box.

Location

The location of planter boxes and in-ground cut outs need to:

- Provide adequate setbacks from the kerb and other furniture, fixtures, trees and services;
- Maintain adequate accessibility and public function of the footpaths;
- Ensure adequate access to adjacent car parking/loading bays/public transport zones; and
- Not impact on future tree planting opportunities.

Planter box design

The design of the planter boxes needs to:

- Adhere to the height, width, length and shape requirements;
- Provide long lasting materials; and
- Be designed/installed to sit level.

Plantings

The selection of plant species needs to:

- Be suitable for the growing conditions, including but not limited to site aspect and micro-climatic conditions;
- Maintain adequate sightlines;
- Be maintained by available soil volume in the case of planter boxes; and
- Provide an attractive and visually effective display all year round.

General

- Plants and plant related items must not reduce the path of travel along footpaths to below 1.5m wide to be measured from the building line (in an activity centre, see figure 1). If the existing footpath is below 1.5m wide, plants must not reduce the footpath width any further than existing.

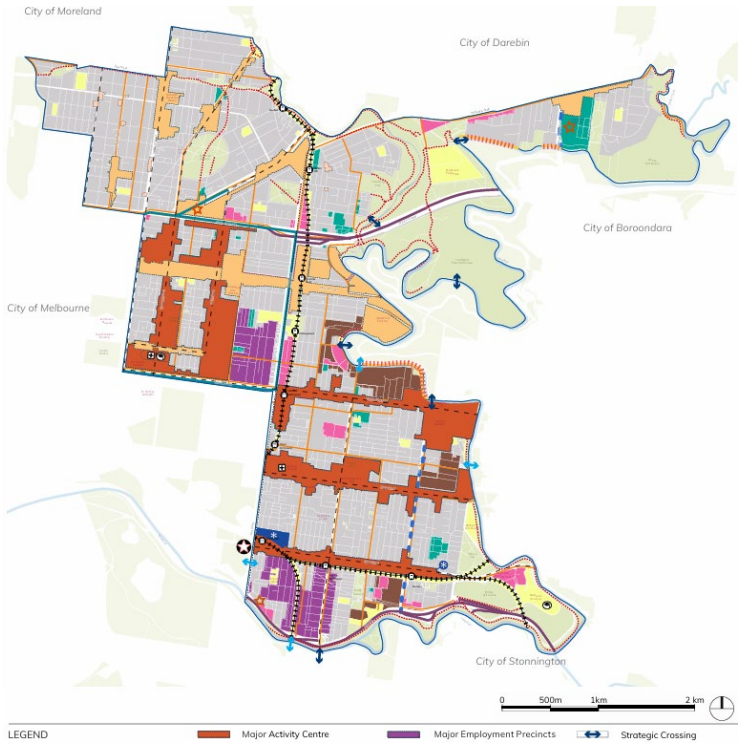


Figure 1: Location of activity centres across City of Yarra

- Only plants, soil, irrigation/feeding systems and structural support are permitted in your vertical garden. You are not permitted to introduce any other non-planting materials or objects into your vertical garden (e.g. signage, lighting, art) that would not otherwise be allowed as-of-right.
- Do not introduce raised structures in any ground level planting such as raised edges, rocks as these can become trip hazards or impact accessibility for prams, wheelchairs and people who might need assistance with mobility.
- Access to disability parking bays, public transport zones and loading bays must be maintained.
- The planting structures and plants should not reduce visibility of and for pedestrians or road users.

Gardening near street trees

- No attachments from plants or structural support for plants are allowed to public street trees.
- Only use small hand tools and take care to not damage any roots when digging within the vicinity of street trees. If you uncover tree roots, do not cut, scrape or damage them. Any roots that are uncovered during the process should be reburied to keep them healthy.

Roads, footpaths and traffic

When choosing the location of your vertical garden, it is essential that it is safe for road and footpath users. If your vertical greening proposal is in a busy commercial area or activity centre (see Figure 1) it is particularly important that accessibility and view lines are not impacted.

The Council approved planting structure and plants should not reduce visibility for pedestrians or road users, particularly motorists parallel parking. It should be located clear of driveways, crossovers, street lighting and road signs.

Your proposed planting must observe the minimum clearance distances that are relevant to your chosen location:

- Minimum clearance of 1.5m from the property line is maintained for pedestrian access if proposing on-ground planter boxes or in-ground cut outs for verandah planting.
- Where kerb/footpaths are less than 0.4m wide (where there is no parking adjacent), plantings must not be continuous for more than 4m to allow for refuge spaces for pedestrians if/when needed.
- Minimum clearance of 0.6m between your planter box and the back of kerb to allow for car doors to open.
- Minimum clearance of 0.6m between your planter box and the back of kerb to accommodate street cleaning.
- Minimum clearance of 0.4m between your planting within in-ground cutout and the back of kerb to allow for car doors to open.
- Minimum clearance of 0.4m between your planting within in-ground cutout and the back of kerb to accommodate street cleaning.
- Minimum clearance of 0.9m between your planter box/planting and angle parking bay to allow for vehicle clearance onto kerb.

Proximity to Intersection

To maintain visibility for pedestrians, cyclists and motorists entering an intersection, any planter boxes or verandah greening must not be installed within 7m of the intersection or within 10m from the approach of a traffic signal.

Proximity to Kerb/Footpath

A footpath planting must be located so that a minimum footpath width of 1.5m from the property line to the planter box is clear and unobstructed in Activity Centres (see Figure 1). If the existing footpath is below 1.5m wide, plants must not reduce the footpath width any further than existing.

Proximity to Parking Bays

If placed on the footpath, a planter box must be located between car parks, allowing car doors to open freely. Planter boxes must be located clear of dedicated disability car parking and loading bays, and public transport zones.

Designing for installation and maintenance

Adequate space is required to be considered in the design phase to allow for installation, watering, maintenance, and removal.

Working from heights to install and maintain vertical greening poses safety risks for the installer and public realm users. Adequate planning is needed for how to keep both public spaces, installers and maintainers safe.

Structural loads on existing building edges / fence lines

It is important to consider the weight of the greening structure, soil and fully grown plants after watering will be when determining the structural requirements of your green wall or planter. Plants and soil can be heavy, especially after being watered. Any design must be able to accommodate the weight of mature plants and soil at full saturation.

Installation

The planting of in-ground, self-clinging climbing plants that will attach to the building edge or fence line, on ground planter boxes and Council approved growing structures (if being installed below 3.5m high) can be installed by non-professional installers. If the works are proposed to be done by the property owner or occupier and they are a non-professional installer, then a design and installation approach will need to be discussed with the City of Yarra to confirm appropriateness.

Irrigation and Safety

Irrigation requirements depend on the amount of rain, sun and wind the site receives. Plant species selection, planter height and accessibility as well as the amount of soil available can also dictate irrigation requirements.

In-built drip irrigation systems are required for any hard to reach (E.g. up high) planters. Spray irrigation should not be used due to the potential overspray into public spaces. Excess water from irrigation must not cause a hazard to footpath/road users. Collection trays like gutters and fully contained planters should be used to ensure excess water is captured and drained away.

Irrigation systems (except for within the planting) must be sourced from, located and maintained within the property boundary. Alternatives to tap water e.g. rainwater are recommended for irrigation but must comply with public safety requirements.

Wind is an important consideration when planning and designing green walls. Green walls should be designed to withstand the wind conditions of the site.

Maintenance

Planter boxes and all vertical garden plantings must be maintained on a daily basis and any issues/damage fixed promptly, including:

- Removal of litter and cigarette butts;
- Removal of graffiti;
- Repair to any planter box damage;
- Watering of plants;
- Pruning/replacing/rotating plant stock;
- Removal of weeds; and
- Fertilising plants as required.

The plantings and associated structures must be checked and maintained weekly, and any issues/damage fixed promptly, including:

• Removal of litter, cigarette butts and graffiti;

• Repairs to any damage;

• Weeding, feeding and watering of plants; and

• Pruning/replacing/rotating plant stock.

Remember to always consider your safety and the safety of others when gardening, particularly when gardening near the public realm. Consider wearing hi-vis clothing when gardening near roadways, cordon off areas below when working at height, secure tools, equipment and ensure pruned clippings do not injure others when falling.

Plant material must be maintained in your vertical garden and not become weedy, overgrown or neglected. Council reserves the right to remove any vertical greening, without consultation or compensation, that are not maintained or present a risk to Council assets, to public safety or to public accessibility.

Reinstatements and Council/Utility Works

Council or other service providers may require access to the footpath to carry out urgent or non-urgent work. Businesses must have a plan in the event that any works are required and will need to remove and store the planter at their expense. Any damage to Council assets during the installation/removal of planter boxes must be reinstated.

There could be important underground utilities beneath the footpath/kerb, street or laneway. Contact Before You Dig Australia Before You Dig Australia for free information about relevant underground services. Utility companies, Council or adjoining buildings may need to access their infrastructure for upgrades or repairs at any time which may result in damage to or removal of your planting without consultation or compensation.

You will need to have a plan if any works are required that mean you need to remove and store the plants and associated structures at your expense. Any damage to Council assets during installation/removal of planting must be reinstated.

Application requirements

To apply for vertical greening, individuals will need to apply for a General Local Law Permit. Details are provided and will be updated as required on Councils website.

If businesses already have footpath trading and/or parklets in place, planter boxes for verandah posts must be integrated within the footpath trading area. This may impact the number of tables and chairs allocated for this area.

For each proposal for vertical greening (per property), the building owner or person seeking permission (with building owner consent), will need to submit an application form, detailed drawings, completed checklist and pay relevant permit fees. The applicant will also need to agree to the following prior to any works occurring on site:

Indemnity

The applicant indemnifies and holds the City of Yarra harmless against all suits, actions, proceedings, judgements, claims, demands, costs, expenses, losses or damages for which the organisation becomes or may become liable in relation to the death or injury to any person or the damage to any property in connection with the vertical gardening items or activities as controlled by the permit holder howsoever arising, except to the extent that the organisation is negligent.

The applicant acknowledges and agrees that the City of Yarra is not liable for any loss or damage to any plants or structures situated on the site (including, for example, theft, accidental damage or vandalism).

Terms and conditions

The personal information on this form is collected by the City of Yarra for the purposes of administration of vertical greening in the municipality, and information provided will be kept for record keeping and audit purposes. The applicant is asked to report any change of primary contact or significant changes in the operation of approved Vertical Greening permits to the City of Yarra as soon as possible. The City of Yarra collects and retains personal information in accordance with the Privacy Act.

The proponent must ensure the safe removal of the greening and associated structures when it's no longer in use, or if elements of the greening are unmaintained, dangerous, or if the presentation is visibly unacceptable for an extended period. The City of Yarra may remove the vegetation and associated structures, following at least two attempts to contact the addressee. The City of Yarra retains the right to revoke permission, or relocate the permitted greening, if the designated site is later required for use by the City of Yarra or for other approved community purposes.

The proponent is responsible for their own safety while working on the permitted vertical greening and should be mindful of potential risks. Consideration should be given to basic safety precautions: wearing appropriate clothing, using tools safely, careful handling of materials, and using soil- and sun-smart practices.

Insurance

All required insurances can be found on Council's website.

Consultation

Your vertical greening project may have impacts on others nearby so you will need to consider any impacts on your neighbours, and/or any other affected property owners and/or occupiers before you can receive a permit for your vertical greening. You will need to confirm that you have adequately consulted with and provided details of the proposal to your neighbours for a minimum of all adjoining and abutting owners and occupiers. If you receive any concerns or requested changes from those consulted, that you do not propose to resolve, you will need to discuss this with the City of Yarra.

4. Checklists

Vertical Greening

This checklist is a summary of information required to complete a site analysis for a green wall or facade. This will provide the background information to help design a green wall or façade.

Site Analysis
Microclimate: sun and shade • How much sun and shade does the site receive (What is the orientation of the wall)? • Is there overshadowing from other buildings or vegetation?
Microclimate: wind • How windy is the site? • From which direction do the prevailing winds come from? • Is there existing wind tunnelling in the area?
Structure: size, slope and plant equipment • How high is the wall or structure? • For an existing wall or structure, what is its current condition? • Are there windows, downpipes or other elements on the wall?
Structure: structural loading • What is / will be the load-bearing capacity of the wall or structure? • What is the stability of the ground to support a green wall or facade? • Is there an opportunity to include solar panels?
Access • Is there access to the wall from the ground? • Where would access be during construction? • How would the wall or facade be accessed for maintenance?
Heritage • Is the building a heritage item or in a heritage conservation zone?
Water: irrigation if planting within a planter box • Is there an existing water supply nearby? • Is there potential to install a tank to provide water for irrigation? • Is there potential to use greywater for irrigation?
Water: drainage • Is there existing drainage on the ground below the wall? • Where is the drainage and what is the capacity?
Biodiversity • Is the site 100m from a water corridor? • Is the site in or near a wildlife corridor or priority biodiversity area?

Site Analysis
• What native fauna is living in the area? • What are the local native plants of the area? • What fauna or flora species need habitat?

Planting Requirements	Y / N
Is planted in high grade potting mix or approved equivalent, with a minimum depth of 200mm.	
Includes plant species that: • Consider solar aspect and local conditions • Are suited to the soil volume • Are hardy/drought tolerant ornamental plants (no edibles) • Are not noxious weeds or toxic • Are not artificial. *Note: Refer to list of recommended plant species on page 16.*	
Provides for maximum visual impact all year round.	

Maintenance Requirements	Y / N
Commits to the following maintenance of the planter box: • Daily inspection of planter box for any damage, graffiti, litter or other issues. • Regular removal of litter and cigarettes in, under and directly around planter box. • Prompt removal of graffiti. • Prompt repair to planter boxes, and immediate action where there presents a hazard (e.g. sharp edges, unsteady planter).	
Commits to the following regarding graffiti removal, and details this in a maintenance plan: • Confirm with the manufacturer/supplier on their recommended method for graffiti removal. • Removal of graffiti in line with manufacturers' requirements. • Ensure that removal of graffiti does not pose a hazard for the public. • Consider the time commitment, cost and skills/equipment required to ensure this is something they are able to do at short notice.	
Commits to the following regarding plant maintenance: • Daily monitoring of irrigation (if installed/in use). • Daily monitoring of plants to see if they need watering or if there are plants that need to be pruned, replaced or removed. • Adequate watering of plants. Note that in Summer some plants may require watering twice daily. During Winter/rainy periods, some plants may not be able to solely rely on rain and may need additional watering. If planter boxes are under awnings they will solely rely on hand watering. • Pruning/replacing/rotating plant stock as needed • Regular removal of weeds. • Fertilising plants as required.	

Reinstatements, Council Works and Other Requirements	Y / N
Agrees that any damage to the footpaths or Council assets during installation/removal of planter boxes/plantings will be reinstated by Council at individual's expense.	
Agrees that the planter box/planting may need to be removed to allow for urgent/non-urgent work by Council or other service providers. In this case the individual is required to remove and store the planter at their expense. Ensure that there is a plan in the event that any works are required to the footpath. Agrees that Council may instruct any individual to remove the planter box at its sole discretion at any time, and in this circumstance the planter box/planting must be removed promptly.	
Agrees that if planter boxes/plantings are moved without notice or pose a hazard at any time, Council may instruct the individual to remove or relocate them at the individual's expense. Failure to comply within a reasonable timeframe or if Council needs to take immediate action, all associated costs will be recovered from the individual.	
Provides a 24/7 emergency contact should there be any urgent matters.	

Application Requirements	Y / N
The requirements and process to submit an application for vertical greening on sites in Yarra is available on Council's website along with an easy guide on the application and approval process.	

5. Recommended plant species

These plants generally grow well in Yarra, with the right conditions and maintenance. These species are hardy and drought tolerant and are appropriate for tough urban environments. Check the details below to see how much sun they need and if they are native.

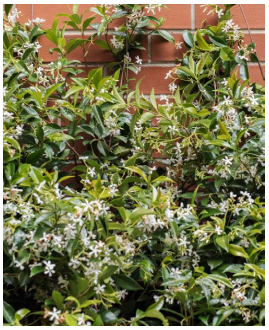
The species you select could impact biodiversity; this is particularly important if your greening is within 100m of a waterway. For further guidance on selecting species that are locally native in Yarra's Gardens for Wildlife booklet or make a visit to the Victorian Indigenous Nurseries Co-Op located in Fairfield.

Snake Vine (native)
Hibbertia scandens

Origin: Native
Light: Full sun, part shade
Dimensions (h x w):
1.5–3 m x 3 m
Typical growth rate:
Medium to fast
Description:
Golden yellow flowers throughout the year

Wonga Wonga Vine
Pandorea pandorana

Origin: Native
Light: Full sun, part shade
Dimensions (h x w):
3 m x 3 m
Typical growth rate:
Medium to fast
Description:
Spring White, Cream, Yellow, Gold, Purple



Star Jasmine
Trachelospermum jasminoides

Origin: Exotic
Light: Full sun, part shade
Dimensions (h x w):
2m x 1m
Typical growth rate:
Medium to fast
Description:
White star shaped perfumed flowers, from late spring to autumn

Small-leaved Clematis
Clematis microphylla

Origin: Native
Light: Full sun, part shade
Dimensions (h x w):
5-10m x 5m
Typical growth rate:
Medium to fast
Description:
Cream-white star shaped flowers, July to November

Kangaroo Vine
Cissus antarctica

Origin: Native
Light: Full sun, part shade, full shade
Dimensions (h x w):
4m x 6m
Typical growth rate:
Medium to fast
Description:
Small creamy-white occurring in spring

Hardenbergia Happy Wanderer
Hardenbergia violaceae

Origin: Native
Light: Full sun, part shade
Dimensions (h x w):
2-3m x 2-3m
Typical growth rate:
Medium to fast
Description:
Purple pea-shaped flowers occur in heavy pendant clusters in spring.

Mini Creeping Fig
Ficus pumila 'Minima'

Origin: Exotic
Light: Part shade
Dimensions (h x w):
4-10m x 4-10m
Typical growth rate: Fast
Description:
A vigorous, fast growing, self supporting creeper with small, attractive, green juvenile foliage. Will cover walls quickly, but can also dislodge roof tiles and damage wooden fences. Prune often to avoid less attractive mature
foliage.

Ornamental Grape
Vitis Vinifera

Origin: Exotic
Light: Full sun, part shade
Dimensions (h x w):
4-6m x 2-3m
Typical growth rate: Fast
Description:
Deciduous, large tendril climber with beautiful green leaves in spring, dark red to burgundy leaves in summer and burnt orange leaves in autumn.

If selecting plants outside of this recommended list, please consider choosing appropriate species that will not cause infrastructure damage e.g. Lifting footpaths or affecting the integrity of the structure of the building.

The planting of edible plant species which have seeds and fruit can drop and create a safety risk of slipping, tripping or injury. This is not permissible when in public spaces.

Contaminated soil may also be present and in-ground planting of food plants is not permitted. This is not permissible when in public spaces. If you are planting edible plants, please refer to Yarra's *Urban Agriculture Guidelines* for general information and to determine if your project is suitable as a food garden.

6. Helpful Resources

Yarra's Street Garden Guidelines – *Do Not Plant Street Garden Species List*
Removing weeds in Yarra and planting indigenous alternatives.pdf (great section on creeping plants)
Victoria Indigenous Nursery Co-Op - VINC
Find plants for pots and planter boxes - City of Melbourne
Urban nature planting guide - City of Melbourne
Weeds | Biosecurity | Agriculture Victoria
State prohibited weeds | Weeds | Biosecurity | Agriculture Victoria
growing-green-guide.pdf (melbourne.vic.gov.au) (pages 59-61)

7.6 Public Open Space Lighting Policy

Reference	D24/332193
Author	Susan Stanes - Senior Coordinator Design and Place Making
Authoriser	Manager City Strategy
Disclosure	The authoriser, having made enquiries with members of staff involved in the preparation of this report, asserts that they are not aware of any general or material conflicts of interest in relation to the matters presented.

Purpose

1. To seek endorsement of a new Public Open Space Lighting Policy.
2. The Public Open Space Lighting Policy has been prepared in response to Notice of Motion 12.4 on 14 February 2023:

   (a) officers bring forward a report on Council's compliance with the Australian Standard 4282: Control of the Obtrusive effects of Outdoor Lighting, guidelines for the community to limit the effects of light pollution, particularly in wildlife sensitive areas, near green corridors, open spaces, and parks including any gaps in existing policy.
3. The two remaining items listed in the Notice of Motion 12.4 are:

   (a) Council's compliance with the Australian Standard 4282: Control of the Obtrusive effects of Outdoor Lighting and

   (b) Guidelines for the community to limit the effects of light pollution.
4. Compliance with AS.4282 will be addressed in the near future by a separate briefing.
5. In regards to guidelines for the community to limit the effects of light pollution, Officers are reviewing effectives ways to educate and inform the community of how to limit their impact. Officers recommend a less static document so that it can be updated regularly such as a fact sheet or web page. This piece of work will both educate the community of the impact external lighting has on ecology and amenity generally and also provide solutions to the community in how they can do to assist such as types of lighting, timers on lights, buffers etc.
6. It is expected that this work will be completed early 2025.

Critical analysis

History and background

7. The Open Space Lighting Policy (Policy) has been developed to provide direction with respect to the management, implementation and design of lighting within the City of Yarra's network of parks, reserves and outdoor sporting facilities.
8. Lighting in Yarra's public open spaces has previously been informed by the Yarra Public Lighting Policy 2014.

Discussion

9. The purpose of the Policy is to guide when and where lighting in public open space is needed and if so, how, when and what type of lighting should be used.
10. The updated Policy addresses lighting in Council owned and managed open space reserves. This policy differentiates between formal and informal use within open space. It does not include other areas managed by Council such as roads and lanes, nor private open space.
11. The Policy supersedes the Yarra Public Lighting Policy 2014 in relation to open space reserves.

12. The new Policy incorporates new Australian Standards such as the Australian Standard 4282:2019 - Control of the Obtrusive effects of Outdoor Lighting and AS11.58.1.1.2022 - Lighting for roads and public spaces and draws and references on significant State Government strategies such as Burndap Birraung burndap umarkoo (Yarra Strategic Plan) 2022-32, Victoria State Government, 2022 and National Light Pollution Guidelines for Wildlife (V2), Department of Environment and Energy, May 2023.

Objectives

13. Outdoor lighting is required for the enjoyment and use of open space outside of daylight hours, which Council should encourage in appropriate locations and times to support diverse night-time and early morning activity in Yarra. Considered outdoor lighting solutions facilitate:
    (a) Sustainability, limiting light pollution and negative effects on the local ecology;
    (b) Safe perceptions of space and night-time experiences for pedestrians;
    (c) Community character and vitality that builds a sense of place;
    (d) Legibility and appreciation of urban form and context;
    (e) Intuitive wayfinding in hours of darkness;
    (f) Engaging and vibrant 24-hour activity within the City of Yarra;
    (g) Equal and inclusive access to public spaces; and
    (h) Respecting the local community who surround the parks and reserves.
14. Lighting should be fit for purpose and provide a level of illumination which is suited to the location, use of the site and provided at the times of activity. It is not possible or desirable to light large areas of landscape for general use. Lighting should be focussed and provided only where it serves the key objectives.
15. The key principles and expected outcomes are covered in the policy using the themes of:
    (a) Environmental;
    (b) Use and Activation;
    (c) Equal Access and Inclusivity;
    (d) Access and Circulation;
    (e) Safety and Wayfinding;
    (f) Urban Context and Identity; and
    (g) Planning and Maintenance.
16. In regards to the environmental principles, the draft policy includes the following outcomes:
    (a) Protect environmentally sensitive areas and minimise light pollution;
    (b) Minimise impact on native flora and fauna in areas with high habitat values or environmental sensitivity;
    (c) Minimise energy use;
    (d) Use low energy LED fittings only. Consider replacing existing fittings with LED technology where feasible;
    (e) Use smart sensors and controls where appropriate to ensure lighting is only activated when needed and only at required lighting levels. e.g.; daylight and motion sensors, automatic dimming;
    (f) Use appropriate luminaire design and beam angles to minimise spill of lighting to unwanted areas and directions. Where required, use glare shields; and
    (g) Remove existing lighting where not required.

17. The draft Policy includes technical considerations in relation to ecology and sustainability. It considers the ecological needs of the surroundings to employ appropriate use of technology such as lower light levels, colour temperature, beam angles and shields.

18. Reference is provided to the Department of Environment and Energy "National Light Pollution Guidelines for Wildlife" (V2 May 2023) for further guidance on reducing the impact on ecology.

19. In relation to wildlife and river corridors the draft Policy includes that no lighting is provided on paths located in environmentally sensitive areas or along waterways (such as Main Yarra Trail and Merri Creek Trail).

20. In very specific circumstances where pedestrians and cyclists may need to be diverted to alternate routes which provide lighting, some low level wayfinding lighting may be deemed appropriate.

Compliance and Strategic Guidance

21. The ecological needs are carefully considered through the draft Policy and references the Department of Environment and Energy "National Light Pollution Guidelines for Wildlife" (Jan 2020) as an additional guide.

22. Lighting for pathways and all sport and recreation grounds are required to adhere to specific Australian standards.

23. All new lighting needs to conform to all appropriate standards as the minimum level of intervention to open space, while ensuring that lighting levels do not exceed the appropriate standards to prevent over lighting which can lead to inhospitable spaces for humans to be comfortable in outside of daylight hours.

24. Lighting needs to be designed appropriately for the uses and for the community that will be in the space.

Technical Considerations and Operational Requirements

25. The Policy has been peer reviewed throughout its development by lighting specialists within Arup Pty Ltd, a leading company of engineers, designers and technical experts.

26. The Policy proposes that all new lighting designs should employ LED lighting for longevity and energy efficiency.

27. A range of considerations are also included such as colour temperature, colour rendering, contract ratios and ambient luminance.

28. The general approach should always ensure that lighting is used only when and where it is needed to provide a safe venue or passage for users.

29. Lighting at structured sport and recreation grounds is informed by the relevant Australian standard and the permitted hours of operation are included in the Policy.

30. The hours of operation vary marginally across different types of spaces and facilities ranging from dusk to 10.30/11.30pm depending on the time of year.

Further Work

31. In regard to the two remaining items listed in Notice of Motion 12.4 and noted in the purpose of this report, Officers are currently scoping the costs associated with auditing Council's external lighting.

32. In relation to guidelines for the community to limit the effects of light pollution, officers are reviewing effective ways to inform residents and businesses on how to minimise their impact. Officers will also work closely with Yarra's Communications and Engagement Team to achieve this in 2025.

Community and stakeholder engagement

33. The Policy is a technical document and has not been subject to external community consultation.

34. The following internal stakeholders have consulted and provided input into the policy:

    (a) Community Strengthening:

        (i) Social Strategy;

        (ii) Aged and Disability Services;

        (iii) Diversity and Inclusion;

    (b) Infrastructure and Environment:

        (i) Recreation;

        (ii) Traffic Engineering;

        (iii) Building and Asset Management;

    (c) City Works:

        (i) Open Space Services;

        (ii) Biodiversity;

        (iii) Strategic Project Delivery; and

    (d) City Sustainability and Strategy:

        (i) Strategic Transport:

        (ii) Sustainability; and

        (iii) Urban Design.

Policy analysis

Alignment to Community Vision and Council Plan

35. The Policy aligns with the Community Vision by creating high quality places that people feel safe and comfortable in and enable people to make connections with their community and their local area.

36. The Policy also supports a number of strategies from the Council Plan. These include:

    (a) Embed climate emergency responses, circular economy approaches and conscious consumption across Council directorates and branches and promote this within the community;

    (b) Protect and enhance the biodiversity values, connectivity and resilience of Yarra's natural environment; and

    (c) Support and facilitate active recreation that is safe, inclusive and accessible for all genders.

Climate emergency and sustainability implications

37. The Policy recommends mandatory low energy lighting and replacing existing outdated high energy use lighting across open spaces in Yarra. The Policy considers the environmental implications of lighting to fauna in Yarra and provides guidance on minimising these impacts to our natural environment.

Community and social implications

38. The Policy will ensure that open spaces in Yarra provide a safe environment for users that is appropriate to the type of activity in the space.

Economic development implications

39. The Policy will improve the safety of paths of travel between key destinations in Yarra including Activity Centres, contributing to greater patronage and economic outcomes.

Human rights and gender equality implications

40. The Policy prioritises the consideration of lighting that provides safe spaces and movement for all members of Yarra's diverse community and people visiting the area. Recommendations from the gender impact assessment have been incorporated into the Policy.

Operational analysis

Financial and resource impacts

41. The Policy requires no financial resources. As individual projects are identified, budget bids will be submitted and assessed through Yarra's capital works process.

Legal Implications

42. There are no known legal implications.

Conclusion

43. The Public Open Space Lighting Policy will provide direction with respect to the management, implementation and design of lighting within the City of Yarra's network of parks, reserves and outdoor sporting facilities while being respectful of the environmental implications of lighting to fauna in Yarra and provides guidance on minimising these impacts to our natural environment.

RECOMMENDATION

1. That Council:
   (a) endorses the Public Open Space Lighting Policy;
   (b) notes that officers are currently scoping the costs associated with auditing Council's external lighting; and
   (c) notes that guidelines are currently being developed to assist the community to understand how they can limit the effects of light pollution, and these will be published on the Yarra website in 2025.

Attachments

1⇩ Attachment 1 Draft Public Open Space Lighting Policy

Draft Public Open Space Lighting Policy

Draft
August 2024

CITY OF YARRA

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.

Contents

1. Introduction 4
Purpose 4
Scope 4
2. Objectives 4
3. Compliance & Strategic Guidance 6
Standards 6
Designing for the community 7
Spatial typology 7
4. Spatial & Contextual Considerations 7
Lighting Infrastructure & Quality 7
5. Technical Considerations 8
Low energy smart lighting 8
Colour temperature 8
Colour rendering 8
Contrast ratios and ambient luminance 8
Ecology and sustainability 8
6. Operational requirements & considerations 8
General approach 8
Lighting controls & timing 8
7. Implementation 9
Informal open space uses (park lighting) 9
Park destinations 9
Key linkages and connections 9
Standards 9
Structured sport and recreation grounds 13
Standards 13
Design considerations 13
8. Planning for new lighting 14
9. Appendices 14
Glossary 14
Key Relevant Documents 15
Council Strategies and Policies 15
Australian Standards 16
Other Reference Documents 16

1. Introduction

The Public Open Space Lighting Policy has been developed to provide direction with respect to the design, implementation and management of lighting within the City of Yarra's network of parks, reserves and outdoor sporting facilities.

Purpose

The purpose of this Policy is to guide when and where lighting in public open space is needed and if so, how, when and what type of lighting should be designed and implemented.

Scope

The Policy addresses lighting in Council owned and managed open space reserves. This draft policy differentiates between formal and informal use within open space. This does not include other areas managed by Council such as roads and lanes, nor private open space.

This Policy supersedes the Yarra Public Lighting Policy 2014 in relation to open space reserves. This draft Policy is subject to a review after five (5) years from commencement.

2. Objectives

Outdoor lighting is required for the enjoyment and use of open space outside of daylight hours, which Council should encourage in appropriate locations and times to support diverse night-time and early morning activity in Yarra. Considered outdoor lighting solutions facilitate:

- Safe perceptions of space and night-time experiences for pedestrians
- Community character and vitality that builds a sense of place
- Legibility and appreciation of urban form and context
- Intuitive wayfinding in hours of darkness
- Engaging and vibrant 24-hour activity within the City of Yarra
- Equal and inclusive access to public spaces
- Sustainability, limiting light pollution and negative effects on the ecology
- Respecting the local community who surround the parks and reserves

Lighting should be fit for purpose and provide a level of illumination which is suited to the location, use of the site and provided at the times of activity. It is not possible or desirable to light large areas of landscape for general use. Lighting should be focussed and provided only where it serves the key objectives.

Table 1: Key principles and objectives

Key Principle	Expected Outcome
Use and Activation	Ensure lighting supports night-time and early morning social and recreational activity within Open Space. • Provide a friendly and welcoming atmosphere where residents and visitors can congregate and socialise with friends and spend long periods of time together outdoors. • Balance lighting with appropriate solutions that respond to frequency, type and duration of use for each space. • Facilitate the activation of spaces by creative lighting that promotes excitement, familiarity, comfort and wonder. • Allow and encourage both structured and unstructured sport and recreation use at night in appropriate locations and at appropriate times. • Light sports fields and courts in accordance with relevant sporting code requirements and Australian Standards.

Key Principle	Expected Outcome
Equal Access and Inclusivity	Ensure lighting supports and considers the diversity of users within Open Space. • Engage with the local community and ensure an inclusive response to how different people experience open spaces after dark. • Ensure that the needs of all members of the community are met, particularly addressing the unique concerns and needs of women, girls and gender diverse.
Access and Circulation	Ensure lighting supports night-time pedestrian and cycling circulation within Open Space. • Enable and encourage active walking, cycling and public transport usage by illuminating key connecting routes through open spaces. • Encourage equal access to open spaces and ensure that universal design practices are considered. • Ensure access and circulation suitably considers adjacent context.
Safety and Wayfinding	Ensure lighting promotes safety and aids early morning and night-time way-finding, transport and recreational activity. • Integrate a considered design approach to the way lighting is planned and implemented to appropriately address perceptions of safety. • Light only those public space areas and paths intended for use outside of daylight hours and do not light spaces of low usage or that lead to entrapment spaces. This should be considered holistically and align with adjacent strategies and policies. • Encourage passive surveillance at ground level to promote safe perceptions of space. • Engage with the local community to identify and respond to areas where the community feel unsafe. Take into consideration existing gendered safety data. • Ensure there is careful consideration to the perception of brightness in spaces, illuminance to people's faces and the surrounding environment to promote a visible field of view for pedestrians where they are able to quickly assess the scene in front of them.
Environmental	Minimise energy use. Protect environmentally sensitive areas and minimise light pollution. • Minimise impact on native flora and fauna in areas with high habitat values or environmental sensitivity. • Use low energy LED fittings only. Consider replacing existing fittings with LED technology where feasible. • Use smart sensors and controls where appropriate to ensure lighting is only activated when needed and only at required lighting levels. Eg; daylight and motion sensors, automatic dimming. • Use appropriate luminaire design and beam angles to minimise spill of lighting to unwanted areas and directions. Where required, use glare shields. • Remove existing lighting where not required.

Key Principle	Expected Outcome
Urban Context and Identity	Ensure lighting contributes to local character and cultural values. • Use well-designed fixtures that complement the scale and character of the space being lit. • Consider appropriate forms of the lit effect to highlight the urban form, any culturally significant architectural elements, public art or natural assets. • Integrate lighting with signs, landscaping and other public space elements. • Limit decorative lighting to design features in strategic locations.
Planning and Maintenance	Ensure effective planning, management and maintenance of public space lighting. • Ensure a considered design approach is applied and compliance with all appropriate standards is achieved. • Avoid using inground lighting. • Establish design standards for lighting elements and implement consistently across the municipality. • Use light fittings that offer value for money and have adequate IP ratings for external use. Ensure life cycle, optic control and impact on the environment is considered.

3. Compliance & Strategic Guidance

Standards

Lighting for pathways and all sport and recreation grounds are required to adhere to specific standards – these are referenced in the tables below.

Ensure all new lighting conforms to all appropriate standards as the minimum level of intervention to open space. Ensure that lighting levels do not exceed the appropriate standards to prevent over lighting which can lead to inhospitable spaces for humans to be comfortable in outside of daylight hours and adversely impact wildlife.

In addition to achieving compliance with Australian standards of vertical and horizontal illuminance, a more considered approach recognises that other elements alter perceptions of brightness and safety in a space.

The following considerations should be reviewed in designing and specifying lighting within Yarra network of parks, gardens and reserves.

Key Questions to consider before designing the outdoor lighting scheme:

- What are the limitations and issues of the space at present?
- Has the community been consulted on issues in the area and what new ideas they might have for the space?
- Is there an urban design and user experience strategy that could be incorporated into the design?
- How does the experience of daytime differ from the experience after dark on the site?
- How can lighting be used to promote positive experiences of the night-time?
- Who uses the space after dark? Who else could benefit from the implementation of outdoor lighting in this space?
- What is the intended use for the space after dark?
- Is the space accessible to minority groups in the community across age, gender, sexuality, ethnic and cultural backgrounds, religion, people with disability and older people?
- Have the appropriate experts in lighting design, risk and public realm urban design been engaged?

Designing for the community

People have wide-ranging interests in their environment and its well-being. Engagement with a wider range of stakeholders will ensure a holistic approach to designing the night time outdoor environment that meets the diverse needs of the community.

Outdoor lighting designs ultimately benefit and affect the people who frequent the spaces the most. It is recommended that a diverse group of relevant community members are engaged at the beginning of the design process to determine the best design solution. This engagement is ideally carried throughout the design process to validate any decisions made during the design process.

In addition to consultation with local and state government bodies, the following non-governmental organisations are recommended for consultation:

- Business owners
- Women's and intersectional interest groups
- Disability advocate groups
- Historical and heritage groups
- Private and public property owners
- Environment action groups
- Local community wellbeing groups
- Sporting and recreation organisations
- Active transport groups

Spatial typology

Lighting can promote versatile uses of open space that may be different to its use during the daytime. Lighting solutions should be appropriate for the intended use and activity of the space**. In general, there needs to be a balance between lighting a park for general use, discouraging anti-social behaviour and public safety.**

Lighting should be considered for application within more frequently used open spaces and larger reserves including Regional, City-Wide and Neighbourhood open space. Ensure lighting layout is part of broader master plans for parks of this scale. (Refer to Appendix 1: Open Space Hierarchy Yarra Open Space Strategy DWG No. YOSS-03a)

Lighting to local and small local parks should consider the balance of lighting from the street and other businesses to ensure that visibility is adequate across the space. In these locations lighting is only applicable for specific use or facilities. (As noted within Tables 2&3).

4. Spatial & Contextual Considerations

Lighting Infrastructure & Quality

Positive experiences of the night time environment extend beyond vertical illuminance, horizontal illuminance and uniformity. In addition to levels of light, the perception of brightness can be modified by different surface finishes, transparency and the light levels in the surrounding environment. Where required, each lighting solution should be designed by an expert lighting designer and is dependent on the contextual requirements of the subject site.

This following spatial and contextual factors should be considered:

- The degree of reflection/absorption of surrounding surfaces
- Any obstructions to the beam of light emitting from the light source (such as vegetation).
- Clear illumination of sightlines in the immediate and surrounding spaces.
- Balance out levels of illumination within the site and surrounding environment. Ensure the lighting does not create glare.
- Take into consideration the absence or presence of passive surveillance from shop fronts, or private residential properties.
- In some cases, lighting can enhance the urban and architectural form, through creating illuminated focal points and layering of lit effect.

5. Technical Considerations

Low energy smart lighting

- All new lighting designs should employ lowest energy and long-lasting technology, for example LED. Technology should allow for customisation of technical lighting parameters to be able to achieve lighting solutions that encourage safe perceptions of spaces.
- Interactive smart lighting technology should be assessed and implemented to respond to specific needs and provided only where it aligns with the key objectives.

Colour temperature

- Warmer colour temperatures are found to correlate with a safe perception of space and have been found to be less detrimental to human and wildlife cycles.
- To encourage comfortable use of spaces for humans outside of daylight hours utilise/adopt a white light of 3000K or less colour temperature. The consistent use of colour temperature within and adjacent to a space is strongly encouraged.
- In wildlife-sensitive areas it is recommended that a lighting design and biology expert is engaged. Refer Department of Environment and Energy “National Light Pollution Guidelines for Wildlife, V2 May 2023”.

Colour rendering

- High colour rendering facilitates perceptions of safety and comfort in a space. High rendering of colour (CRI 80+) allows the human eye to make out shapes, people and greenery and allows pedestrians to accurately assess safety and intent of people approaching ahead.
- A colour rendering index of 80 or above should be used in all sites to facilitate safe perceptions of space.

Contrast ratios and ambient luminance

- Moving through smooth transitions of brightness is important for visibility and perceived safety. Unbalanced lighting installations where there is an exceedingly bright luminaire can cause high levels of glare and cause temporary inability to see into dimmer lit areas.
- Provide gradual transitions between bright-lit and dimmer-lit areas and consider any spill light from street lighting or building lights.
- Provide consistent luminous surfaces and continuous visibility along paths.
  Where pedestrian and shared paths pass through public open space, light the paths to the same level as surrounding streets. This can be achieved through techniques of creating lit focal points, layers of light and having more light sources than just pole lighting.

Ecology and sustainability

- Consider the ecological needs of the surroundings and employ appropriate use of technology such as lower light levels, colour temperature, beam angles and shields. Refer to Department of Environment and Energy “National Light Pollution Guidelines for Wildlife” (V2 May 2023) for further guidance on reducing the impact on ecology.

6. Operational requirements & considerations

General approach

Ensure lighting is used only when and where it is needed to provide a safe venue or passage for users. Lighting at structured sport and recreation grounds is prearranged with Yarra City Council.

Lighting controls & timing

All new lighting design projects should be using dimming and controls so that light is only used in the appropriate amount and time it is required. Consider motion detection and timeclock operation.

Multiple switching is required to allow for the choice of some or all of the venue to be lit.

Utilise control systems and smart lighting technology where remote monitoring and switching is required. As a general requirement, park lighting should be controlled using both a PE cell and a timer located in the electrical meter box or, if possible, co-located with irrigation control.

7. Implementation

Two separate categories of lighting are found within Yarra's Public Open Spaces. Based on use, these categories are:

Informal open space uses: General lighting within parks, gardens and reserves.

Structured sport and recreation ground uses: Specific lighting for regulated sporting codes (such as Australian Rules Football, Football (Soccer), Athletics, Lawn Bowls and court sports).

Informal open space uses (park lighting)

People need adequately lit paths to move through open space outside of daylight hours – these spaces are typically located in larger reserves including Regional, City-wide and Neighbourhood open space. Reasons for accessing Open Space at these times include;

Park destinations

Designated areas within Parks and Gardens that have specific uses outside of daylight hours. This may include structured sport and recreation uses, for example Edinburgh Gardens Tennis Club. The extent of general lighting in these parks needs to be determined based on a balance between lighting a park for general use, discouraging anti-social behaviour and public safety.

Key linkages and connections

Important access connections to public transport, shops or community hubs where no safe and accessible street network exists for walking/cycling. People need adequately lit paths to move through open space outside of daylight hours. Lighting along key routes can encourage sustainable transport modes of walking, cycling and public transport. These key routes make include paths through parks which lead to public transport stops or stations, and shared paths which link into the main movement network or transport paths of many pedestrians and bike riders. For example, Mayors Park- linkage between Clifton Hill Station and Queens Parade (Image 1).

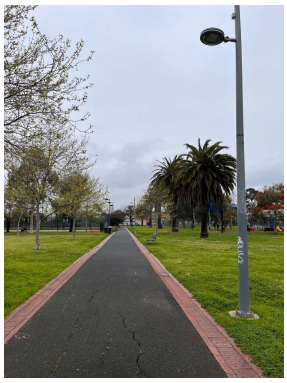


Image 1: Mayors Park linkage

Standards

Path lighting is to be in accordance with the requirements of AS 1158.3.1 Lighting for roads and public spaces - Part 3.1: Pedestrian area (Category P) lighting - Performance and design requirements.

Informal recreational facilities should consider the requirements of AS 2560:2021 Sports Lighting and any relevant State Sporting Organisation guidelines such as Community Sporting Facility Lighting Guide – Australian Rules Football, Soccer and Netball (Department of Planning and Community development).

These documents should be used to determine the appropriate performance requirements for park lighting. Refer Tables 2 and 3 for more detailed requirements.

Table 2: Lighting Applications - Informal open space uses

Use	Design directive	Specific lighting application
Shared paths Key shared paths which are transport paths for pedestrians and bike riders which link into the main movement network. For example, Inner Circle Linear Park shared path.	• The lighting of shared paths will consider strategic routes, the Yarra Transport Strategy, New Deal for Cycling and the need to protect environmental corridors from the impacts of lighting. • Light key linkages between transport stops/stations through to main connector roads (i.e. Linear Park and Koonda Lat). • Do not light paths in environmentally sensitive areas or along waterways (such as Main Yarra Trail and Merri Creek Trail). Alternative low impact wayfinding lighting may be deemed appropriate along key routes.	**Light type:** Open Space pole top luminaire. **Illuminance Level:** Min PP4 - Max PP2 **Timing:** Morning: from 5am until light Night: from dusk until 11:30pm summer, 10:30pm winter. **Wayfinding lighting:** May not be addressed in Australian Standards.
Pedestrian paths	• Light in areas of high use or key connections between destinations. Do not light remote locations. • Do not light in small residential parks unless no footpath on adjacent streets is provided. • Some parks may require lighting all night. For example, Edinburgh Gardens.	**Light type:** Open Space pole top luminaire. Integrated street furniture or wall lighting where appropriate. **Illuminance Level:** Min PP4 - Max PP2 **Timing:** Morning: from 5am until light Night: from dusk until 11:30pm summer, 10:30pm winter.
Passive recreational uses such as dog off-leash areas Suitable Ovals & Soccer Pitches are: • Alan Bain Reserve • Alphington Park Oval • Burnley Oval • Citizens Park Oval* • Yambla Reserve • Victoria Park	• Lighting in designated areas only. • Do not light remote locations not accessible after dark. • Do not light small residential parks. • Only one “site” within a larger park to be lit under this category.	**Light type:** Pole top luminaire, or use of sportsground floodlights depending on site. **Illuminance Level:** PP4 (or maximum of one pole with sports floodlights. *Note Citizens Parks can utilise 2 sports light poles as amended by Council resolution on 3 September 2013). **Timing:** Morning: N/A Night: Mon-Fri from dusk until

Subject to new or additional infrastructure being installed the following sites may be utilised for this use: • Fairfield Park Oval • Gahan Reserve • Curtain Square (Dog off leash area) • Edinburgh Gardens Square (Dog off leash area) • Darling Gardens (Dog off leash area) • Mayors Park		10:00pm (outside those hours where sporting activities have sole access to playing fields). **Duration:** To operate at the conclusion of daylight savings until daylight savings resumes.
Plaza	Light only gathering spaces in close proximity to night time activity centres or high use paths appropriate to the function of the space.	**Light type:** Open Space pole top luminaire, custom pole top and integrated street furniture lighting appropriate to site. **Illuminance Level:** Max PA3 **Timing:** Morning: N/A Night: from dusk until 11:30pm summer, 10:30pm winter
Public Art, Signage, Other Features	Light urban/landscape features only in high visibility locations or in high use plaza spaces, such as gateways or activity centres.	**Light type:** Feature lighting **Illuminance Level:** Varies- decorative only, no min. luminance to be met. **Timing:** Morning: N/A Night: from dusk until 11:30pm summer, 10:30pm winter.
Decorative / Feature lighting	Creative lighting solutions for targeted specialised lighting applications. This can take the form of creating focal points, layered lighting or creating ambient glow.	**Light type:** Feature lighting **Illuminance Level:** Varies, decorative only, no min luminance to be met. **Timing:** Morning: N/A Night: from dusk until 11:30pm summer, 10:30pm winter.
BBQ and picnic areas	Do not light. Night-time activity not encouraged.	

Multi-use public access courts Open (non-enclosed) courts catering for informal or non-organised use. May cater for Basketball (half/ full court), Netball etc.	Light only in regional parks where near high use paths. Consider light spill into adjacent residential properties Do not light in local and small local open parks.	**Light type:** Sports pole top floodlight to meet lux **Illuminance Level:** For recreational basketball and netball: 100 lux **Timing:** Morning: N/A Night: From dusk until 10.00pm **Controls:** Use Sensor, Timer, Motion Detection, or User Activated lighting controls.
Structured sports lighting Lighting of sportsgrounds, multi-use fenced courts, lawn bowls greens for structured sports programs/competitions and bookings	Lighting to meet the required standards for the specific activity. Lighting control should be implemented to minimise energy consumption for each site.	**Light type:** Sports pole top floodlight to meet required lux luminance level for each sport. To be determined based on needs at each facility and required lighting standards for sporting codes. **Timing:** Morning: From 6:30am until dawn* (fenced courts) Night: From dusk until 11:00pm **Controls:** Timer or User Activated lighting controls or remotely controlled systems.
Skate Parks	Light only in City Wide parks where near high use paths. Consider proximity to adjacent residential properties.	**Light type:** Floodlighting or post top luminaire. **Illuminance Level:** AS 1158.3.1 (2020) Table 3.5 Sub Cat PA3 Optimal 100 lux (not always achievable due to environmental constraints) **Timing:** Morning: N/A Night: From dusk until 10.00pm **Controls:** Use PE Cell and Timer combination.
Playgrounds	Do not light. Night-time activity is not encouraged	

Wildlife / River corridors	Do not light paths in environmentally sensitive areas or along waterways (such as Main Yarra Trail and Merri Creek Trail). Alternative low impact wayfinding lighting may be deemed appropriate along key routes.	**Wayfinding lighting:** May not be addressed in Australian Standards.

Note: Lighting times may be extended subject to approval of an events permit.

Structured sport and recreation grounds

The provision of compliant sports lighting systems enables extended use on formal sporting grounds and facilities. This contributes to the continued health, wellbeing and safety of the Yarra community by increasing participation in physical activity.

The use of lighting at sports fields needs to be carefully balanced with the needs of the wider community, wear and tear on the facilities, and attention to energy use and costs.

Standards

Lighting is to be in accordance with the requirements of:

- AS 2560:2021 Sports Lighting, Part 2: Specific applications
- AS2560:2007 Part 2.8: Specific applications - Outdoor bowling greens
- Tennis, Athletics and Netball to community competition standards

These documents should be used to determine the appropriate performance requirements for sports lighting.

Design considerations

Sporting Use - Ensure lighting aligns with intended use or activity type.

Access - Ensure safe access to sports field destinations is duly considered. Refer to path lighting.

Control & timing - Timers will be used to turn off sports lights at the conclusion of the activity and no later than 11.00pm, except with approval of an events permit.

Light spill - Careful consideration of spill lighting will be critical due to the strength of sports lighting. Light spill should be considered with regards to the recommendations of AS 4282:2019 Control of the obtrusive effects of outdoor lighting.

Geotechnical - For large ovals and multicourt netball/basketball facilities, a geotechnical assessment and investigation will need to be done to determine the size of the footing for light poles.

Planning/Building Permit Approval - Poles for lights over eight (8) metres in height will require a building permit. This is in accordance with the Building Regulations 2018 (Victoria). AS 2560.2:2021

Table 3: Lighting Applications - Structured sport and recreation ground

Sport/ Level	Maintained Average Lux	Maximum Glare Rating
Soccer		
Training	50	-
Club competition	100	50
Semi Professional	200	50
Professional Competition	500	50
Basketball/Netball		
Training	100	65
Club competition	200	65

Sport/ Level	Maintained Average Lux	Maximum Glare Rating
Tennis		
Recreational	250	50
Club competition	350	50
National / International	1000	50
Australian Rules Football		
Training ground only	50	-
Club competition & match practice training (enhanced)	150	50
Semi Professional	200	50
Professional	500	50
Bowling Green		
Training and Competition	100	50
Cricket	Square	Outfield Lux
Training	100	100
Match Practice	200	200
Level 3	300	200
Level 2	500	300
Level 1	700	500

8. Planning for new lighting

Council officers considering new lighting in open spaces will follow the steps below:

1. Determine the users, purpose and aim of lighting and assess against the key principles (refer Table 1).
2. Assess the type, level and hours of usage fit for purpose for the location and activity (refer Tables 2&3).
3. Identify design and lighting fixture options according to specific site and performance and context requirements.
4. Design new lighting scheme to meet the needs of the site and the community that will be using it.
5. Identify the level of illuminance to be met and achieved with lighting solution (refer Table 2&3).
6. Assess current illuminance and luminance levels (light level simulation on Dialux - lighting design software or equivalent can be done).
7. Convey data on new light assets to asset management team.

9. Appendices

Glossary

General terms used in this document:	
Colour temperature	Correlated colour temperature describes the colour of a light source and is measured in degrees Kelvin (K). White lamps have a high colour temperature (e.g. 4000K). Yellow lamps have a low colour temperature, (e.g. 2000K). Colour temperature also has ecological consequences on the nocturnal patterns of wildlife.

Colour rendering	Colour rendering describes the degree to which natural colours can be perceived under different kinds of artificial light. It is measured on a colour rendering index (CRI) of 0 to 100 percent. A CRI of 100 indicates that colours are depicted accurately. A CRI of less than 30 indicates colours are distorted and difficult to recognise. A CRI of 80 or above provides an acceptable standard for outdoor lighting.
Glare rating	Indicates the glare evaluation for outdoor sports and area lighting based on how it is perceived by the human eye. It is measured as the observer looks at each point on a horizontal illuminance grid.
LED lighting	Light emitting diode, a semiconductor device that converts electricity into light.
Light spill	Light that falls outside the area intended to be lit, contributes to sky glow and may be a nuisance. Known to affect the natural behaviour and navigation of some wildlife.
LUX levels	Internationally recognised measure of the intensity of illuminance (brightness), as perceived by the human eye.
Uniformity	Rate of change of illuminance over a defined area.
Sportsground	Natural turf ovals and pitches designated for the purpose of sport and recreation.
Summer	Refers to Australian Eastern Daylight Time (AEDT).
Winter	Refers to Australian Eastern Standard Time (AEST).

Key Relevant Documents

Council Strategies and Policies

Yarra Climate Emergency Plan 2024-2030

Yarra Open Space Strategy 2020

Yarra Transport Strategy 2022-32

Australian Standards

AS 11.58.1.1.2022 Lighting for roads and public spaces
AS 2560.1:2018 Sports Lighting, Part 1: General principles
AS 2560.2:2021 Sports Lighting, Part 2: Specific applications
AS 4282:2019 Control of the obtrusive effects of outdoor lighting

Other Reference Documents

Burndap Birraung burndap umarkoo (Yarra Strategic Plan) 2022-32, Victoria State Government, 2022
Community Sporting Facility Lighting Guide, Sport and Recreation Victoria, 2012
Football Lighting – Effective Lighting Guide, Football Victoria, 2019
Lighting for Hockey Fields, Hockey Australia, June 2022
National Light Pollution Guidelines for Wildlife (V2), Department of Environment and Energy, May 2023
Urban Design Guidelines for Victoria, Department of Planning, 2017
Your Ground Victoria Report, XYX Lab and CrowdSpot, 2021

7.7 Local Liveable Streets Update

Reference	D24/336394
Author	Mary Osman - General Manager City Sustainability and Strategy
Authoriser	Chief Executive Officer
Disclosure	The authoriser, having made enquiries with members of staff involved in the preparation of this report, asserts that they are not aware of any general or material conflicts of interest in relation to the matters presented.

Purpose

1. The purpose of this report is to address the Notice of Motion Item 8.5, No.16 of 2024 - Local Liveable Street Evaluation approved at the Council meeting on 9 July 2024. The recommendation included:

   Recommendation 2. That Council receive a report at the September meeting of Council which:

   (a) provides an assessment of the 23/24 program relating to process, timing and the assessment of submissions;

   (b) provides recommendations for enhancement and improvement of the 23/24 program;

   (c) outlines a process for communicating the program and its benefits more widely; and

   (d) provides a timeline for the rollout of the program over 3 years followed by an evaluation.

Critical analysis

History and background

2. The Local Liveable Streets Guide (LLS) was adopted by Council on 8 March 2022, and sought to provide high-level guidance for how improved public realm outcomes can be achieved on local streets in Yarra. It sought to give community members an opportunity to propose improvements to their local streets for Council to consider.

3. The project was initiated by Councillors, through a Motion on 5 October 2021, which requested officers prepare:

   "a broader Framework for Local Liveable Streets which clearly articulates:

   (a) Yarra's aspiration for local streets;

   (b) the elements which contribute to a sense of place in local streets;

   (c) the different functions that local streets perform;

   (d) the council strategies and plans which impact on local streets;

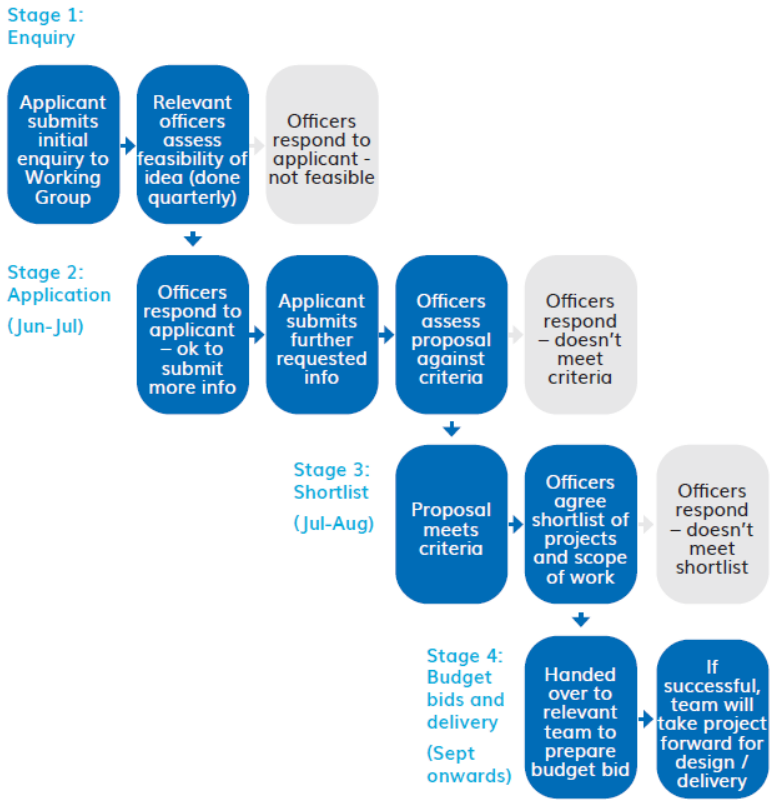
   (e) how implementation of these strategies and plans in Yarra's local streets will be coordinated within the organisation;

   (f) how Yarra's residents and businesses can have a say about the future of their streets and can initiate positive change in their street; and

   (g) how new developments can contribute to improving movement and place in local streets."

4. Council allocated $265,000 in 2023/24 towards the first year of the LLS Program to implement a shortlist of eligible community ideas.

5. The adopted LLS Guide sets out a process (see below) for receiving and assessing community ideas through the LLS Program.



6. It requires ideas to be submitted by the community for officers to assess and then request those considered feasible require detailed applications in June/July. The agreed shortlist is then costed by the relevant team and individual budget bids submitted through the annual budget process in October to December.

Discussion

Assessment of the 2023/24 LLS Programme

7. Due to the change in the timing of original LLS adopted process in 2023/24, a "soft launch" of the program was implemented for this first year of the program. Due to this timing, only the community members who had already expressed an interest were individually notified of the program. Information was provided on Council's website.

8. Six applications were received from the community and assessed by the Internal Working group as per the agreed process in the LLS.

9. These sites included:

   (a) George Street;

   (b) Rochester Street;

   (c) Clauscen Street;

   (d) Fergie and Scotchmer Streets;

   (e) Brunswick Street North; and

   (f) Gertrude Street.

10. There were a number of issues that were raised through the assessment process which are outlined below:

    (a) Whilst the shortlisted community ideas brought some benefits, there were none that stood out as being overly beneficial or located in priority areas;

(b) The projects all required some redesign work and the resulting pared back designs were potentially considered to be able to be funded through other budgets; and

(c) The need to consider the overall benefit and priority of the projects in the context of Council's financial sustainability.

11. Following the assessment of the submitted projects, a number of observation were made and included:

(a) Officers did not consider that the submitted projects represented good value for money;

(b) Some of the projects could be pared back and delivered through existing operations such as tree planting and street maintenance programs; and

(c) To bring a report back to Council to either progress the project in 2024/25 or to postpone the program indefinitely.

12. In the meantime, officers have engaged with other teams across Council and tree planting was included in the delivery programme for two of the projects.

13. Another proposal was already funded through a State Government grant and one of the other projects is still subject to ongoing discussions in regard to traffic considerations.

14. There are ongoing queries from the community about the status of the LLS, as it is on Yarra's website, although there has been no promotion or ability for the community to apply for improvements to their surrounds through this programme.

Options

15. Council has two options to consider:

(a) Option 1: Retain the LLS program subject to future budget allocations; and

(b) Option 2: Cease the LLS program.

Option 1 – Retain the LLS Program

16. The LLS program and process was developed to provide an opportunity to submit community led 'suggested' initiatives in local streets for consideration by Council. If Council resolves to retain the program Officers recommend some process improvements be implemented.

17. The original approved process requires officers to assess each application including:

(a) assessment against the LLS criteria;

(b) feasibility;

(c) scoping and costing of the works; and

(d) preparation of budget bids for each project.

18. This process allows for councillors to approve projects individually through the annual budget process and in addition provides a transparent assessment and approval for the community.

19. The recommended potential 3 year roll out of LLS is summarised below:

(a) 2025/26 would require a lump sum budget allocation to be spent on a number of projects as submitted by the community and assessed on a priority basis. The amount proposed is $280K; and

(b) Ongoing budget allocations for future years would be based on the approved assessment process for LLS and be subject to individual budget bids for Council endorsement through the annual budget process.

Option 2 – Cease the LLS Program

20. Based on an evaluation of the LLS program to date, it is considered that the delivery of the community submitted projects in 2023/24 could be delivered through other programs.

21. Whilst the LLS program affords the opportunity for the community to nominate local projects; there are other, alternate mechanisms for this to occur including through standard budget processes and as a result, the continuation of the Local Liveable Streets programme is not recommended. It is recommended that officers instead continue to promote and support Council's other green programmes as a way to engage with the local community.

22. It is noted that Council's website currently provides information to the community of the various other avenues that they can pursue in terms of improving their local street, which are available through other programs and budgets. This includes:

    (a) tree planting requests;

    (b) Street Garden Guidelines;

    (c) edible planter boxes;

    (d) parking changes and traffic treatment requests;

    (e) community grants; and

    (f) vertical garden guidelines (if adopted by Council September 2024).

23. Council's website would be updated to provide easily accessible information to direct community members to the relevant Council teams (depending on the request) so they can easily contact the relevant area rather than needing another separate process.

Community and Stakeholder engagement

Communication and Publicity of the LLS Programme

24. The LLS was never fully launched with any widespread campaign or promotion due to the project being delayed and the timing not able to meet the approved application process.

25. If the LLS programme continues, Yarra's Communications team will be involved in preparing a widespread and engaging campaign to advertise and promote the programme and to inform the community how to submit their applications.

26. If the LLS is determined not to continue, Council's website currently provides information to the community of the various other avenues that they can pursue in terms of improving their local street. These are available through other programs and budgets as outlined above.

27. The website could provide easily accessible information to direct community members to the relevant Council teams (depending on the request) so they can easily contact the relevant area rather than needing another separate process.

Policy analysis

Alignment to Community Vision and Council Plan

28. The LLS Guide aligns with the Community Vision. This includes creating high quality places that people feel safe and comfortable in and enable people to make connections with their community and their local area.

29. The LLS Guide generally aligns with the Council Plan 2021-25. This includes:

    (a) promoting tree planting, greenery and improved water management in streets (Strategic Objective one: Climate and environment);

    (b) providing information on community led ideas for streets to enable people to contribute to and make connections with their community (Strategic Objective two: Social equity and health); and

    (c) providing information on community-led ideas and a setting out a process for how Council would consider medium scale ideas in local streets (Strategic Objective six: Democracy and governance).

30. It is noted that a number of other Council programs also provide alignment with the Council plan.

Climate emergency and sustainability implications

31. The LLS Guide promotes opportunities for tree planting, greenery and improved water management, and improved amenity and safety to encourage people to travel by more sustainable modes of transport.

Community and social implications

32. The LLS Guide sets out various ways the community can contribute to improving their local street and provides the principles for good design and sense of place in local streets, to encourage people to spend time in and make connections with their community.

Economic development implications

33. The LLS Guide promotes amenity for street environments

Human rights and gender equality implications

34. The LLS Guide along with many other Council programmes promotes safe, welcoming and inclusive local streets and places for Yarra's diverse community.

Operational analysis

Financial and resource impacts

35. The LLS is not funded in the 2024/25 budget.

Option 1 - Continue the LLS Programme (financial and resource impacts)

36. If the program proceeds then approximately $280K would be required in the first year. This will ensure that funding is provided for 2025/26 (through a different process than originally approved), and then revert back to the original process in 2026/27 and 2027/28.

37. This different process for 2025/26 is required as there is insufficient lead time to receive individual applications and to undertake the assessment process prior to submitting budget bids for this period.

38. The approved process requires officers to assess each application including:

    (a) assessment against the LLS criteria;

    (b) feasibility;

    (c) scoping and costing of the works; and

    (d) preparation of budget bids for each project.

39. This process allows for councillors to approve projects individually through the annual budget process and in addition provides a transparent assessment and approval for the community.

40. The recommended potential 3 year roll out of LLS is summarised below:

    (a) 2025/26 would require a lump sum budget allocation to be spent on a number of projects as submitted by the community and assessed on a priority basis. The amount proposed is $280K; and

    (b) Ongoing budget allocations for future years would be based on the approved assessment process for LLS and be subject to individual budget bids for Council endorsement through the annual budget process.

Option 2 – Discontinue the LLS Programme (financial and resource impacts)

41. The LLS is not included in the current 10 year Capital Works plan. Based on the assessment of the programme, it was determined that the projects submitted in 2023/24 could be delivered through other programmes.

Legal Implications

42. If the pared back works are delivered through other programs/budgets, these will be delivered in line with Council's requirements, and the relevant team would undertake the work in line with Council's standard practices.

Conclusion

43. Council officers recommend that Council discontinue the LLS program.

RECOMMENDATION

1. That Council:

   (a) cease the Local Liveable Streets program; and

   (b) update Council's website to ensure the community is aware of Council's existing greening programs including how the community can engage with these programs.

Attachments

1⇩ Attachment 1 Local Liveable Streets Guide

Local Liveable Streets guide

March 2022

CITY OF YARRA

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

This publication is available in alternative accessible formats on request.

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Contents

Introduction 4
What are Local Liveable Streets? 6
Function of local streets 6
Local Liveable Streets 7
Relevant policies and strategies 8
Council documents 8
Other policies and papers 8
Aspiration for local streets 9
Local street typologies 10
Good design and sense of place 18
Sense of place 18
Elements of well-designed streets 20
Coordination of streetscape projects 22
How private land and developments can contribute to improved local streets 23
How the community can influence and initiate changes in local streets 24
Appendix A
Process for assessing any medium scale proposals in local streets 28

Introduction

This Local Liveable Streets document provides guidance on principles and practices for place making in local neighbourhood streets, to achieve collaborative and good design outcomes. It builds upon, rather than replaces, other Council plans and strategies.

Local streets are fundamental to supporting people's quality of life and connection with place. They also play an important role in addressing issues such as environmental, social, cultural and economic sustainability.

'Local Liveable Streets' is about improving the amenity and resilience of streets, so that they can continue to support their communities in years to come. It is an incremental approach based on the local conditions and needs, and supported by strategic policies and goals.

Any changes to streetscape infrastructure needs to consider all of the competing needs, and can be costly to deliver. Some actions will be easier to implement than others. Partnerships between Council and other key players such as VicRoads, infrastructure providers, developers, the community and local businesses are essential in order to maximise opportunities.

The purpose of this document is to provide greater clarity for how improved outcomes can be achieved on local streets in Yarra. It is a high level document that sets the expectations for achieving coordinated and high-quality street environments in Yarra.

It sets out the principles and examples of good design in local streets and also explains the various (and often competing) functions of local streets, which sometimes will influence what is possible.

This document also clarifies how the community can initiate and contribute to improved outcomes in their local street.

This document focuses on local streets in Yarra. This excludes the arterial roads (including main roads, boulevards and retail streets), which are generally covered by other strategic work and have other factors to consider. However, the principles set out in this document are universal and are relevant for all streets and public spaces in Yarra.

This document sits alongside the Yarra Place Making Framework 2022 which identifies the key priority precincts in Yarra for a whole of Council approach to improving the public realm. The Framework does not address local streets therefore this document aims to provide guidance for improvements in these valuable community spaces.

Improving local streets as liveable and dynamic spaces is important in supporting resilient communities and providing a lasting legacy for future generations. Shaping great streets is fundamental to shaping great cities.

What are Local Liveable Streets?

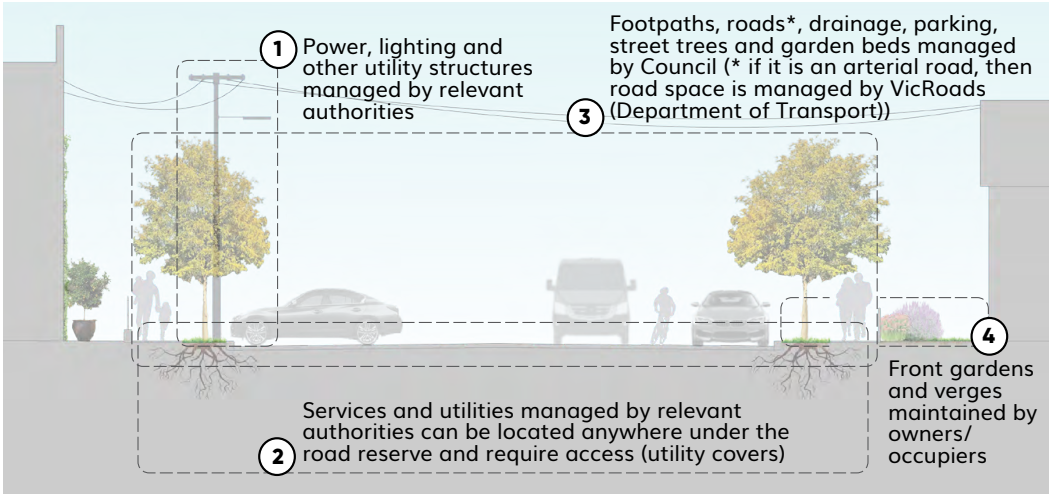
Function of local streets

Our local streets perform many functions to serve the needs of the community. This involves sharing space with services and infrastructure at street level as well as in the air and below the ground surface.

- They provide space for people to move to and from their homes and other places. This may be on foot, by wheelchair/mobility scooter, by bike, or by electric/motor vehicle.
- They provide access for emergency vehicles, waste collection, deliveries, and other services.
- They provide space for residents, workers and visitors to park on street on a short or long-term basis.
- They carry services and utilities to people's homes, businesses and other places, both above and below ground. This includes delivering power, water, gas and telecommunications, and taking away waste water and sewerage.
- They carry stormwater away from private properties and help to mitigate flooding.
- They provide space for trees to grow, including accommodating canopies above ground and roots below ground.
- They provide space for plantings and habitat to support a range of fauna and micro-organisms.
- They provide space for people to spend time, relax, gather, meet their neighbours, grow food and exercise.

Not all functions are dealt with by Council - many aspects relating to services and utilities are dealt with by other agencies. Private land can also contribute to the amenity of local streets.

Local streets have to work hard to accommodate these functions. Many of Yarra's streets are typically narrow and have a higher density population, making our streets even more important. Streets are contested spaces and will become even more crucial for the community as the population grows.



Cross-section showing the different responsibilities and functions of a street

Local Liveable Streets

Local streets are an important part of the public realm. They are the public 'face' of every area and the doorstop to people's homes and businesses. Most importantly, they are the places in which people connect and interact. Streets are much more than just transport corridors, they are the places where the Yarra community lives, works and plays.

Local Liveable Streets are places where people can safely and comfortably live their lives. They are multidimensional and dynamic spaces that adapt over time to support environmental sustainability, public health, economic activity, heritage and cultural significance.

Achieving Local Liveable Streets means reimagining the road space as places for people. It recognises the base functions of the road (such as utilities, access, car parking and drainage), but considers opportunities to adapt the space to serve its context and achieve other benefits such as:

- Space for tree planting and garden beds to offer improved amenity, shade, permeability, habitat and biodiversity
- Space for people to meet, relax and play
- Space for people to grow food
- Improved stormwater management
- Unencumbered paths and crossing points
- Adequate connections for people cycling
- Road space shared safely between people cycling and driving
- Slow traffic speeds.

Supporting Local Liveable Streets will help to build more resilient communities through stronger social connections, good physical health, improved guardianship and sense of pride in local areas.

Relevant policies and strategies

Council documents

A number of policies and strategies are already in place to deal with future use and planning of local streets and address specific issues. This document builds on these existing policies and provides some additional guidance for achieving good outcomes in local streets.

- The **Yarra 2036 Community Vision** sets out the community's hopes, aspirations and priorities for the next 15 years.
- The **Council Plan** sets out the priorities and direction for the next four years (2021-25) to meet the Community Vision.
- The **Transport Strategy** provides a plan to respond to various transport challenges in Yarra.
- The **Road Safety Study Policy** analyses road safety issues in locations across Yarra and proposes treatments to address these issues.
- The **Place Making Framework** sets out a place making approach for Yarra, and outlines the key spatial areas of the municipality that would benefit from coordinated planning and delivery.
- The **Urban Forest Strategy** guides the delivery of new trees across the municipality to increase canopy cover, improve amenity and address urban heat.
- The **Integrated Water Management Plan** guides Council's operations in relation to water use, drainage, stormwater management and waterway health.
- The **Nature Strategy** seeks to increase the diversity, connectivity and resilience of Yarra's natural environment.
- The **Climate Emergency Plan** provides actions to respond to the climate emergency.
- The **Urban Agriculture Policy** guides the future expansion of food growing in streets and other public places.
- The **Domestic Animal Management Plan** promotes responsible pet ownership in Yarra.
- The **General Local Laws** provides regulations relating to the use of public land in Yarra.
- The **Car Share Policy** guides future increase of car sharing in Yarra.
- The **Parking Strategy** guides the management of on-street parking in Yarra.
- The **Embedding Green Infrastructure Best Practice Toolkit** helps Council's assess their own practices against best practice green infrastructure guidance.

Other policies and papers

- The **Movement and Place Framework** (Department of Transport (DoT)) provides an overview of 'movement and place' thinking for the future planning and management of roads in Victoria. It also provides an overview of street types based on their movement and place function, which can influence what future changes are possible.
- The **Urban Street Design Guide** (NACTO) provides a recommended approach for design of streets to make them safer, more liveable and more economically vibrant.
- The **Living Streets** Discussion Paper (AILA, AIA, PIA) sets out an approach for achieving 'living streets' and reallocating road space, particularly in areas experiencing rapid infill development.

Aspirations for local streets

The **Yarra 2036 Community Vision** underpins what we want to achieve in our local streets:

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

Building on this vision, our aspirations for local streets are to:

- Create high quality places where people want to spend time in, feel safe and feel connected to their local area and to their community
- Enable safe and comfortable movement for people on streets, including people walking, wheeling and cycling, people with a disability, children, young people, women, LGBTQIA+ community and older people
- Increase tree planting and greening of streets to improve amenity and biodiversity, and address issues such as urban heat and water management
- Support the community in contributing to their local streets through initiatives such as food growing, activation and events
- Allow for necessary car parking and access, but create environments that encourage people to use sustainable modes of travel.
- Ensure future design responds to the character and heritage, and is well coordinated and designed to provide a lasting legacy and resilient places that communities can be proud of.

Local street typologies

Not all local streets in Yarra are the same. They present different typologies which contribute to the character of the area, reflect the local history, and present different opportunities and challenges.

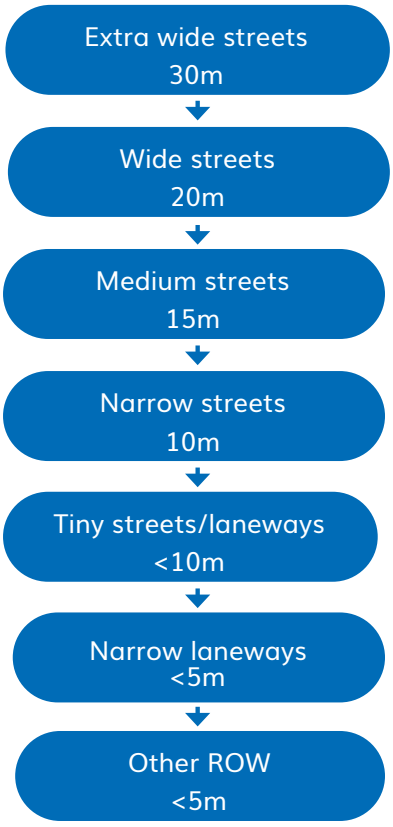
Yarra's main roads, boulevards and major retail corridors form the structure of the road network in Yarra. In some cases these are arterial roads managed by VicRoads (Department of Transport), which make them subject to other requirements and regulations. Many of these streets are also covered by other strategic work.

Within this main street network lies Yarra's local streets, an intricate network of access roads and local streets that provide local connections and where communities are established. Various typologies exist in the local street network – these can fall in the following general categories which are summarised on the right. These broad street types are described in more detail with example photos on pages 11-15.

There are other features that might impact the character and opportunities/constraints within each street typology, such as a park/open space on one side, dead end road, and no footpaths. Adjacent buildings, including their scale, frontages and any heritage features, also influence the character of the street.

It is noted that these typologies do not always reflect the function of the road; for example Rathdowne and Canning Streets have the same width and general characteristics however have been adapted differently over time to change the traffic function of the road.

Local street typologies



Extra wide streets
Typically 30 metres wide

These extra wide streets are typically found in some of Yarra's first residential suburbs such as North Carlton and North Fitzroy but can be found in other places too. The width creates an open character and provides more flexibility in terms of space for tree planting, footpaths, cycle lanes, parking and traffic. A proportion of these streets include generous central medians which allow for continuous tree planting and reduce the extent of asphalt.

Wide streets
Typically 20 metres wide

These wide streets are common in most parts of Yarra and provide a generally open character, particularly in established heritage neighbourhoods with lower scale buildings and front setbacks. The width provides some flexibility for parking, tree planting, garden beds and central medians.

Medium streets
Typically 15 metres wide

Medium streets are typical in former industrial areas and established residential neighbourhoods. The character varies through building scale and setbacks, historic width of footpaths and trees/verges. These streets can still accommodate two-way traffic however other items such as footpaths, cycle routes and on-street parking start to get tight and space is more contested.

Narrow streets
Typically 10 metres wide

Narrow streets are commonly found in Yarra's former industrial areas. Many of these streets are one-way in traffic flow with some on-street parking and narrow footpaths. Tree planting has generally been placed in-between car parking bays or sometimes on the footpaths where possible. These streets are tight and footpaths are more difficult to negotiate, particularly where there are power poles and other obstructions.

Tiny streets and laneways
Less than 10 metres wide

Yarra's laneways and tiny streets are very constrained given that they still accommodate parking, traffic and property entrances. Many of these streets are in former industrial areas and have a more urban character. Whilst there are more limited opportunities for tree planting, some properties provide small building setbacks which allow for added greening of the street.

Narrow laneways
Less than 5 metres wide

These narrow laneways were historically planned to manage drainage and waste water from properties, and are also important access points for properties. Most properties are built to the boundary or have high fences, limiting opportunities for passive surveillance. However some newer developments have frontages to these types of laneways.

Other Rights of Way (ROW)
Less than 5 metres wide

These other Rights of Way are typically very narrow laneways that only service a few properties. They are commonly dead end laneways with no through access, and sometimes appear more as a private driveway. These spaces provide a break in the buildings on a street and can potentially create points of interest, depending on how they are used.

Good design and sense of place

Sense of place

Sense of place relates to someone's belonging and connection to a place, and can be influenced by:

- People and community
- Distinctiveness and unique character
- History and social significance
- Feeling comfortable and safe
- Connection to nature.

There are many elements that contribute to a sense of place in a local area or street, and every place may have its own unique combination of elements that make it different from the next. Also, how people connect with a place can vary from person to person.

Every street can have a good foundation to provide a high amenity, comfortable and safe space, to encourage people to spend time in their local streets and form connections with the place and its people.

Examples of elements that contribute to a sense of place

Connection to nature such as trees, garden beds, food growing, verges, gardens, medians and links to open space / water.

Public spaces to gather such as wider footpaths, parks, play space, medians, and community gardens.

Community centres, local businesses, important sites, events and initiatives that bring people together.

Safe and comfortable movement, including footpaths, crossings, cycle lanes and traffic calming.

Urban character including scale and architecture of buildings, heritage, frontages, setbacks and public art.

Well cared for streets with adequate street furniture and lighting, and clean and well maintained footpaths.

Elements of well-designed streets

Any upgrades or improvements in streets should be appreciated for their usefulness but also their aesthetics. Their design should reflect the character and values of the local neighbourhood they pass through, and provide enhancements where possible. They should aim to make our streets more liveable and achieve the best possible public realm design outcome by addressing the following:

- Aesthetics and quality design
- Simple and refined design detail appropriate for public realm spaces
- Materiality appropriate to the site and any heritage character
- Design that is fit for purpose
- Respecting the surrounding character, including heritage
- Maximising opportunities for street tree planting as a priority or if not feasible then other plantings to increase greening
- Lighting to provide safer and more functional spaces and to consider wildlife
- An acknowledgement of a hierarchy of movement including but not limited to people walking and wheeling, cycling and driving (including car parking)
- Integration with other capital works or tree planting projects in the vicinity.

Examples of good design in local streets

Traffic calming incorporates greenery and seating next to the school to create a new space to rest/gather.

Garden bed with mass planting and bluestone edge maximises greenery whilst maintaining footpath access.

New garden bed in the road space includes slotted kerbing to help capture runoff.

Flush cut garden beds appropriately placed in between car parking bays and protected by corner tree.

Pedestrian crossing with seats, trees and bike hoops are well integrated and positioned next to library entrance.

New crossing incorporates WSUD and high quality materials to improve amenity and performance of space.

Coordination of streetscape projects

Coordination of streetscape projects in local streets is important in achieving good design and outcomes, responding to place and maximising additional benefits in a local area.

The Place Making Framework outlines the processes for ensuring coordination of capital works projects across Yarra and this model is also appropriate for all streetscape projects, including in local streets. This includes opportunities to collaborate through the annual capital works program and through working groups.

How private land and developments can contribute to improved local streets

Private land can greatly contribute to the quality of local streets, including the design of buildings and how they are presented and maintained to the street. For new proposed buildings, some of this can be influenced by planning controls but once built, is the ongoing responsibility of owners and occupiers.

For new proposed buildings, there are a number of ways they can be designed to provide an engaging and positive frontage to the street. This includes the following where possible, which are influenced by the Planning Scheme where a planning application is required:

- Front setbacks (reflecting the character of the area or on larger sites) to provide greening and tree planting, soften the hard building materials, offset urban heat, provide habitat, and provide colour and interest
- Clear front entrances to provide address to and activate the street
- Engaging frontages with windows and active uses at ground floor to allow views into the development
- Minimising car parking and garages along the frontage to provide a positive interface with the street
- Lower front fences to allow views into the site
- Seating along the property line (within the site) which can be accessed from the footpath.

For larger developments, it may be possible to negotiate additional improvements to adjoining local streets, depending on the size and nature of the development. This includes the following where possible:

- New street trees
- New street furniture (e.g. seats and bike hoops)
- Incorporating public art into a development
- Footpath widening
- Improvements to crossing points
- Creating pedestrian priority streets (e.g. shared zones)
- Potentially under grounding power / consolidating services infrastructure.

Once built, owners and occupiers can contribute to improved local streets by:

- Providing well maintained front gardens and verges
- Designing front gardens to provide permeable area and habitat
- Including trees to provide shade for footpaths
- Providing creeping plants along buildings and fences to add further greening of the street
- Offering something to the community from their front garden, such as street libraries and produce
- Maintaining buildings on a regular basis
- Considering the use of the building during the day and evening (including use of lights and opening blinds in rooms facing the street).

How the community can influence and initiate changes in local streets

This section sets out the various ways the community can influence and initiate improvements in their street. There are currently several avenues and programs (some with funding) which community can explore if they are interested in community-led initiatives. These are summarised in the diagram to the right and explained in the table on page 25.

Medium scale changes to local streets (e.g. kerb outstands, garden beds) are generally not covered by business-as-usual activities and can generally be delivered in one financial year. These types of requests will be assessed through a new process as detailed in Appendix A, as part of the Local Liveable Streets program.

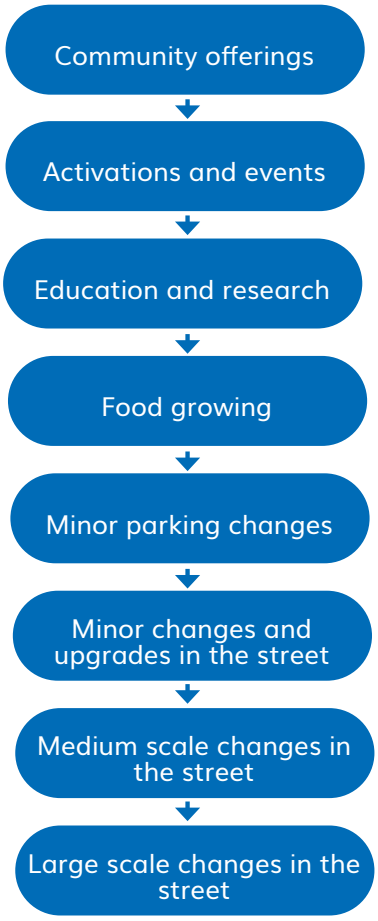
Larger scale changes to local streets require significant funding and resources. These generally require detailed feasibility work, particularly if they impact kerbs, drainage, parking and utilities. Suggestions from the community are welcomed; however, these need to be carefully considered against strategic policies, priorities and available funding.

Minor changes to Council infrastructure, minor requests (for example a new tree, seat or accessible parking bay) can be processed through Council's customer request system.

Prior permission from Council is required for any privately maintained planted verges/nature strips in front of properties. Planting out of Council managed assets (e.g. the area directly around trees or in Council maintained garden beds) is not permitted.

The community can also provide feedback on Council-led projects in their area through Your Say Yarra. You can subscribe to yoursayyarra.com.au to stay up to date on consultations in your area.

Residents receive direct notification of any street wide planting as part of Council's street tree planting program, and can contact Council if they have any questions or concerns.



Examples of community led initiatives in streets

Type of change	Examples	Considerations and links to more information
Community offerings	• Greening of walls and fences • Shared produce • Street libraries	• Offerings from within the community member's property are welcomed. • Consider your responsibilities as well as any permissions required to use public/private land or street space. The design and/or location of the proposal may trigger the need for a permit so check with Council beforehand.
Activation and events	• Community events • Street stalls • Garage sales • Community artwork	• Consider any permissions required to use public/private land or street space. The design and/or location of the proposal may trigger the need for a permit so check with Council beforehand. • Some proposals of this type may be eligible for funding under the Annual Grants Program.
Education and research	• Community education • Citizen Science projects	• These projects allow community members to collect data (e.g. local flora and fauna, urban heat) and contribute to research. • Some educational/research projects may be eligible under the Annual Grants Program
Food growing	• Food growing planter boxes • Temporary laneway gardens • Development or upgrade to community gardens • Community compost hub	• On-street planter boxes and temporary laneway gardens may be eligible through Council's Urban Agriculture program. • Speak to the Urban Agriculture team for any requests about community gardens or community compost hubs set up to support local food gardens. • Consider any permissions required to use public/private land or street space. The design and/or location of the proposal may trigger the need for a permit so check with Council beforehand.

Type of change	Examples	Considerations and links to more information
Minor parking changes	• Accessible parking bay • Car share bay • Changes to parking restrictions • Loading zone	• Requests for minor changes to parking/ loading bays can be lodged via Council's website.
Minor changes and upgrades in the street	• Street tree • Seats • Bike hoops • Maintenance • Minor upgrades	• Community members can contact Council about these types of minor requests, which will be forwarded to the relevant officer to consider. • Requests for new seats will be carefully considered to avoid amenity impacts (particularly in residential areas) and to understand the level of community support.
Medium scale changes in the street	• Tree planting and garden beds in the road space • Kerb outstand • Non-standard traffic calming treatments	• These types of changes will require feasibility work to determine if they are technically possible (e.g. in terms of drainage). • Any requests of this type should be lodged with Council by firstly submitting an Enquiry Form, which will be forwarded to the relevant officers to consider. **Appendix A** sets out a broad process for how officers will assess these types of proposals. • There is no allocated funding for these types of requests. Any eligible proposals would be subject to Council's annual budget process and would be considered alongside other Council projects and priorities. • In assessing these types of proposals, Council will consider a number of criteria including alignment with the Community Vision, Council Plan and other relevant policies, feasibility and deliverability, level of community benefit/support and level of social, environmental, climate adaptation and economic benefits.

Type of change	Examples	Considerations and links to more information
Large scale changes in the street	• Larger kerb outstands • Footpath widening • New crossing • New pocket park • Whole street redesign (reallocation of road space)	• Larger scale projects generally require more significant changes to the kerbs, drainage, parking and traffic flow. These types of interventions are expensive and require extensive design and feasibility work as well as consultation with the community. These projects usually require multiple stages and can sometimes take at least one to two years to deliver. • Requests from the community for these types of projects would be considered by the relevant officers to establish if they align with strategic plans and priorities and are feasible to pursue. Any requests of this type should be lodged with Council by submitting an Enquiry Form, which will be forwarded to the relevant officers to consider.

Appendix A
Process for assessing any medium scale proposals in local streets

Council's website provides more information about the program and how to apply for medium scale proposals.

www.yarracity.vic.gov.au/the-area/local-liveable-streets

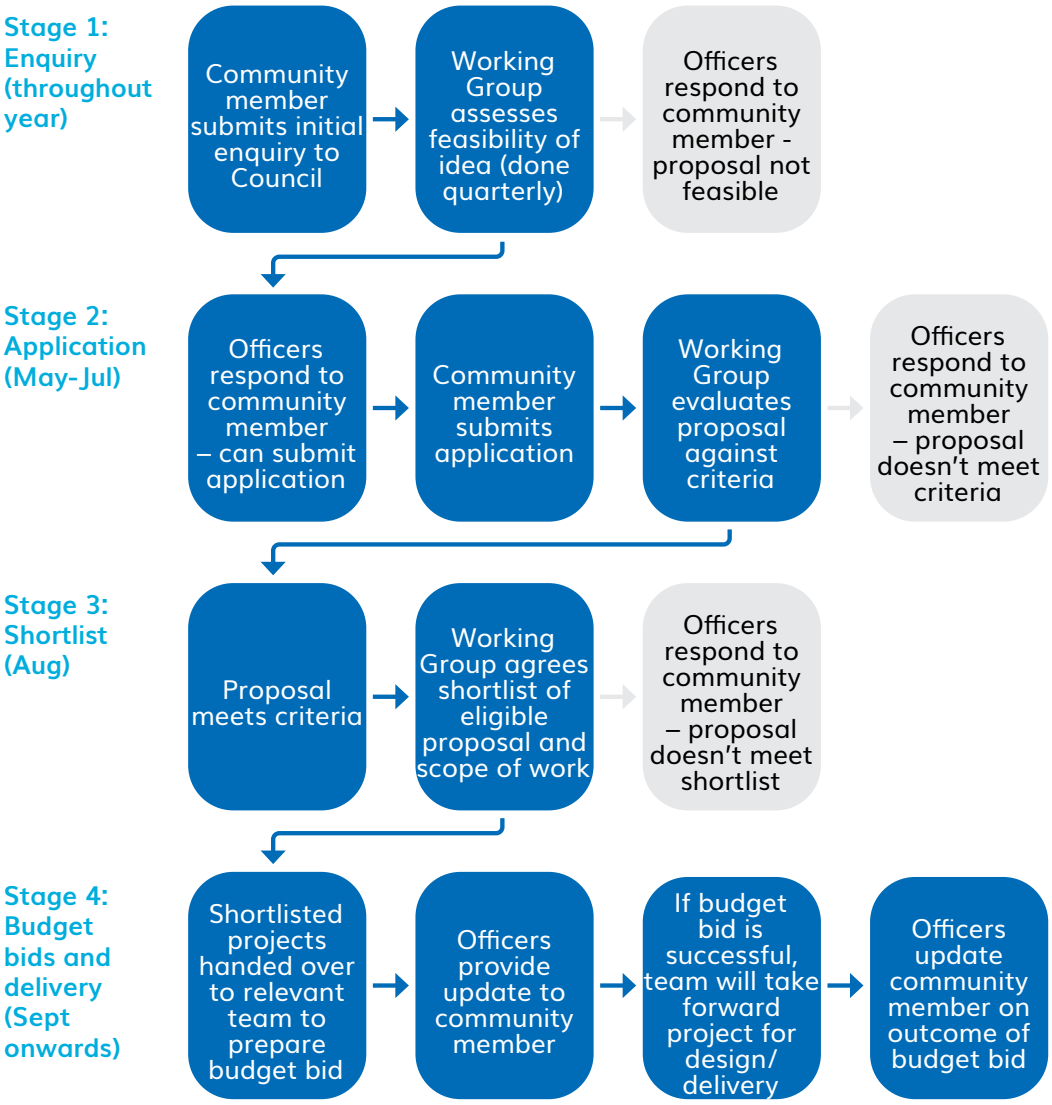
Community members can contact Council to get feedback on their proposal and understand if there are any feasibility issues.

If community members are interested to apply for this program, their application needs to include details of the proposal, including the expected benefits and how the proposal supports relevant Council policies. Applications also need to demonstrate broad support from the local community.

Applications will be assessed against criteria including how well the proposal aligns with the Community Vision, Council Plan and other relevant policies, feasibility and deliverability, level of community benefit/support and level of social, environmental, climate adaptation and economic benefits.

The flowchart on page 29 sets out the broad process for how medium scale proposals will be assessed by Council officers. This is subject to review and revision as needed.

Flowchart for medium scale proposals in local streets



Note: The timescales for Year 1 (2022) differ from above, refer to Council's website at www.yarracity.vic.gov.au/the-area/local-liveable-streets for Year 1 timeframes.

Yarra City Council
PO Box 168, Richmond, VIC 3121
9205 5555
info@yarracity.vic.gov.au
yarracity.vic.gov.au

Customer service centres

Richmond Town Hall
333 Bridge Road, Richmond

Collingwood Town Hall
140 Hoddle Street, Abbotsford

Connie Benn Centre
160 Brunswick Street, Fitzroy

Bargoonga Nganjin, North Fitzroy Library
182 St Georges Road, Fitzroy North

7.8 Governance Report - September 2024

Reference	D24/147863
Author	Patrick O'Gorman - Senior Governance Coordinator
Authoriser	Manager Governance and Integrity
Disclosure	The authoriser, having made enquiries with members of staff involved in the preparation of this report, asserts that they are not aware of any general or material conflicts of interest in relation to the matters presented.

Purpose

1. The Governance Report is prepared as a periodic report to Council which provides a single reporting platform for a range of statutory compliance, transparency and governance related matters.

Critical analysis

History and background

2. To ensure compliance with the Local Government Act 2020 and in accordance with best practice and good governance principles, transparency and accountability, this standing report consolidates a range of governance and administrative matters.
3. Matters covered in this report are:
   (a) The re-appointment of an independent member to the Audit and Risk Committee; and
   (b) Outcomes of the Municipal Association of Victoria State Council meeting held on Friday 23 August.

Discussion

Audit and Risk Committee - Reappointment of Ms Kylie Maher

4. The Audit and Risk Committee (ARC) is established under section 53 of the Local Government Act 2020. ARC consists of five members - the Mayor or an appointed alternative Councillor, one other Councillor and three independent members.
5. The term of two of the independent members to ARC expires on 21 September 2024 and 30 September 2024 respectively. These terms were resolved at the 7 September 2021 Ordinary Council meeting.
6. Independent ARC member, Mr David Ashmore has served the maximum allowable three consecutive terms. The process to replace Mr Ashmore has commenced through a public expression of interest process.
7. Independent ARC member, Ms Kylie Maher is eligible for reappointment for a further 3-year term (or any other timeframe at the Council's sole discretion). Ms Maher is the ARC Chair, held since February 2024.
8. In accordance with the requirements of the ARC Charter, a formal review of the performance of Ms Maher has been undertaken for consideration by Council for re-appointment to the Committee. It is recommended that she be re-appointed for a further three years (1 October 2024 to 30 September 2027).

Municipal Association of Victoria State Council – 23 August 2024

9. The Municipal Association of Victoria held its biannual State Council meeting on 23 August 2024. State Council is an opportunity for all Victorian Councils to come together to determine the policy directions of the Municipal Association of Victoria and provides an opportunity to further Council's interests at the state level.

10. Yarra City Council submitted three motions to the State Council for consideration. All three were carried, with amendments, as follows:

    (a) That the MAV lodge a 2025-26 budget submission to the Victorian Government seeking more direct funding for local councils;

    (b) That the MAV calls on the Victorian Government to uphold its commitment to the Victorian State-Local Government agreement 2014 or a successor agreement to be negotiated in good faith between the parties; and

    (c) That the MAV calls on the Victorian Government, with respect to the proposed demolition of the public housing towers, which will displace 10,000 residents, impacting their wellbeing and instability, to:

        (i) Genuinely engage with local government and residents on the project;

        (ii) Provide data and evidence to justify the demolition, given it will only result in a 10% increase in social housing, which may not justify the significant disruption and displacement of current residents; and

        (iii) Explore alternative solutions such as renovation or adaptive reuse, as it is difficult to assess whether the demolition is based on sound reasoning or if alternative solutions were adequately considered.

Community and stakeholder engagement

11. No community or stakeholder engagement has been undertaken in the development of this report, save the engagement with internal stakeholders necessary to compile the report content.

Policy analysis

Alignment to Community Vision and Council Plan

12. In its Yarra 2036 Community Vision, Council articulated an objective for a community that is *"informed and empowered to contribute to the shared governance of Yarra, (where) decision-making is through access, inclusion, consultations and advocacy."*

13. City of Yarra Council Plan 2021-2025 includes Strategic Objective six: 'Democracy and governance', which states that good governance is at the heart of our processes and decision-making. The plan commits Council to *"practice good governance, transparency and accountable planning and decision-making."*

14. The presentation of a Governance Report provides an opportunity to provide updates on key organisational matters both to the Council and the community.

Climate emergency and sustainability implications

15. There are no climate emergency or sustainability implications considered in this report.

Community and social implications

16. There are no community or social implications considered in this report.

Economic development implications

17. There are no economic development implications considered in this report.

Human rights and gender equality implications

18. There are no human rights or gender equality implications considered in this report.

Operational analysis

Financial and resource impacts

19. There are no financial or resource impacts considered in this report.

Legal Implications

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

Conclusion

21. This report recommends:

    (a) That Council reappoints Ms Kylie Maher, independent member of Council's Audit and Risk Committee for three years; and

    (b) That Council notes the outcomes of the Municipal Association of Victoria State Council meeting held on Friday 23 August 2024.

RECOMMENDATION

1. That Council;

    (a) re-appoint Ms Kylie Maher as independent member to the Audit and Risk Committee for the period 1 October 2024 to 30 September 2027;

    (b) writes to Mr David Ashmore to thank him for contribution as independent member to the Audit and Risk Committee from 2015 to 2024; and

    (c) notes the outcomes of Council's motions tabled at the Municipal Association of Victoria State Council meeting held on 23 August 2024.

Attachments

There are no attachments for this report.

8.1 Notice of Rescission No. 1 of 2024 - Proposed Discontinuance of Road at Charlotte Street, Richmond

Reference D24/324407

Author Stephen Jolly – Councillor

There will be no opportunity to ask questions or be able to address Council on this matter.

I, Councillor Stephen Jolly, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 10 September 2024:

That the resolution of Council made on 13 August 2024 stating:

1. *That Council, acting under section 17(4) of the Road Management Act 2004, resolves that the road shown marked as Lot 1 on the title plan attached as Attachment 1 to this report (Road), being part of the land remaining in Conveyance Book P No. 980 be removed from Council's Register of Public Roads on the basis that the Road is no longer required for general public use.*
2. *That Council, acting under clause 3 of schedule 10 of the Local Government Act 1989 (Act):*
   - *(a) resolves to discontinue the Road, having followed all the required statutory procedures pursuant to sections 207A and 223 of the Act pursuant to its power under clause 3 of Schedule 10 of the Act, and being of the opinion that the Road is not reasonably required for public use;*
   - *(b) directs that a notice pursuant to the provisions of clause 3(a) of Schedule 10 of the Act is to be published in the Victoria Government Gazette;*
   - *(c) directs that, once discontinued, the Road shall be transferred to Council under section 207D of the Act;*
   - *(d) authorises the Chief Executive Officer to sign any transfer(s) of the Road and any other documents required to be signed in connection with the discontinuance of the Road and its subsequent transfer to Council;*
   - *(e) directs that any easements, rights or interests required to be created or saved over the Road by any authority and not be affected by the discontinuance of the Road;*
   - *(f) authorises the Chief Executive Officer to write to each person who made a submission under section 223 of the Act in response to the proposal, advising them of the of Council's decision;*
   - *(g) directs officers to conduct further traffic assessments at 6 months and 12 months after the road closure takes effect;*
   - *(h) seeks further data, modelling and advice on traffic measures which can be taken to ameliorate any significant negative impacts on the local street network;*
   - *(i) works with residents to determine what those measures should be; and*
   - *(j) seeks advice on the process for instigating a one way traffic direction in St Crispin Street.*

be rescinded.

RECOMMENDATION

That the resolution of Council made on 13 August 2024 stating:

1. That Council, acting under section 17(4) of the Road Management Act 2004, resolves that the road shown marked as Lot 1 on the title plan attached as Attachment 1 to this report (Road), being part of the land remaining in Conveyance Book P No. 980 be removed from Council's Register of Public Roads on the basis that the Road is no longer required for general public use.
2. That Council, acting under clause 3 of schedule 10 of the *Local Government Act 1989* (Act):
    (a) resolves to discontinue the Road, having followed all the required statutory procedures pursuant to sections 207A and 223 of the Act pursuant to its power under clause 3 of Schedule 10 of the Act, and being of the opinion that the Road is not reasonably required for public use;
    (b) directs that a notice pursuant to the provisions of clause 3(a) of Schedule 10 of the Act is to be published in the Victoria Government Gazette;
    (c) directs that, once discontinued, the Road shall be transferred to Council under section 207D of the Act;
    (d) authorises the Chief Executive Officer to sign any transfer(s) of the Road and any other documents required to be signed in connection with the discontinuance of the Road and its subsequent transfer to Council;
    (e) directs that any easements, rights or interests required to be created or saved over the Road by any authority and not be affected by the discontinuance of the Road;
    (f) authorises the Chief Executive Officer to write to each person who made a submission under section 223 of the Act in response to the proposal, advising them of the of Council's decision;
    (g) directs officers to conduct further traffic assessments at 6 months and 12 months after the road closure takes effect;
    (h) seeks further data, modelling and advice on traffic measures which can be taken to ameliorate any significant negative impacts on the local street network;
    (i) works with residents to determine what those measures should be; and
    (j) seeks advice on the process for instigating a one way traffic direction in St Crispin Street.

be rescinded.

7.9 Proposed Discontinuance of Road at Charlotte Street, Richmond

Reference	D24/346841
Author	Fadi Fakhoury - Manager Property and Leisure
Authoriser	General Manager Infrastructure and Environment
Disclosure	The authoriser, having made enquiries with members of staff involved in the preparation of this report, asserts that they are not aware of any general or material conflicts of interest in relation to the matters presented.

This report has been included in the agenda following the receipt of Notice of Rescission No. 1 of 2024 (Proposed Discontinuance of Road at Charlotte Street, Richmond). This item of business shall only be considered in the event that the Notice of Rescission is carried by Council.

There will be no opportunity to ask questions or be able to address Council on this matter.

Purpose

1. For Council to consider whether the road shown as lot 1 on the title plan attached as **Attachment 1 - Title Plan** and known as part of Charlotte Street, Richmond, being part of the land remaining in Conveyance Book P No. 980 (road), should be:
   (a) removed from Council's Register of Public Roads pursuant to section 17(4) of the Road Management Act 2004 (RMA); and
   (b) discontinued pursuant to the *Local Government Act 1989* (Act) and retained by Council for public open space purposes.

Critical analysis

History and background

2. The road is located between Church Street and St Crispin Street and shown on the site plan attached as **Attachment 2 - Site Plan**.
3. The road remains registered in the name of the original subdivider. A copy of the manual title search of the road is attached to this report as **Attachment 3 - Title Search**.
4. Council proposes to discontinue the road and retain the land comprising the former road for public open space purposes, including the proposed construction of a pocket park (proposal).

Road Status

5. The road:
   (a) is known to title as a 'road' and 'Charlotte Street';
   (b) has been registered in the name of Henry Creswick since 30 June 1852;
   (c) currently provides direct public vehicular and pedestrian access to Church Street from the balance of Charlotte Street as part of the public road network;
   (d) is constructed as an asphalt road and adjoining pedestrian footpaths with concrete curbing;
   (e) contains a number of street parking spaces;
   (f) contains a number of improvements within those sections of the Road constructed as a footpath, including:
      (i) kerbs;

(ii) street bench;

(iii) trees;

(iv) electricity pole;

(v) bicycle racks; and

(vi) street signage; and

(g) is listed on Council's Register of Public Roads.

6. The road is a 'road' for the purposes of the Act. Council has statutory power to consider removing the road from the Register of Public Roads and discontinuing the road to remove the 'road' status from the land. If the road is discontinued, it will vest in Council.

Removal of Road from Council's Register of Public Roads

7. It is considered that Council can determine that the road is not reasonably required for public use under section 17(4) of the RMA as:

   (a) notwithstanding that the road is part of the public road network and currently provides direct vehicular access to Church Street, the general public has alternative vehicular access to Church Street from the balance of Charlotte Street via the surrounding public road network;

   (b) the general public will retain pedestrian and bicycle access to Church Street from Charlotte Street through the new public park; and

   (c) Council's proposed future use of the land as a public park accommodates continued access from Charlotte Street to the entrance of the adjoining property at 399 - 405 Church Street, Richmond, which is used by the Returned & Services League of Australia, Richmond Sub-Branch (RSL land).

8. At its meeting on 18 June 2024, Council resolved to commence the statutory procedures and give public notice under sections 207A and 223 of the Act of its intention to discontinue and retain the road.

9. At an Extraordinary Council meeting on 6 August 2024, Council heard from those submitters who requested the opportunity to address the Council in relation to their written submission regarding the Charlotte Street road discontinuance.

Discussion

Public Notice

10. The required public notice was published on 20 June 2024:

    (a) in The Age;

    (b) on Council's website; and

    (c) on site signage including a QR code and instructions on how to participate.

11. Council provided a copy of the public notice directly to via email to:

    (a) 244 people who participated in previous Charlotte Street pocket park consultations and have consented to being contacted with updates on the project; and

    (b) The adjoining owners abutting the part of Charlotte Street proposed to be discontinued, being the owners of 401 Church Street, Richmond (the RSL), the developer appointed to redevelop the RSL site, being Avium Pty Ltd ACN 160 632 600.

12. During the public notice period, 233 submissions were received through all channels. Four submissions were hand delivered at the Richmond Town Hall, 227 submissions were submitted through Your Say Yarra and 2 submissions were submitted by email. All submissions are attached in **Confidential Attachment 7 – Received Submissions**.

13. The below table provides a breakdown of the received submissions

Support	86
Against	129
Duplicate or blank responses	13
Other – Request for additional information and coordination	5
Total	**233**

Adjoining Owners - RSL

14. The road directly abuts the following properties:
    (a) the RSL land; and
    (b) 415 - 417 Church Street, Richmond, which is owned by Council and operated as a municipal library, contained in certificates of title:
        (i) volume 936 folio 038;
        (ii) volume 3616 folio 127;
        (iii) volume 3665 folio 940; and
        (iv) volume 5904 folio 609,
15. The owners of the RSL land have obtained a planning permit for a residential development on the land. Avium has been appointed to redevelop the RSL land and has registered a caveat on the title to the land (no copy of the development agreement has been provided to Council).
16. The current planning permit has been extended on six occasions and is currently valid until March 2025.
17. Council's engagement with the representatives of the RSL regarding the future of Charlotte Street began at the very early stages of the pocket park project.
18. In a letter dated 10 February 2023, a representative of the RSL expressed support for the proposed temporary closure of Charlotte Street for a pocket park stating:

    "We also wish to add that the RSL is supportive of the Charlotte Street and Crispin Street pocket park concept, and we can make adjustments to the ground floor parking entrance/exit design"
19. A copy of the RSL owner's letter dated 10 February 2023 is attached to this report as **Confidential Attachment 8 – Adjoining Owner Letter**.
20. In response to the public notice, multiple submissions were made by the RSL, Avium, and the architect (WHA), and legal representatives of Avium (Velocity Legal) (together, RSL Stakeholders).
21. Although the RSL stakeholders, except for WHA, did not object to the proposal, they expressed the following concerns:
    (a) The proposal may significantly impact the RSL development, prompting a request for genuine and meaningful coordination to mitigate any adverse effects;
    (b) Concerns about the compatibility of park and development designs, particularly regarding access to the development;
    (c) Concerns regarding uncertainty in park design and the timeframe for completion; and

(d) The works required for the proposal may interfere with the development and cause delays to the redevelopment.

22. Officers provide the following response to the above concerns:

(a) Council officers considered the development approved for the RSL land when developing its proposal to discontinue the road and in its design of the proposed park;

(b) Council maintains its commitment to coordinate with the RSL to ensure that both projects are designed and constructed to deliver the best possible outcomes for the community. Council's commitment to this coordination is demonstrated by the many engagements (in excess of 15) with the RSL through emails, phone calls and on-site meetings with Council officers;

(c) The design provides for a clear unobstructed pedestrian path of movement alongside the former road and the RSL land and provides vehicular access to the entrance/exit of the RSL land;

(d) The proposal provides for land in the northeast corner to cater for vehicle movement into the entrance of the car park of the RSL land;

(e) The design of the park provides for sufficient space to cater for sweep paths for vehicles entering into the proposed basement car park;

(f) Should the RSL be in a position to commence construction works before 28 March 2025, Council is willing to consider negotiating the timing of the construction of the park on the former road; and

(g) The final design is completed and will be provided to the RSL stakeholders. The overall functional layout that was shared with the RSL stakeholders in the concept design phase is consistent with the final design.

Submissions in support of proposal

23. The key themes from the submissions received in support of the proposal can be summarised as follows:

(a) there is general support for the road discontinuance process for the creation of public open space;

(b) the proposed public park will benefit the local area, children and the community;

(c) the discontinuance and proposed new park will be a beneficial extension to the Council library; and

(d) the community requires more public open space in this part of the municipality.

Officer comments on submissions in support of proposal

24. The following comments are offered by officers in respect of the submissions made in support of the proposal:

(a) the Council library users have been very receptive of the proposal and library staff would introduce outdoor activities should the proposal proceed;

(b) the proposal will make the space safer for all visitors walking, cycling in or near the park or visiting the library; and

(c) the road has been completely or partially closed to vehicular traffic in the past.

Objections to the proposal

25. The most common themes from the objections received in response to the proposal during the public submission process can be summarised as follows:

(a) The proposal will reduce vehicular access and will increase traffic on Church Street and the surrounding road network (including nearby roads such as Elm Grove which may not be able to accommodate two way traffic);

(b) Council has not sufficiently consulted with local residents in respect of the proposal;

(c) The proposal is likely to attract antisocial and illegal activities;

(d) There are safety concerns due to the park's close proximity to Church Street;

(e) Funds for the park could be more effectively allocated to other projects;

(f) The location for the proposed pocket park means it's unlikely to be used due to its location and the availability of other parks in the area; and

(g) The proposal will reduce available parking and make it more difficult for local residents and other members of the public to find parking in the surrounding road network.

Officer comments on the key objection themes to the proposal

26. The following officer comments are offered in respect of the common themes from the submissions made in objection to the proposal:

(a) Council has undertaken a traffic impact assessment in 2022 and 2024 which determined that during the temporary road closure from 18 March 2024 to 24 March 2024 additional vehicular traffic impact to the surrounding roads in the immediate vicinity of the road constituted a moderate increase in traffic and could not be solely attributed to the temporary road closure;

(b) While some traffic is expected to be redirected to Elm Grove and the surrounding roads, the total level of traffic is well within the design capacity of those streets;

(c) The traffic impact assessment showed that the small parking loss associated with the trial did not significantly impact parking conditions in the area, with enough parking to adequately cater for peak parking demand during the periods of increased traffic. A copy of the traffic impact assessment reports are attached to this report as **Attachment 4 – Traffic Impact Assessment Reports**;

(d) Pedestrian and bicycle access to Church Street (including any local businesses on Church Street) from the balance of Charlotte Street will not be affected by the proposal;

(e) Council has undertaken two rounds of community engagement prior to endorsing the concept design. Additionally, Council has completed a public consultation process specifically with respect to the proposed discontinuance and it has afforded the public an opportunity to make submissions on the proposal;

(f) The area already experiences some antisocial behaviours, which is typical for locations near nightlife activity centres. The park is not expected to exacerbate these issues. Nevertheless, the park's design will incorporate specialist lighting and visibility features to minimise such behaviours;

(g) To address safety concerns regarding the park's proximity to Church Street, several design features will be implemented. The park will be set back approximately 3 meters from Church Street, with seating positioned an additional 3 meters further back. Raised edges, garden beds, and seating elements will serve as visual and physical barriers to prevent children from running onto the street. Additionally, the footpaths along Charlotte Street will be retained to enhance safety measures;

(h) This proposal aligns with several community-supported strategies, such as the Open Space Strategy, Urban Forest Strategy, and Climate Emergency Plan. The funds proposed for construction are sourced from the Open Space Reserve, ensuring they will not impact the delivery of other projects. Additionally, the proposal includes design elements to enhance environmental benefits and prioritise accessibility features for and around the Richmond library; and

(i) The location of the proposal falls within a 'gap area' as identified in the Yarra Open Space Strategy 2020. The proximity and integration with the library, were considered and supported the selection of this location.

Petitions received from public

27. Council received a petition prepared before 15 November 2022 containing 53 signatures from people opposed to the closure of the road and construction of a park in Charlotte Street.

28. It has been established that the petition was referred to the City Strategy Department as part of the consultation process regarding the Charlotte Street pocket park proposal which was considered by Council in December 2023. However, the petition was not formally received or responded to by Council.

29. Council is now provided with the November 2022 petition at **Confidential Attachment 9 – November 2022 Petition** for its consideration. The petition will also be formally presented to Council in this meeting.

30. At the 14 May 2024 Council meeting, a petition containing 206 signatures objecting to the closure of Charlotte Street was tabled and formally referred to the CEO by resolution.

31. The May 2024 petition is appended at **Confidential Attachment 10 – May 2024 Petition** for Council's consideration.

32. The petitions are summarised as follows:

    (a) Elm Grove, Richmond is too narrow for the projected increase of two-way traffic;

    (b) there is an increased risk of damage to cars and potential for side-swiping incidents;

    (c) there is added danger to elderly, residents, children and pets;

    (d) restricted access and removal of parking puts pressure on the adjoining streets;

    (e) erratic driving could worsen due to driver frustration at peak hours; and

    (f) there are already 3 parks within 700 metres of the proposed new park.

Public authorities

33. The following statutory authorities have been advised of the proposal and have been asked to respond to the question of whether they have any existing assets in the road that should be saved under section 207C of the Act:

    (a) Greater Western Water;

    (b) Melbourne Water;

    (c) CitiPower;

    (d) United Energy;

    (e) Multinet Gas;

    (f) Telstra;

    (g) Optus;

    (h) APA Gas;

    (i) AusNet Services; and

    (j) Yarra City Council.

34. Ausnet Services, Melbourne Water, United Energy and Multinet Gas have advised that they have no assets in or above the road and no objection to the proposal.

35. Optus has advised that it has no assets in or above the road.

36. On 30 April 2024, Greater Western Water advised that it did not object to the proposal, subject to the following conditions:

    (a) any proposed fences must be located a minimum distance of 800mm clear of the centreline of the existing sewer mains;

(b) any proposed fence lines must be located a minimum of 1 metre from sewer manholes and/or inspection shafts; and

(c) any proposal to build over Greater Western Water's assets requires Greater Western Water's prior written consent.

37. A copy of the correspondence received from Greater Western Water is attached to this report as **Attachment 5 – Greater Western Water Correspondence**.

38. On 23 April 2024, Telstra responded that it had assets within the vicinity of the road, but did not object to the proposal, provided that Council:

(a) undertakes a Dial Before You Dig investigation prior to any construction activities in the vicinity of Telstra's communications plant;

(b) upon receipt of plans, obtains a Telstra accredited Asset Plant Locator to confirm the location of the assets; and

(c) does not build over any Telstra assets and engages Telstra's Asset Relocation team to obtain a quote to relocate any assets within the area of any construction activities.

39. A copy of the correspondence received from Telstra is attached to this report as **Attachment 6 – Telstra Correspondence.**

40. Council owns assets within the area proposed for discontinuance. Council drainage engineers were involved in the final design development and ensured that all of Council's requirements have been met.

41. CitiPower has advised that it has assets near the road. Council officers have coordinated with CitiPower and agreed on an amended design that includes the removal of one pole and eliminates the need for any easements.

42. APA has indicated that it has assets within the area proposed for discontinuance but has confirmed that these assets are not required and can be decommissioned.

Extraordinary meeting

43. On 6 August 2024, Council held an extraordinary meeting at which Council heard from those submitters who requested the opportunity to address the Council in relation to their written submission regarding the Charlotte Street road discontinuance.

44. A summary of the key themes highlighted by the speakers, and brief responses from officers, can be found at **Attachment 11 – 06 August Extraordinary Meeting**.

45. Some submissions requested additional information about any crime prevention through environmental design (CPTED) reviews undertaken for the proposed park at Charlotte Street. A Safer Charlotte Street Report: CPTED review for the proposed Charlotte Street park can be found in **Attachment 12 – A Safer Charlotte Street Report.**

Options

46. Council has the option to discontinue the road or not to discontinue the road.

Community and stakeholder engagement

47. The project for the creation of Charlotte Street Park has included extensive community engagement throughout the process. The initial proposal for a pocket park in Charlotte Street was included in the adopted Swan Street Streetscape Masterplan (2022) which received high levels of support from the community, though some concern regarding traffic were raised.

48. Given the high level of community support, the project progressed in 2022/23 with further feasibility, consultation with the community and design work.

49. The Stage 1 consultation for the Charlotte Street project held in late 2022 was aimed at gauging the level of community support to create a park in this location.

50. Approximately 400 participants engaged with Council including surveys, face to face interaction at pop up events and targeted engagement with the RSL as an immediate neighbour to site with an active planning permit. 68% of respondents were in favour of the new park with a petition opposing the proposal submitted to Council. This petition was appended to the 6 August 2024 Extraordinary Council Meeting and is being formally presented to Council tonight.

51. The Stage 2 consultation on the draft concept plan was help in October 2023 and generated over 239 responses to the survey and approximately 100 conversations with the community. The results showed a high level of support for the creation of a pocket park and the proposed design was well received by the respondents.

52. At the 12 December 2023 meeting, Council unanimously endorsed the Charlotte Street park concept plan and approved the design progressing to a design development and documentation phase.

53. A petition was tabled at the 14 May 2024 Council meeting including 206 signatories expressing concern about the impact of the street closure on traffic. This was formally received by Council and referred to the Chief Executive Officer for response.

54. At its meeting of 18 June 2024, Council resolved to commence the statutory procedures and give public notice under sections 207A and 223 of the Act of its intention to discontinue and retain the road.

Policy analysis

Alignment to Community Vision and Council Plan

55. Discontinuing part of Charlotte Street and constructing a pocket park aligns with the overarching Council Plan (2021-25) that supports the following strategies and initiatives:

    (a) Build a more resilient, inclusive, safe and connected community, which promotes social, physical and mental wellbeing;

    (b) Manage access, safety and amenity to enhance people's experience when visiting Yarra;

    (c) Improve our streetscapes, accessibility, safety, and amenity, including embedding outdoor dining, increase greenery and active transport infrastructure, to attract more people to visit, spend time and shop across our precincts; and

    (d) Reduce urban heat island effect through the planting of trees and vegetation and an increase of green open space.

56. The proposal also supports the Urban Forest Strategy (2017), to increase tree canopy cover to mitigate the urban heat island effect and help to further enhance Yarra's liveability, and consistent with the Climate Emergency Plan 2024 - 2030.

57. Moreover, the proposal also strongly aligns with the first strategic direction in the Yarra's Transport Strategy 2022-32 – allocate road space to preferred transport modes and other activities.

58. The Management Policy in relation to Laneways, Passageways and Rights of Way in Yarra adopted by Council on 17 December 2019 provides that a Council decision to discontinue a road may result in the retention of the land under Council's control and ownership where the land has a strategic or long-term municipal value.

59. It is considered that the discontinuance of the road will not materially affect traffic as alternative access is provided through the surrounding road network, and the proposal provides for the former road to be utilised for a future community function in the form of public open space.

Climate emergency and sustainability implications

60. The proposed road discontinuance will allow the construction of a pocket park that will increase tree canopy cover, assisting in mitigating the urban heat island effect. This will result in cooler streets, contribute to climate change mitigation, and create a more pleasant local environment.

Community and social implications

61. New and improved public spaces are crucial in a rapidly growing city. The proposed pocket park offers an opportunity to expand the open space available to the community.

Economic development implications

62. There are no economic development implications associated with this report.

Human rights and gender equality implications

63. No specific human rights and gender equality implications have been identified for the proposed park.

64. The statutory road discontinuance process ensured that submissions during the public submission process were heard and considered.

Operational analysis

Financial and resource impacts

65. Council has made a $1.9 million provision in its 24/25 capital works program to construct a pocket park at Charlotte Street. These works are contingent upon the outcome of the road discontinuance process at Charlotte Street, meaning the works will only proceed if the road discontinuance is approved.

Legal Implications

66. Council is empowered under clause 3 of schedule 10 of the Act to discontinue a road, or part of a road, by a notice published in the Government Gazette.

67. The discontinuance of the road and the removal of the road reservation will create a new title for the former road and formalise Council's creation of a new park at Charlotte Street.

Conclusion

68. Council must now determine whether the road is reasonably required for public use, in order to decide whether the road should be discontinued and retained pursuant to clause 3 of schedule 10 of the Act.

RECOMMENDATION

1. That Council, acting under section 17(4) of the Road Management Act 2004, resolves that the road shown marked as Lot 1 on the title plan attached as Attachment 1 to this report (Road), being part of the land remaining in Conveyance Book P No. 980 be removed from Council's Register of Public Roads on the basis that the Road is no longer required for general public use.
2. That Council, acting under clause 3 of schedule 10 of the *Local Government Act 1989* (Act):
    (a) resolves to discontinue the Road, having followed all the required statutory procedures pursuant to sections 207A and 233 of the Act pursuant to its power under clause 3 of Schedule 10 of the Act, and being of the opinion that the Road is not reasonably required for public use;
    (b) directs that a notice pursuant to the provisions of clause 3(a) of Schedule 10 of the Act is to be published in the Victoria Government Gazette;

(c) directs that, once discontinued, the Road shall be transferred to Council under section 207D of the Act;

(d) authorises the Chief Executive Officer to sign any transfer(s) of the Road and any other documents required to be signed in connection with the discontinuance of the Road and its subsequent transfer to Council;

(e) directs that any easements, rights or interests required to be created or saved over the Road by any authority and not be affected by the discontinuance of the Road; and

(f) authorises the Chief Executive Officer to write to each person who made a submission under section 223 of the Act in response to the proposal, advising them of the of Council's decision.

Attachments

1⇩ Attachment 1 - Title Plan

2⇩ Attachment 2 - Site Plan

3⇩ Attachment 3 - Title Search

4⇩ Attachment 4 - Traffic Impact Assessment Reports

5⇩ Attachment 5 - Greater Western Water Correspondence

6⇩ Attachment 6 - Telstra Correspondence

7 Confidential Attachment 7 - Received Submissions - *Confidential*

8 Confidential Attachment 8 - Adjoining Owner Letter - *Confidential*

9 Confidential Attachment 9 - November 2022 petition - *Confidential*

10 Confidential Attachment 10 - May 2024 petition - *Confidential*

11⇩ Attachment 11 - 06 August Extraordinary Meeting

12⇩ Attachment 12 - A Safer Charlotte Street Report: CPTED Review for the Proposed Charlotte Street Park

TITLE PLAN

EDITION 1

Location of Land

Parish: JIKA JIKA

Township: -

Section: -

Crown Allotment: 20 (PART)

Crown Portion: -

LTO Base Record: -

Title References

C/T VOL FOL

Last Plan Reference:

Postal Address: CHARLOTTE STREET
(at time of subdivision) RICHMOND 3121

MGA Co-ordinates: E: 323 832 Zone 55
(of approx centre of land in plan) N: 5 811 708 GDA 2020

Depth Limitations: DOES NOT APPLY

Notations

Survey: This plan is based on survey.

This survey has been connected to permanent marks No(s). -
in Proclaimed Survey Area no. -

Easement Information

LEGEND: Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)

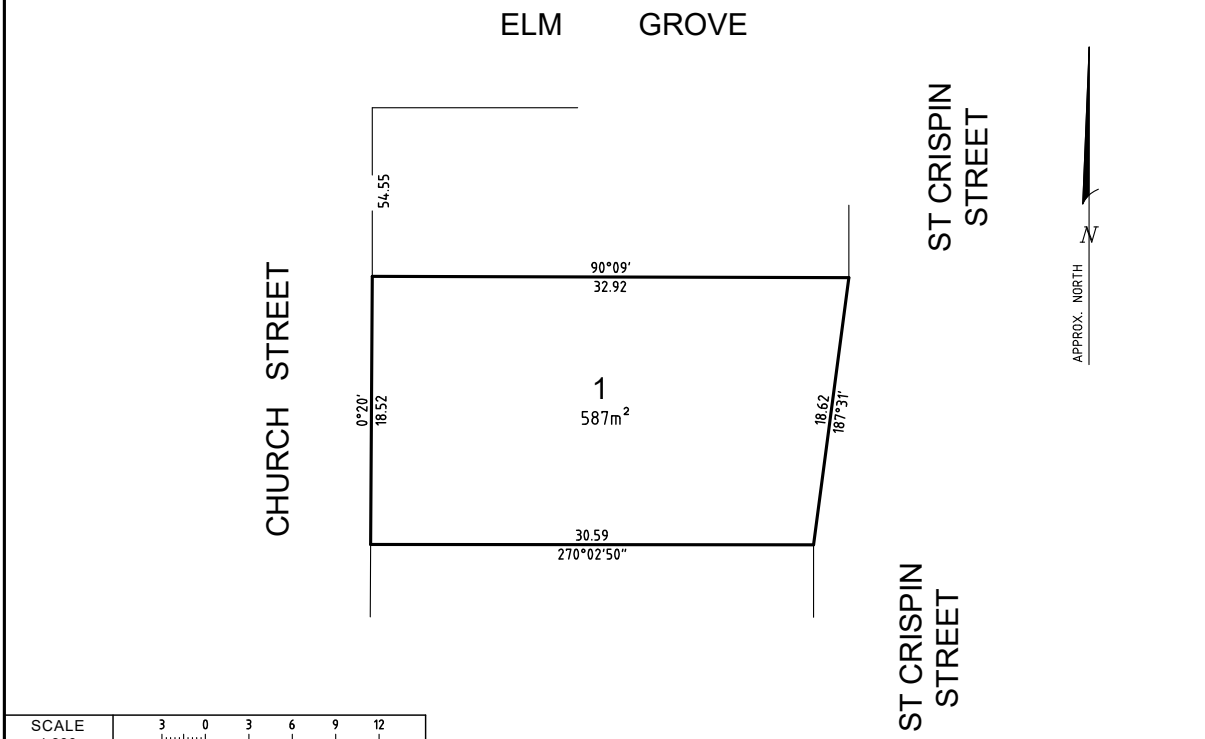
Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of

THIS PLAN HAS BEEN PREPARED FOR LAND REGISTRY FOR TITLE DIAGRAM PURPOSES

CHECKED BY .....

DATE / /

ASSISTANT REGISTRAR OF TITLES



SCALE 1:300

3 0 3 6 9 12
LENGTHS ARE IN METRES

Smith Land Surveyors Pty Ltd
Office - 142a Fyans Street, South Geelong, Vic, 3220
P (03) 5222 1234 F (03) 5223 3141
E survey@smithls.com.au
W www.smithlandsurveyors.com.au
ABN 72 142 046 964

SURVEYORS FILE REF: 2024-0020RC VERSION: 1

ORIGINAL SHEET SIZE: A3

SHEET 1 OF 1

LICENCED SURVEYOR ..... Glenn Graham Smith

FILE NO:

SIGNATURE ..... DATE: 12/03/2024

DEALING CODE:

Co-ordinates of Plot Corners	Data Source: Vicmap Property	Co-ordinates of Plot Corners
NW 323780,5811778	0 5 10 15 20 25 30 35 40 45 50m	NE 323992,5811783
SW 323783,5811651	Scale of Metres (1:800)	SE 323994,5811655
MGA Zone 55	MGA Zone 55 Melways- 2H A9 (ed.42) Vicroads- 437 C9 (ed.8) Created 03:44 PM on Feb 6, 2024	MGA Zone 55

WARNING: No warranty is given as to the accuracy or completeness of this map. Dimensions are approximate. For property dimensions, undertake a Title search.

SEARCH OF TITLE (GENERAL LAW)
Section **26J** of the Transfer of Land Act 1958

AP

LAND SEARCHED

~~Whole/Part Crown Allotment~~ ~~Section~~

~~Whole~~/Part Portion 20, Section

~~Township of~~ Parish of JIKA JIKA.

and being the land sketched on page** 3 attached, and being * ~~the whole of and/or~~ part of the land described in ~~CROWN GRANT No.~~ ~~and/or Book~~ R No. 580 (in AP 671) from which this search starts.

1. I certify that I have made searches against the names on the index sheet(s) **(page(s) 6) and that extracts of all memorials by my search which affect the above land are set out on pages 7 & 8 (bi) attached.

2. I also certify that I have searched in the Registers of Executions, Lis Pendens, Crown Debtors, and Settlements and Arrangements, against the names of all persons who appear from the memorials to have had a beneficial interest in the land during the past thirty years, with the following RESULT:- √*Nil ~~or *See page of attached search.~~

ADDITIONAL SEARCHES

~~**ADVERSE POSSESSION**~~

3. ~~* I certify that I have searched the names of the current owner and prior adverse possessors provided to me and the Municipality, Public Trustee and the Registrar of the County Court as set out on index sheet number(s)~~ with the results set out on page(s)~~_____~~.

4. * I also certify that I have searched in the Registers of Executions, ~~Lis Pendens~~, Crown Debtors and Settlements and Arrangements against the names of all persons referred to in ~~clause 3~~.

BANKRUPTCY

5. I also certify that I have searched in the Bankruptcy Registers held in the Registrar-General's Office against all persons referred to in Clause 3 and those shown in the Land Register to have an interest in the above land during the past 20 years, up to **31/12/1996** being the date of the microfiche, with the following results:
√*NIL ~~or *see page of attached search.~~

SIGNED:..... **DATE** 22/3/2024.
(Signature of Searcher)

26F:- Nil

NAME OF SEARCHING FIRM
Graeme KEESHAN
0422 472 969
AP. 671 S

LABEL

* delete where applicable
** - attached pages should be numbered consecutively
- each should be signed or initialled by the searcher

LIST OF DEALINGS AFFECTING LAND ON "SKETCH OF LAND" SEARCHED

BOOK	No.	LAND	DEP DEED No./OFFICE USE
R	980	Pt. C.P. 20.	

2

GK

SKETCH OF LAND SEARCHED AP

Land Searched

Parish: JIKA JIKA.

~~Town:~~

~~Section~~

~~Crown Allotment: Whole / Part~~

Crown Portion: ~~Whole /~~ Part 20.

Last Registered Owners

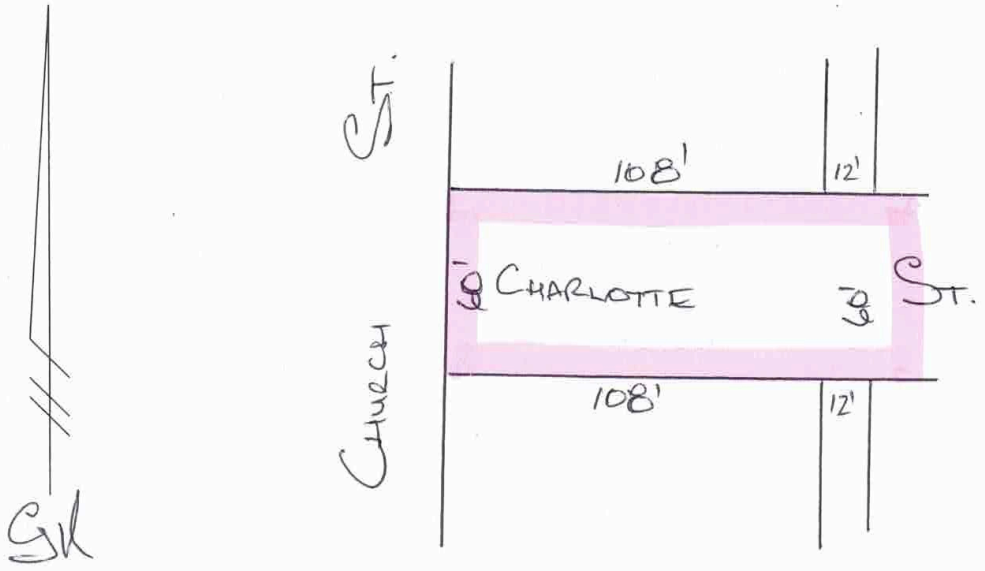
Book P No. 980.

Encumbrances (other than easements)

~~Mortgage Book No.~~
~~Mortgage Book No.~~
~~Mortgage Book No.~~
~~Covenant Book No.~~
~~Charge Book No.~~
~~Notices Book No.~~
~~Other Book No.~~

Easements (Encumbering or Appurtenant)

Easement Reference eg: E-1, A-1	Purpose / Authority	Width	Origin Book No.	Land benefited / In favour of (If apparent from search)
NIL.				



LENGTHS ARE IN: ~~FEET~~.

Dimensions are from } ~~Crown Grant / Book No.~~
Connection is from } PLAN IN AP. 671.
~~Book No.~~

Note to Legal Practitioners
(Taken from Schedule 5A Transfer of Land Act) Where the land includes rights of appurtenance, abuttal, etc. justified in any deed which forms part of a separate chain of title, a photocopy of the deed, certified by the Legal Practitioner making the certificate, must be produced. That chain of title must also be produced, except those parts which have been accepted by the Registrar under a prior conversion.

3

GK

Church Street
Charlotte Street
RICHMOND
St Crispin Street
Richmond Library
1/397
399-405
415-417
4-6
28
5
AP1928
CM1
PS617168
PS303474
AP29770
AP19894B
TP680346
LP72755
PS348373
PS326094
PS634537
PS617168
TP947762
TP383454
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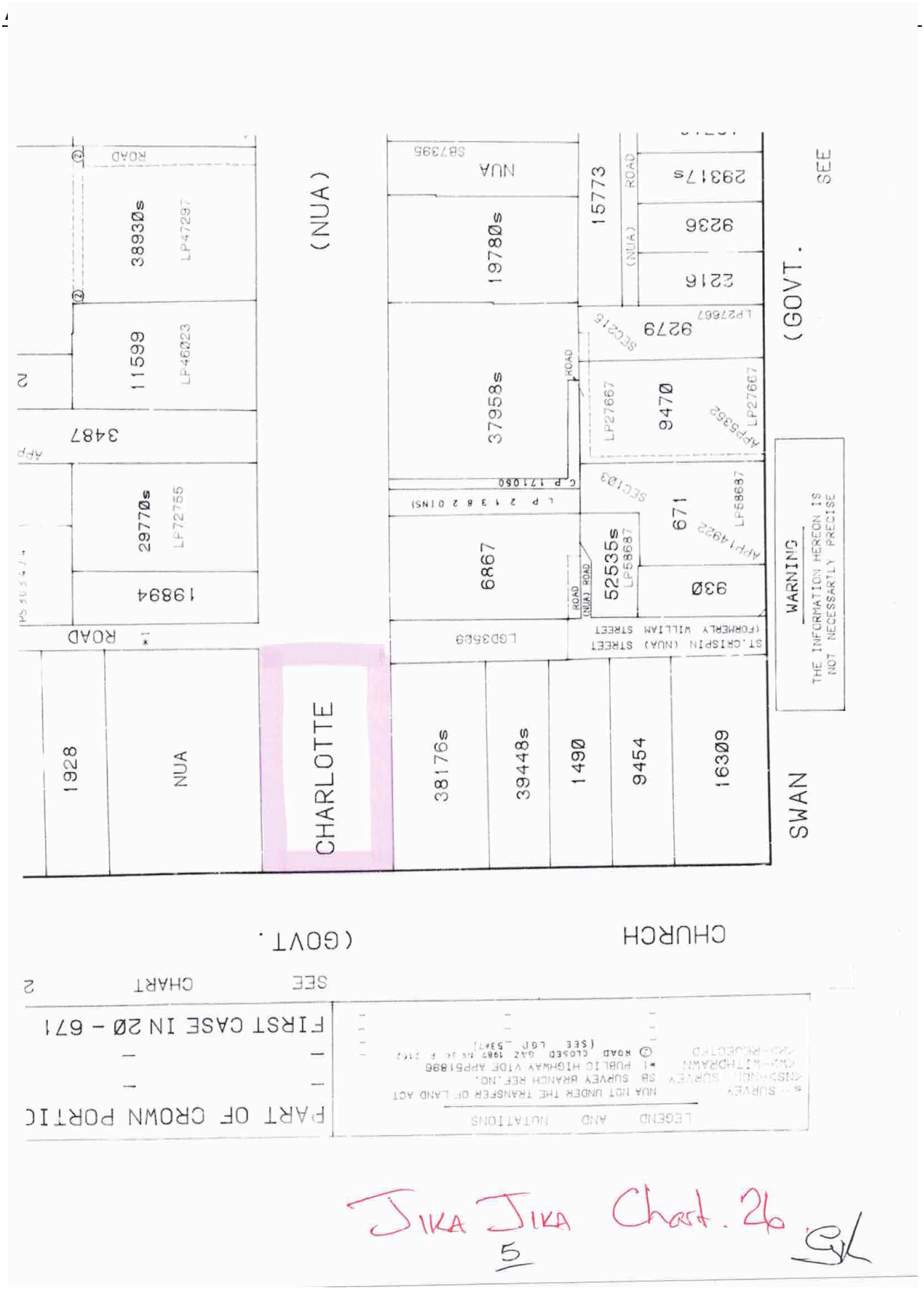
AP39448
TP346437
TP403635
AP1490
AP9454
NUA
P
LGD350
TP548753
PS812001
TP213055
Data Source: Vicmap Property
0 2 4 6 8 10 12 14 16 18 20m
Scale of Metres (1:400)
MGA Zone 55
Melways- 2H A9 (ed.42) Vicroads- 437 C9 (ed.8)
Created 02:41 PM on Mar 29, 2024
Co-ordinates of Plot Corners
NW 323800,5811751
SW 323802,5811661
MGA Zone 55
WARNING:
No warranty is given as to the accuracy or completeness of this map.
Dimensions are approximate.
For property dimensions, undertake a Title search.
Co-ordinates of Plot Corners
NE 323872,5811752
SE 323874,5811662
MGA Zone 55

4



JIKA JIKA Chart. 26

15

INDEX SHEET

LAND SEARCHED — PART CROWN PORTION 20, PARISH OF JIKA JIKA

NAME	OLD SERIES	NEW SERIES	DEALINGS
		P.T.I. ✓	
PUBLIC TRUSTEE	58//88 ✓		486-578 N.A.
REGISTRAR OF COUNTY COURT		185/189 ✓	NIL
CITY OF MELBOURNE		89/88 ✓	NIL
CRESWICK. Henry,		71/117 ✓	285-888 N.A.

GK.

Memorials extracted to be ticked
Memorials not applicable to marked "N/A"

6 GK

CONVEYANCE

BOOK P **No.** 980

DATE 25 / 1 / 1852

REG 30 / 6 / 1852

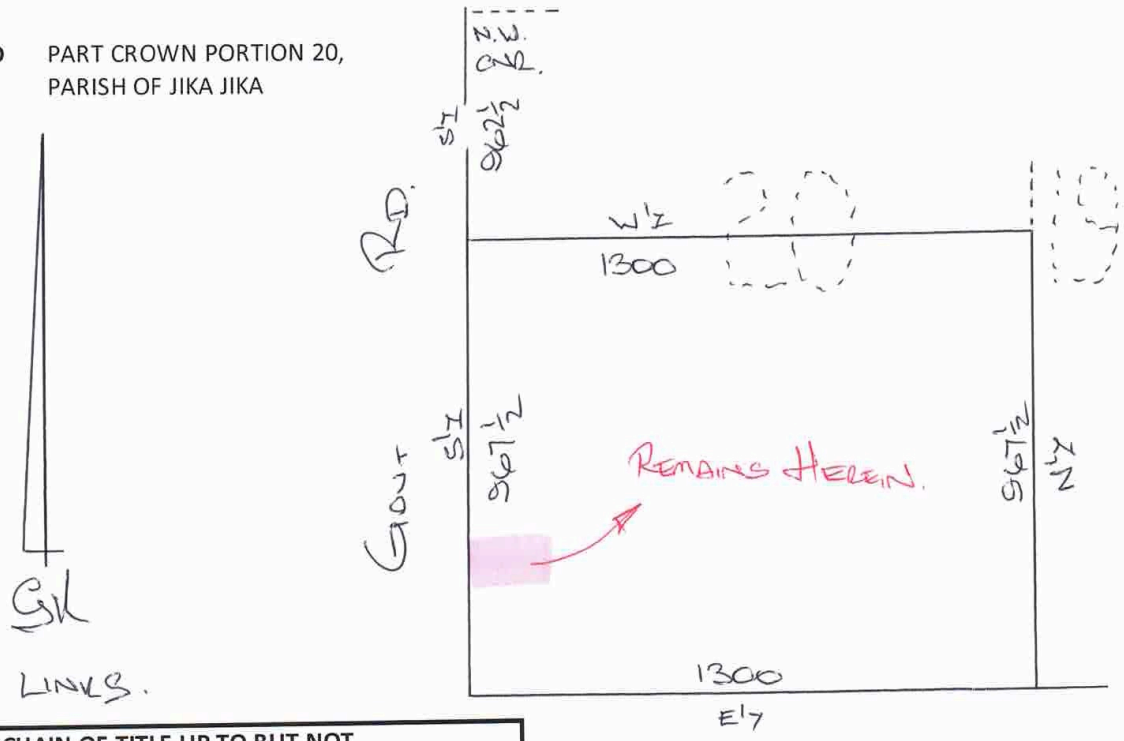
CONSIDERATION £750/-/-

RECITALS NIL

LAND PART CROWN PORTION 20, PARISH OF JIKA JIKA

PARTIES

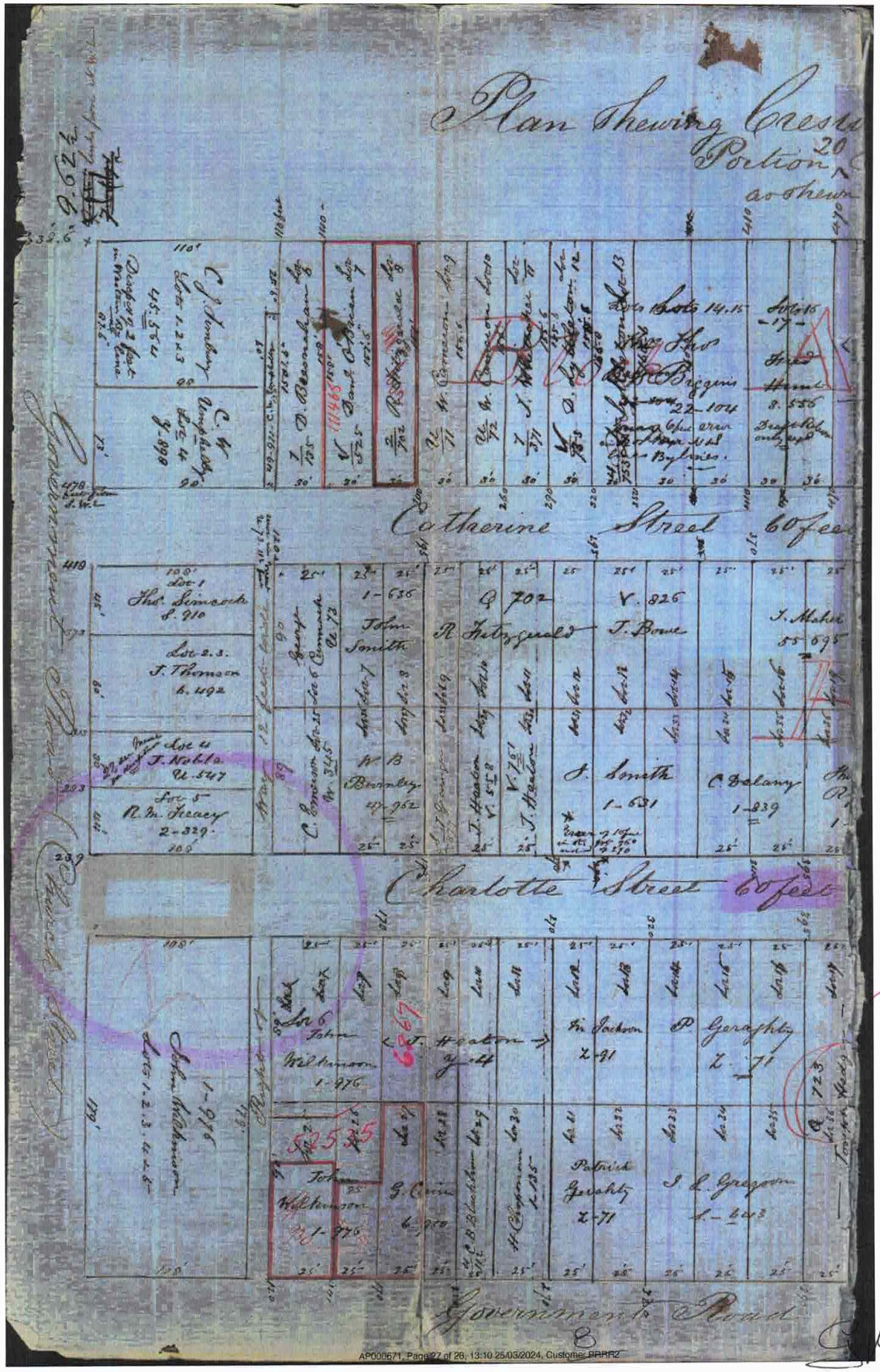
William FLETCHER
to
Daniel Stodhart CAMPBELL
to
Henry CRESWICK



THE CHAIN OF TITLE UP TO BUT NOT INCLUDING BOOK P NO 980 **HAS BEEN ACCEPTED BY THE REGISTRAR OF TITLES IN A PRIOR APPLICATION / CONVERSION** AP 671 **AND NEED NOT BE PRODUCED WHEN BRINGING LAND UNDER THE TRANSFER OF LAND ACT.**

FOR REGISTRAR OF TITLES

7 GK



AP000671, Page 27 of 28, 13:10 25/03/2024, Customer PRRR2

Traffix Group

Our Reference: G31387L-02B

14 May 2024

Yarra City Council
PO Box 168
RICHMOND VIC 3121

Attention: Nina Collins

Dear Nina,

Charlotte Street, Richmond – Temporary Road Closure Assessment Traffic Engineering Assessment

Further to your instructions, please find following our assessment of the traffic and parking conditions during the temporary road closure on Charlotte Street, Richmond. The purpose of this assessment and temporary road closure is to validate the proposal to permanently close Charlotte Street between Church Street and St Crispin Street to construct a new public space.

Background

Traffix Group was engaged in 2022 to conduct a traffic engineering assessment of the proposed road closure of Charlotte Street between Church Street and St Crispin Street, Richmond. This closure was proposed to facilitate the construction of a new public space identified in the Swan Street Streetscape Master Plan as a new 'Civic Library'. The assessment largely concluded that there would be impacts associated with the loss of carparking and the redistribution of traffic (particularly Elm Grove and Charles Street), however these would generally occur within acceptable levels.

Following the above assessment, in February to April 2024, Yarra City Council implemented a temporary road closure to provide a 'Pop Up Park' in the location of the future permanent public space and trial the changes in traffic and parking conditions.

This assessment provides a comparison of traffic and parking conditions prior to the implementation of the Pop Up Park from the 2022 assessment, and data collected during the Pop Up Park trial in March 2024.

Charlotte Street Pop Up Park

The Charlotte Street Pop Up Park (and temporary road closure) commenced on Monday, 5th February, 2024 with the installation of temporary garden beds, benches and a painted pavement mural. An aerial photograph of the Pop Up Park is provided at Figure 1, with photographs of the park at Figure 2 and Figure 3.

Level 28, 459 Collins St
Melbourne Victoria 3000
T: 03 9822 2888
admin@traffixgroup.com.au
Traffix Group Pty Ltd
ABN: 32 100 481 570
traffixgroup.com.au

Figure 1: Charlotte Street Pop Up Park Aerial Photograph

Figure 2: Charlotte St Pop Up Park – view west

Figure 3: Charlotte Street Pop Up Park – view west

Figure 4: Charlotte Street Pop Up Park - view east

Traffic Engineering Assessment

Intersection Turning Movement Counts

Intersection Turning movement counts were conducted on Thursday, 21st March 2024 between the time periods of 7:30am to 9:30am and 4:30pm to 6:30pm for the following intersections:

- Church Street / Elm Grove,
- Church Street / Swan Street,
- St Crispin Street / Elm Grove,
- St Crispin Street / Charlotte Street,
- St Crispin Street / Swan Street / Lt Lesney Street,
- Charles Street / Elm Grove / McNamara Street,
- Charles Street / Charlotte Street, and
- Charles Street / Swan Street.

An analysis of the existing turning movements revealed that there are two distinct peak time periods for analysis, based on turning movements into / out of the local road network, being:

- 8:00am to 9:00am, and
- 5:30pm to 6:30pm.

Whilst these time periods do not necessarily reflect the peak times of the arterial road network, they are best suited for this assessment.

It is noted that these peak periods are consistent with the peak hours observed during corresponding surveys conducted in 2022.

The turning movement volumes for the two (2) peak periods identified above are summarised below with 2024 results provided at Figure 5 and Figure 7 and 2022 results provided at Figure 6 and Figure 8 for the AM and PM period respectively.

The full turning movement counts data is provided at Appendix A.

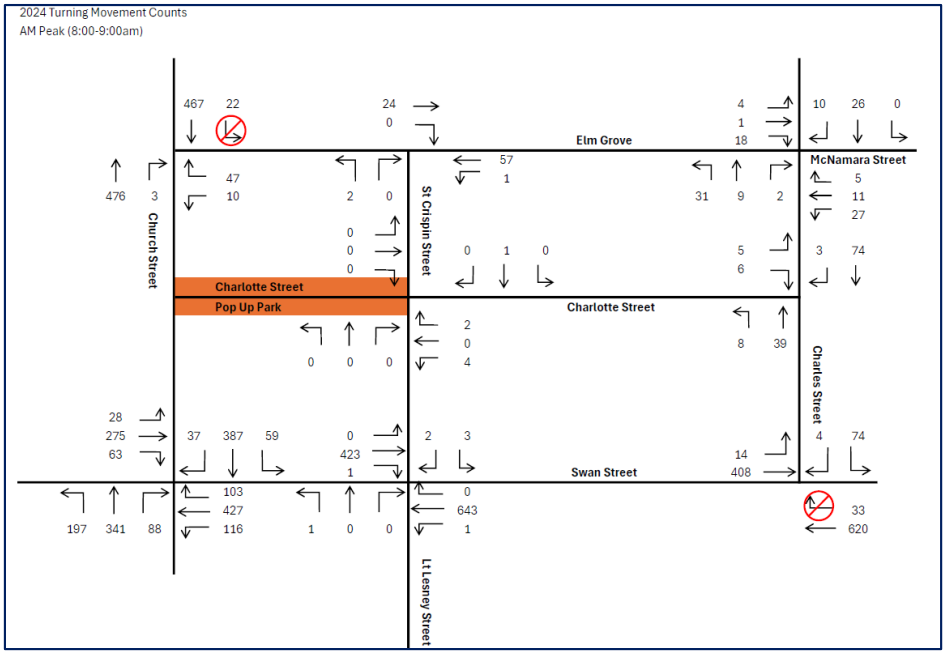


Figure 5: Turning Movement Counts - 2024 AM Peak

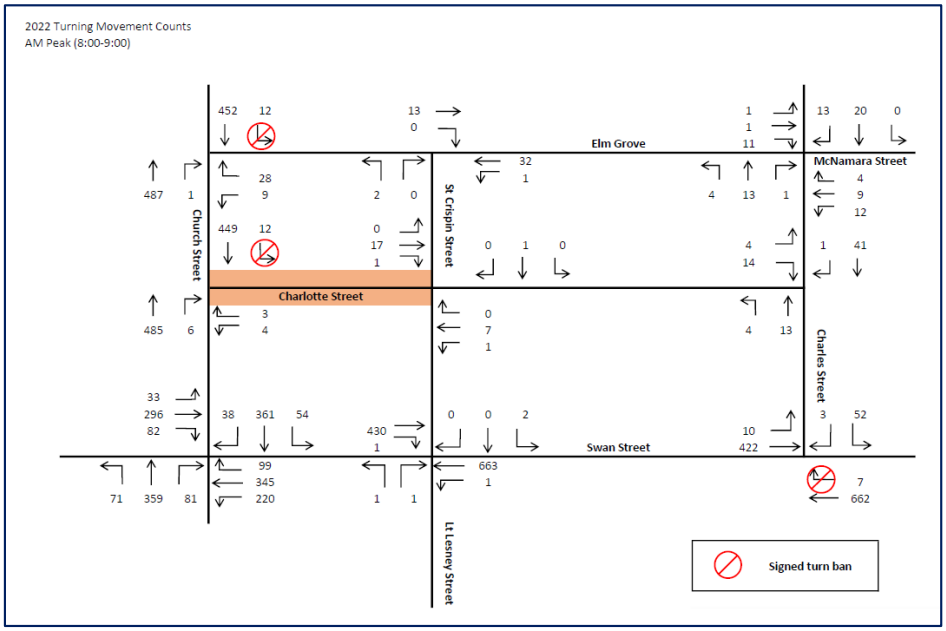


Figure 6: Turning Movement Counts - 2022 AM Peak

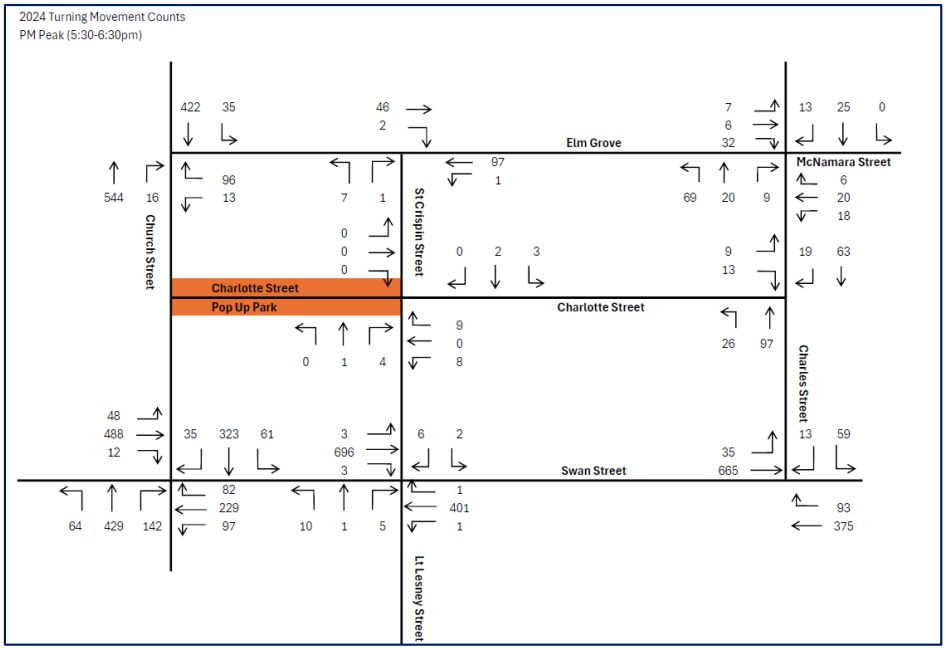


Figure 7: Turning Movement Counts – 2024 PM Peak

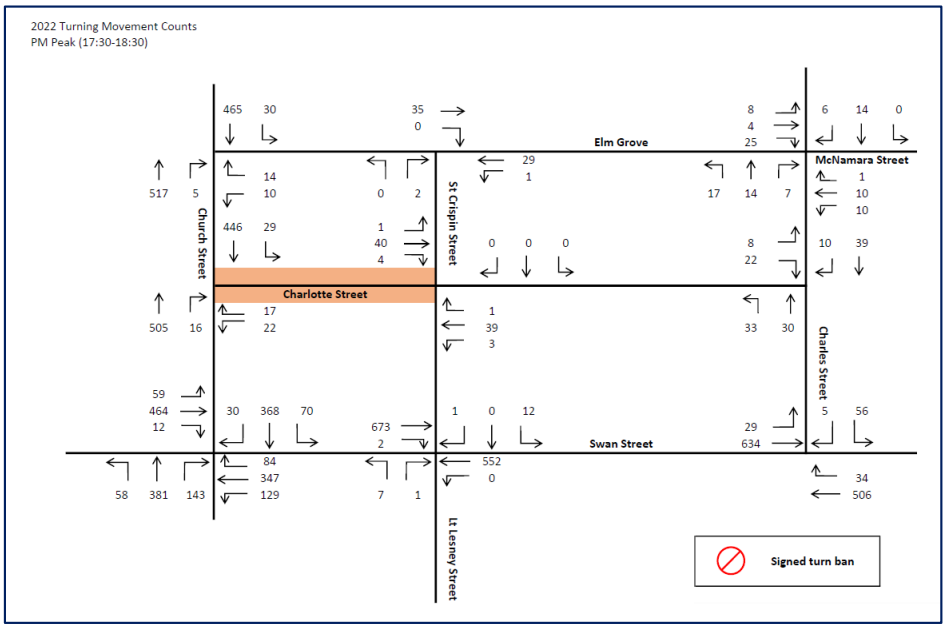


Figure 8: Turning Movement Counts - 2022 PM Peak

Key differences observed between the 2024 and 2022 TMC counts are summarised below:

- AM Peak
  - Turning movements which contravened the signposted turn restrictions increased by 26 vehicles per hour at the Swan Street / Charles Street intersection and by 10 at the Church Street / Elm Grove intersection.

    It is noted however that the 2022 conditions also included left turn movements in contravention of the left turn restriction at Charlotte Street, and when considering the Charlotte Street closure, two (2) fewer illegal left turns from Church Street into the study area occurred in this period,
  - 12 additional vehicles were observed turning into Elm Grove from Church Street (1 movement every 5 minutes),
  - 30 additional vehicles were observed turning into Charles Street from Swan Street (1 movement every 2 minutes),
  - Through movements on Charles Street at the Charles St / Charlotte St intersection increased by 109%, (59 additional movements or approximately one (1) additional movement per minute),
  - Negligible change to movements into/out of St Crispin Street, and
  - Fewer turning movements into/out of Charles Street.
- PM Peak
  - 16 additional vehicles were observed turning into Elm Grove from Church Street (1 movement every 4 minutes),
  - 65 additional vehicles were observed turning into Charles Street from Swan Street (1 movement every 55 seconds),
  - Through movements on Charles Street at the Charles St / Charlotte St intersection increased by 132%, (91 additional movements or approximately one (1) additional movement per 40 seconds),
  - A minute change to movements into/out of St Crispin Street, and
  - Fewer turning movements into/out of Charlotte Street.

It is worth noting that the data presented above indicated an increase in traffic volumes at several intersections suggesting a number of vehicles turning right from Swan Street into Charles Street then exiting to Church Street at Elm Grove (through traffic). Further investigations were undertaken on Thursday, 2nd May 2024 when Charlotte Street had been reopened to evaluate the above.

Additional Turning Movement Count and Investigations - Thursday, 2nd May 2024

A turning movement count was conducted between 5:30pm and 6:30pm at the intersection of Charles Street and Swan Street on Thursday, 2nd May 2024 (after Charlotte

Street had been reopened). The results of the turning movement count are summarised in Figure 9 below.

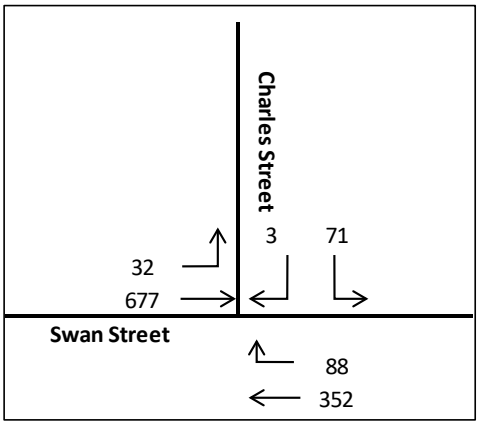


Figure 9: Turning Movement Counts – PM Peak, 02/05/2024

As shown in Figure 7 and Figure 9 above, the traffic volumes at the Charles St / Swan St are very similar between the 2024 Charlotte Street closed and open conditions, demonstrating that since 2022 traffic volumes have changed. Observations undertaken on site indicate that there is significant queuing for westbound traffic on Swan Street and motorists appeared to turn into Charles Street in an attempt to avoid these queues. A review of Google Maps driving directions undertaken at the time confirmed that mapping apps which adapt to live traffic were providing directions to citybound traffic to utilise Charles Street, Elm Grove and Gipps Street as an alternative to Swan Street.

Figure 10: Live Driving Directions – PM Peak, 02/05/2024

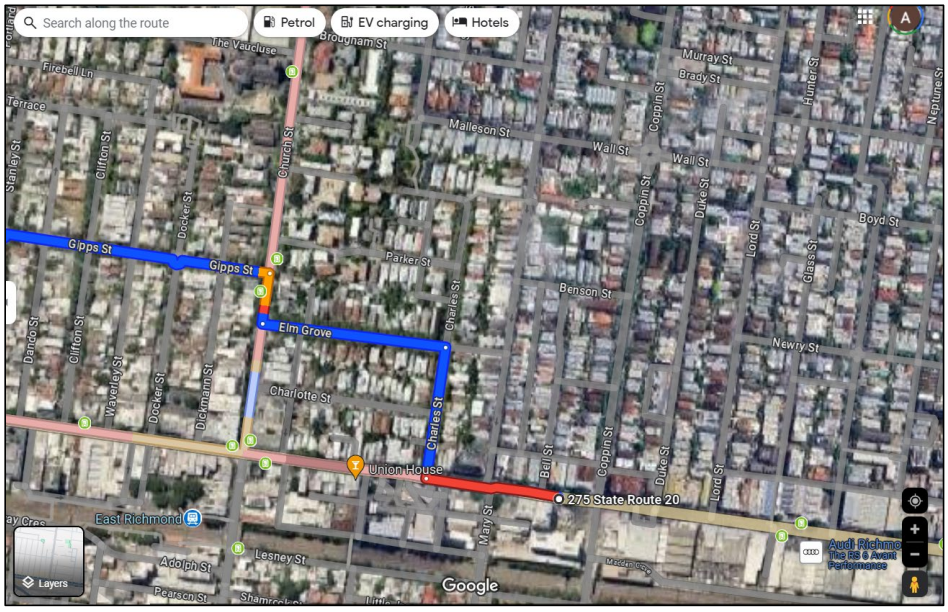


Figure 11: Live Driving Directions – PM Peak, 02/05/2024

In view of the above, and considering the logical access and egress routes for Charlotte Street, the following additional traffic movements (compared to 2022) can be conclusively associated with through traffic avoiding westbound queues on Swan Street:

- Right turn movements from Swan Street (east) into Charles Street,
- Left turn movements from Charles Street (south) to Elm Grove,
- Right turn movements from Elm Grove to Church Street (north),
- Westbound traffic on Elm Grove, and
- Northbound traffic on Charles Street.

We acknowledge that the closure of Charlotte Street will also contribute to the above movements (secondary to through traffic) with the exception of right turn movements from Swan Street (east) into to Charles Street, however to a significantly lesser extent.

Seven (7) Day Traffic Counts

Seven (7) day traffic counts were undertaken between Monday, 18th March 2024 – Sunday, 24th March 2024 (inclusive) at the same locations as the previous survey, with the addition of:

- St Crispin Street, between Elm Grove and Charlotte Street

A summary of traffic count results compared to results from the same locations in 2022 under existing conditions is presented in Table 1.

Table 1: Average Daily Traffic Volumes

Location	2022 Surveys			2024 Surveys		
	NB / EB	SB / WB	Total	NB / EB	SB / WB	Total
Daily Volumes						
Elm Grove – b/w St Crispin St and Charles St	337	378	715	568 (+231)	612 (+234)	1,180 (+465)
Charlotte Street – b/w St Crispin St and Charles St	312	275	587	191 (-121)	288 (+13)	479 (-108)
Charles Street – b/w Parker St and Elm Gr	323	318	641	363 (+40)	351 (+33)	714 (+73)
Charles Street – b/w Elm Gr and Charlotte St	418	523	941	617 (+199)	705 (+182)	1,322 (+381)
Charles Street – b/w Charlotte St and Swan St	567	674	1,241	749 (+182)	746 (+72)	1,495 (+254)
McNamara Street – b/w Charles St and Mary St	64	214	278	120 (+56)	256 (+42)	376 (+98)
St Crispin Street – b/w Elm Gr and Charlotte St	Survey Not Conducted			37	87	124
St Crispin Street – b/w Charlotte St and Swan St	41	66	107	56 (+15)	56 (-10)	112 (+5)
AM Peak Hour Volumes						
Elm Grove – b/w St Crispin St and Charles St	17	25	42	26 (+9)	39 (+14)	65 (+23)
Charlotte Street – b/w St Crispin St and Charles St	17	8	25	10 (-7)	13 (+5)	23 (-2)
Charles Street – b/w Parker St and Elm Gr	12	27	39	16 (+4)	31 (+4)	47 (+8)
Charles Street – b/w Elm Gr and Charlotte St	11	46	57	31 (+20)	71 (+25)	102 (+45)
Charles Street – b/w Charlotte St and Swan St	15	56	71	36 (+21)	75 (+19)	111 (+40)
McNamara Street – b/w Charles St and Mary St	0	20	20	7 (+7)	40 (+20)	47 (+27)
St Crispin Street – b/w Elm Gr and Charlotte St	Survey Not Conducted			1	3	4

Location	2022 Surveys			2024 Surveys		
	NB / EB	SB / WB	Total	NB / EB	SB / WB	Total
St Crispin Street – b/w Charlotte St and Swan St	0	2	2	0 (+0)	3 (+1)	3 (+1)
PM Peak Hour Volumes						
Elm Grove – b/w St Crispin St and Charles St	36	29	65	55 (+19)	70 (+41)	125 (+60)
Charlotte Street – b/w St Crispin St and Charles St	26	28	54	16 (-10)	32 (+4)	48 (-6)
Charles Street – b/w Parker St and Elm Gr	28	22	50	33 (+5)	25 (+3)	58 (+8)
Charles Street – b/w Elm Gr and Charlotte St	36	41	77	78 (+42)	66 (+25)	144 (+67)
Charles Street – b/w Charlotte St and Swan St	57	57	114	96 (+39)	67 (+10)	163 (+49)
McNamara Street – b/w Charles St and Mary St	11	20	31	12 (+1)	26 (+6)	38 (+7)
St Crispin Street – b/w Elm Gr and Charlotte St	Survey Not Conducted			5	4	9
St Crispin Street – b/w Charlotte St and Swan St	3	4	7	2 (-1)	4 (+0)	6 (-1)

As part of the 2022 assessment, an estimated increase in traffic on Elm Grove and Charles Street was predicted as a result of the partial closure of Charlotte Street. A comparison of the predicted and observed post closure traffic volumes is presented at Table 2.

Table 2: Daily Traffic Volume - Predicted v Observed Increase

Road	Predicted Traffic Volume (Average Weekday)	Observed Traffic Volume (Average Weekday)
Elm Grove	1,150vpd	1,180vpd (+30)
Charles Street – Elm Gr to Charlotte St	1,450vpd	1,322vpd (-128)
Charles Street – Charlotte St to Swan St	1,335vpd	1,495vpd (+160)

Based on the above, and as was predicted in our previous assessment, neither Elm Grove nor Charles Street have exceeded their environmental capacity as a result of the road closure.

The 'environmental capacity' of a road is the theoretical point in which increases in traffic volume begin to degrade its amenity and is typically much lower than the actual capacity of the road, or how much traffic it could physically accommodate. In this instance the environmental capacities of Elm Grove and Charles Street are in the order of 3,000 vehicles per day.

As noted above, part of the increased traffic volumes on Elm Grove and Charles Street can be attributed to external factors, and the increase in traffic volumes are not solely attributed to the closure of Charlotte Street. Furthermore, the increased traffic volumes recorded on Charles Street north of Elm Grove indicate that there has been a small increase in traffic volumes on the local road network (as this part of the network is effectively a 'closed' loop, and cannot be influenced by the arterial road network).

In view of the above, the actual traffic volumes redistributed as a result of the Charlotte Street closure is less than our previous conservative estimate. This validates our experience with local road closures in other areas (a previous example being The Esplanade in Altona) where the full quantum of traffic on the subject section of road is not fully redistributed (traffic increases on adjacent roads at a level lower than the full traffic volume on the subject road) .

Parking Conditions

Spot parking surveys of the study area, as shown in Figure 12 below, were undertaken at the following times, and similar to the periods that were previously assessed:

- 2:00pm and 6:30pm on Saturday, 23 March, 2024, and
- 9:30am, 11:30am, 1:30pm, 4pm and 6:30pm on Tuesday, 26 March 2024.

With four (4) car parking spaces on the north side of Charlotte Street removed to facilitate the Pop Up Park, the available car parking spaces in the study area reduced from 229 to 227, noting that one (1) additional car parking space was identified in the Library car park and on Church Street, respectively, compared to the 2022 study.

Car parking restrictions generally remained consistent between the 2022 and 2024 parking surveys, with the following exceptions:

- Eight (8) spaces on the western side of Church Street changed from a '2P' restriction to a '2P Meter' restriction,
- Four (4) spaces in St Crispin Street changed from 'Permit Zone' to 'No Stopping Authorised Council Vehicles Authorised', and
- One (1) '1P Disabled Only' space on the south side of Elm Grove changed to a Works Zone restriction.

Despite this, the alterations to parking restrictions are not expected to have significance when comparing car parking occupancy from 2022 to 2024.

Figure 12: Parking Survey Area

Table 3 below presents a comparison of the 2022 and 2024 parking survey results for the overall study area.

Table 3: Car Parking Survey Results Summary

Survey Time	2022 Survey			2024 Survey		
	Vacant Spaces	Parked Cars	% Occupancy	Vacant Spaces	Parked Cars	% Occupancy
Weekday 9:30am	104	125	55%	92	133	59%
Weekday 11:30am	67	162	71%	68	159	70%
Weekday 1:30pm	60	169	74%	71	156	69%
Weekday 4pm	57	146	72%	56	146	72%
Weekday 6:30pm	18	211	92%	17	210	93%
Weekend 2pm	71	158	69%	35	192	85%
Weekend 6:30pm	7	222	97%	29	198	87%

As can be seen above, the parking conditions between the 2022 and 2024 parking surveys in the area are generally similar, with variances generally less than 10%. The biggest change between the two survey periods was observed on the weekend periods with the Saturday afternoon recording a higher occupancy of around 16% in 2024, however a lower occupancy was recorded in 2024 for the Saturday evening.

Overall, the peak occupancies were near similar between 2022 and 2022 despite occurring at different times. Thus we are of the view that the small loss of parking spaces in relation to the pop up pocket park has not had any significant impact on parking conditions in the study area.

Origin – Destination Surveys

Origin – destination surveys were conducted within the survey area on Thursday, 21st March 2024 between 7:30am-9:30am to assess the travel paths of vehicles turning into Elm Grove from Church Street. This includes a focus on left turn movements at the intersection which are in contravention to the posted turn restriction between the survey periods.

OD surveys capture the movement of individual vehicles between points to determine the volumes of vehicles along defined routes. This is typically done by 'matching' vehicle numberplates at each station, with up to a 30 minute allowance for the travel time between points. The location of the node points where vehicle movements were captured is shown in Figure 13.

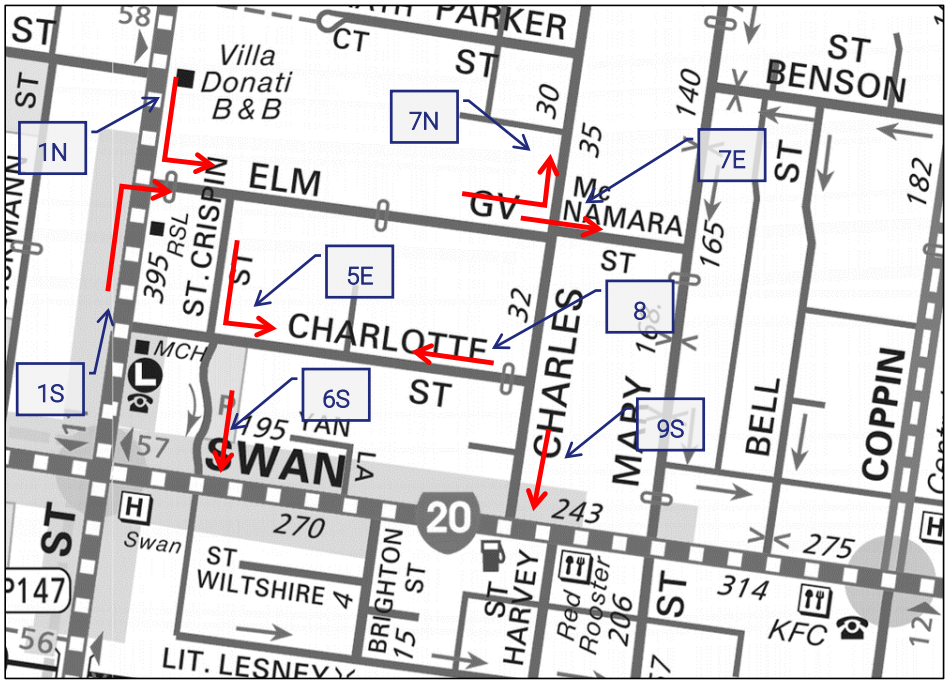


Figure 13: O-D Survey Nodes

An initial review of the origin destination surveys of the period of 8:00am to 9:00am indicates that of the 22 left turn movements and 3 right turn movements into Elm Grove from Church Street, 20 were matched at various nodes as shown in Figure 14 below. For the 5 vehicles that were not matched, it is possible that they parked on Elm Grove or equally were not matched for other reasons.

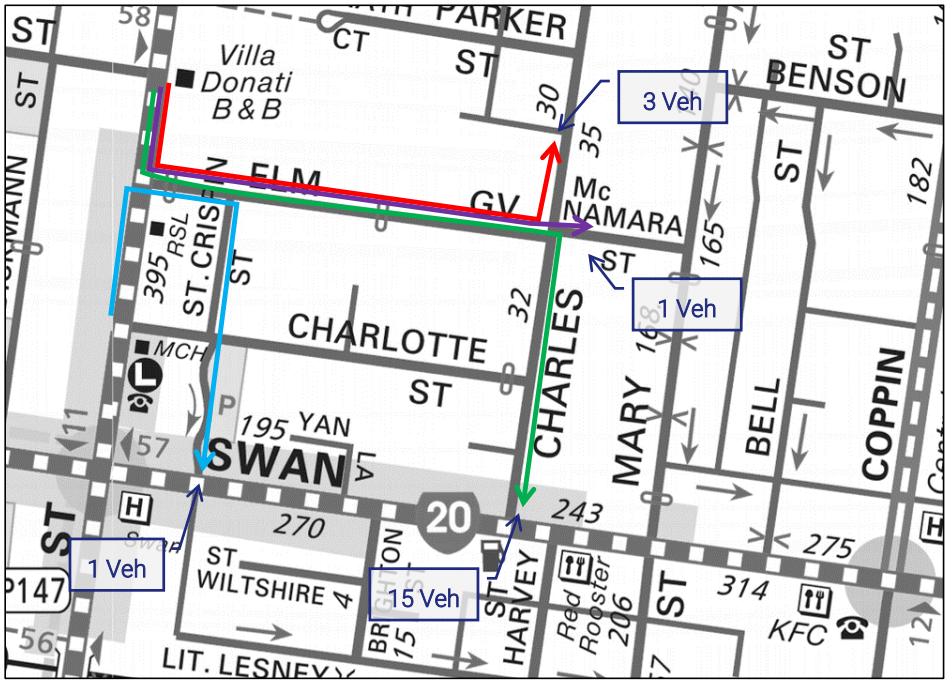


Figure 14: O-D Vehicle Travel Paths – 8:00am to 9:00am

As shown above, the principal travel route was vehicles turning left from Church Street then travelling through the local road network to exit to Swan Street via Charles Street. It is worth noting that this equates to 1 vehicle every four (4) minutes conducting this movement and is not of a significant level of concern.

Council could choose to refer the turn restriction to Victoria Police for enforcement, however in practice, there will always be some level of non compliance.

Assessment of One-Way on St Crispin Street

We understand that Council wish for us to consider the proposal for a one way traffic restriction on St Crispin Street between Charlotte Street and Elm Grove (noting the section between Charlotte Street and Swan Street is already limited to southbound only).

In consideration of the above, we note the following:

- St Crispin Street effectively operates as a laneway due to its narrow width and purpose in providing rear property access,
- The daily traffic volume recorded during the 2024 road closure was 124 vehicles per day, with a peak hour volume of 13 vehicles per hour,
- There is minimal likelihood of vehicles travelling in both directions conflicting based on the very low traffic volumes recorded (1 vehicle per 7 minutes),

- The turning movement intersection counts at either end of St Crispin Street saw very minor differences between the 2022 and 2024 road closure conditions, and,
- Its context within the local road network.

In view of the above, we do not consider it necessary to provide a one way traffic restriction along the subject length of St Crispin Street and are of the opinion that Council could retain the existing arrangements. We note however that as St Crispin Street primarily provides local property access, Council could consult with relevant property owners on the traffic arrangements for further review. We consider that a southbound one way restriction would be more appropriate than a northbound restriction in order to provide access to the north end of Charlotte Street, noting that the southern section of St Crispin Street already provides a one way southbound restriction. This is also reflected in the existing direction split of traffic for the northern section of St Crispin Street which has a 30% northbound and 70% southbound split across the day.

Assessment of Swan St / Charles St Turn Ban

We understand that Council wish for us to review the right turn restriction at the intersection of Swan Street and Charles Street. This right turn restriction currently prohibits right turn movements from Swan Street into Charles Street between 7:30am and 9:30am, Monday to Friday and has historically been in place for at least 15 years.

We expect that the right turn movement principally serves to dissuade through traffic from utilising the local network as an alternative to the arterial road network during the morning peak period.

As noted previously, the 2024 surveys saw an increase in right turn movements at the Swan Street / Charles Street intersection both during the time of the right turn restriction and during the PM peak. As noted previously, live traffic driving directions are contributing to these increases, and not the closure of Charlotte Street.

Council may need to further investigate this matter with the responsible software developers and consider measures to reduce the local road network being used as an alternative to the arterial road network, however in reviewing the suitability of the existing turn ban we note the following:

- The increase in non-compliance may warrant a referral to Victoria Police to conduct enforcement and reduce the instances of non-compliance with the turn ban,
- The right turn movement in the PM peak period has also increased however:
  - Some of these movements would comprise of residents returning to their dwellings within the local road network,
  - A right turn restriction does not allow for exemptions based on residence, and
  - If right turn movements were not permitted at this location in the PM peak, they would then occur at the Swan Street / Church Street intersection and may result in a further subsequent increase in queues and delays.
- Swan Street includes a shared tram lane and increased right turn movements at the Swan Street / Church Street intersection may result in increased delay to tram services. However, increased enforcement or extension of the existing right turn restrictions may

result in additional delays to tram services instead occurring at the Swan Street and Church Street intersection.

We recommend that Council consult with Yarra Trams, DTP, the relevant software developers (Google Maps/Apple Maps) and residents regarding right turn movements at this location in view of the above, and further investigations/measures may be warranted to address issues associated with the increase in westbound right turn movements into Charles Street.

Other Impacts

Church St / Swan St Intersection

We note that turning movements at the intersection of Church Street and Swan Street have not varied significant between the two survey periods, with the exception of through movements for the arterial roads. It is noted that traffic volumes may vary day to day on the wider arterial road network and thus these variations are acceptable.

Critically, the right turn movements from Swan Street to Church Street (and vice versa) have not varied significantly, and thus the road closure on Charlotte Street has had little impact on this intersection.

We note that despite the limited change to traffic volumes, queues associated with westbound traffic have increased.

Conclusion

Having undertaken an assessment of the traffic and parking conditions during the Charlotte Street Pop Up Pocket Park (local road closure) at Charlotte Street, Richmond, we are of the opinion that:

a) the temporary road closure generally saw changes in traffic conditions consistent with our previous assessment conducted in 2022. The key exception being an increase in vehicles turning right onto Charles Street from Swan Street to then turn right into Church Street from Elm Street due to increased congestion in Swan Street and live traffic mapping apps advising motorists to detour via the local streets,

b) the increased daily traffic volumes on Elm Grove and Charles Street are still within their environmental capacity,

c) there were no significant changes to parking conditions,

d) there was no significant changes to the intersection of Church Street and Swan Street as a result of the road closure,

e) the Origin – Destination surveys confirm that most of the left turn movements from Church Street into Elm Grove during the AM Peak (against the left turn ban) then utilise the local road network to access Swan Street via Charles Street,

f) A one-way traffic restriction on the northern section of St Crispin Street is not required based on the very low traffic volumes along the road, which functionally operates as a laneway,

g) Council may wish to review in more detail the status of the Swan Street / Charles Street right turn restriction in consultation with Yarra Trams and local residents, and

h) Further to our previous assessment, the temporary local road closure of Charlotte Street has demonstrated that traffic and parking conditions do not deteriorate to such a level that a permanent arrangement is not feasible.

Appendix A

Intersection Turning Movement Counts

G31387L-02B

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Elm Gr and Church St, East Richmond

GPS -37.824385, 144.998173

Date:	Thu 21/03/24
Weather:	Overcast
Suburban:	East Richmond
Customer:	Traffix

North:	Church St
East:	Elm Gr
South:	Church St
West:	N/A

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	4:30 PM-5:30 PM

All Vehicles

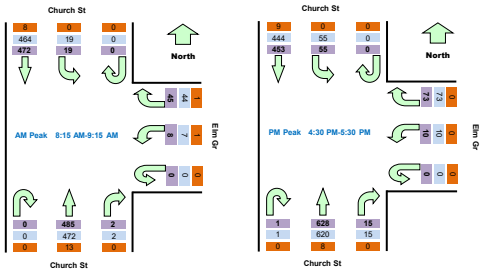
Time		North Approach Church St			East Approach Elm Gr			South Approach Church St			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
7:30	7:45	0	105	3	0	3	1	0	0	106	985	
7:45	8:00	0	114	4	0	7	1	0	1	125	1006	
8:00	8:15	1	112	7	0	11	3	0	1	115	1026	
8:15	8:30	0	116	2	0	21	3	0	1	122	1031	Peak
8:30	8:45	0	109	5	0	6	1	0	1	117	1005	
8:45	9:00	0	130	8	0	9	3	0	0	122		
9:00	9:15	0	117	4	0	9	1	0	0	124		
9:15	9:30	0	113	2	0	6	2	0	2	114		
16:30	16:45	0	108	10	0	13	1	0	1	153	1235	Peak
16:45	17:00	0	122	17	0	15	5	0	7	154	1227	
17:00	17:15	0	105	15	0	19	3	0	4	145	1192	
17:15	17:30	0	118	13	0	26	1	1	3	176	1184	
17:30	17:45	0	99	12	0	26	2	0	3	136	1127	
17:45	18:00	0	91	5	0	16	3	1	5	164		
18:00	18:15	0	120	8	0	25	2	0	4	124		
18:15	18:30	0	112	10	0	29	6	0	4	120		

Peak Time		North Approach Church St			East Approach Elm Gr			South Approach Church St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:15	9:15	0	472	19	0	45	8	0	2	485	1031
16:30	17:30	0	453	55	0	73	10	1	15	628	1235

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Light Vehicles

Time		North Approach Church St			East Approach Elm Gr			South Approach Church St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:30	7:45	0	103	3	0	3	1	0	0	102
7:45	8:00	0	108	4	0	7	1	0	1	122
8:00	8:15	1	106	7	0	11	3	0	1	110
8:15	8:30	0	114	2	0	20	3	0	1	117
8:30	8:45	0	105	5	0	6	1	0	1	113
8:45	9:00	0	130	8	0	9	2	0	0	120
9:00	9:15	0	115	4	0	9	1	0	0	122
9:15	9:30	0	110	2	0	6	2	0	2	109
16:30	16:45	0	105	10	0	13	1	0	1	151
16:45	17:00	0	121	17	0	15	5	0	7	152
17:00	17:15	0	102	15	0	19	3	0	4	143
17:15	17:30	0	116	13	0	26	1	1	3	174
17:30	17:45	0	97	12	0	26	2	0	3	134
17:45	18:00	0	89	5	0	16	3	1	5	161
18:00	18:15	0	120	8	0	25	2	0	4	122
18:15	18:30	0	106	10	0	29	6	0	4	118

Peak Time		North Approach Church St			East Approach Elm Gr			South Approach Church St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:15	9:15	0	464	19	0	44	7	0	2	472	1008
16:30	17:30	0	444	55	0	73	10	1	15	620	1218

Heavy Vehicles

Time		North Approach Church St			East Approach Elm Gr			South Approach Church St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:30	7:45	0	2	0	0	0	0	0	0	4
7:45	8:00	0	6	0	0	0	0	0	0	3
8:00	8:15	0	6	0	0	0	0	0	0	5
8:15	8:30	0	2	0	0	1	0	0	0	5
8:30	8:45	0	4	0	0	0	0	0	0	4
8:45	9:00	0	0	0	0	0	1	0	0	2
9:00	9:15	0	2	0	0	0	0	0	0	2
9:15	9:30	0	3	0	0	0	0	0	0	5
16:30	16:45	0	3	0	0	0	0	0	0	2
16:45	17:00	0	1	0	0	0	0	0	0	2
17:00	17:15	0	3	0	0	0	0	0	0	2
17:15	17:30	0	2	0	0	0	0	0	0	2
17:30	17:45	0	2	0	0	0	0	0	0	2
17:45	18:00	0	2	0	0	0	0	0	0	3
18:00	18:15	0	0	0	0	0	0	0	0	2
18:15	18:30	0	6	0	0	0	0	0	0	2

Peak Time		North Approach Church St			East Approach Elm Gr			South Approach Church St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:15	9:15	0	8	0	0	1	1	0	0	13	23
16:30	17:30	0	9	0	0	0	0	0	0	8	17

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Charlotte St and Church St, East Richmond

GPS -37.825027, 144.998078

Date:	Thu 21/03/24
Weather:	Overcast
Suburban:	East Richmond
Customer:	Traffix

North:	Church St
East:	Charlotte St
South:	Church St
West:	N/A

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	8:00 AM-9:00 AM
	PM:	4:30 PM-5:30 PM

All Vehicles

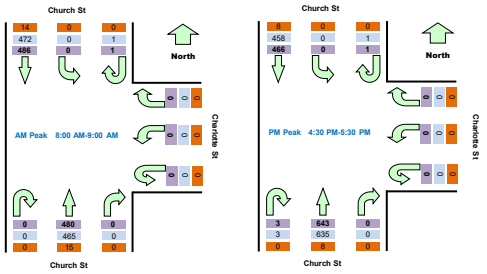
Time		North Approach Church St			East Approach Charlotte St			South Approach Church St			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
7:30	7:45	0	100	0	0	0	0	0	0	104	919	
7:45	8:00	0	106	0	0	0	0	0	0	125	939	
8:00	8:15	0	127	0	0	0	0	0	0	119	967	Peak
8:15	8:30	0	117	0	0	0	0	0	0	121	963	
8:30	8:45	0	106	0	0	0	0	0	0	118	964	
8:45	9:00	1	136	0	0	0	0	0	0	122		
9:00	9:15	0	117	0	0	0	0	0	0	125		
9:15	9:30	0	120	0	0	0	0	0	0	119		
16:30	16:45	0	111	0	0	0	0	0	0	158	1113	Peak
16:45	17:00	0	127	0	0	0	0	0	0	157	1085	
17:00	17:15	0	105	0	0	0	0	2	0	155	1064	
17:15	17:30	1	123	0	0	0	0	1	0	173	1050	
17:30	17:45	0	99	0	0	0	0	0	0	142	992	
17:45	18:00	0	97	0	0	0	0	0	0	166		
18:00	18:15	0	120	0	0	0	0	0	0	128		
18:15	18:30	0	116	0	0	0	0	0	0	124		

Peak Time		North Approach Church St			East Approach Charlotte St			South Approach Church St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:00	9:00	1	486	0	0	0	0	0	0	480	967
16:30	17:30	1	466	0	0	0	0	3	0	643	1113

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Light Vehicles

Time		North Approach Church St			East Approach Charlotte St			South Approach Church St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:30	7:45	0	98	0	0	0	0	0	0	100
7:45	8:00	0	101	0	0	0	0	0	0	121
8:00	8:15	0	120	0	0	0	0	0	0	115
8:15	8:30	0	116	0	0	0	0	0	0	116
8:30	8:45	0	101	0	0	0	0	0	0	114
8:45	9:00	1	135	0	0	0	0	0	0	120
9:00	9:15	0	115	0	0	0	0	0	0	123
9:15	9:30	0	117	0	0	0	0	0	0	114
16:30	16:45	0	108	0	0	0	0	0	0	156
16:45	17:00	0	126	0	0	0	0	0	0	155
17:00	17:15	0	103	0	0	0	0	2	0	153
17:15	17:30	1	121	0	0	0	0	1	0	171
17:30	17:45	0	96	0	0	0	0	0	0	140
17:45	18:00	0	95	0	0	0	0	0	0	163
18:00	18:15	0	120	0	0	0	0	0	0	126
18:15	18:30	0	115	0	0	0	0	0	0	122

Peak Time		North Approach Church St			East Approach Charlotte St			South Approach Church St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:00	9:00	1	472	0	0	0	0	0	0	465	938
16:30	17:30	1	458	0	0	0	0	3	0	635	1097

Heavy Vehicles

Time		North Approach Church St			East Approach Charlotte St			South Approach Church St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:30	7:45	0	2	0	0	0	0	0	0	4
7:45	8:00	0	5	0	0	0	0	0	0	4
8:00	8:15	0	7	0	0	0	0	0	0	4
8:15	8:30	0	1	0	0	0	0	0	0	5
8:30	8:45	0	5	0	0	0	0	0	0	4
8:45	9:00	0	1	0	0	0	0	0	0	2
9:00	9:15	0	2	0	0	0	0	0	0	2
9:15	9:30	0	3	0	0	0	0	0	0	5
16:30	16:45	0	3	0	0	0	0	0	0	2
16:45	17:00	0	1	0	0	0	0	0	0	2
17:00	17:15	0	2	0	0	0	0	0	0	2
17:15	17:30	0	2	0	0	0	0	0	0	2
17:30	17:45	0	3	0	0	0	0	0	0	2
17:45	18:00	0	2	0	0	0	0	0	0	3
18:00	18:15	0	0	0	0	0	0	0	0	2
18:15	18:30	0	1	0	0	0	0	0	0	2

Peak Time		North Approach Church St			East Approach Charlotte St			South Approach Church St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:00	9:00	0	14	0	0	0	0	0	0	15	29
16:30	17:30	0	8	0	0	0	0	0	0	8	16

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Swan St and Church St, East Richmond

GPS -37.825677, 144.997922

Date:	Thu 21/03/24
Weather:	Overcast
Suburban:	East Richmond
Customer:	Traffix

North:	Church St
East:	Swan St
South:	Church St
West:	Swan St

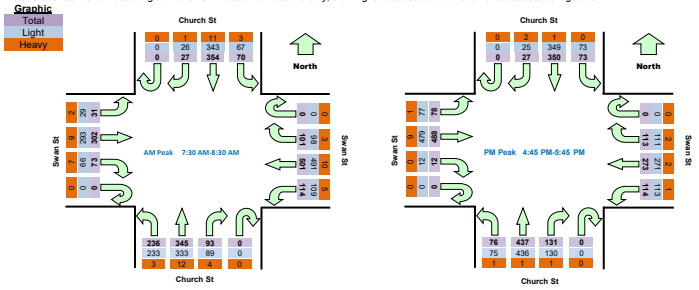
Survey	AM:	7:30 AM-9:30 AM
Period	PM:	4:30 PM-6:30 PM
Traffic	AM:	7:30 AM-8:30 AM
Peak	PM:	4:45 PM-5:45 PM

All Vehicles

Time		North Approach Church St				East Approach Swan St				South Approach Church St				West Approach Swan St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:30	7:45	0	5	85	13	0	27	131	29	0	20	90	63	0	24	79	10	2247	Peak
7:45	8:00	0	7	81	16	0	23	151	34	0	24	100	69	0	18	85	6	2216	
8:00	8:15	0	10	96	23	0	27	103	28	0	31	90	48	0	18	79	4	2121	
8:15	8:30	0	5	92	18	0	24	116	23	0	18	65	56	0	13	59	11	2073	
8:30	8:45	0	12	83	9	0	31	114	32	0	20	97	54	0	14	75	4	2062	
8:45	9:00	0	10	116	9	0	21	94	33	0	19	89	39	0	18	62	9		
9:00	9:15	0	16	85	13	0	24	87	37	0	23	83	54	0	24	50	13		
9:15	9:30	0	12	108	11	0	26	87	32	0	26	84	38	0	15	42	8		
16:30	16:45	0	7	91	13	0	32	54	23	0	35	107	13	0	1	99	19	2136	
16:45	17:00	0	6	103	10	0	22	78	38	0	27	110	22	0	4	118	21	2172	Peak
17:00	17:15	0	7	87	15	0	28	71	25	0	36	110	22	0	3	109	21	2123	
17:15	17:30	0	10	90	29	0	37	62	25	0	24	114	14	0	5	118	21	2089	
17:30	17:45	0	4	70	19	0	26	62	26	0	44	103	18	0	0	143	15	2010	
17:45	18:00	0	15	70	16	0	16	44	19	0	44	142	14	0	3	119	8		
18:00	18:15	0	7	100	13	0	22	66	28	0	25	103	18	0	3	109	6		
18:15	18:30	0	9	83	13	0	18	57	24	0	29	81	14	0	6	117	19		

Peak Time		North Approach Church St				East Approach Swan St				South Approach Church St				West Approach Swan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:30	8:30	0	27	354	70	0	101	501	114	0	93	345	236	0	73	302	31	2247
16:45	17:45	0	27	350	73	0	113	273	114	0	131	437	76	0	12	488	78	2172

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Light Vehicles

Time		North Approach Church St				East Approach Swan St				South Approach Church St				West Approach Swan St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	5	83	13	0	26	130	27	0	19	87	62	0	20	76	9
7:45	8:00	0	7	77	15	0	23	147	33	0	23	97	68	0	17	84	6
8:00	8:15	0	9	93	21	0	27	100	27	0	30	86	48	0	17	76	4
8:15	8:30	0	5	90	18	0	22	114	22	0	17	63	55	0	12	57	10
8:30	8:45	0	11	79	9	0	31	114	32	0	20	93	53	0	13	73	4
8:45	9:00	0	10	115	9	0	21	94	33	0	19	88	39	0	18	60	8
9:00	9:15	0	14	85	13	0	23	87	37	0	23	82	54	0	23	44	13
9:15	9:30	0	12	105	11	0	23	84	31	0	23	82	37	0	12	38	8
16:30	16:45	0	6	91	13	0	32	54	21	0	35	107	13	0	1	98	19
16:45	17:00	0	6	102	10	0	22	77	38	0	27	109	21	0	4	115	21
17:00	17:15	0	7	87	15	0	27	71	25	0	35	110	22	0	3	105	21
17:15	17:30	0	9	90	29	0	36	61	25	0	24	114	14	0	5	116	20
17:30	17:45	0	3	70	19	0	26	62	25	0	44	103	18	0	0	143	15
17:45	18:00	0	13	70	16	0	16	44	19	0	42	141	14	0	3	116	8
18:00	18:15	0	7	100	13	0	22	65	28	0	25	103	18	0	3	109	6
18:15	18:30	0	7	83	11	0	17	57	24	0	29	80	14	0	5	115	19

Peak Time		North Approach Church St				East Approach Swan St				South Approach Church St				West Approach Swan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:30	8:30	0	26	343	67	0	98	491	109	0	89	333	233	0	66	293	29	2177
16:45	17:45	0	25	349	73	0	111	271	113	0	130	436	75	0	12	479	77	2151

Heavy Vehicles

Time		North Approach Church St				East Approach Swan St				South Approach Church St				West Approach Swan St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	2	0	0	1	1	2	0	1	3	1	0	4	3	1
7:45	8:00	0	0	4	1	0	0	4	1	0	1	3	1	0	1	1	0
8:00	8:15	0	1	3	2	0	0	3	1	0	1	4	0	0	1	3	0
8:15	8:30	0	0	2	0	0	2	2	1	0	1	2	1	0	1	2	1
8:30	8:45	0	1	4	0	0	0	0	0	0	0	4	1	0	1	2	0
8:45	9:00	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	1
9:00	9:15	0	2	0	0	0	1	0	0	0	0	1	0	0	1	6	0
9:15	9:30	0	0	3	0	0	3	3	1	0	3	2	1	0	3	4	0
16:30	16:45	0	1	0	0	0	0	0	2	0	0	0	0	0	0	1	0
16:45	17:00	0	0	1	0	0	0	1	0	0	0	1	1	0	0	3	0
17:00	17:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	4	0
17:15	17:30	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	1
17:30	17:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	18:00	0	2	0	0	0	0	0	0	0	2	1	0	0	0	3	0
18:00	18:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:15	18:30	0	2	0	2	0	1	0	0	0	0	1	0	0	1	2	0

Peak Time		North Approach Church St				East Approach Swan St				South Approach Church St				West Approach Swan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:30	8:30	0	1	11	3	0	3	10	5	0	4	12	3	0	7	9	2	70
16:45	17:45	0	2	1	0	0	2	2	1	0	1	1	1	0	0	9	1	21

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Elm Gr and St Crispin St, East Richmond

GPS -37.824446, 144.998659

Date:	Thu 21/03/24
Weather:	Overcast
Suburban:	East Richmond
Customer:	Traffix

North:	N/A
East:	Elm Gr
South:	St Crispin St
West:	Elm Gr

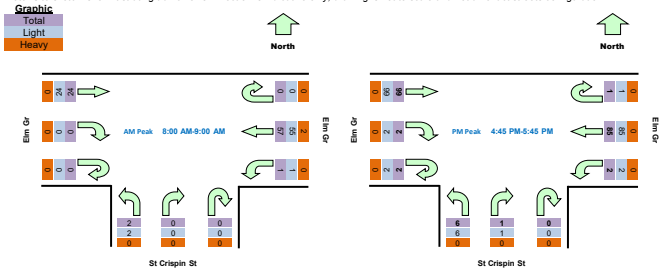
Survey	AM:	7:30 AM-9:30 AM
Period	PM:	4:30 PM-6:30 PM
Traffic	AM:	8:00 AM-9:00 AM
Peak	PM:	4:45 PM-5:45 PM

All Vehicles

Time		East Approach Elm Gr			South Approach St Crispin S			West Approach Elm Gr			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
7:30	7:45	0	4	0	0	0	0	0	0	4	70	
7:45	8:00	0	8	0	0	0	0	0	0	5	76	
8:00	8:15	0	14	0	0	0	1	0	0	7	84	Peak
8:15	8:30	0	24	0	0	0	0	0	0	3	78	
8:30	8:45	0	6	1	0	0	1	0	0	6	63	
8:45	9:00	0	13	0	0	0	0	0	0	8		
9:00	9:15	0	10	1	0	0	0	0	0	5		
9:15	9:30	0	8	0	0	0	0	0	3	1		
16:30	16:45	0	12	1	0	0	1	0	0	12	149	
16:45	17:00	0	19	1	0	0	0	0	2	19	165	Peak
17:00	17:15	0	19	1	0	0	0	1	0	17	156	
17:15	17:30	0	25	0	0	0	2	0	0	17	157	
17:30	17:45	1	22	0	0	1	4	1	0	13	157	
17:45	18:00	0	20	0	0	0	1	0	1	10		
18:00	18:15	0	26	1	0	0	1	0	1	10		
18:15	18:30	0	29	0	0	0	1	1	0	13		

Peak Time		East Approach Elm Gr			South Approach St Crispin S			West Approach Elm Gr			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:00	9:00	0	57	1	0	0	2	0	0	24	84
16:45	17:45	1	85	2	0	1	6	2	2	66	165

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Light Vehicles

Time		East Approach Elm Gr			South Approach St Crispin S			West Approach Elm Gr		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:30	7:45	0	4	0	0	0	0	0	0	4
7:45	8:00	0	8	0	0	0	0	0	0	5
8:00	8:15	0	14	0	0	0	1	0	0	7
8:15	8:30	0	23	0	0	0	0	0	0	3
8:30	8:45	0	6	1	0	0	1	0	0	6
8:45	9:00	0	12	0	0	0	0	0	0	8
9:00	9:15	0	10	1	0	0	0	0	0	5
9:15	9:30	0	8	0	0	0	0	0	3	1
16:30	16:45	0	12	1	0	0	1	0	0	12
16:45	17:00	0	19	1	0	0	0	0	2	19
17:00	17:15	0	19	1	0	0	0	1	0	17
17:15	17:30	0	25	0	0	0	2	0	0	17
17:30	17:45	1	22	0	0	1	4	1	0	13
17:45	18:00	0	20	0	0	0	1	0	1	10
18:00	18:15	0	26	1	0	0	1	0	1	10
18:15	18:30	0	29	0	0	0	1	1	0	13

Peak Time		East Approach Elm Gr			South Approach St Crispin S			West Approach Elm Gr			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:00	9:00	0	55	1	0	0	2	0	0	24	82
16:45	17:45	1	85	2	0	1	6	2	2	66	165

Heavy Vehicles

Time		East Approach Elm Gr			South Approach St Crispin S			West Approach Elm Gr		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	1	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	1	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0

Peak Time		East Approach Elm Gr			South Approach St Crispin S			West Approach Elm Gr			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:00	9:00	0	2	0	0	0	0	0	0	0	2
16:45	17:45	0	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Charlotte St and St Crispin St, East Richmond

GPS -37.825080, 144.998539

Date:	Thu 21/03/24
Weather:	Overcast
Suburban:	East Richmond
Customer:	Traffix

North:	St Crispin St
East:	Charlotte St
South:	St Crispin St
West:	Charlotte St

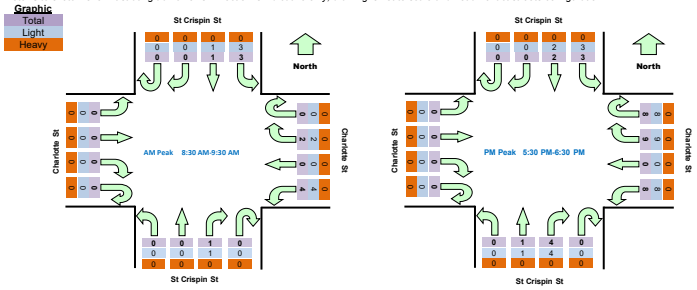
Survey	AM:	7:30 AM-9:30 AM
Period	PM:	4:30 PM-6:30 PM
Traffic	AM:	8:30 AM-9:30 AM
Peak	PM:	5:30 PM-6:30 PM

All Vehicles

Time		North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:30	7:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	
7:45	8:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	
8:00	8:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	8	
8:15	8:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	
8:30	8:45	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	11	Peak
8:45	9:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15	9:30	0	0	0	3	0	1	0	1	0	1	0	0	0	0	0	0		
16:30	16:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15	
16:45	17:00	0	0	0	3	1	0	0	3	0	0	0	0	0	0	0	0	23	
17:00	17:15	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	21	
17:15	17:30	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	26	
17:30	17:45	0	0	1	0	1	6	0	1	0	0	0	0	0	0	0	0	35	Peak
17:45	18:00	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0		
18:00	18:15	0	0	0	2	1	1	0	2	0	2	0	0	0	0	0	0		
18:15	18:30	0	0	1	0	4	1	0	4	0	2	1	0	0	0	0	0		

Peak Time		North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:30	9:30	0	0	1	3	0	2	0	4	0	1	0	0	0	0	0	0	11
17:30	18:30	0	0	2	3	8	9	0	8	0	4	1	0	0	0	0	0	35

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Light Vehicles

Time		North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	3	0	1	0	1	0	1	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	3	1	0	0	3	0	0	0	0	0	0	0	0
17:00	17:15	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0
17:30	17:45	0	0	1	0	1	6	0	1	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	2	1	1	0	2	0	2	0	0	0	0	0	0
18:15	18:30	0	0	1	0	4	1	0	4	0	2	1	0	0	0	0	0

Peak Time		North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:30	9:30	0	0	1	3	0	2	0	4	0	1	0	0	0	0	0	0	11
17:30	18:30	0	0	2	3	8	9	0	8	0	4	1	0	0	0	0	0	35

Heavy Vehicles

Time		North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:30	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Swan St and St Crispin St, East Richmond

GPS -37.825719, 144.998424

Date:	Thu 21/03/24
Weather:	Overcast
Suburban:	East Richmond
Customer:	Traffix

North:	St Crispin St
East:	Swan St
South:	Little Lesney St
West:	Swan St

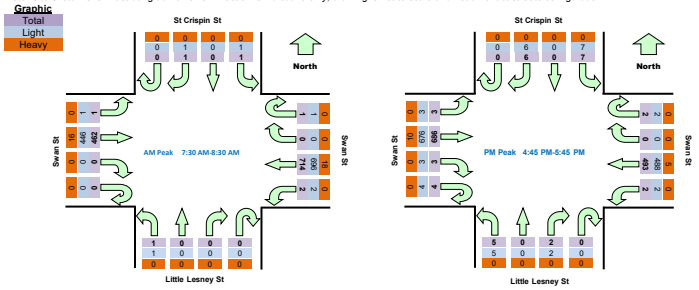
Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	7:30 AM-8:30 AM
	PM:	4:45 PM-5:45 PM

All Vehicles

Time		North Approach St Crispin St				East Approach Swan St				South Approach Little Lesney St				West Approach Swan St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:30	7:45	0	0	0	0	0	0	189	0	0	0	0	0	0	0	114	0	1183	Peak
7:45	8:00	0	0	0	1	1	0	205	1	0	0	0	1	0	0	120	1	1177	
8:00	8:15	0	1	0	0	0	0	174	1	0	0	0	0	0	0	132	0	1074	
8:15	8:30	0	0	0	0	0	0	146	0	0	0	0	0	0	0	96	0	999	
8:30	8:45	0	1	0	2	0	0	188	0	0	0	0	0	0	1	105	0	981	
8:45	9:00	0	0	0	1	0	0	135	0	0	0	0	1	0	0	90	0		
9:00	9:15	0	0	0	0	0	0	149	1	0	0	0	0	0	1	82	0		
9:15	9:30	0	0	0	1	1	0	144	0	0	0	0	0	0	0	77	1		
16:30	16:45	0	0	0	0	0	0	107	0	0	0	0	1	5	0	142	0	1134	
16:45	17:00	0	1	0	3	0	0	134	1	0	0	0	1	0	2	151	1	1213	Peak
17:00	17:15	0	1	0	2	0	0	131	1	0	0	0	0	1	0	158	1	1182	
17:15	17:30	0	2	0	1	0	0	115	0	0	1	0	2	2	0	167	0	1154	
17:30	17:45	0	2	0	1	2	0	113	0	0	1	0	2	1	1	210	1	1137	
17:45	18:00	0	1	0	0	0	1	81	0	0	1	0	2	0	2	175	0		
18:00	18:15	0	0	0	0	1	0	108	0	0	1	0	4	0	0	152	1		
18:15	18:30	0	3	0	1	4	0	99	1	0	2	1	2	0	0	159	1		

Peak Time		North Approach St Crispin St				East Approach Swan St				South Approach Little Lesney St				West Approach Swan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:30	8:30	0	1	0	1	1	0	714	2	0	0	0	1	0	0	462	1	1183
16:45	17:45	0	6	0	7	2	0	493	2	0	2	0	5	4	3	686	3	1213

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Light Vehicles

Time		North Approach St Crispin St				East Approach Swan St				South Approach Little Lesney St				West Approach Swan St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	0	0	185	0	0	0	0	0	0	0	110	0
7:45	8:00	0	0	0	1	1	0	200	1	0	0	0	1	0	0	117	1
8:00	8:15	0	1	0	0	0	0	170	1	0	0	0	0	0	0	126	0
8:15	8:30	0	0	0	0	0	0	141	0	0	0	0	0	0	0	93	0
8:30	8:45	0	1	0	2	0	0	188	0	0	0	0	0	0	1	103	0
8:45	9:00	0	0	0	1	0	0	135	0	0	0	0	1	0	0	88	0
9:00	9:15	0	0	0	0	0	0	148	1	0	0	0	0	0	1	77	0
9:15	9:30	0	0	0	1	1	0	137	0	0	0	0	0	0	0	69	1
16:30	16:45	0	0	0	0	0	0	105	0	0	0	0	1	5	0	141	0
16:45	17:00	0	1	0	3	0	0	133	1	0	0	0	1	0	2	148	1
17:00	17:15	0	1	0	2	0	0	130	1	0	0	0	0	1	0	153	1
17:15	17:30	0	2	0	1	0	0	113	0	0	1	0	2	2	0	165	0
17:30	17:45	0	2	0	1	2	0	112	0	0	1	0	2	1	1	210	1
17:45	18:00	0	1	0	0	0	1	81	0	0	1	0	2	0	2	171	0
18:00	18:15	0	0	0	0	1	0	107	0	0	1	0	4	0	0	151	1
18:15	18:30	0	3	0	1	4	0	98	1	0	2	1	2	0	0	155	1

Peak Time		North Approach St Crispin St				East Approach Swan St				South Approach Little Lesney St				West Approach Swan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:30	8:30	0	1	0	1	1	0	696	2	0	0	0	1	0	0	446	1	1149
16:45	17:45	0	6	0	7	2	0	488	2	0	2	0	5	4	3	676	3	1198

Heavy Vehicles

Time		North Approach St Crispin St				East Approach Swan St				South Approach Little Lesney St				West Approach Swan St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0
7:45	8:00	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0
8:00	8:15	0	0	0	0	0	0	4	0	0	0	0	0	0	0	6	0
8:15	8:30	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:00	9:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0
9:15	9:30	0	0	0	0	0	0	7	0	0	0	0	0	0	0	8	0
16:30	16:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0
16:45	17:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
17:00	17:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0
17:15	17:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
17:30	17:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
18:00	18:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
18:15	18:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0

Peak Time		North Approach St Crispin St				East Approach Swan St				South Approach Little Lesney St				West Approach Swan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:30	8:30	0	0	0	0	0	0	18	0	0	0	0	0	0	0	16	0	34
16:45	17:45	0	0	0	0	0	0	5	0	0	0	0	0	0	0	10	0	15

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Mc Namara St and Charles St, East Richmond

GPS -37.824610, 145.000506

Date:	Thu 21/03/24
Weather:	Overcast
Suburban:	East Richmond
Customer:	Traffix

North:	Charles St
East:	Mc Namara St
South:	Charles St
West:	Elm Gr

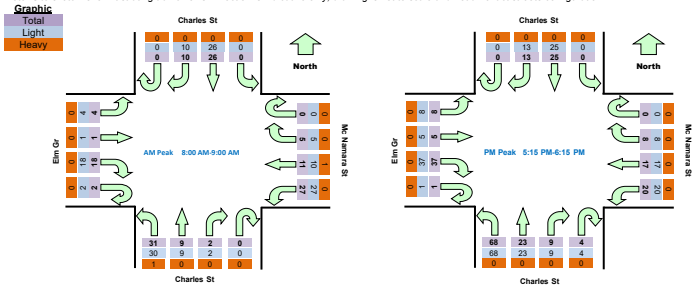
Survey	AM:	7:30 AM-9:30 AM
Period	PM:	4:30 PM-6:30 PM
Traffic	AM:	8:00 AM-9:00 AM
Peak	PM:	5:15 PM-6:15 PM

All Vehicles

Time		North Approach Charles St				East Approach Mc Namara St				South Approach Charles St				West Approach Elm Gr				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:30	7:45	0	1	5	0	0	0	2	1	0	0	0	1	0	3	0	0	103	
7:45	8:00	0	3	5	0	0	4	1	3	0	1	0	1	1	4	1	0	122	
8:00	8:15	0	3	2	0	0	1	1	4	0	0	3	8	1	3	0	3	146	Peak
8:15	8:30	0	3	5	0	0	0	3	4	0	1	4	13	1	3	0	0	142	
8:30	8:45	0	1	10	0	0	0	0	9	0	1	0	5	0	6	0	0	121	
8:45	9:00	0	3	9	0	0	4	7	10	0	0	2	5	0	6	1	1		
9:00	9:15	0	1	3	0	0	0	4	2	0	0	3	6	0	6	0	0		
9:15	9:30	0	3	1	0	0	0	0	3	0	0	3	5	0	1	0	0		
16:30	16:45	0	0	2	0	0	1	3	1	0	1	1	10	0	9	1	1	173	
16:45	17:00	0	2	3	0	0	0	3	3	0	3	3	11	0	11	1	2	199	
17:00	17:15	0	4	2	0	0	2	5	1	0	0	2	11	0	13	0	2	218	
17:15	17:30	0	7	2	0	0	4	2	6	0	0	4	18	0	13	1	2	238	Peak
17:30	17:45	0	2	8	0	0	1	6	6	0	2	5	13	1	9	1	2	231	
17:45	18:00	0	1	10	0	0	1	5	4	2	4	7	15	0	10	1	1		
18:00	18:15	0	3	5	0	0	2	4	4	2	3	7	22	0	5	2	3		
18:15	18:30	0	7	2	0	0	2	5	4	1	0	1	19	0	8	2	1		

Peak Time		North Approach Charles St				East Approach Mc Namara St				South Approach Charles St				West Approach Elm Gr				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	10	26	0	0	5	11	27	0	2	9	31	2	18	1	4	146
17:15	18:15	0	13	25	0	0	8	17	20	4	9	23	68	1	37	5	8	238

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Light Vehicles

Time		North Approach Charles St				East Approach Mc Namara St				South Approach Charles St				West Approach Elm Gr			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	1	5	0	0	0	2	1	0	0	0	1	0	3	0	0
7:45	8:00	0	3	4	0	0	3	1	3	0	1	0	1	1	4	1	0
8:00	8:15	0	3	2	0	0	1	1	4	0	0	3	8	1	3	0	3
8:15	8:30	0	3	5	0	0	0	3	4	0	1	4	12	1	3	0	0
8:30	8:45	0	1	10	0	0	0	0	9	0	1	0	5	0	6	0	0
8:45	9:00	0	3	9	0	0	4	6	10	0	0	2	5	0	6	1	1
9:00	9:15	0	1	3	0	0	0	4	2	0	0	3	6	0	6	0	0
9:15	9:30	0	3	1	0	0	0	0	3	0	0	3	5	0	1	0	0
16:30	16:45	0	0	2	0	0	1	3	1	0	1	1	10	0	9	1	1
16:45	17:00	0	2	3	0	0	0	3	3	0	3	3	11	0	11	1	2
17:00	17:15	0	4	2	0	0	2	5	1	0	0	2	11	0	13	0	2
17:15	17:30	0	7	2	0	0	4	2	6	0	0	4	18	0	13	1	2
17:30	17:45	0	2	8	0	0	1	6	6	0	2	5	13	1	9	1	2
17:45	18:00	0	1	10	0	0	1	5	4	2	4	7	15	0	10	1	1
18:00	18:15	0	3	5	0	0	2	4	4	2	3	7	22	0	5	2	3
18:15	18:30	0	7	2	0	0	2	5	4	1	0	1	19	0	8	2	1

Peak Time		North Approach Charles St				East Approach Mc Namara St				South Approach Charles St				West Approach Elm Gr				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	10	26	0	0	5	10	27	0	2	9	30	2	18	1	4	144
17:15	18:15	0	13	25	0	0	8	17	20	4	9	23	68	1	37	5	8	238

Heavy Vehicles

Time		North Approach Charles St				East Approach Mc Namara St				South Approach Charles St				West Approach Elm Gr			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Charles St				East Approach Mc Namara St				South Approach Charles St				West Approach Elm Gr				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
17:15	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Charlotte St and Charles St, East Richmon

GPS -37.825275, 145.000378

Date:	Thu 21/03/24
Weather:	Overcast
Suburban:	East Richmond
Customer:	Traffix

North:	Charles St
East:	N/A
South:	Charles St
West:	Charlotte St

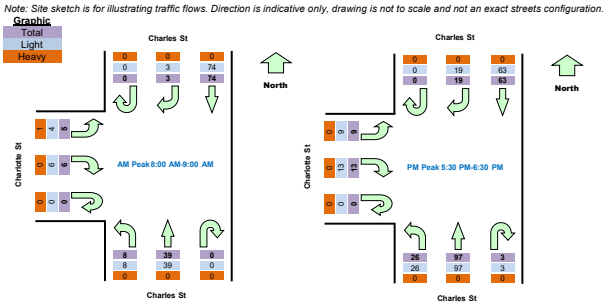
Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	8:00 AM-9:00 AM
	PM:	5:30 PM-6:30 PM

All Vehicles

Time		North Approach Charles St			South Approach Charles St			West Approach Charlotte St			Hourly Total	
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Hour	Peak
7:30	7:45	0	0	9	0	0	2	0	2	1	91	
7:45	8:00	0	2	9	0	1	1	0	0	1	113	
8:00	8:15	0	1	12	0	10	2	0	3	1	135	Peak
8:15	8:30	0	1	11	0	17	2	0	1	2	127	
8:30	8:45	0	1	25	0	6	2	0	1	1	114	
8:45	9:00	0	0	26	0	6	2	0	1	1		
9:00	9:15	0	0	10	0	9	1	0	1	0		
9:15	9:30	0	4	1	0	8	6	0	1	1		
16:30	16:45	0	1	11	0	12	1	0	1	1	156	
16:45	17:00	0	1	16	0	18	3	0	6	0	183	
17:00	17:15	0	1	15	0	13	3	0	3	0	200	
17:15	17:30	1	3	17	1	20	6	0	2	0	224	
17:30	17:45	0	5	18	0	20	6	0	3	2	230	Peak
17:45	18:00	0	4	23	2	25	5	0	0	2		
18:00	18:15	0	5	11	0	33	5	0	4	1		
18:15	18:30	0	5	11	1	19	10	0	6	4		

Peak Time		North Approach Charles St			South Approach Charles St			West Approach Charlotte St			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:00	9:00	0	3	74	0	39	8	0	6	5	135
17:30	18:30	0	19	63	3	97	26	0	13	9	230

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Light Vehicles

Time		North Approach Charles St			South Approach Charles St			West Approach Charlotte St		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
7:30	7:45	0	0	9	0	0	2	0	2	1
7:45	8:00	0	1	9	0	1	1	0	0	1
8:00	8:15	0	1	12	0	10	2	0	3	1
8:15	8:30	0	1	11	0	17	2	0	1	1
8:30	8:45	0	1	25	0	6	2	0	1	1
8:45	9:00	0	0	26	0	6	2	0	1	1
9:00	9:15	0	0	10	0	9	1	0	1	0
9:15	9:30	0	4	1	0	8	6	0	1	1
16:30	16:45	0	1	11	0	12	1	0	1	1
16:45	17:00	0	1	16	0	18	3	0	6	0
17:00	17:15	0	1	15	0	13	3	0	3	0
17:15	17:30	1	3	17	1	20	6	0	2	0
17:30	17:45	0	5	18	0	20	6	0	3	2
17:45	18:00	0	4	23	2	25	5	0	0	2
18:00	18:15	0	5	11	0	33	5	0	4	1
18:15	18:30	0	5	11	1	19	10	0	6	4

Peak Time		North Approach Charles St			South Approach Charles St			West Approach Charlotte St			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:00	9:00	0	3	74	0	39	8	0	6	4	134
17:30	18:30	0	19	63	3	97	26	0	13	9	230

Heavy Vehicles

Time		North Approach Charles St			South Approach Charles St			West Approach Charlotte St		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	1	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	1
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Charles St			South Approach Charles St			West Approach Charlotte St			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:00	9:00	0	0	0	0	0	0	0	0	1	1
17:30	18:30	0	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Swan St and Charles St, East Richmond

GPS -37.825912, 145.000271

Date:	Thu 21/03/24
Weather:	Overcast
Suburban:	East Richmond
Customer:	Traffix

North:	Charles St
East:	Swan St
South:	Petro Station Access
West:	Swan St

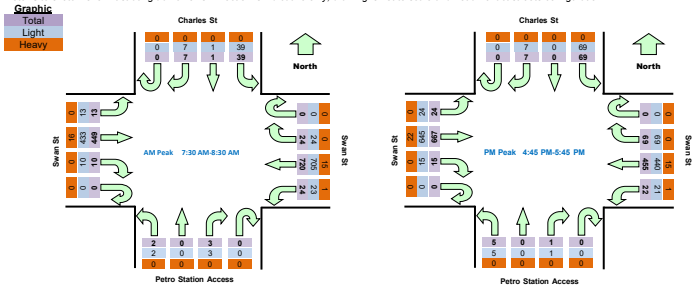
Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	7:30 AM-8:30 AM
	PM:	4:45 PM-5:45 PM

All Vehicles

Time		North Approach Charles St				East Approach Swan St				South Approach Petro Station Access				West Approach Swan St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:30	7:45	0	3	0	8	0	1	184	7	0	2	0	0	0	2	112	1	1292	Peak
7:45	8:00	0	1	0	8	0	1	203	7	0	0	0	1	0	5	119	2	1258	
8:00	8:15	0	1	0	13	0	8	179	8	0	1	0	1	0	2	122	3	1181	
8:15	8:30	0	2	1	10	0	14	154	2	0	0	0	0	0	1	96	7	1087	
8:30	8:45	0	1	0	23	0	4	149	5	0	0	0	0	0	1	101	2	1042	
8:45	9:00	0	0	0	28	0	7	138	2	0	1	0	1	0	2	89	2		
9:00	9:15	0	1	0	12	0	8	131	8	0	0	0	1	0	4	75	4		
9:15	9:30	0	0	0	1	0	12	140	8	0	0	0	1	0	2	74	4		
16:30	16:45	0	2	3	8	0	8	86	7	0	0	0	1	0	3	142	5	1234	
16:45	17:00	0	1	0	20	0	16	125	9	0	0	0	2	0	4	151	7	1334	Peak
17:00	17:15	0	2	0	16	0	12	112	4	0	1	0	2	0	3	155	4	1310	
17:15	17:30	0	2	0	16	0	21	109	4	0	0	0	0	0	1	164	6	1311	
17:30	17:45	0	2	0	17	0	20	109	5	0	0	0	1	0	7	197	7	1284	
17:45	18:00	0	4	2	16	0	21	79	5	0	0	0	3	0	4	167	10		
18:00	18:15	0	2	1	13	0	30	100	2	0	0	1	2	0	3	150	8		
18:15	18:30	0	5	1	13	0	22	87	2	0	0	0	0	0	5	151	10		

Peak Time		North Approach Charles St				East Approach Swan St				South Approach Petro Station Access				West Approach Swan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:30	8:30	0	7	1	39	0	24	720	24	0	3	0	2	0	10	449	13	1292
16:45	17:45	0	7	0	69	0	69	455	22	0	1	0	5	0	15	667	24	1334

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Light Vehicles

Time		North Approach Charles St				East Approach Swan St				South Approach Petro Station Access				West Approach Swan St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	3	0	8	0	1	182	7	0	2	0	0	0	2	108	1
7:45	8:00	0	1	0	8	0	1	197	7	0	0	0	1	0	5	116	2
8:00	8:15	0	1	0	13	0	8	175	7	0	1	0	1	0	2	117	3
8:15	8:30	0	2	1	10	0	14	151	2	0	0	0	0	0	1	92	7
8:30	8:45	0	1	0	23	0	4	149	5	0	0	0	0	0	1	99	2
8:45	9:00	0	0	0	28	0	7	138	2	0	1	0	1	0	2	87	2
9:00	9:15	0	1	0	11	0	8	127	8	0	0	0	1	0	4	71	3
9:15	9:30	0	0	0	1	0	11	137	8	0	0	0	0	0	1	67	4
16:30	16:45	0	2	3	8	0	8	84	7	0	0	0	1	0	3	137	5
16:45	17:00	0	1	0	20	0	16	120	9	0	0	0	2	0	4	145	7
17:00	17:15	0	2	0	16	0	12	109	3	0	1	0	2	0	3	146	4
17:15	17:30	0	2	0	16	0	21	105	4	0	0	0	0	0	1	159	6
17:30	17:45	0	2	0	17	0	20	106	5	0	0	0	1	0	7	195	7
17:45	18:00	0	4	2	16	0	21	75	5	0	0	0	3	0	4	161	10
18:00	18:15	0	2	1	13	0	30	96	2	0	0	1	2	0	3	145	8
18:15	18:30	0	5	1	13	0	22	83	2	0	0	0	0	0	5	145	10

Peak Time		North Approach Charles St				East Approach Swan St				South Approach Petro Station Access				West Approach Swan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:30	8:30	0	7	1	39	0	24	705	23	0	3	0	2	0	10	433	13	1260
16:45	17:45	0	7	0	69	0	69	440	21	0	1	0	5	0	15	645	24	1296

Heavy Vehicles

Time		North Approach Charles St				East Approach Swan St				South Approach Petro Station Access				West Approach Swan St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0
7:45	8:00	0	0	0	0	0	0	6	0	0	0	0	0	0	0	3	0
8:00	8:15	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	0
8:15	8:30	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:00	9:15	0	0	0	1	0	0	4	0	0	0	0	0	0	0	4	1
9:15	9:30	0	0	0	0	0	1	3	0	0	0	0	1	0	1	7	0
16:30	16:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0
16:45	17:00	0	0	0	0	0	0	5	0	0	0	0	0	0	0	6	0
17:00	17:15	0	0	0	0	0	0	3	1	0	0	0	0	0	0	9	0
17:15	17:30	0	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0
17:30	17:45	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0
17:45	18:00	0	0	0	0	0	0	4	0	0	0	0	0	0	0	6	0
18:00	18:15	0	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0
18:15	18:30	0	0	0	0	0	0	4	0	0	0	0	0	0	0	6	0

Peak Time		North Approach Charles St				East Approach Swan St				South Approach Petro Station Access				West Approach Swan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:30	8:30	0	0	0	0	0	0	15	1	0	0	0	0	0	0	16	0	32
16:45	17:45	0	0	0	0	0	0	15	1	0	0	0	0	0	0	22	0	38

Appendix B

Seven Day Traffic Counts

G31387L-02B

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

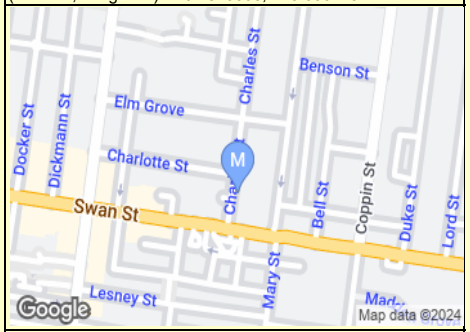
AUTOMATIC COUNT SUMMARY

Street Name :	Charles St	**Location :**	Outside Property 81
Suburb :	Richmond	**Start Date :**	00:00 Mon 18/March/2024
Machine ID:	YH07VHVH	**Finish Date :**	00:00 Mon 25/March/2024
Site ID:	18877	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 31.83 South Long 145° 0' 1.52 East	Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	1,495	749	746
(Vehicles/Day)		7 Day Average	1,511	771	740
Weekday	**AM**	08:00	110	36	75
Peak hour starts	**PM**	17:00	163	96	67
Speeds :		85th Percentile	34.4	35.1	33.6
(Km/Hr)		Average	29.0	29.6	28.3
Classification % :		Light Vehicles up to 5.5m	95.6%	95.4%	95.8%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-37.825508, 145.000423



Speed Data	Speed Graph	Speed Bin
Volume Data	Volume Graph	Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001 — SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801 — ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

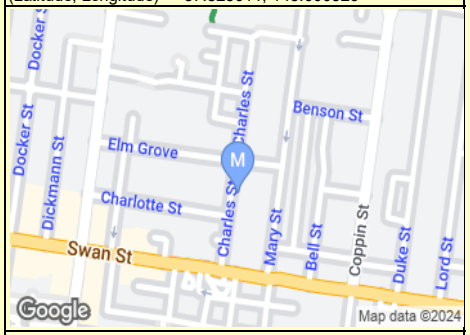
Street Name :	Charles St	**Location :**	Outside Property 61
Suburb :	Richmond	**Start Date :**	00:00 Mon 18/March/2024
Machine ID:	RZ17VYXC	**Finish Date :**	00:00 Mon 25/March/2024
Site ID:	18878	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information	Lat 37° 49' 30.04 South Long 145° 0' 1.89 East		Direction of Travel	
			Both directions	**Northbound**	**Southbound**
Traffic Volume :	Weekdays Average		1,322	617	705
(Vehicles/Day)	7 Day Average		1,323	630	693
Weekday	**AM**	08:00	102	31	71
Peak hour starts	**PM**	17:00	144	78	66
Speeds :	85th Percentile		29.8	30.6	29.0
(Km/Hr)	Average		25.3	26.1	24.5
Classification % :	Light Vehicles up to 5.5m		97.7%	97.3%	98.0%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.825011, 145.000526



Speed Data | Speed Graph | Speed Bin

Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001

SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801

ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

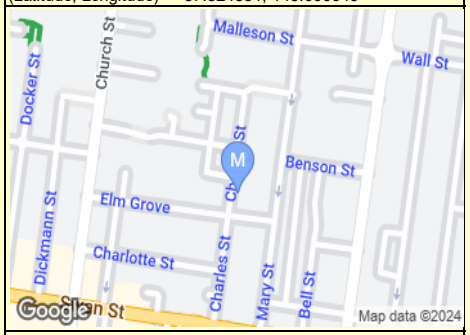
Street Name :	Charles St	**Location :**	Outside Property 41
Suburb :	Richmond	**Start Date :**	00:00 Mon 18/March/2024
Machine ID:	YD29YXP3	**Finish Date :**	00:00 Mon 25/March/2024
Site ID:	18879	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information	Lat 37° 49' 27.66 South Long 145° 0' 2.34 East		Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	714	363	351
(Vehicles/Day)		7 Day Average	737	374	363
Weekday	**AM**	08:00	47	16	31
Peak hour starts	**PM**	18:00	60	33	28
Speeds :		85th Percentile	32.0	31.9	32.1
(Km/Hr)		Average	26.9	26.7	27.1
Classification % :		Light Vehicles up to 5.5m	97.3%	96.8%	97.8%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.824351, 145.000649



Speed Data | Speed Graph | Speed Bin

Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001 | SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801 | ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

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These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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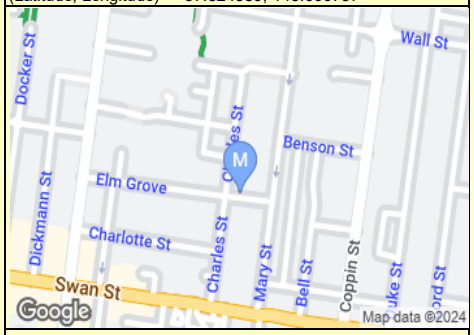
AUTOMATIC COUNT SUMMARY

Street Name :	McNamara St	**Location :**	East of Charles St
Suburb :	Richmond	**Start Date :**	00:00 Mon 18/March/2024
Machine ID:	YC70FC76	**Finish Date :**	00:00 Mon 25/March/2024
Site ID:	18880	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 28.52 South Long 145° 0' 2.65 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	376	256	120
(Vehicles/Day)		7 Day Average	367	244	123
Weekday	**AM**	08:00	47	40	7
Peak hour start	**PM**	17:00	38	26	12
Speeds :		85th Percentile	25.2	24.6	25.8
(Km/Hr)		Average	22.2	21.6	22.7
Classification % :		Light Vehicles up to 5.5m	98.6%	98.4%	99.2%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-37.824589, 145.000737



Speed Data	Speed Graph	Speed Bin
Volume Data	Volume Graph	Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001
SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801
ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

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AUTOMATIC COUNT SUMMARY

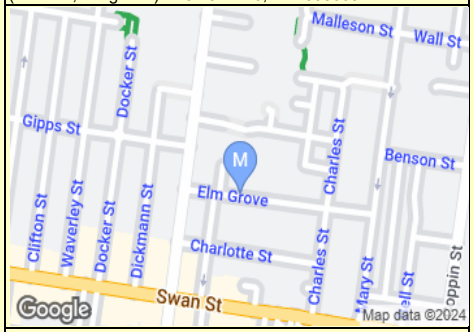
Street Name :	Elm Grove	**Location :**	Outside Property 5
Suburb :	Richmond	**Start Date :**	00:00 Mon 18/March/2024
Machine ID:	SA70B1RC	**Finish Date :**	00:00 Mon 25/March/2024
Site ID:	18881	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

			Direction of Travel		
GPS information	Lat	37° 49' 27.93 South			
	Long	144° 59' 56.65 East	**Both directions**	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	1,180	612	568
(Vehicles/Day)		7 Day Average	1,201	627	574
Weekday	**AM**	11:00	68	32	35
Peak hour start	**PM**	17:00	125	70	55
Speeds :		85th Percentile	33.9	34.1	33.7
(Km/Hr)		Average	28.6	29.0	28.1
Classification % :		Light Vehicles up to 5.5m	96.0%	95.5%	96.3%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.824426, 144.999069



Speed Data | Speed Graph | Speed Bin

Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001

SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801

ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

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TRANS TRAFFIC SURVEY

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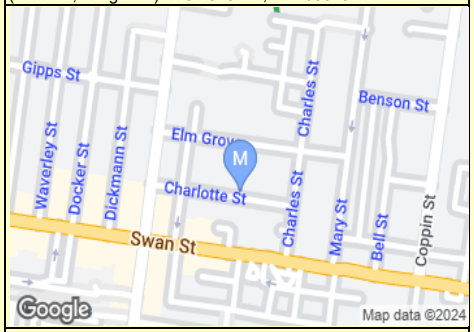
AUTOMATIC COUNT SUMMARY

Street Name :	Charlotte St	**Location :**	Outside Property 20
Suburb :	Richmond	**Start Date :**	00:00 Mon 18/March/2024
Machine ID:	XP805MKT	**Finish Date :**	00:00 Mon 25/March/2024
Site ID:	18884	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information			Direction of Travel		
	Lat	37° 49' 30.41 South			
	Long	144° 59' 58.17 East	**Both directions**	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	479	288	191
(Vehicles/Day)		7 Day Average	486	292	194
Weekday	**AM**	11:00	28	17	11
Peak hour start	**PM**	18:00	71	46	26
Speeds :		85th Percentile	34.0	34.9	33.6
(Km/Hr)		Average	29.2	29.4	29.3
Classification % :		Light Vehicles up to 5.5m	94.8%	94.5%	95.3%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-37.825114, 144.999492



Speed Data	Speed Graph	Speed Bin
Volume Data	Volume Graph	Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001 — SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801 — ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

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AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

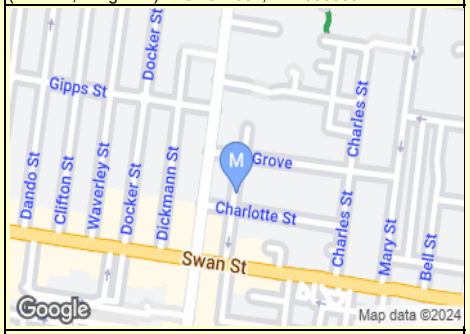
AUTOMATIC COUNT SUMMARY

Street Name :	St Crispin St	**Location :**	North of Charlotte St
Suburb :	Richmond	**Start Date :**	00:00 Mon 18/March/2024
Machine ID:	YD97JRVE	**Finish Date :**	00:00 Mon 25/March/2024
Site ID:	18882	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information	Lat 37° 49' 29.58 South Long 144° 59' 54.97 East		Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	112	56	56
(Vehicles/Day)		7 Day Average	109	55	54
Weekday	**AM**	10:00	7	4	3
Peak hour starts	**PM**	18:00	11	6	4
Speeds :		85th Percentile	16.5	16.7	16.3
(Km/Hr)		Average	15.1	15.4	14.9
Classification % :		Light Vehicles up to 5.5m	98.2%	98.2%	98.2%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-37.824884, 144.998603



Speed Data	Speed Graph	Speed Bin
Volume Data	Volume Graph	Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001 — SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801 — ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

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AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

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AUTOMATIC COUNT SUMMARY

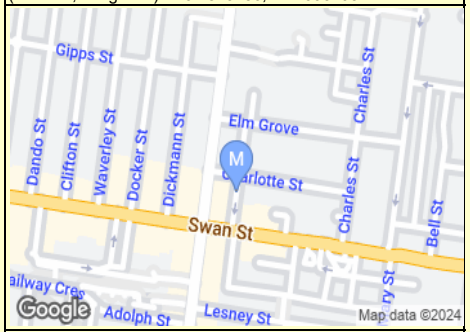
Street Name :	St Crispin St	**Location :**	South of Charlotte St
Suburb :	Richmond	**Start Date :**	00:00 Mon 18/March/2024
Machine ID:	RZ64GM0P	**Finish Date :**	00:00 Mon 25/March/2024
Site ID:	18883	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 31.01 South Long 144° 59' 54.59 East	Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	124	37	87
(Vehicles/Day)		7 Day Average	128	39	89
Weekday	**AM**	11:00	5	2	3
Peak hour starts	**PM**	18:00	19	7	12
Speeds :		85th Percentile	21.9	22.0	22.3
(Km/Hr)		Average	19.0	19.6	18.8
Classification % :		Light Vehicles up to 5.5m	95.3%	95.0%	95.5%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -37.825280, 144.998498



Speed Data | Speed Graph | Speed Bin

Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015

OH&S SYSTEM CERTIFIED TO ISO 4801:2001

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Appendix C

Parking Surveys

G31387L-02B

Parking Occupancy Surveys

Traffix Group

LOCATION	RESTRICTION	CAPACITY Min - Max	Saturday, 23rd March, 2024		Tuedsay, 26th March, 2024				
			2:00pm	6:30pm	9:30am	11:30am	1:30pm	4:00pm	6:30pm
OFF-STREET CARPARKING									
RICHMOND LIBRARY CARPARK AT 6 CHARLOTTE STREET, RICHMOND									
	2P 7am-7pm	20	20	14	8	19	17	18	18
	No Stopping Council Library Vehicle Excepted	1	0	0	0	0	0	0	0
ON-STREET CARPARKING									
ST CRISPIN STREET									
East Stide									
Charlotte Street to Swan Street	No Stopping Authorised Council Vehicles Excepted	4	0	0	0	0	0	0	0
CHARLOTTE STREET									
North Side									
Church Street to Charles Street	Permit Zone	19	16	21	13	15	15	16	20
South Side									
Church Street to Charles Street	2P 7am-Midnight MON - SAT	20	18	17	16	14	12	16	19
	1/4P 8am-10pm	1	0	0	0	1	1	1	1
	2P Disabled only 8am-8pm	1	0	0	0	1	1	1	1

Parking Occupancy Surveys

Traffix Group

LOCATION	RESTRICTION	CAPACITY Min - Max	Saturday, 23rd March, 2024		Tuedsay, 26th March, 2024				
			2:00pm	6:30pm	9:30am	11:30am	1:30pm	4:00pm	6:30pm
CHARLES STREET									
East Side									
Swan Street to 73 Charles Street	Permit Zone	6	6	6	5	5	6	5	6
71 Charles Street to McNamara Street	Permit Zone	10	5	8	5	4	6	8	10
Elm Grove to 37 Charles Street	Permit Zone	5	5	5	2	3	3	3	5
West Side									
Elm Grove to laneway into Parker Street	2P 7am-Midnight MON - SAT	1	1	1	0	1	1	1	1
Charlotte Street to Elm Grove	2P 7am-Midnight MON - SAT	7	6	6	7	6	6	4	7
	P Disabled Parking	1	0	1	1	1	1	0	1
Swan Street to Charlotte Street	2P 7am-Midnight MON - SAT	4	4	4	3	3	4	4	4
	Loading Zone 15minutes 7am-6pm MON - SAT Permit Zone All Other Times	2	0	0	0	0	0	2	2
ELM GROVE									
North Side									
Charles Street to Church Street	2P 7am-Midnight MON - SAT	23	21	21	18	22	20	15	23
South Side									
Charles Street to Church Street	Permit Zone	20	18	17	9	14	10	10	17
	1P Disabled	1	1	0	1	1	1	0	0
	Works Zone 7am-6pm Mon-Fri, 9am-3pm Sat	1	0	1	0	1	1	1	1

Parking Occupancy Surveys

Traffix Group

LOCATION	RESTRICTION	CAPACITY Min - Max	Saturday, 23rd March, 2024		Tuedsay, 26th March, 2024				
			2:00pm	6:30pm	9:30am	11:30am	1:30pm	4:00pm	6:30pm
CHURCH STREET									
East Side									
Property 381 to Charlotte Street	2P 8am-5pm MON - FRI, 8am-12:30pm Sat, Yarra City Council Area 7 Permit Excepted	11	11	11	9	11	11	8	10
Charlotte Street to Swan Street	No Stopping Zone	0	0	0	0	0	0	0	0
West Side									
Swan Street to Gipps Street	2P 8am-5pm MON - FRI (8:30am-5:30pm SAT)	12	12	12	12	12	12	12	12
	2P Meter 8am-5pm Mon-Fri, 8:30am-5:30pm Sat	8	8	7	3	4	6	6	8
	2P Meter 8am-5pm MON - FRI (8:30am-5:30pm SAT)	2	2	2	1	0	2	0	2
	Disabled only 7am - 5pm MON - FRI	1	1	1	0	0	1	0	1
	1/4P 7am - 9pm	1	1	0	0	0	0	0	0
	Authorised Car Share	1	0	1	1	1	1	1	1
SWAN STREET									
North Side									
Church Street to St Crispin	Clearway 4:30pm-6:30pm MON-FRI Loading Zone 15min All Other Times	2	1	0	1	0	0	0	0
St Crispin Street to Yan Lane	Clearway 4:30pm-6:30pm MON-FRI, 2P Meter 8:30am-4:30pm MON-FRI (8:30am-5:30pm SAT)	11	11	11	3	3	5	2	11
Yan Lane to Uchin Studio	Clearway 4:30pm-6:30pm MON-FRI, 2P Meter 8:30am-4:30pm (8:30am-5:30pm SAT)	12	10	12	7	7	5	0	12
South Side									
Church Street to Yan Lane	Clearway 7:00am-9:15am MON-FRI 2P Meter 9:15am-5:30pm MON-FRI (8:30am-5:30pm SAT)	14	11	14	6	9	6	8	13
Yan Lane to Harvey Street	Clearway 7:00am-9:15am MON-FRI 2P Meter 9:15am-5:30pm MON-FRI (8:30am-5:30am SAT)	5	3	5	2	1	2	4	4
LOCATION	**Capacity**	**202 - 227**	**227**	**227**	**225**	**227**	**227**	**202**	**227**
	Total Number of Cars Parked		**192**	**198**	**133**	**159**	**156**	**146**	**210**
	Total Number of Vacant Spaces		**35**	**29**	**92**	**68**	**71**	**56**	**17**
	Percentage Occupancy		**85%**	**87%**	**59%**	**70%**	**69%**	**72%**	**93%**

Appendix D

Origin – Destination Surveys

G31387L-02B

TRANS TRAFFIC SURVEY
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From 8:00
To 9:00

All Vehicles

	1N	1S	5E	6S	7N	7E	8W	9S
1N	0	0	0	0	3	1	0	15
1S	0	0	0	1	0	0	0	0
5E	0	0	0	0	0	0	0	0
6S	0	0	0	0	0	0	0	0
7N	0	0	0	0	0	0	0	7
7E	0	0	0	0	0	0	0	0
8W	0	0	0	0	0	0	0	0
9S	0	0	0	0	3	0	0	0

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

From 7:30
To 9:30

All Vehicles

	1N	1S	5E	6S	7N	7E	8W	9S
1N	0	0	2	0	3	1	0	21
1S	0	0	1	1	0	0	0	0
5E	0	0	0	0	0	0	0	0
6S	0	0	0	0	0	0	0	0
7N	0	0	0	0	0	0	1	9
7E	0	0	0	0	0	0	0	1
8W	0	0	0	1	0	0	0	1
9S	0	0	0	0	4	0	0	0

Traffix Group

Traffic Impact Assessment

Proposed Road Closure Assessment

Charlotte Street, Richmond

Prepared for
Yarra City Council

Level 28, 459 Collins St
Melbourne Victoria 3000

T: 03 9822 2888
admin@traffixgroup.com.au

Traffix Group Pty Ltd
ABN: 32 100 481 570

traffixgroup.com.au

Document Control

Our Reference: G31387R-01B

Issue No.	Type	Date	Prepared By	Approved By
A	Draft	11/04/22	A Montgomerie / S Nguyen	W de Waard
B	Final	24/05/22	A Montgomerie	W de Waard

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Table of Contents

1. Introduction 6

2. Charlotte Street Public Space 6

3. Existing Conditions 7

3.1. Locality and Land Use 7

3.2. Study Area 9

3.3. Road Network 10

3.4. Existing Traffic Volumes 13

3.4.1. Turning Movement Counts 13

3.4.2. Seven (7) day Traffic Counts 15

3.5. Existing Intersection Performance – Church Street / Swan Street 16

3.5.1. Intersection Analysis (SIDRA) Results – Church Street / Swan Street 18

3.6. Casualty Crash History 19

3.7. Parking Conditions 21

3.8. Public Transport 22

4. Traffic Impact Assessment 24

4.1. Post Road Closure Scenario Traffic Conditions 24

4.2. Post Road Closure Scenario Intersection Performance 27

4.3. Review of Local Intersection Conditions 27

4.4. Post Road Closure – Parking Impacts 31

4.5. Post Road Closure – Other Traffic Impacts 34

4.5.1. Accidents 34

4.5.2. Emergency Vehicles 34

4.5.3. Bus Routes 35

4.5.4. Tram Routes 35

4.5.5. Other Traffic Impacts 35

4.5.6. Communication and Stakeholder Engagement Plans 36

4.5.7. Bicycles 36

4.5.8. Pedestrians 36

5. Conclusions 36

List of Figures

Figure 1: Charlotte Street – View East from Church Street 6

Figure 2: Charlotte Street – View West towards Church Street 6

Figure 3: Concept Design – Charlotte Street Public Space 7

Figure 4: Locality Plan 8

Figure 5: Aerial Photograph 8
Figure 6: Study Area 9
Figure 7: Charlotte Street – View West 10
Figure 8: Charlotte Street – View East 10
Figure 9: Elm Grove – View West 11
Figure 10: Elm Grove – View East 11
Figure 11: Charles Street – View North 11
Figure 12: Charles Street – View South 11
Figure 13: St Crispin Street – View North 12
Figure 14: St Crispin Street – View South 12
Figure 15: Church Street – View North 12
Figure 16: Church Street – View South 12
Figure 17: Swan Street – View East 13
Figure 18: Swan Street – View West 13
Figure 19: Existing AM Peak Turning Movement Volumes 14
Figure 20: Existing PM Peak Turning Movement Volumes 15
Figure 21: Parking Survey Area 21
Figure 22: Parking Survey Results Summary 22
Figure 23: City of Yarra Public Transport Network 23
Figure 24: Redistributed Travel Routes To/From Charlotte Street - AM Peak 25
Figure 25: Redistributed Travel Routes To/From Charlotte Street – PM Peak 26
Figure 26: Net Change in Turning Movement Volumes – AM Peak 28
Figure 27: Net Change in Turning Movement Volumes – PM Peak 29
Figure 28: Charlotte Street Public Space Parking Impacts 32
Figure 29: Preliminary Swept Path Assessment 35

List of Tables

Table 1: Average Daily Traffic Volumes 16
Table 2: Level of Service Criteria (RMS) 17
Table 3: Church Street and Swan Street – SIDRA Results 18
Table 4: Casualty Crash Summary Table (1/01/2017 – 31/12/2021) 20
Table 5: Travel Route Volumes 26
Table 6: Daily Traffic Volumes - Expected Increases 30
Table 7: Charlotte Street Parking Occupancy Summary 33

List of Appendices

Appendix A Swan Street Streetscape MP

Appendix B Turning Movement Count Data

Appendix C Traffic Count Data

Appendix D SIDRA Modelling Results – Existing Intersection Performance

Appendix E Crash Data Analysis

Appendix F Parking Survey Results

Appendix G Traffic Volume Redistribution Diagrams

Appendix H SIDRA Modelling Results – Post Public Space Intersection Performance

1. Introduction

Traffix Group has been engaged by Yarra City Council to undertake a traffic impact assessment for the proposed road closure of Charlotte Street between Church Street and St Crispin Street, Richmond. The proposed road closure is to facilitate the provision of a new public space, which will occupy the full width of Charlotte Street from Church Street to St Crispin Street.

This report provides a detailed traffic engineering assessment of the parking and traffic issues associated with the proposed road closure.

2. Charlotte Street Public Space

The proposal is for the construction of public space identified in the Swan Street Streetscape Master Plan as a new 'Civic Library', on Charlotte Street, Richmond. The project involves the permanent closure of Charlotte Street, between Church Street and St Crispin Street with the extents shown in the photographs below at Figure 1 and Figure 2.

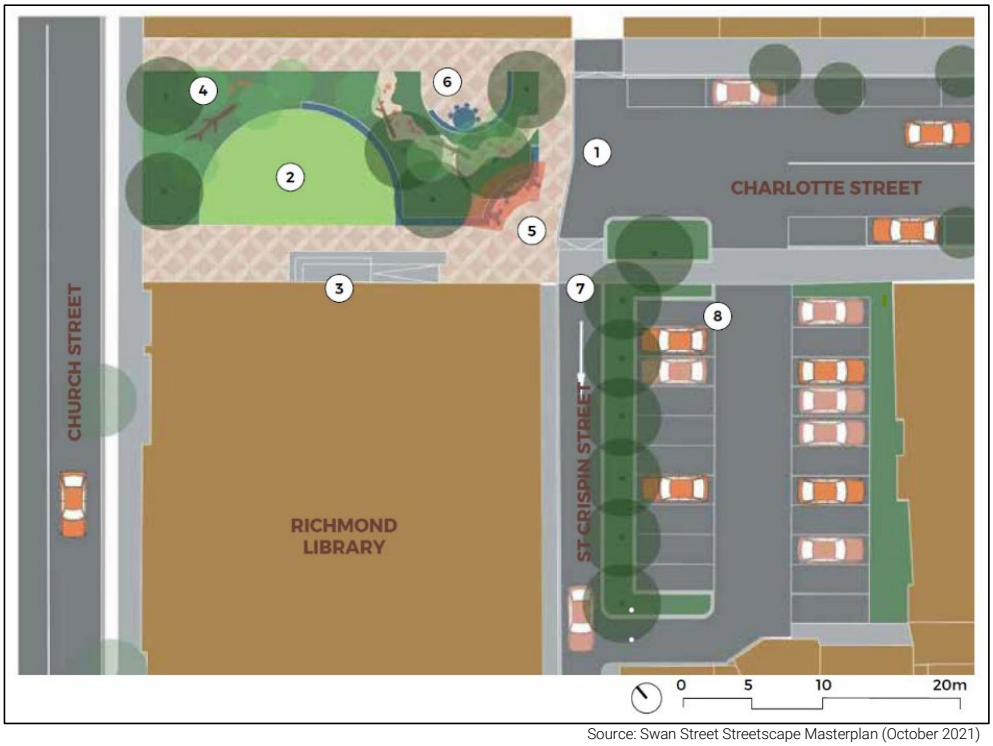
Figure 1: Charlotte Street – View East from Church Street

Figure 2: Charlotte Street – View West towards Church Street

The construction of the public spaces comprises the following components with a concept design shown at Figure 3 below.

- The construction of public space that provides landscaping and seating for users,
- Wide and open pedestrian thoroughfares,
- A new Richmond Library access,
- A pergola and seating space,
- Provision for cyclist access through the park,
- The removal of five (5) on-street parking spaces along the western end of Charlotte Street, and
- Retention of vehicle access to St Crispin Street (north and south).

The closure site is



Source: Swan Street Streetscape Masterplan (October 2021)

Figure 3: Concept Design – Charlotte Street Public Space

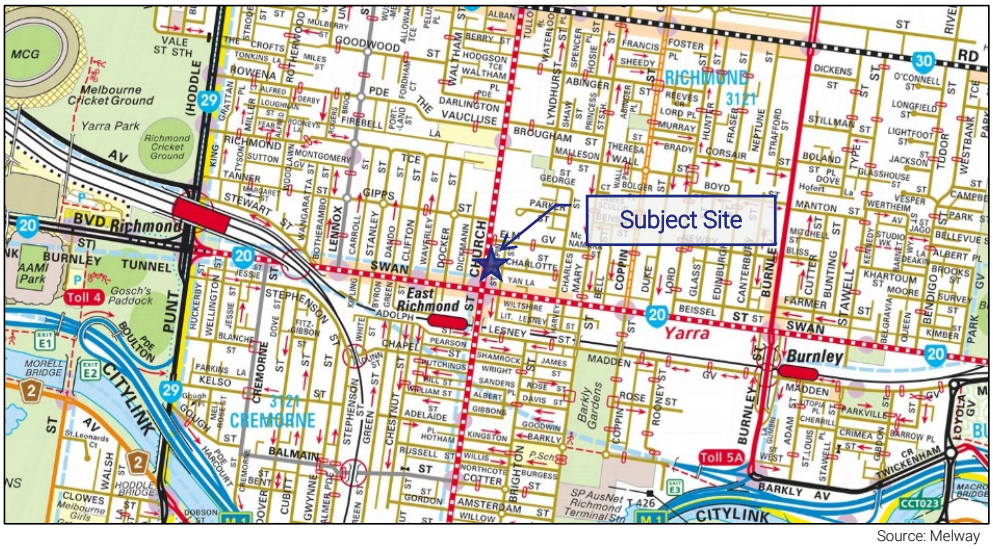
An extract from the Swan Street Streetscape Masterplan is provided at Appendix A.

3. Existing Conditions

3.1. Locality and Land Use

The subject section of Charlotte Street is located between Church Street and St Crispin Street in Richmond. A locality plan and aerial photograph is provided in Figure 4 and Figure 5 below.

Land use surrounding the site is predominately residential, with small retail/commercial properties along Church Street. Richmond Library is located adjacent the site to the south on the east side of Church Street.



Source: Melway

Figure 4: Locality Plan

Source: Nearmap (December 2021)

Figure 5: Aerial Photograph

3.2. Study Area

For the purposes of this assessment, the study area has been defined as shown in Figure 6 below. This area has been chosen as the likely area of influence for the proposed road closure of Charlotte Street on the road network. Parking surveys and traffic studies undertaken as part of this assessment have been limited to this study area and are detailed in the following sections.

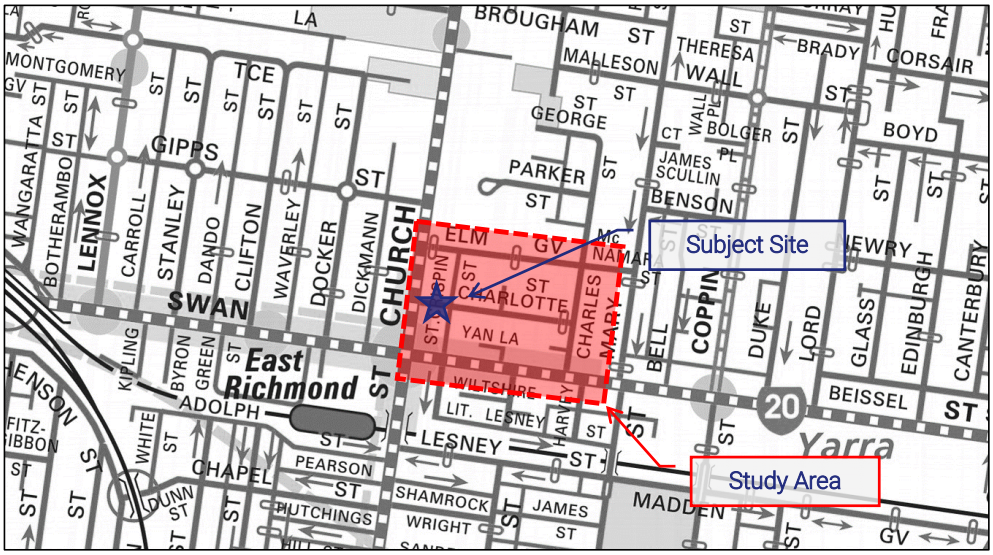


Figure 6: Study Area

3.3. Road Network

Charlotte Street is a Council local road that extends in an east-west orientation between Church Street and Charles Street.

Near the intersection with Church Street, Charlotte Street provides an 11.9m wide carriageway, that provides for a single traffic and bicycle lane in each direction with parallel parking on the north side. Between St Crispin Street and Charles Street, Charlotte Street provides a 13.2m wide carriageway, that provides for a single traffic lane, bicycle lane and on-street parallel parking in both directions.

Various parking restrictions and permit zones apply along Charlotte Street. A 'No Left Turn' restriction also applies to the intersection of Charlotte Street / Church Street between 7:30am - 9:30am on Monday to Friday, for left turns from Church Street into Charlotte Street.

Charlotte Street is subject to a posted speed limit of 40km/h (area wide restriction).

Figure 7: Charlotte Street – View West

Figure 8: Charlotte Street – View East

Elm Grove is a Council local road the extends in an east-west orientation between Church Street and Charles Street.

Between Church Street and Charles Street, Elm Grove provides a 9.5m wide carriageway, that provides for a single traffic lane with on-street parallel parking in both directions.

Various parking restrictions and permit zones apply along Elm Grove. A 'No Left Turn' restriction also applies to the intersection of Elm Grove / Church Street between 7:30am - 9:30am on Monday to Friday, for left turns from Church Street into Elm Grove.

Elm Grove is subject to a posted speed limit of 40km/h (area wide restriction).

Figure 9: Elm Grove – View West

Figure 10: Elm Grove – View East

Charles Street is a Council local road that extends in a north-south orientation between Swan Street and George Street.

Between Elm Grove and Swan Street, Charles Street provides a 11.1m carriageway that provides for a single traffic lane and on-street parallel parking in both directions.

Various parking restrictions and permit zones apply along Charles Street. A 'No Right Turn' restriction also applies to the intersection of Charles Street / Swan Street between 7:30am - 9:30am on Monday to Friday, for right turns from Swan Street into Charles Street.

Charles Street is subject to a posted speed limit of 40km/h (area wide restriction).

Figure 11: Charles Street – View North

Figure 12: Charles Street – View South

St Crispin Street is a Council local road that extends in a north-south orientation between Elm Grove and Swan Street.

Between Swan Street and Charlotte Street, St Crispin Street provides a 3.8m carriageway that accommodates one way traffic flow. South of Charlotte Street, St Crispin Street is restricted to southbound traffic only, whilst no traffic restrictions apply north of St Crispin Street. A small

number of indented parallel parking bays are provided on the east side of St Crispin Street to the south of Charlotte Street.

Figure 13: St Crispin Street – View North

Figure 14: St Crispin Street – View South

Church Street is a state arterial road that extends in a north-south orientation between the Yarra River and Alexandra Avenue.

Near the intersection with Charlotte Street, Church Street provides a 14m wide carriageway, that accommodates two traffic lanes in each direction. The kerbside lanes are shared with parking, whilst the inside lanes are shared with trams. An exclusive bicycle lane (southbound) commences immediately to the south of Charlotte Street and extends to Swan Street.

Various short term ticket parking restrictions apply along Church Street, with no Clearway restrictions in place.

Church Street is subject to a posted speed limit of 40km/h.

Figure 15: Church Street – View North

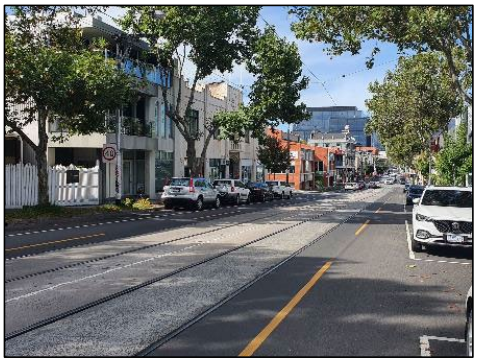


Figure 16: Church Street – View South

Swan Street is a state arterial road that extends in an east-west orientation between Punt Road and Madden Grove.

Near the intersection with Church Street to the north, Swan Street provides a 13.9m wide carriageway, that accommodates two traffic lanes in each direction. The kerbside lanes are shared with parking whilst the inside lanes are shared with trams sides.

Various short term ticket parking restrictions and clearway restrictions apply along Swan Street. This includes 'Clearway's in operation at 7:00am-9:15am on the south side and 4:30pm-6:30pm on the north side between Monday to Friday.

Swan Street is subject to a posted speed limit of 40km/h that applies between 7am – Midnight Monday to Sunday, with a 60km/h speed limit in effect outside those times.

Figure 17: Swan Street – View East

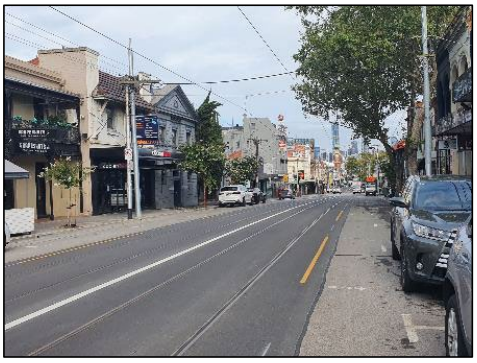


Figure 18: Swan Street – View West

3.4. Existing Traffic Volumes

3.4.1. Turning Movement Counts

Turning movement counts were conducted on Thursday, 3rd March, 2022 between the time periods of 7:30am to 9:30am and 4:30pm to 6:30pm for the following intersections:

- Church Street / Elm Grove,
- Church Street / Charlotte Street,
- Church Street / Swan Street,
- St Crispin Street / Elm Grove,
- St Crispin Street / Charlotte Street,
- St Crispin Street / Swan Street,
- Charles Street / Elm Grove,
- Charles Street / Charlotte Street, and
- Charles Street / Swan Street.

An analysis of the existing turning movement results revealed that there are two (2) distinct peak time periods for analysis, based on turning movements into/out of the local road network:

- AM Peak: 8:00am to 9:00am on Thursday,
- PM Peak: 5:30pm to 6:30pm on Thursday.

Whilst these time periods do not necessarily reflect the peak times of the arterial road network, however, are best suited for this assessment.

The turning movement volumes for the two (2) peak periods identified above are summarised in Figure 19 and Figure 20 below. The full turning movement counts data are provided at Appendix B.

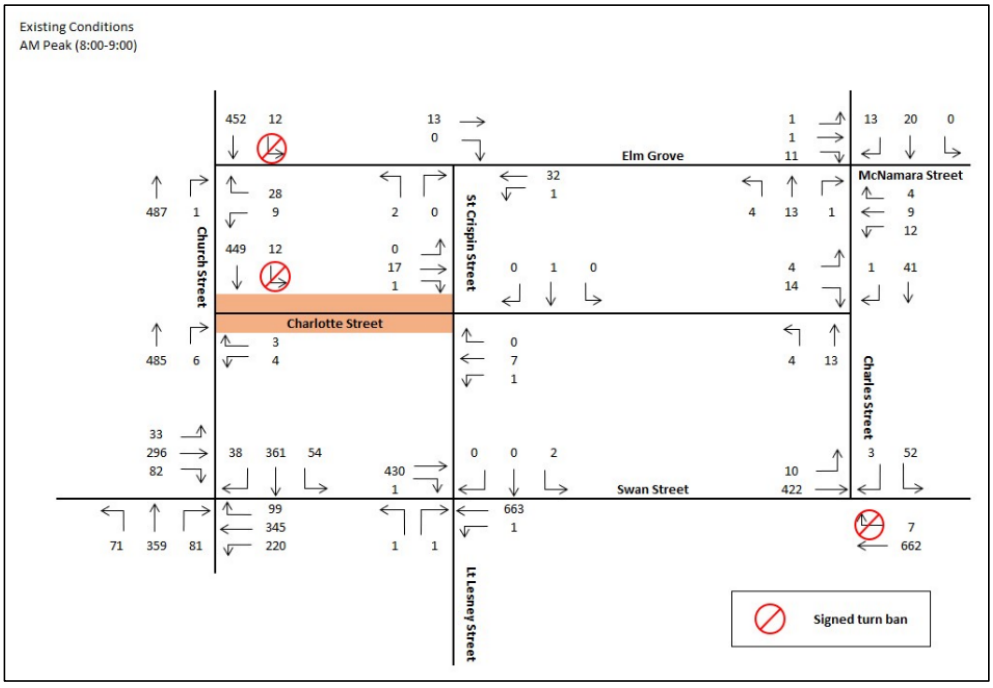


Figure 19: Existing AM Peak Turning Movement Volumes

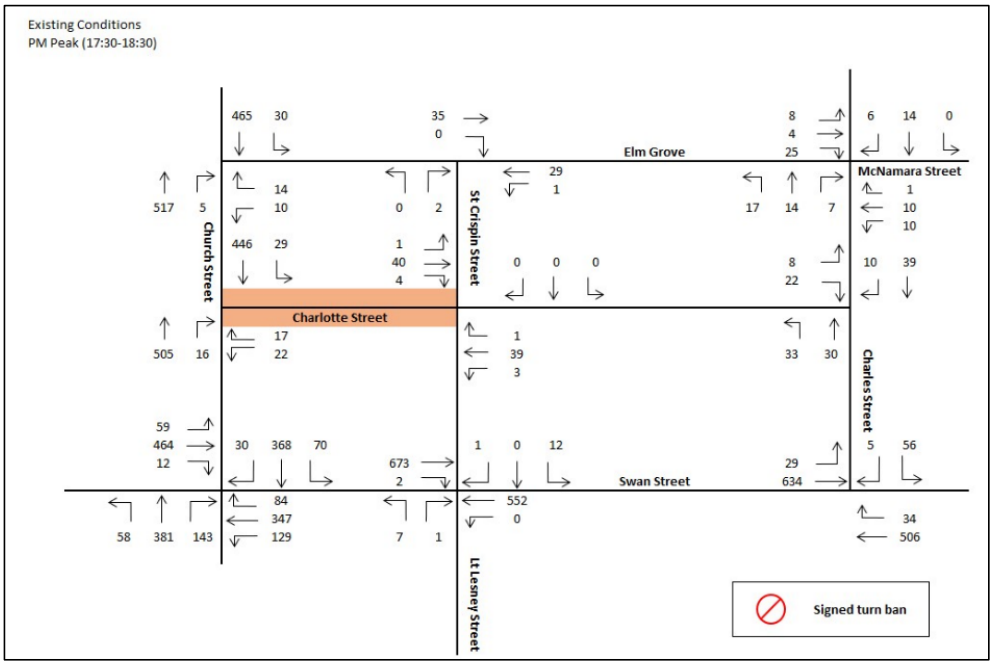


Figure 20: Existing PM Peak Turning Movement Volumes

3.4.2. Seven (7) day Traffic Counts

Seven (7) day traffic counts were undertaken for the following periods:

- Tuesday, 1st March 2022 - Tuesday, 8th March 2022, and
- Saturday, 12th March 2022 - Saturday, 19th March 2022.

The counts were undertaken are at the following locations:

- Elm Grove, between St Crispin Street and Charles Street,
- Charlotte Street, between St Crispin Street and Charles Street,
- Charles Street, between Parker Street and Elm Grove,
- Charles Street, between Elm Grove and Charlotte Street,
- Charles Street, between Charlotte Street and Swan Street,
- McNamara Street, between Charles Street and Mary Street, and
- St Crispin Street, between Charlotte Street and Swan Street.

During the period of Tuesday, 1st March 2022 - Tuesday, 8th March 2022, it is noted that Mary Street (east of Charles Street) between McNamara Street and Swan Street was closed at times for drainage/roadworks. The roadworks closure was generally in place between 7am and 3pm.

It is our understanding that no drainage/roadworks were undertaken between Thursday, 10th March and Friday 17th March 2022 and Mary Street remained open during those times.

A review of the automatic traffic count data indicates that traffic volume data for the period Tuesday, 1st March 2022 to Thursday, 3rd March 2022 best represents typical road network conditions, having consideration for traffic conditions when Mary Street was open and when it was closed.

A summary of the traffic counts results are provided in Table 1 below, with the full data provided at Appendix C.

Table 1: Average Daily Traffic Volumes

Location	Daily Volumes			AM Peak (8am to 9am)			PM Peak (5pm to 6pm)		
	N / E	S / W	Total	N / E	S / W	Total	N / E	S / W	Total
Elm Grove – b/w St Crispin St and Charles St	337	378	715	17	25	42	36	29	65
Charlotte Street – b/w St Crispin St and Charles St	312	275	587	17	8	25	26	28	54
Charles Street – b/w Parker St and Elm Gr	323	318	641	12	27	39	28	22	50
Charles Street – b/w Elm Gr and Charlotte Str	418	523	941	11	46	57	36	41	77
Charles Street – b/w Charlotte St and Swan St	567	674	1,241	15	56	71	57	57	114
McNamara Street – b/w Charles St and Mary St	64	214	278	0	20	20	11	20	31

3.5. Existing Intersection Performance – Church Street / Swan Street

As outlined previously in Section 3.4, the two (2) key time periods for analysis are:

- AM Peak: 8:00am to 9:00am on the Thursday,
- PM Peak: 5:30pm to 6:30pm on the Thursday.

An analysis of the two (2) time periods above will provide an indication of the traffic impacts associated with the proposed road closure for the surrounding arterial road network.

The intersection of Church Street / Swan Street has been selected for intersection modelling, because of the high volume of traffic on each approach, the sensitivity of traffic signals to a change in traffic volume and their role in the road network as an intersection of two (2) arterial roads.

SIDRA Intersection 9.0 was used to model the baseline traffic conditions at the Church Street / Swan Street intersection.

The SIDRA Intersection 9.0 software package provides several key indicators to measure intersection performance. These include:

- Degree of Saturation (DOS),
- Average Delay (in seconds),
- Maximum Queue Length (in metres), and
- Level of Service (LOS).

The LOS Criteria for intersections found in the RMS Guide to Traffic Generating Developments is shown in Table 2 below.

Table 2: Level of Service Criteria (RMS)

Level of Service	Average Delay (seconds per vehicle)
A	Less than 14
B	15 to 28
C	29 to 42
D	43 to 56
E	57 to 70
F	Greater than 71

A review of the approach and departure lanes for Church Street / Swan Street intersection determined that there are effectively two (2) different layouts depending on the time of day, because of the various time-based parking restrictions and clearway restrictions on the eastern and western legs.

Signal phase timing data and site operation sheets were obtained from the Department of Transport and used in the respective models to accurately model the existing traffic signals operation. Tram extension phases were simply added/subtracted from vehicle phases respectively.

The proportion of heavy vehicles to light vehicles for each movement was obtained from the turning movement counts outlined previously outlined in Section 3.4.1.

To accurately represent the performance characteristics of the Church Street / Swan Street intersection, the SIDRA model was calibrated based on the queueing observed during the peak periods.

Further calibration was required for the PM Peak model, with the 'end gain' parameter increased from 3s to 5s for the right turn on the south approach.

All other parameters were retained at SIDRA's default values.

A summary of the baseline conditions intersection network performance is provided in the following sections.

3.5.1. Intersection Analysis (SIDRA) Results – Church Street / Swan Street

Table 3 provides a summary of the SIDRA intersection analysis results for the intersection, with the full results provided at Appendix D.

Table 3: Church Street and Swan Street – SIDRA Results

Approach	Degree of Saturation	Average Delays (s)	95th %ile Queue (m)	Level of Service
AM Peak – 8:00am to 9:00am				
North	0.678	36.5	97	LOS D
East	0.435	18.1	90	LOS B
South	0.708	30.7	142	LOS C
West	0.464	22.1	88	LOS C
Total	**0.708**	**26.2**	**142**	**LOS C**
PM Peak – 5:30pm to 6:30pm				
North	0.637	39.8	112	LOS D
East	0.670	25.8	117	LOS C
South	0.720	31.3	177	LOS C
West	0.331	29.5	76	LOS C
Total	**0.720**	**29.5**	**177**	**LOS C**

The Degree of Saturation (DOS) is a measure of traffic demand against the intersection's capacity. That is, a DOS of 1 indicates that the intersection is operating at capacity and any additional traffic demand will lead to a significant and unstable increase in delays and queues. Whilst a DOS below 1 is desirable, in reality many heavy congested intersections operate a DOS greater than 1.

The results show that the DOS for Church Street (south approach) operates in the upper reaches of capacity in both peaks, whilst Swan Street (east and west approach) operates with spare capacity in both peaks.

It is noted that the highest delays are experienced along Church Street (north approach) across both time periods. As these delays are less than the length of one (1) cycle at each traffic signal, they are not considered to be of significant detriment.

The results show that the 95th% percentile queue distances are generally moderate in length, however significant queues build up along Church Street (south approach) during the AM and PM peak.

The 95th Percentile Queue is the queue length experienced at an intersection which is only exceeded 5% of the time or, 95% of the time, queues are less than the 95th Percentile Queue length. The distance is expressed in metres.

3.6. Casualty Crash History

A review of the State Road Accident Records (Crash Stats) has been undertaken for the intersections within the study area for the last five (5) years of available data (01/01/2017 to 31/12/2021). The results of the assessment are summarised in Table 4 below.

A total of 20 crashes have been recorded at intersections within the study area, which include one (1) serious injury crash involving a cyclist. More broadly, a total of 13 of 20 crashes involved pedestrians and cyclists.

It is noted that the Church Street / Swan Street intersection recorded the majority of crashes with a total of 7 out of 20 crashes. The predominate crash pattern involves collisions with pedestrians and cyclists.

Recent safety improvements for pedestrians have been implemented on the Church Street / Swan Street intersection in 2021. The installation of flashing 'Give Way to Pedestrians' LED's affecting the east and west pedestrian crossings and 'No Right Turn' LED's affecting the western approach have been installed to reduce pedestrian involved collisions.

Church Street, between Elm Grove and Swan Street, experienced a concentration of cyclist crashes, with three (3) out of the four (4) crashes involving cyclists.

It is noted that all the crashes occurred on the arterial road network, i.e., Church Street and Swan Street. No crashes occurred within the local street network.

More detailed collision data is provided at Appendix E.

Table 4: Casualty Crash Summary Table (1/01/2017 – 31/12/2021)

Location	Date	Time	Severity	DCA	Type of Crash
Church Street - b/w Gipps and Elm Grove	17/01/17	5:00 PM	Other	130	Rear End (Vehicles In Same Lane)
	3/10/17	10:25 AM	Other	163	Vehicle Strikes Door Of Parked/Stationary Vehicle - **Bicycle**
	28/02/19	12:40 PM	Serious	135	Lane Change Left - **Bicycle**
Church Street - b/w Elm Grove and Swan Street	11/03/20	8:15 AM	Other	163	Vehicle Strikes Door Of Parked/Stationary Vehicle - **Bicycle**
	21/02/20	11:00 PM	Other	140	U Turn - **Bicycle**
	7/11/20	2:00 PM	Other	121	Right Through - **Bicycle**
	14/04/18	6:00 PM	Other	160	Vehicle Collides With Vehicle Parked On Left Of Road - **Motorcyclist**
Church Street / Swan Street intersection	4/08/17	4:13 PM	Other	133	Lane Side Swipe (Vehicles In Parallel Lanes)
	16/12/17	2:30 AM	Other	100	Ped Near Side. **Ped** Hit By Vehicle From The Right.
	1/04/18	5:12 PM	Other	108	**Ped** Struck Walking To/From Or Boarding/Alighting Vehicle.
	8/05/19	3:45 PM	Other	133	Lane Side Swipe (Vehicles In Parallel Lanes) - **Bicycle**
	4/04/20	12:20 PM	Other	130	Rear End (Vehicles In Same Lane)
	22/06/20	8:40 AM	Other	110	Cross Traffic - **Motorcyclist**
	25/11/21	3:30 PM	Other	121	Right Through - **Bicycle**
	31/01/18	5:00 PM	Other	131	Left Rear
	8/11/19	11:15 PM	Other	100	Near Side - **Pedestrian**
Swan Street - b/w Bright Street and Harvey Street	1/06/20	10:15 PM	Other	163	Vehicle Strikes Door Of Parked/Stationary Vehicle - **Bicycle**
	13/01/19	2:40 AM	Other	102	Far Side. **Ped** Hit By Vehicle From The Left
	21/04/17	7:30 PM	Other	121	Right Through - **Bicycle**
	2/06/17	8:10 PM	Other	130	Rear End (Vehicles In Same Lane)

3.7. Parking Conditions

Spot parking surveys of the study area, as shown in Figure 21 below, were undertaken at the following times:

- 9:30am on Wednesday, 2 March 2022,
- 4:00pm and 6:30pm on Thursday, 3 March 2022,
- 11:30am and 1:30pm on Thursday, 17 March 2022,
- 2:00pm and 6:30pm on Saturday, 26 March 2022.

These times were chosen as they represent typical parking conditions for the following scenarios:

- Weekday 'morning' demand – 9:30am on Wednesday,
- Weekday 'midday' demand – 11:30am and 1:30pm on Thursday,
- Weekday 'evening' demands – 4pm and 6:30pm on Thursday,
- Weekend 'afternoon' demands – 1:45pm on Saturday,
- Weekend 'evening' demands – 6:30pm on Saturday.

There is a total of 229 publicly available parking spaces within the survey area, which includes a mix of restrictions including 1/4P, 2P, metered parking, permit zones, and disabled parking restrictions.

The results of the parking surveys are summarised in Figure 22 below, with the full results provided at Appendix F.

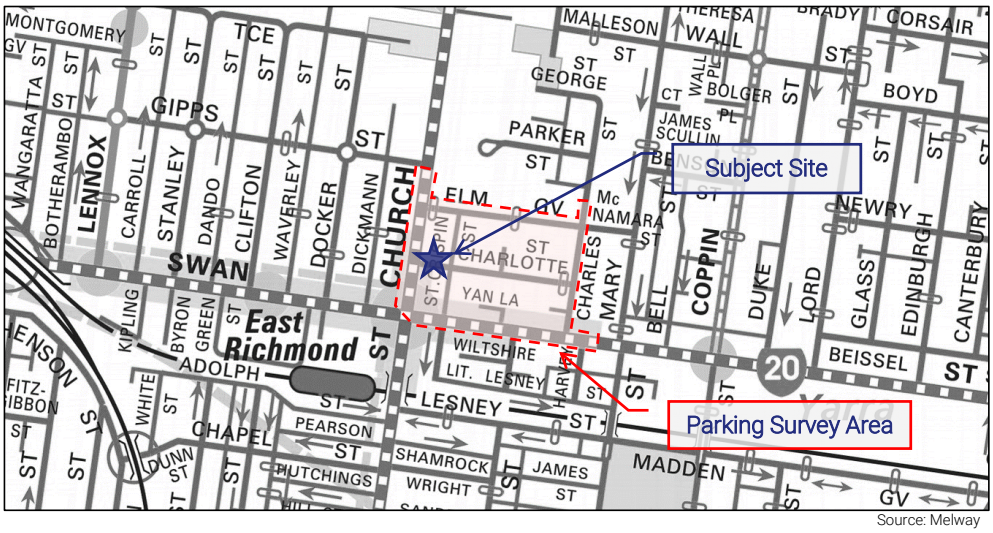
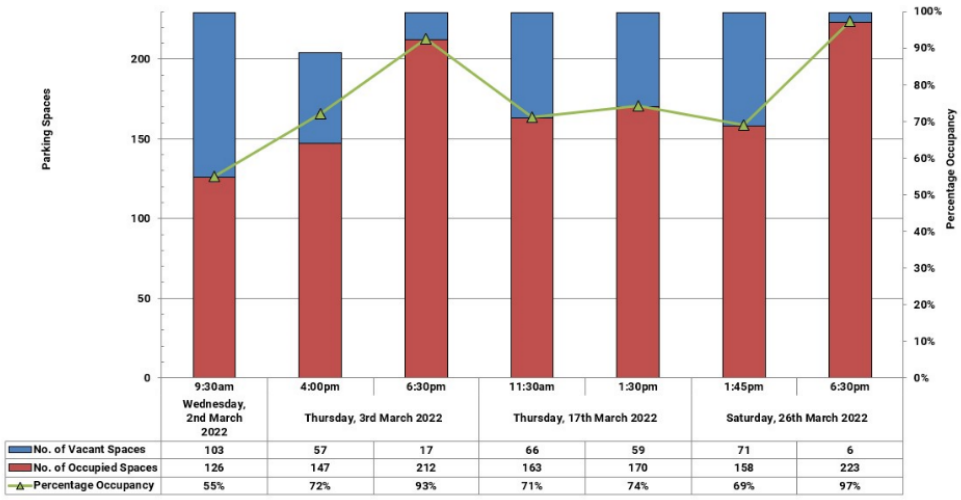


Figure 21: Parking Survey Area



	9:30am Wednesday, 2nd March 2022	4:00pm Thursday, 3rd March 2022	6:30pm Thursday, 3rd March 2022	11:30am Thursday, 17th March 2022	1:30pm Thursday, 17th March 2022	1:45pm Saturday, 26th March 2022	6:30pm Saturday, 26th March 2022
No. of Vacant Spaces	103	57	17	66	59	71	6
No. of Occupied Spaces	126	147	212	163	170	158	223
Percentage Occupancy	55%	72%	93%	71%	74%	69%	97%

Figure 22: Parking Survey Results Summary

The results above show that the area averages a 68% occupancy rate during the typical morning and daytime periods but reaches above 90% occupancy in the evening. Vacant spaces are typically 2P/2P metered parking zones or Permit Zones. We note that the morning and daytime periods indicate further capacity to accommodate additional parking demands, however the evening period has limited opportunities to accommodate further demands, with occupancy at or near capacity.

The evening demands are likely jointly driven by residential demands and that of the surrounding commercial properties (such as restaurants or pubs).

It is noted that the City of Yarra's residential parking permit policy allows permit holders to be exempt from select restrictions, including those with restrictions longer than 1P (unless metered). This suggests that some parking demands recorded within the 2P areas along the local street network may be comprised of residential demands, and not solely that of short term visitor demands.

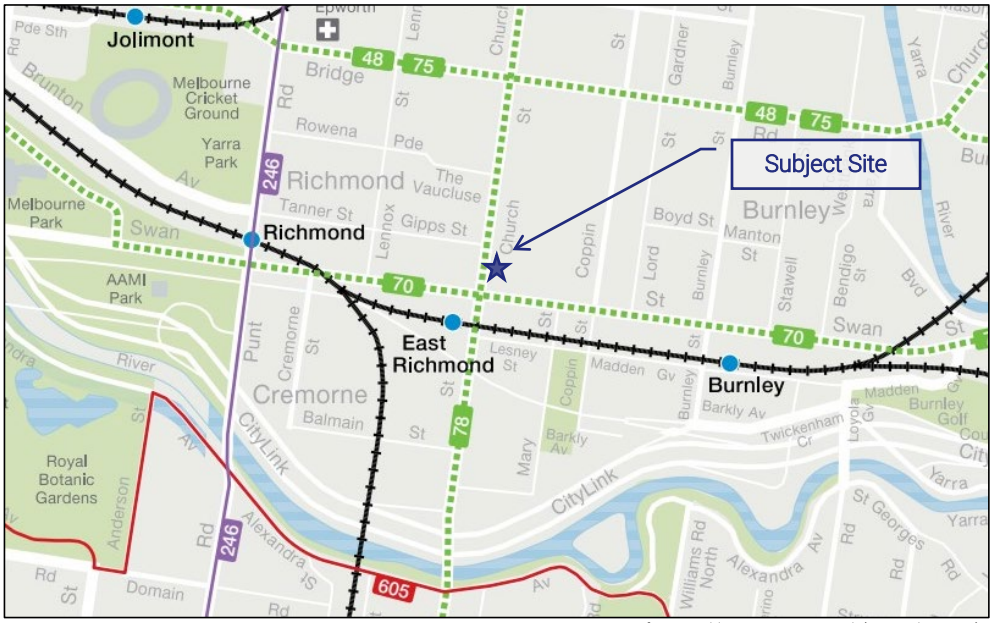
3.8. Public Transport

The City of Yarra Public Transport network is provided in Figure 23 below.

Public transport facilities in the vicinity of Charlotte Street includes a tram route 78 on Church Street / Gipps Street Tram Stop to the north, tram route 70 on Swan Street/Church Street Tram Stop to the south and the East Richmond Railway Station 300m to the southwest.

Tram Route 78 extends from Victoria Street/Church Street, North Richmond to Brighton Road/Chapel Street, Balaclava. Tram Route 70 extends from Waterfront City, Docklands to Eldgar Road/Riversdale Road, Burwood.

- On weekdays, Tram Route 78 service operates at approximately 12-minute headways during 6:46am to 7:54pm, outside these times the service operates at a headway of approximately 20 minutes.
- On weekends, Tram Route 78 service operates at approximately 15-minute headways during 7:25am to 7:23pm, outside these times the service operates at a headway of approximately 20 minutes.
- On weekdays, Tram Route 70 service operates at approximately 10-minute headways during 6:15am to 7:14pm, outside these times the service operates at a headway of approximately 15 minutes.
- On weekends, Tram Route 70 service operates at approximately 12-minute headways during 7:10am to 7:29pm, outside these times the service operates at a headway of approximately 20 minutes.



Source: City of Yarra Public Transport Network (September 2021)

Figure 23: City of Yarra Public Transport Network

4. Traffic Impact Assessment

This assessment outlines the anticipated impacts of the proposed road closure on the surrounding road network, with comparison to the existing road network performance and the expected redistribution of traffic as a result of the proposal. The assessment also considers other post closure impacts such as public transport, pedestrians and cyclists, emergency vehicles and current crash patterns.

SIDRA intersection modelling was used to model the performance of the intersection of Church Street / Swan Street. The remaining intersections are local unsignalised intersections with much lower traffic volumes, and do not warrant detailed modelling, however, are still considered for assessment.

This assessment has been conducted with specific reference to Section 3 of VicRoads' *Additional Network Standards and Guidelines Part 2.8: Changing traffic movements other than for events or works*.

4.1. Post Road Closure Scenario Traffic Conditions

The broader road network was analysed to determine the different travel routes that contribute to the turning movements at the intersection of Church Street / Charlotte Street, in order to determine what traffic volumes would be redistributed as part of the road closure. The review identified five (5) broad travel routes in both peak periods as shown in Figure 24 and Figure 25 below, separated into three (3) routes to Charlotte Street and two (2) routes from Charlotte Street. The traffic volumes for each travel route are summarised in Table 5 below.

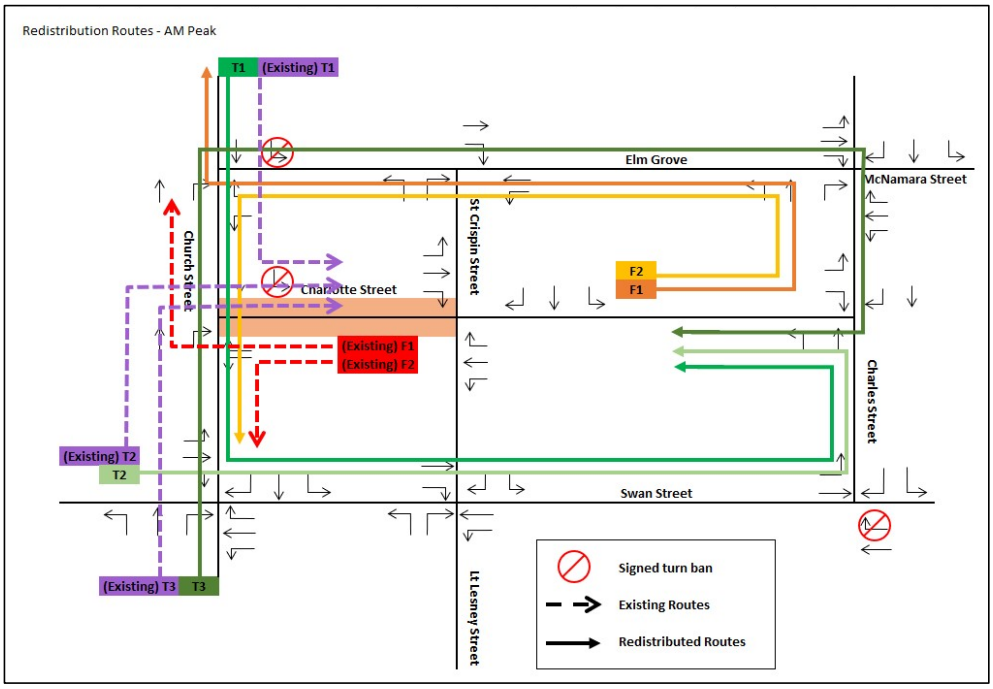


Figure 24: Redistributed Travel Routes To/From Charlotte Street - AM Peak

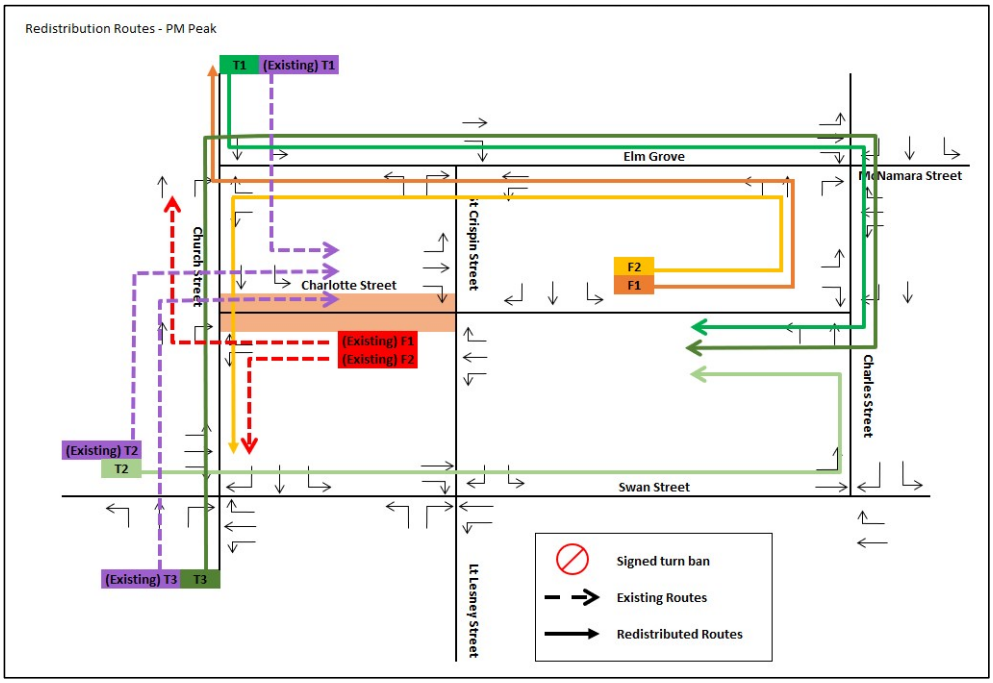


Figure 25: Redistributed Travel Routes To/From Charlotte Street – PM Peak

Table 5: Travel Route Volumes

Time Period	T1	T2	T3	F1	F2
AM Peak	12	3	3	3	4
PM Peak	29	8	8	17	22

These five (5) redistributed travel routes are assumed to consist of local traffic to/from Charlotte Street, with a local destination or origin on Charlotte Street.

The following assumptions have been made:

- Both T2 and T3 contribute equally to right turn movements into Charlotte Street from Church Street (50/50 split) for both peaks. Due to the proposed road closure, both routes have been split evenly to continue their original approaches at Church Street and Swan Street intersection to reach Charlotte Street.
- Both F1 and F2 routes will instead exit via Elm Grove to travel north, south or west rather than attempting a more difficult right turn from Charles Street onto Swan Street to travel south or west.

The traffic volumes were redistributed to suit the likely redistributed route in each peak period as a result of the proposed road closure. The traffic volumes were first removed from the corresponding movements in the existing movements, before being added to the respective detour routes as follows:

- For route T1, during the AM peak period, all traffic will travel along Church Street to turn left onto Swan Street and then access Charlotte Street via Charles Street to comply with existing turn bans. During the PM peak period, all traffic will, turn left into Elm Grove and access Charlotte Street via Charles Street.
- For route T2, all movements will continue along Swan Street and use Charles Street to access Charlotte Street.
- For route T3, all of these movements will continue along Church Street and access Charlotte Street via a right turn into Elm Grove, then via Charles Street.
- For routes F1 and F2, all of these movements will turn left onto Charles Street and then left into Elm Grove to access Church Street to reach northern, southern and western destinations. While noted that users could use the Charles Street / Swan Street intersection, it is unlikely as making a right turn movement at this intersection is difficult.

Summary figures of the respective decreases, increases and net change in each turning movement across the study area are provided at Appendix G.

In our experience with similar permanent road closures, there is typically a reduction in the affected traffic volumes in order of 10-20%. That is, 10-20% of redistributed traffic 'disappears' from the road network. For this assessment, we have not applied a 10-20% 'discount' of traffic volumes, noting that this results in a more conservative assessment.

4.2. Post Road Closure Scenario Intersection Performance

The redistributed traffic volumes were input into the SIDRA models for the intersection of Church Street / Swan Street to determine the impacts of the proposed road closure to the intersection for the two (2) periods of assessment. The existing signal phase timing allocations were retained, noting that these could change in reality as the signals are programmed to respond to changes in demand.

The modelling results show no measurable change to intersection performance, and hence no impacts are expected as a result of the road closure on Charlotte Street.

The full results are provided at Appendix H.

4.3. Review of Local Intersection Conditions

In order to determine the impacts on each local intersection within the study area, summaries of the net change of turning movement volumes at each intersection have been prepared for the two analysis periods, the weekday AM and PM peaks, as shown in Figure 26 and Figure 27.

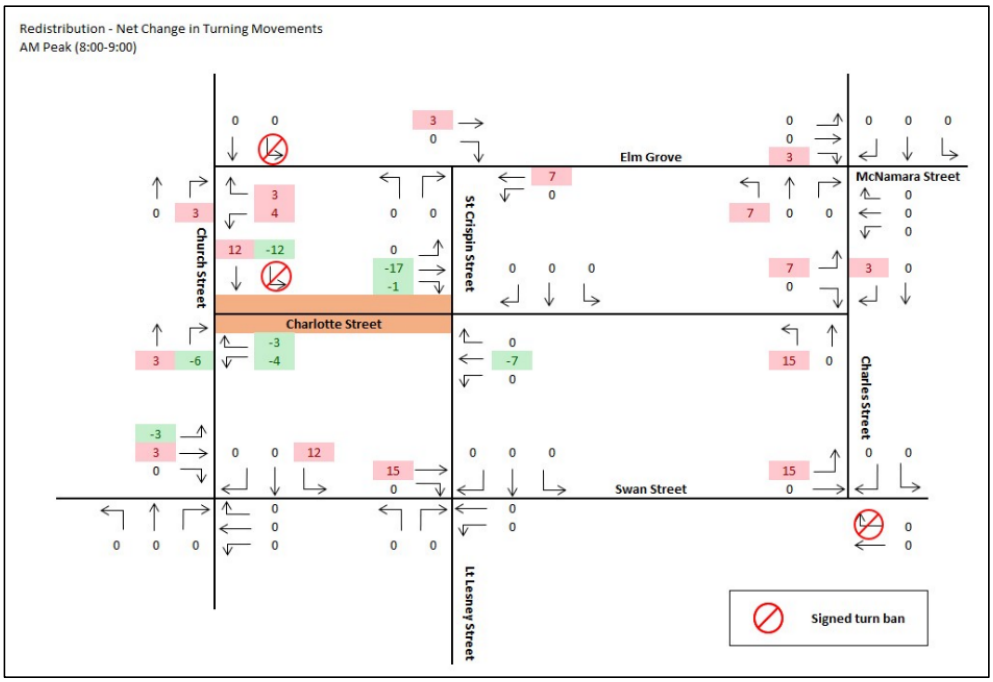


Figure 26: Net Change in Turning Movement Volumes – AM Peak

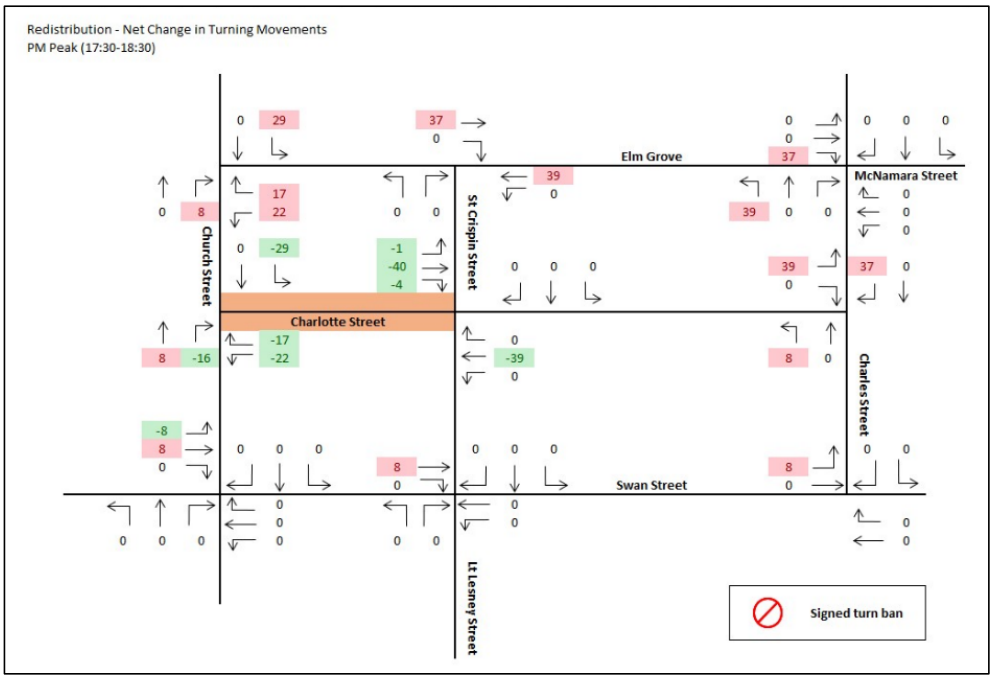


Figure 27: Net Change in Turning Movement Volumes – PM Peak

The traffic volumes along Charlotte Street will ultimately reduce, as vehicles will not be able to continue along Charlotte Street to Church Street. Traffic generated by properties along Charlotte Street will continue to utilise Charlotte Street, however they will no longer travel west past St Crispin Street. The additional traffic generated at the Charles Street / Charlotte Street intersection is expected to be minor, as the majority of additional movements are left turns. The additional right turns are not expected to create significant issues, as the opposing through movements are low.

There will be a number of additional right turn movements at the Church Street / Elm Grove intersection as a result of the closure, both left and right turns. A preliminary SIDRA model of the intersection indicates that the intersection will still perform similar to its existing operation with minor queues / delays on the east approach.

The additional traffic volume along Elm Grove is expected to peak at 76 vehicle movements during the weekday PM peak hour. At a rate of just over 1 vehicle per 1 minute, this impact will not be noticeable.

The increases to daily traffic volumes along Elm Grove and Charles Street are summarised in Table 6 below.

Table 6: Daily Traffic Volumes - Expected Increases

Road	Existing Daily Traffic Volume (Average Weekday)	Increase	Post Closure Daily Traffic Volume (Average Weekday)
Elm Grove	650vpd	+500vpd (75%) AM Peak - +1 veh per 6 minutes PM Peak - +1.25 veh per minute	1,150vpd
Charles Street – Elm Gr to Charlotte St	950vpd	+500vpd (50%) AM Peak - +1 veh per 6 minutes PM Peak - +1.25 veh per minute	1,450vpd
Charles Street – Charlotte St to Swan St	1,250vpd	+85vpd (10%) AM Peak - +1 veh per 4 minutes PM Peak - +1 veh per 8 minutes	1,335vpd

We note that the above estimates for the post closure daily traffic volumes are highly conservative, as it is unlikely that the full daily volumes recorded on Charlotte Street will be fully redistributed, for the following reasons:

- A number of traffic movements recorded on Charlotte Street would have already been recorded on Elm Grove or Charles Street, and hence a redistribution of these movements to Elm Grove and Charles Street is somewhat of a 'double count',
- The closure of Charlotte Street will result in a reduction of vehicles 'circulating' the local area to find carparking, which will reduce the overall traffic volumes, and
- Past experience with permanent road closures generally indicates a reduction in traffic volumes up to 20% can be expected, usually as a closure may stop drivers entering the local network all together, or drivers seek broader or simpler post closure routes.

Whilst there will be a noticeable increase in traffic along Elm Grove and Charles Street, neither are expected to exceed their environmental capacity, as a result of the proposed road closure.

The 'environmental capacity' of a road is the theoretical point in which increases in traffic volume begin to degrade its amenity and is typically much lower than the actual capacity of the road, or how much traffic it could physically accommodate. In this instance the environmental capacity of Elm Street and Charles Street is in the order of 3,000 vehicles per day.

We do not anticipate that any redistributed traffic would seek to utilise St Crispin Street for the following reasons:

- Because of the narrow carriageway, St Crispin Street is not conducive to traffic movements to Charlotte Street or Elm Grove, users may consider using an alternate route via Charles Street to reach Charlotte Street,

- Due to 'one way' restrictions applying on the southern end of St Crispin Street, the street is only conducive for movements to Swan Street from the North or circulation with the off-street carpark to the east of Richmond Library,
- St Crispin does not provide the same intersection geometry with as good access to Swan Street as the Charles Street / Swan Street intersection does.

4.4. Post Road Closure – Parking Impacts

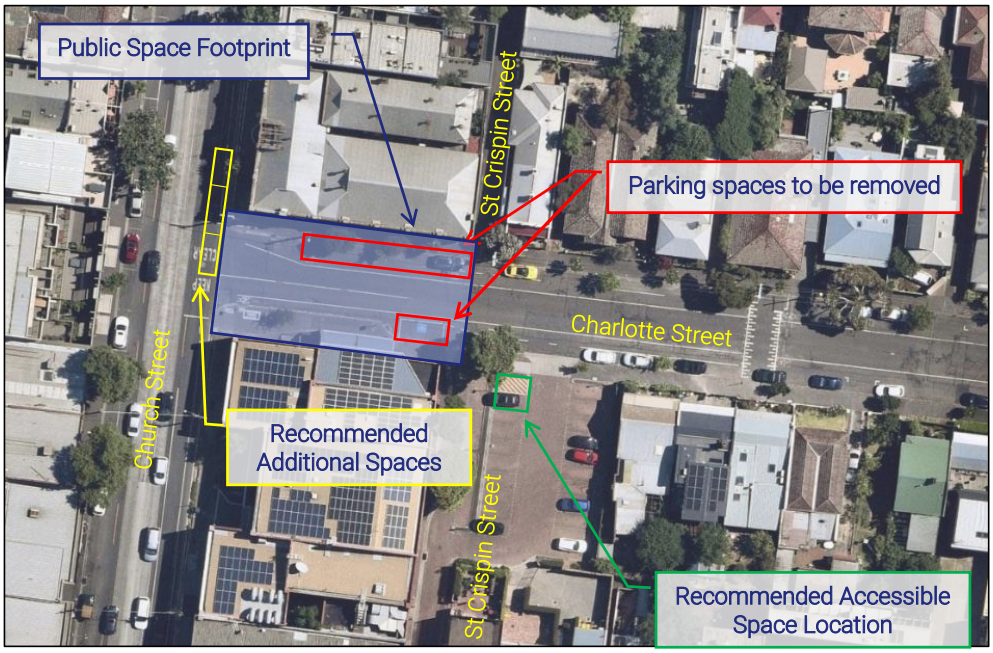
An assessment of the proposed public space concept design indicates that there are five (5) on-street carparking spaces including an accessible carparking space requiring removal on Charlotte Street, as shown in Figure 28 below.

The inventory of parking spaces that are likely to be removed includes:

- 1x 2P 8am-8pm Disabled Only,
- 4x 2P 7am – Midnight Mon – Sat,

It is recommended that the 'P Disabled Only' space is replaced, by providing this space within the adjacent off-street carpark as shown in Figure 28 below. This will require the relocation of one (1) existing space signed as 'No Stopping – Council Library Vehicle Excepted' and the loss of two (2) '2P - 7am-7pm' space as an accessible space is required to provide an adjacent shared area under AS2890.6-2009.

Providing for the above results in a net loss of six (6) car spaces. This loss can be offset with the introduction of three (3) spaces on Church Street, adjacent to the proposed closure. On this basis the proposal results net loss of three (3).



Source: Nearmap (September 2021)

Figure 28: Charlotte Street Public Space Parking Impacts

The parking surveys conducted in the study area were reviewed to determine if the proposed loss spaces can be accommodated in the study area across a range of times, including on a weekday and weekend.

As outlined previously in Section 3.7, spot parking surveys of Charlotte Street and the surrounding area were undertaken at select times to evaluate the loss of parking associated with the proposed road closure. A summary of the parking occupancies recorded along Charlotte Street is provided in Table 7 below.

Table 7: Charlotte Street Parking Occupancy Summary

Location		Wednesday, 02/03/2022 9:30am	Thursday 17/03/2022		Thursday 03/03/2022		Saturday 23/03/2022	
			11:30am	1:30pm	4:00pm	6:30pm	1:45pm	6:30pm
Charlotte Street – West of St Crispin Street (Subject Section)	Capacity	5	5	5	5	5	5	5
	No. Cars Parked	3	4	5	5	4	3	5
	No. Vacant Spaces	2	1	0	0	1	2	0
	Occupancy	**60%**	**80%**	**100%**	**100%**	**80%**	**60%**	**100%**
Charlotte Street – East of St Crispin Street	Capacity	40	40	40	40	40	40	40
	No. Cars Parked	24	30	30	24	35	23	37
	No. Vacant Spaces	16	10	10	16	5	17	3
	Occupancy	**60%**	**80%**	**80%**	**60%**	**85%**	**58%**	**93%**
Richmond Library Carpark	Capacity	20	20	20	20	20	20	20
	No. Cars Parked	13	18	18	20	20	18	20
	No. Vacant Spaces	7	2	2	0	0	2	0
	Occupancy	**65%**	**90%**	**90%**	**100%**	**100%**	**90%**	**100%**
St Crispin Street - Charlotte Street to Swan Street	Capacity	4	4	4	4	4	4	4
	No. Cars Parked	1	3	3	3	1	2	4
	No. Vacant Spaces	3	1	1	1	3	2	0
	Occupancy	**75%**	**75%**	**75%**	**75%**	**25%**	**50%**	**0%**
Total	**Capacity**	**69**	**69**	**69**	**69**	**69**	**69**	**69**
	No. Cars Parked	**41**	**55**	**56**	**52**	**60**	**46**	**66**
	No. Vacant Spaces	**28**	**14**	**13**	**17**	**9**	**23**	**3**

As shown in Table 7 above, Charlotte Street generally has sufficient parking vacancies to accommodate the displaced parking demands (the spaces lost as a result of the closure) during the weekday morning, midday, afternoon and weekday midday periods. It is noted that some of the vacancies at these times are provided in Permit Zones, however given the City of Yarra's parking permit policy exempts residents from the 2P restrictions of the spaces being removed, it is likely that permit holders (residents) are a part of the demands being displaced.

The parking occupancies recorded on Charlotte Street for the weekday and weekend evenings indicate a near full occupancy along Charlotte Street. It is likely that the displaced demands cannot be fully accommodated on Charlotte Street and will need to be sought else where.

We expect that these could be found along Church Street and Swan Street, which despite having no vacant spaces recorded, would experience a high turnover of parking (i.e., resulting in vacancies appearing frequently). It is noted that there are vacancies for permit zones within the study area at this time, which can accommodate for residential demands that are displaced.

In view of the above, we expect the parking impacts of the proposal to be moderate, however we recommend that Council seeks to replace the 'P Disabled Only' space in the vicinity of the Richmond Library.

4.5. Post Road Closure – Other Traffic Impacts

4.5.1. Accidents

As outlined previously in Section 3.6, the principal crash patterns identified in the study area involved collisions with bicycles along Church Street, between Elm Grove / Swan Street, and pedestrian collisions at Church Street / Swan Street intersection. As previously discussed, the pedestrian collision pattern was addressed in 2021 when significant pedestrian safety improvements were made at the Church Street / Swan Street intersection, including flashing 'Give Way to Pedestrians' LED signs.

We do not expect minor increase in traffic volumes along Church Street, as a result of the proposal, to result in an increase in bicycle relate d collisions. Regardless, this crash pattern should be addressed.

4.5.2. Emergency Vehicles

A review of the study area indicates there are no police, fire or ambulance stations are located on Charlotte Street or within the study area, with the nearest stations located north of Bridge Road (police station), south of Victoria Street (police station) and north of Swan Street on Church Street (St. John Ambulance Australia Yarra Division).

We are confident that Emergency Vehicles needing to access Charlotte Street will employ broader routing choices to avoid the road closure and access Charlotte Street via Elm Grove or Charles Street. It is noted that smaller emergency vehicles could also access Charlotte Street via St Crispin Street as they are exempt from the one (1) way traffic restrictions.

4.5.3. Bus Routes

No public bus routes travel along Charlotte Street or Church Street.

4.5.4. Tram Routes

The intersection of Church Street / Swan Street accommodates both Tram Routes 70 and 78. As outlined previously in Section 3.8, there is no change to the performance of the intersection and hence no impacts on trams travelling through the intersection.

A review of the net change in turning volumes along Church Street (Tram Route 78), previously discussed in Section 4.3, indicates that most of the changes to turning movements along Church Street are decreases. Decreases in traffic volumes should marginally improve conditions for trams on Church Street, as there is less traffic that they must compete with for space. It is noted that there is a small increase in right turning vehicles into Elm Grove, however we feel there is still an overall benefit as there are now no longer any right turning vehicles at Charlotte Street that could obstruct trams.

A review of the net change in turning volumes along Swan Street (Tram Route 70), previously discussed in Section 4.5, indicates that the addition to turning movements along Swan Street into Charles Street are increases of left turns only. It is noted that the addition of left turning movements into Charles Street from Swan Street are unopposed, therefore, there are no real obstructions or impacts to trams.

4.5.5. Other Traffic Impacts

The proposed road closure of Charlotte Street at Church Street is anticipated to impact on vehicle access for waste collection services along Charlotte Street, as the waste vehicle will be required to turnaround.

Indicative swept path assessments have undertaken to demonstrate potential turnaround movements for the 10.5m long City of Yarra waste collection vehicle and are provided in Figure 29 below.

Figure 29: Preliminary Swept Path Assessment

The turnaround movements of circulating waste vehicles will need to be considered in the detailed design of the public space. There may be a requirement to amend parking restrictions to provide additional space during waste collection times. The implications to loading vehicles for the adjacent Richmond Library will also need to be considered.

4.5.6. Communication and Stakeholder Engagement Plans

We understand that the City of Yarra will develop a comprehensive plan for stakeholder engagement and communication of the proposal with the nearby Richmond Library, management authorities and local residents.

4.5.7. Bicycles

It is our understanding that bicycles will be permitted through the public space, and hence we anticipate little impact on their movements through the study area. Consideration will need to be given to how the passage of bicycles through the public space will tie into the existing bicycle lanes provided on Charlotte Street.

It is recommended that the public space retains the current eight (8) hoops for bicycle parking, as demand in the area appears to be high. It is also recommended that a bicycle repair station and additional bicycle parking is considered to improve cycling amenity in the area.

4.5.8. Pedestrians

The public space will improve the experience for pedestrians on Church Street, as it removes the need for pedestrians to cross the road at Charlotte Street to compete with vehicle traffic. The public space also provides direct access to the adjacent Richmond library and provides the library users and nearby residents with a park area to enjoy.

5. Conclusions

Having undertaken a detailed traffic impact assessment of the proposed road closure of Charlotte Street at Church Street, Richmond, associated with the public space proposal, we are of the opinion that:

a) The proposed closure of Charlotte Street will redistribute traffic accessing Charlotte Street at Church Street to now access Charlotte Street via Elm Grove and Charles Street or via Swan Street and Charles Street,

b) The changes to local intersection performance in the study area vary from minimal to moderate impacts, however, with the assistance of intersection modelling software, it has been demonstrated that all intersections will still operate at similar performance measures post closure to that of the existing conditions,

c) The impacts to the nearby signalised intersection of Church Street / Swan Street were modelled in detail and were shown to be insignificant,

d) There will be an expected increase in traffic along Elm Grove and Charles Street across the day as a result of the closure on Charlotte Street, however the increase in traffic volumes is

unlikely to significantly degrade the amenity of either road or exceed their respective environmental capacities,

e) The public space will result in the loss of five (5) on-street carparking spaces, which we recommend are offset by additional spaces created on Church Street (adjacent to the closure). The parking impacts of the loss of spaces will be minimal during the day, given the surrounding occupancies, with a higher impact in the evening periods,

f) We recommend the accessible space to be removed by the public space is directly replaced within the Richmond Library off-street carpark,

g) There is not anticipated to be an increase in collisions as a result of the proposal, given the current crash patterns, and

h) The proposal will provide a benefit for pedestrians and cyclists in the area.

Appendix A

Swan Street Streetscape MP

Traffix Group G31387R-01B

A NEW CIVIC LIBRARY GARDEN

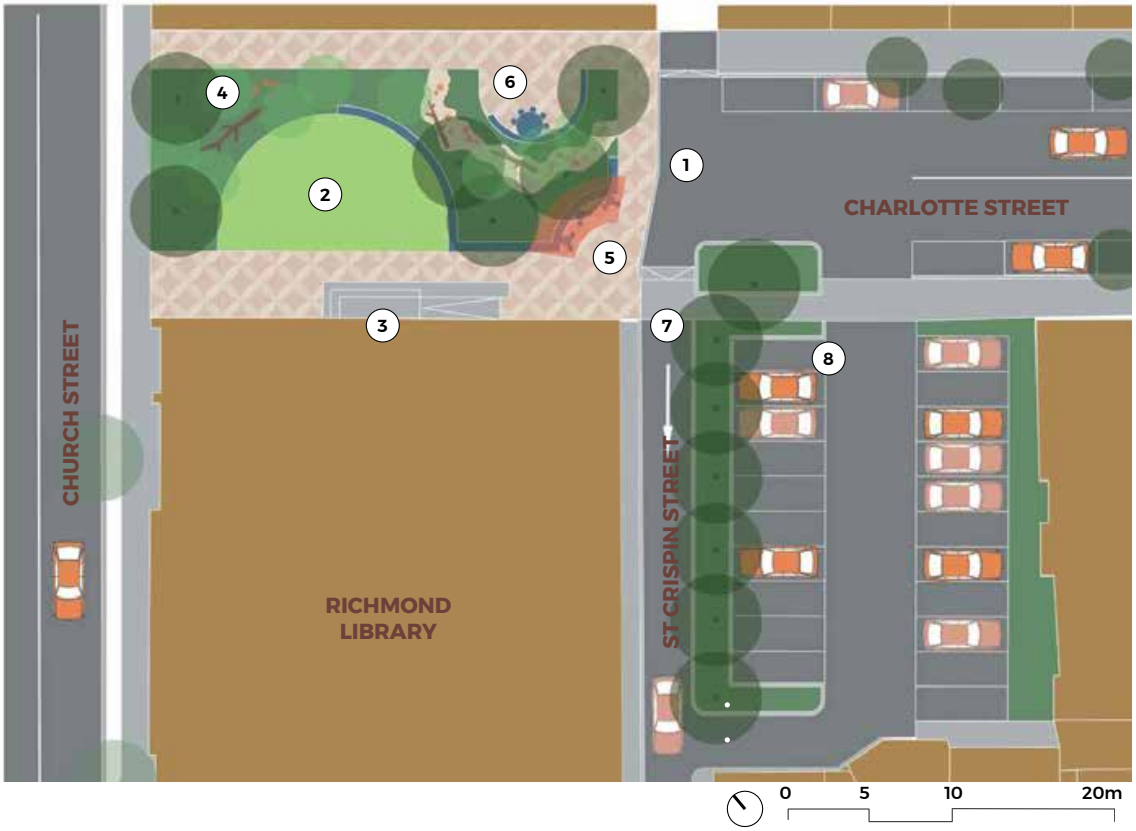
A significant opportunity exists at Richmond Library. By closing Charlotte Street at the western end, a new space is created providing additional amenity for this important community facility.

CHARLOTTE STREET
600m² NEW PUBLIC SPACE

Artists impression for further exploration

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

SWAN STREET STREETSCAPE MASTERPLAN
Date: 26.08.2021

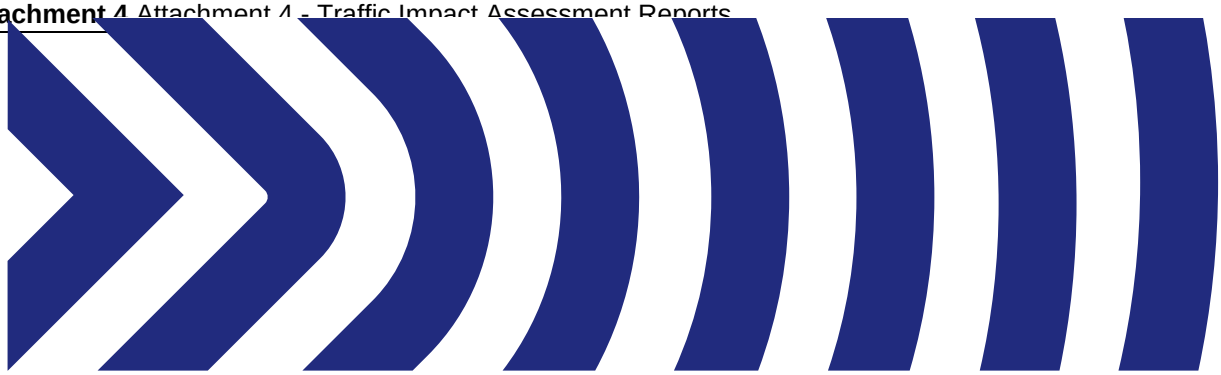


EXISTING CONDITIONS

OTHER IDEAS AND EXAMPLES

Small sunnny lawn area

A colourful community space for all ages



Appendix B

Turning Movement Count Data

Traffix Group G31387R-01B

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Church St and Elm Grove, East Richmond

GPS -37.824370,144.998184

Date:	Thu 03/03/22
Weather:	Fine
Suburban:	East Richmond
Customer:	Traffix

North:	Church St
East:	Elm Grove
South:	Church St
West:	N/A

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	7:45 AM-8:45 AM
	PM:	5:00 PM-6:00 PM

All Vehicles

Time		North Approach Church St			East Approach Elm Grove			South Approach Church St			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
7:30	7:45	0	108	4	0	2	2	0	1	91	964	
7:45	8:00	0	119	4	0	7	2	0	1	107	996	Peak
8:00	8:15	1	111	6	0	7	3	0	0	119	987	
8:15	8:30	0	128	3	0	5	2	0	1	130	948	
8:30	8:45	0	101	1	0	9	4	0	0	125	893	
8:45	9:00	0	112	2	0	4	0	0	0	113		
9:00	9:15	0	83	2	0	4	0	0	1	118		
9:15	9:30	0	101	4	0	4	3	0	1	101		
16:30	16:45	0	98	3	0	3	1	0	1	129	1009	
16:45	17:00	0	100	6	0	8	0	0	0	90	1041	
17:00	17:15	0	126	10	0	2	2	0	1	141	1106	Peak
17:15	17:30	0	131	6	0	4	2	0	1	144	1073	
17:30	17:45	0	114	13	0	4	2	0	2	132	1047	
17:45	18:00	0	114	6	0	4	1	0	1	143		
18:00	18:15	0	115	8	0	5	1	0	0	120		
18:15	18:30	0	122	3	0	6	6	1	2	122		

Peak Time		North Approach Church St			East Approach Elm Grove			South Approach Church St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
7:45	8:45	1	459	14	0	28	11	0	2	481	995
17:00	18:00	0	485	35	0	14	7	0	5	560	1106

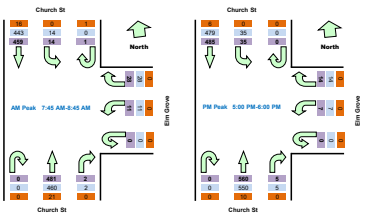
Pedestrians Crossing

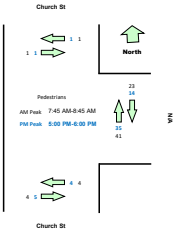
Time		North Approach Church St		East Approach Elm Grove		South Approach Church St		Hourly Total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
7:30	7:45	0	0	4	10	1	0	69
7:45	8:00	0	0	5	9	0	3	74
8:00	8:15	1	0	7	6	1	0	72
8:15	8:30	0	1	5	15	0	1	64
8:30	8:45	0	0	6	11	3	0	62
8:45	9:00	0	0	3	12	0	0	
9:00	9:15	0	0	2	4	1	0	
9:15	9:30	1	1	5	11	2	0	
16:30	16:45	0	0	1	4	0	0	51
16:45	17:00	1	0	5	4	0	0	55
17:00	17:15	0	0	5	15	4	0	60
17:15	17:30	1	0	4	7	0	0	54
17:30	17:45	0	0	1	7	0	1	68
17:45	18:00	0	1	4	6	0	4	
18:00	18:15	0	0	6	8	1	3	
18:15	18:30	2	0	7	11	4	2	

Peak Time		North Approach Church St		East Approach Elm Grove		South Approach Church St		Peak total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	
7:45	8:45	1	1	23	41	4	4	74
17:00	18:00	1	1	14	35	4	5	60

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic: Total / Light / Heavy





Light Vehicles

Time		North Approach Church St			East Approach Elm Grove			South Approach Church St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:30	7:45	0	100	4	0	2	2	0	1	88
7:45	8:00	0	114	4	0	7	2	0	1	102
8:00	8:15	0	107	6	0	7	3	0	0	115
8:15	8:30	0	125	3	0	5	2	0	1	124
8:30	8:45	0	97	1	0	9	4	0	0	119
8:45	9:00	0	108	2	0	4	0	0	0	104
9:00	9:15	0	81	2	0	4	0	0	1	113
9:15	9:30	0	94	4	0	4	3	0	1	94
16:30	16:45	0	96	3	0	3	1	0	1	127
16:45	17:00	0	96	6	0	8	0	0	0	88
17:00	17:15	0	124	10	0	2	2	0	1	137
17:15	17:30	0	130	6	0	4	2	0	1	141
17:30	17:45	0	112	13	0	4	2	0	2	131
17:45	18:00	0	113	6	0	4	1	0	1	141
18:00	18:15	0	114	8	0	5	1	0	0	119
18:15	18:30	0	120	3	0	6	6	1	2	119

Peak Time		North Approach Church St			East Approach Elm Grove			South Approach Church St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
7:45	8:45	0	443	14	0	28	11	0	2	460	958
17:00	18:00	0	479	35	0	14	7	0	5	550	1090

Heavy Vehicles

Time		North Approach Church St			East Approach Elm Grove			South Approach Church St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:30	7:45	0	8	0	0	0	0	0	0	3
7:45	8:00	0	5	0	0	0	0	0	0	5
8:00	8:15	1	4	0	0	0	0	0	0	4
8:15	8:30	0	3	0	0	0	0	0	0	6
8:30	8:45	0	4	0	0	0	0	0	0	6
8:45	9:00	0	4	0	0	0	0	0	0	9
9:00	9:15	0	2	0	0	0	0	0	0	5
9:15	9:30	0	7	0	0	0	0	0	0	7
16:30	16:45	0	2	0	0	0	0	0	0	2
16:45	17:00	0	4	0	0	0	0	0	0	2
17:00	17:15	0	2	0	0	0	0	0	0	4
17:15	17:30	0	1	0	0	0	0	0	0	3
17:30	17:45	0	2	0	0	0	0	0	0	1
17:45	18:00	0	1	0	0	0	0	0	0	2
18:00	18:15	0	1	0	0	0	0	0	0	1
18:15	18:30	0	2	0	0	0	0	0	0	3

Peak Time		North Approach Church St			East Approach Elm Grove			South Approach Church St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
7:45	8:45	1	16	0	0	0	0	0	0	21	38
17:00	18:00	0	6	0	0	0	0	0	0	10	16

Cyclists

Time		North Approach Church St			East Approach Elm Grove			South Approach Church St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:30	7:45	0	18	0	0	1	0	0	0	1
7:45	8:00	0	9	0	0	0	0	0	0	4
8:00	8:15	0	16	0	0	0	0	0	0	4
8:15	8:30	0	15	0	0	0	0	0	0	2
8:30	8:45	0	15	0	0	0	0	0	0	9
8:45	9:00	0	8	0	0	0	0	0	0	5
9:00	9:15	0	6	0	0	0	0	0	0	1
9:15	9:30	0	7	0	0	2	0	0	0	3
16:30	16:45	0	5	1	0	0	0	0	0	4
16:45	17:00	0	5	2	0	0	0	0	0	10
17:00	17:15	0	9	0	0	0	0	0	0	14
17:15	17:30	0	5	0	0	0	0	0	0	9
17:30	17:45	0	5	0	0	0	0	0	0	15
17:45	18:00	0	13	0	0	0	0	0	0	15
18:00	18:15	0	5	0	0	0	1	0	0	7
18:15	18:30	0	11	0	0	0	0	0	0	8

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au

Intersection of Church St and Charlotte St, East Richmond

GPS -37.823018,144.998052

Date:	Thu 03/03/22
Weather:	Fine
Suburban:	East Richmond
Customer:	Traffix

North:	Church St
East:	Charlotte St
South:	Church St
West:	N/A

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	7:45 AM-8:45 AM
	PM:	5:00 PM-6:00 PM

All Vehicles

Time		North Approach Church St			East Approach Charlotte St			South Approach Church St			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
7:30	7:45	0	109	1	0	2	1	0	4	90	938	
7:45	8:00	0	121	0	0	1	1	0	1	107	962	Peak
8:00	8:15	0	111	3	0	2	1	0	1	117	960	
8:15	8:30	0	128	2	0	0	2	0	2	131	933	
8:30	8:45	1	101	4	0	1	0	0	0	124	875	
8:45	9:00	0	109	3	0	0	1	0	3	113		
9:00	9:15	0	80	3	0	1	2	0	4	118		
9:15	9:30	0	102	2	0	3	0	0	1	99		
16:30	16:45	0	97	2	0	2	1	0	4	128	992	
16:45	17:00	0	93	7	0	3	2	1	5	87	1016	
17:00	17:15	0	126	2	0	5	5	0	3	137	1083	Peak
17:15	17:30	0	129	4	0	5	2	0	2	140	1049	
17:30	17:45	0	113	3	0	4	5	2	1	130	1038	
17:45	18:00	0	108	7	0	5	2	1	3	139		
18:00	18:15	0	109	7	0	4	3	0	5	116		
18:15	18:30	0	116	12	0	4	12	0	7	120		

Peak Time		North Approach Church St			East Approach Charlotte St			South Approach Church St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
7:45	8:45	1	461	9	0	4	4	0	4	479	962
17:00	18:00	0	476	16	0	19	14	3	9	546	1083

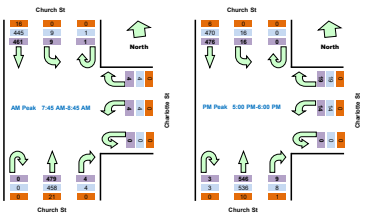
Pedestrians Crossing

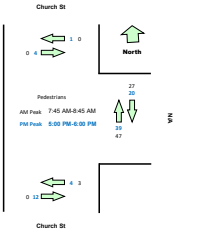
Time		North Approach Church St		East Approach Charlotte St		South Approach Church St		Hourly Total
Period Start	Period End	Eastbound	Westbound	Northbound	Southbound	Northbound	Southbound	
7:30	7:45	2	0	4	7	1	0	66
7:45	8:00	0	0	3	15	0	0	77
8:00	8:15	0	0	9	10	1	0	94
8:15	8:30	0	0	4	8	2	0	81
8:30	8:45	0	0	11	14	0	0	77
8:45	9:00	0	0	10	25	0	0	
9:00	9:15	0	0	3	4	0	0	
9:15	9:30	0	0	2	7	0	1	
16:30	16:45	0	0	2	5	0	1	55
16:45	17:00	0	0	2	3	0	5	71
17:00	17:15	0	1	6	8	0	0	80
17:15	17:30	1	0	4	14	2	1	83
17:30	17:45	0	1	4	10	2	7	85
17:45	18:00	0	2	6	7	0	4	
18:00	18:15	0	1	7	6	3	1	
18:15	18:30	3	1	7	12	1	0	

Peak Time		North Approach Church St		East Approach Charlotte St		South Approach Church St		Peak total
Period Start	Period End	Eastbound	Westbound	Northbound	Southbound	Northbound	Southbound	
7:45	8:45	0	0	27	47	3	0	77
17:00	18:00	1	4	20	39	4	12	80

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic: Total / Light / Heavy





Light Vehicles

Time		North Approach Church St			East Approach Charlotte St			South Approach Church St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:30	7:45	0	101	1	0	2	1	0	4	87
7:45	8:00	0	116	0	0	1	1	0	1	102
8:00	8:15	0	107	3	0	2	1	0	1	113
8:15	8:30	0	125	2	0	0	2	0	2	125
8:30	8:45	1	97	4	0	1	0	0	0	118
8:45	9:00	0	105	3	0	0	1	0	3	104
9:00	9:15	0	78	3	0	1	2	0	4	113
9:15	9:30	0	96	1	0	3	0	0	1	92
16:30	16:45	0	95	2	0	2	1	0	4	126
16:45	17:00	0	89	7	0	3	2	1	5	85
17:00	17:15	0	124	2	0	5	5	0	3	133
17:15	17:30	0	128	4	0	5	2	0	2	137
17:30	17:45	0	111	3	0	4	5	2	0	129
17:45	18:00	0	107	7	0	5	2	1	3	137
18:00	18:15	0	108	7	0	4	3	0	5	115
18:15	18:30	0	114	12	0	4	12	0	7	117

Peak Time		North Approach Church St			East Approach Charlotte St			South Approach Church St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
7:45	8:45	1	445	9	0	4	4	0	4	458	925
17:00	18:00	0	470	16	0	19	14	3	8	536	1066

Heavy Vehicles

Time		North Approach Church St			East Approach Charlotte St			South Approach Church St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:30	7:45	0	8	0	0	0	0	0	0	3
7:45	8:00	0	5	0	0	0	0	0	0	5
8:00	8:15	0	4	0	0	0	0	0	0	4
8:15	8:30	0	3	0	0	0	0	0	0	6
8:30	8:45	0	4	0	0	0	0	0	0	6
8:45	9:00	0	4	0	0	0	0	0	0	9
9:00	9:15	0	2	0	0	0	0	0	0	5
9:15	9:30	0	6	1	0	0	0	0	0	7
16:30	16:45	0	2	0	0	0	0	0	0	2
16:45	17:00	0	4	0	0	0	0	0	0	2
17:00	17:15	0	2	0	0	0	0	0	0	4
17:15	17:30	0	1	0	0	0	0	0	0	3
17:30	17:45	0	2	0	0	0	0	0	1	1
17:45	18:00	0	1	0	0	0	0	0	0	2
18:00	18:15	0	1	0	0	0	0	0	0	1
18:15	18:30	0	2	0	0	0	0	0	0	3

Peak Time		North Approach Church St			East Approach Charlotte St			South Approach Church St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
7:45	8:45	0	16	0	0	0	0	0	0	21	37
17:00	18:00	0	6	0	0	0	0	0	1	10	17

Cyclists

Time		North Approach Church St			East Approach Charlotte St			South Approach Church St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:30	7:45	0	15	0	0	0	0	0	0	4
7:45	8:00	0	9	0	0	0	0	0	1	3
8:00	8:15	0	14	0	0	1	1	0	0	5
8:15	8:30	0	12	0	0	0	1	0	0	1
8:30	8:45	0	17	0	0	0	0	0	0	4
8:45	9:00	0	11	0	0	0	0	0	0	5
9:00	9:15	0	6	0	0	0	0	0	0	3
9:15	9:30	0	3	0	0	0	1	0	0	1
16:30	16:45	0	5	0	0	0	0	0	0	1
16:45	17:00	0	6	0	0	1	0	0	0	8
17:00	17:15	0	4	1	0	1	1	0	0	9
17:15	17:30	0	6	0	0	0	0	0	0	11
17:30	17:45	0	3	0	0	2	0	0	0	11
17:45	18:00	0	11	1	0	0	0	0	0	12
18:00	18:15	0	5	0	0	3	0	0	0	5
18:15	18:30	0	9	0	0	0	0	1	0	5

TRANS TRAFFIC SURVEY
TURNING MOVEMENT SURVEY
Intersection of Swan St and Church St, East Richmond
GPS -37.825676,144.997923

Date:	Thu 23/03/22
Weather:	Fine
Suburban:	East Richmond
Customer:	Traffix

North:	Church St
East:	Swan St
South:	Church St
West:	Swan St

Survey Period	AM	7:30 AM-9:30 AM
	PM	4:30 PM-6:30 PM
Traffic Peak	AM	7:45 AM-8:45 AM
	PM	5:00 PM-6:00 PM

All Vehicles

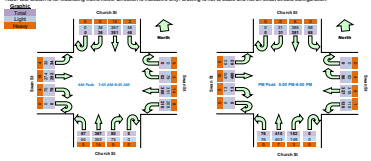
Time		North Approach Church St				East Approach Swan St				South Approach Church St				West Approach Swan St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:30	7:45	0	12	81	17	0	16	84	32	0	20	72	31	0	11	71	6	2007	
7:45	8:00	0	7	103	12	0	10	112	49	0	21	87	16	0	16	77	11	2047	Peak
8:00	8:15	0	13	86	13	0	16	89	49	0	24	95	21	0	14	68	7	2039	
8:15	8:30	0	9	111	10	0	31	81	56	0	20	97	12	0	26	80	5	2000	
8:30	8:45	0	7	81	13	0	25	83	62	0	15	88	18	0	23	67	11	1920	
8:45	9:00	0	9	83	18	0	27	92	59	0	22	79	20	0	19	81	10		
9:00	9:15	0	10	62	10	0	23	95	45	0	13	89	26	0	18	65	10		
9:15	9:30	0	14	79	10	0	24	88	41	0	18	68	20	0	17	72	8		
16:30	16:45	0	8	77	13	0	24	57	31	0	32	87	19	0	3	118	21	2065	
16:45	17:00	0	8	72	15	0	21	71	17	0	28	60	24	0	2	119	12	2077	
17:00	17:15	0	7	105	19	0	18	80	23	0	32	109	22	0	2	118	13	2216	Peak
17:15	17:30	0	11	106	14	0	25	90	39	0	41	99	26	0	4	124	18	2164	
17:30	17:45	0	10	94	14	0	17	63	24	0	35	97	13	0	4	102	19	2145	
17:45	18:00	0	3	86	21	0	26	94	43	0	44	105	15	0	3	136	12		
18:00	18:15	0	8	88	16	0	15	85	28	0	36	94	13	0	0	102	12		
18:15	18:30	0	9	100	19	0	26	105	34	0	29	85	17	0	5	124	16		

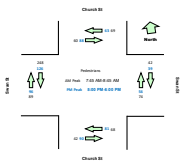
Peak Time		North Approach Church St				East Approach Swan St				South Approach Church St				West Approach Swan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:45	8:45	0	39	381	49	0	80	342	141	0	86	348	87	0	75	274	32	2048
17:00	18:00	0	31	391	68	0	86	327	103	0	132	410	76	0	13	480	62	2216

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration

Graphic

Total
Light
Heavy





Pedestrians Crossing

Time		North Approach Church St	East Approach Swan St	South Approach Church St	West Approach Swan St	Hourly Total
Period Start	Period End	Westbound	Eastbound	Westbound	Eastbound	
7:30	7:45	5	16	3	8	10	11	8	8	575
7:45	8:00	19	11	14	20	19	8	16	7	692
8:00	8:15	19	8	11	14	17	10	49	29	736
8:15	8:30	14	17	10	16	15	12	126	24	664
8:30	8:45	17	24	7	24	17	12	87	29	511
8:45	9:00	22	11	16	28	16	18	25	22	
9:00	9:15	6	10	11	10	15	11	10	12	
9:15	9:30	5	16	5	10	16	13	8	8	
16:30	16:45	12	17	8	7	11	17	14	14	504
16:45	17:00	19	22	3	9	7	10	29	19	593
17:00	17:15	14	12	8	21	25	11	53	28	639
17:15	17:30	19	20	10	10	11	18	33	15	665
17:30	17:45	14	28	13	18	18	28	41	29	697
17:45	18:00	16	28	8	7	27	33	19	26	
18:00	18:15	19	28	19	12	25	28	30	15	
18:15	18:30	20	34	9	13	23	30	21	18	

Peak Time		North Approach Church St		East Approach Swan St		South Approach Church St		West Approach Swan St		Peak hour
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	Northbound	Southbound	total
7:45	8:45	63	69	53	56	61	60	126	96	524
17:00	18:00	63	68	39	56	61	90	126	96	639

Trams

Time		North	East	South	West
Period Start	Period End				
7:30	7:45	2	2	2	0
7:45	8:00	1	2	1	2
8:00	8:15	2	1	1	1
8:15	8:30	1	1	2	1
8:30	8:45	1	2	1	2
8:45	9:00	2	1	1	2
9:00	9:15	1	2	1	2
9:15	9:30	1	1	2	1
16:30	16:45	1	2	1	3
16:45	17:00	1	1	1	1
17:00	17:15	2	1	2	0
17:15	17:30	1	2	1	2
17:30	17:45	1	2	1	2
17:45	18:00	1	1	1	2
18:00	18:15	1	1	2	2
18:15	18:30	1	0	1	0

Light Vehicles

Time		North Approach Church St				East Approach Swan St				South Approach Church St				West Approach Swan St				
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
7:30	7:45	0	10	77	15	0	15	77	30	0	20	70	31	0	9	69	6	
7:45	8:00	0	7	99	11	0	10	106	47	0	19	83	15	0	15	73	10	
8:00	8:15	0	13	82	13	0	16	85	49	0	22	92	21	0	14	61	6	
8:15	8:30	0	9	108	10	0	29	80	53	0	19	94	11	0	26	75	4	
8:30	8:45	0	7	78	12	0	24	80	59	0	15	84	17	0	20	65	10	
8:45	9:00	0	8	82	18	0	24	88	56	0	20	74	20	0	18	76	9	
9:00	9:15	0	10	60	10	0	23	89	45	0	13	84	25	0	17	51	10	
9:15	9:30	0	13	74	10	0	23	85	40	0	16	63	18	0	16	67	7	
16:30	16:45	0	8	76	12	0	24	53	21	0	31	86	19	0	3	112	20	
16:45	17:00	0	7	69	15	0	20	70	17	0	28	59	24	0	2	115	12	
17:00	17:15	0	7	103	19	0	17	78	23	0	32	106	22	0	2	115	13	
17:15	17:30	0	11	105	14	0	23	87	30	0	41	98	26	0	4	121	16	
17:30	17:45	0	10	92	14	0	17	61	23	0	33	95	13	0	4	99	19	
17:45	18:00	0	3	85	21	0	25	92	43	0	43	104	15	0	3	134	12	
18:00	18:15	0	8	87	16	0	15	84	27	0	35	93	13	0	0	101	12	
18:15	18:30	0	9	99	18	0	26	104	33	0	29	82	17	0	4	123	16	

Peak Time		North Approach Church St				East Approach Swan St				South Approach Church St				West Approach Swan St				Peak
		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:45	8:45	0	35	357	46	0	79	351	159	0	75	353	84	0	75	274	30	1958
17:00	18:00	0	31	385	68	0	82	318	113	0	149	403	76	0	13	479	62	2176

Heavy Vehicles

Time		North Approach Church St				East Approach Swan St				South Approach Church St				West Approach Swan St				
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
7:30	7:45	0	2	4	2	0	1	7	2	0	0	2	0	0	2	2	0	
7:45	8:00	0	0	4	1	0	0	6	2	0	2	4	1	0	1	4	1	
8:00	8:15	0	0	4	0	0	0	4	0	0	2	3	0	0	0	7	1	
8:15	8:30	0	0	3	0	0	2	1	3	0	1	3	1	0	0	5	1	
8:30	8:45	0	0	3	1	0	1	3	3	0	0	4	1	0	3	2	1	
8:45	9:00	0	3	1	0	0	3	4	3	0	2	5	0	0	1	5	1	
9:00	9:15	0	0	2	0	0	0	6	0	0	0	5	1	0	1	4	0	
9:15	9:30	0	2	4	0	0	1	3	1	0	2	5	2	0	1	5	1	
16:30	16:45	0	0	1	1	0	0	4	0	0	1	1	0	0	0	6	1	
16:45	17:00	0	1	3	0	0	1	1	0	0	1	0	0	0	0	4	0	
17:00	17:15	0	0	2	0	0	1	2	0	0	0	3	0	0	0	3	0	
17:15	17:30	0	0	1	0	0	2	3	0	0	0	1	0	0	0	3	0	
17:30	17:45	0	0	2	0	0	0	2	1	0	2	2	0	0	0	2	0	
17:45	18:00	0	0	1	0	0	1	2	0	0	1	1	0	0	0	2	0	
18:00	18:15	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	
18:15	18:30	0	0	1	1	0	0	1	1	0	0	3	0	0	1	1	0	

Peak Time		North Approach Church St				East Approach Swan St				South Approach Church St				West Approach Swan St				Peak
		U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:45	8:45	0	0	14	2	0	3	18	5	0	5	18	3	0	4	18	4	89
17:00	18:00	0	0	6	0	0	4	9	1	0	3	7	0	0	0	10	0	40

Cyclists

Time		North Approach Church St				East Approach Swan St				South Approach Church St				West Approach Swan St				
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
7:30	7:45	0	0	15	1	0	0	10	0	0	3	6	3	0	0	6	1	
7:45	8:00	0	0	7	1	0	0	5	0	0	1	3	1	0	1	1	1	
8:00	8:15	0	0	14	0	0	0	6	0	0	1	4	1	0	2	1	0	
8:15	8:30	0	0	15	0	0	0	7	1	0	0	3	1	0	0	2	0	
8:30	8:45	0	0	14	0	0	1	5	0	0	0	3	1	0	2	2	1	
8:45	9:00	0	0	9	0	0	0	2	2	0	0	3	1	0	2	5	1	
9:00	9:15	0	0	6	0	0	0	5	0	0	1	0	0	0	4	2	1	
9:15	9:30	0	1	6	0	0	0	2	1	0	0	3	0	0	1	1	0	
16:30	16:45	0	1	3	0	0	0	1	0	0	0	3	1	0	1	4	0	
16:45	17:00	0	0	5	0	0	1	5	0	0	0	6	2	0	1	0	0	
17:00	17:15	0	0	3	2	0	0	3	0	0	0	12	1	0	3	4	0	
17:15	17:30	0	0	5	0	0	0	5	1	0	4	5	2	0	2	7	2	
17:30	17:45	0	0	2	0	0	0	2	0	0	1	10	1	0	2	8	0	
17:45	18:00	0	0	12	0	0	1	4	1	0	0	10	1	0	1	5	0	
18:00	18:15	0	0	5	2	0	0	2	0	0	2	5	5	0	3	9	0	
18:15	18:30	0	0	9	2	0	0	1	1	0	1	9	3	0	2	4	0	

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Elm Grove and St Crispin St, East Richmor

GPS -37.824434,144.998663

Date:	Thu 03/03/22
Weather:	Fine
Suburban:	East Richmond
Customer:	Traffix

North:	N/A
East:	Elm Grove
South:	St Crispin St
West:	Elm Grove

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	7:45 AM-8:45 AM
	PM:	5:30 PM-6:30 PM

All Vehicles

Time		East Approach Elm Grove			South Approach St Crispin St			West Approach Elm Grove			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
7:30	7:45	0	4	0	0	0	0	0	0	5	50	
7:45	8:00	0	9	0	0	0	0	0	0	5	56	Peak
8:00	8:15	0	8	0	0	0	2	0	0	6	48	
8:15	8:30	0	7	0	0	0	0	0	0	4	39	
8:30	8:45	0	13	1	0	0	0	0	0	1	40	
8:45	9:00	0	4	0	0	0	0	0	0	2		
9:00	9:15	0	4	0	0	0	0	0	0	3		
9:15	9:30	0	7	0	0	0	0	0	0	5		
16:30	16:45	0	4	0	0	0	0	0	0	4	50	
16:45	17:00	0	8	0	0	0	0	0	0	6	65	
17:00	17:15	0	4	0	0	0	0	0	0	11	63	
17:15	17:30	0	6	0	0	0	0	0	0	7	63	
17:30	17:45	0	6	1	0	1	0	0	0	15	67	Peak
17:45	18:00	0	5	0	0	0	0	0	0	7		
18:00	18:15	0	6	0	0	1	0	0	0	8		
18:15	18:30	0	12	0	0	0	0	0	0	5		

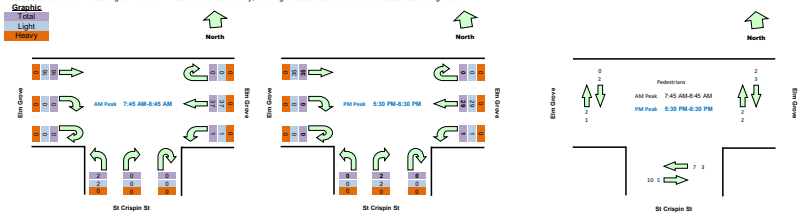
Peak Time		East Approach Elm Grove			South Approach St Crispin St			West Approach Elm Grove			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
7:45	8:45	0	37	1	0	0	2	0	0	16	56
17:30	18:30	0	29	1	0	2	0	0	0	35	67

Pedestrians Crossing

Time		East Approach Elm Grove		South Approach St Crispin St		West Approach Elm Grove		Hourly Total
Period Start	Period End	Northbound	Southbound	Eastbound	Westbound	Northbound	Southbound	
7:30	7:45	0	0	2	1	0	0	14
7:45	8:00	0	0	0	1	0	0	18
8:00	8:15	1	1	1	2	0	0	23
8:15	8:30	1	0	1	2	0	1	23
8:30	8:45	0	1	1	5	0	0	21
8:45	9:00	0	1	3	2	0	0	
9:00	9:15	0	1	2	2	0	0	
9:15	9:30	0	0	0	1	0	2	
16:30	16:45	1	1	0	0	0	0	6
16:45	17:00	0	0	0	0	0	0	11
17:00	17:15	0	0	0	0	0	0	13
17:15	17:30	1	1	0	2	0	0	15
17:30	17:45	1	0	4	0	1	1	21
17:45	18:00	1	0	0	1	0	0	
18:00	18:15	0	0	0	1	1	0	
18:15	18:30	1	2	3	3	0	1	

Peak Time		East Approach Elm Grove		South Approach St Crispin St		West Approach Elm Grove		Peak total
Period Start	Period End	Northbound	Southbound	Eastbound	Westbound	Northbound	Southbound	
7:45	8:45	2	2	3	10	0	1	18
17:30	18:30	3	2	7	5	2	2	21

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Light Vehicles

Time		East Approach Elm Grove			South Approach St Crispin St			West Approach Elm Grove		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:30	7:45	0	4	0	0	0	0	0	0	5
7:45	8:00	0	9	0	0	0	0	0	0	5
8:00	8:15	0	8	0	0	0	2	0	0	6
8:15	8:30	0	7	0	0	0	0	0	0	4
8:30	8:45	0	13	1	0	0	0	0	0	1
8:45	9:00	0	4	0	0	0	0	0	0	2
9:00	9:15	0	4	0	0	0	0	0	0	3
9:15	9:30	0	7	0	0	0	0	0	0	5
16:30	16:45	0	4	0	0	0	0	0	0	4
16:45	17:00	0	8	0	0	0	0	0	0	6
17:00	17:15	0	4	0	0	0	0	0	0	11
17:15	17:30	0	6	0	0	0	0	0	0	7
17:30	17:45	0	6	1	0	1	0	0	0	15
17:45	18:00	0	5	0	0	0	0	0	0	7
18:00	18:15	0	6	0	0	1	0	0	0	8
18:15	18:30	0	12	0	0	0	0	0	0	5

Peak Time		East Approach Elm Grove			South Approach St Crispin St			West Approach Elm Grove			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
7:45	8:45	0	37	1	0	0	2	0	0	16	56
17:30	18:30	0	29	1	0	2	0	0	0	35	67

Heavy Vehicles

Time		East Approach Elm Grove			South Approach St Crispin St			West Approach Elm Grove		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0

Peak Time		East Approach Elm Grove			South Approach St Crispin St			West Approach Elm Grove			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
7:45	8:45	0	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0	0

Cyclists

Time		East Approach Elm Grove			South Approach St Crispin St			West Approach Elm Grove		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	1	0	0	0	0	0	0
9:15	9:30	0	2	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	1
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	1	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Charlotte St and St Crispin St, East Richmond

GPS -37.825068,144.998554

Date:	Thu 03/03/22	North:	St Crispin St	Survey Period	AM:	7:30 AM-9:30 AM	
Weather:	Fine	East:	Charlotte St		PM:	4:30 PM-6:30 PM	
Suburban:	East Richmond	South:	St Crispin St	Traffic Peak	AM:	8:15 AM-9:15 AM	
Customer:	Traffix	West:	Charlotte St		PM:	5:30 PM-6:30 PM	

All Vehicles

Time		North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:30	7:45	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0	25	
7:45	8:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	23	
8:00	8:15	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	0	27	
8:15	8:30	0	0	0	0	0	0	2	0	0	0	0	0	0	1	3	0	29	Peak
8:30	8:45	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	29	Peak
8:45	9:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	0		
9:00	9:15	0	0	0	0	0	0	3	0	0	0	0	0	1	1	5	0		
9:15	9:30	0	0	0	0	0	0	3	0	0	0	0	0	0	1	2	0		
16:30	16:45	0	0	0	0	1	0	3	0	0	0	0	0	1	1	4	0	58	
16:45	17:00	0	0	0	0	0	0	5	0	0	0	0	0	0	0	12	0	64	
17:00	17:15	0	0	0	0	0	0	10	0	0	1	0	0	0	1	4	0	66	
17:15	17:30	0	1	0	0	0	0	6	1	0	1	0	0	0	0	6	0	73	
17:30	17:45	0	0	0	0	1	1	9	0	0	1	0	0	0	0	4	0	96	Peak
17:45	18:00	0	0	0	0	1	0	7	0	0	1	0	0	0	0	10	0		
18:00	18:15	0	0	0	0	1	0	7	3	0	0	0	0	0	1	10	1		
18:15	18:30	0	0	0	0	0	0	16	0	0	3	0	0	0	3	16	0		

Peak Time		North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	0	1	0	0	0	7	0	0	0	0	0	1	2	18	0	29
17:30	18:30	0	0	0	0	3	1	39	3	0	5	0	0	0	4	40	1	96

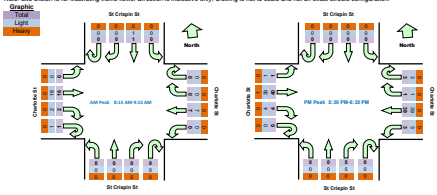
Pedestrians Crossing

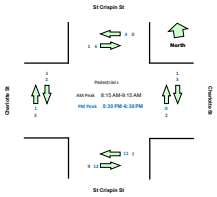
Time		North Approach St Crispin St		East Approach Charlotte St		South Approach St Crispin St		West Approach Charlotte St		Hourly Total
Period Start	Period End	Eastbound	Westbound	Northbound	Southbound	Eastbound	Westbound	Northbound	Southbound	
7:30	7:45	1	0	0	0	1	3	2	0	25
7:45	8:00	0	1	0	0	0	3	3	1	25
8:00	8:15	0	0	0	1	1	3	1	0	25
8:15	8:30	0	0	1	0	2	1	0	0	24
8:30	8:45	0	0	0	2	3	2	0	0	26
8:45	9:00	0	1	0	0	0	4	0	3	
9:00	9:15	0	0	0	0	2	2	1	0	
9:15	9:30	0	0	0	0	1	0	3	2	
16:30	16:45	1	0	0	0	4	3	1	1	40
16:45	17:00	1	0	0	0	4	2	1	4	44
17:00	17:15	0	0	0	0	6	1	1	3	44
17:15	17:30	1	0	0	1	0	0	4	1	39
17:30	17:45	0	1	0	0	4	8	0	1	39
17:45	18:00	0	4	0	0	5	1	2	0	
18:00	18:15	0	1	0	0	2	3	0	0	
18:15	18:30	4	0	3	0	0	0	0	0	

Peak Time		North Approach St Crispin St		East Approach Charlotte St		South Approach St Crispin St		West Approach Charlotte St		Peak hour
Period Start	Period End	Eastbound	Westbound	Northbound	Southbound	Eastbound	Westbound	Northbound	Southbound	total
8:15	9:15	0	1	1	2	7	9	1	3	24
17:30	18:30	4	6	3	0	11	12	2	1	39

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic
Total
Light
Heavy





Light Vehicles

Time		North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0
7:45	8:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0
8:00	8:15	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	0
8:15	8:30	0	0	0	0	0	0	2	0	0	0	0	0	0	1	3	0
8:30	8:45	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0
8:45	9:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	0
9:00	9:15	0	0	0	0	0	0	3	0	0	0	0	0	1	1	5	0
9:15	9:30	0	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0
16:30	16:45	0	0	0	0	1	0	3	0	0	0	0	0	1	1	4	0
16:45	17:00	0	0	0	0	0	0	5	0	0	0	0	0	0	0	12	0
17:00	17:15	0	0	0	0	0	0	10	0	0	1	0	0	0	1	4	0
17:15	17:30	0	1	0	0	0	0	6	1	0	1	0	0	0	0	6	0
17:30	17:45	0	0	0	0	1	1	9	0	0	1	0	0	0	0	3	0
17:45	18:00	0	0	0	0	1	0	7	0	0	1	0	0	0	0	10	0
18:00	18:15	0	0	0	0	1	0	7	3	0	0	0	0	0	1	10	1
18:15	18:30	0	0	0	0	0	0	16	0	0	3	0	0	0	3	16	0

Peak Time		North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	0	1	0	0	0	7	0	0	0	0	0	1	2	18	0	29
17:30	18:30	0	0	0	0	3	1	39	3	0	5	0	0	0	4	39	1	95

Heavy Vehicles

Time		North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Peak Time		North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1

Cyclists

Time		North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Swan St and St Crispin St, East Richmond

GPS	-37.825736,144.998477				
Date:	Thu 03/03/22	North:	St Crispin St	Survey Period	AM: 7:30 AM-9:30 AM
Weather:	Fine	East:	Swan St		PM: 4:30 PM-6:30 PM
Suburb:	East Richmond	South:	St Crispin St	Traffic Peak	AM: 8:00 AM-9:00 AM
Customer:	Traffix	West:	Swan St		PM: 5:30 PM-6:30 PM

All Vehicles

Time		North Approach St Crispin St				East Approach Swan St				South Approach St Crispin St				West Approach Swan St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:30	7:45	0	0	0	0	0	0	132	0	0	0	0	0	0	0	108	0	1064	
7:45	8:00	0	0	0	0	0	2	171	0	0	0	0	0	0	0	110	0	1090	
8:00	8:15	0	0	0	1	1	0	153	1	0	0	0	1	0	1	104	0	1100	Peak
8:15	8:30	0	0	0	0	0	0	168	0	0	1	0	0	0	0	110	0	1081	
8:30	8:45	0	0	0	1	0	0	170	0	0	0	0	0	0	0	95	0	1057	
8:45	9:00	0	0	0	0	0	0	172	0	0	0	0	0	0	0	121	0		
9:00	9:15	0	0	0	2	0	0	163	0	0	0	0	0	0	1	77	0		
9:15	9:30	0	0	0	1	1	0	153	0	0	0	0	0	0	1	99	0		
16:30	16:45	0	0	0	1	0	0	106	0	0	0	0	2	1	1	161	0	1154	
16:45	17:00	0	0	0	0	0	1	109	0	0	0	0	0	2	0	160	0	1143	
17:00	17:15	0	0	0	1	0	0	121	0	0	0	0	0	0	0	169	0	1237	
17:15	17:30	0	1	0	1	0	0	143	0	0	0	0	1	2	0	177	0	1234	
17:30	17:45	0	0	0	0	0	0	104	0	0	0	0	0	2	0	149	0	1251	Peak
17:45	18:00	0	1	0	2	0	0	159	0	0	0	0	3	0	2	199	0		
18:00	18:15	0	0	0	5	1	0	127	0	0	1	0	1	0	0	153	0		
18:15	18:30	0	0	0	5	0	0	162	0	0	0	0	3	0	0	172	0		

Peak Time		North Approach St Crispin St				East Approach Swan St				South Approach St Crispin St				West Approach Swan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	0	0	2	1	0	663	1	0	1	0	1	0	1	430	0	1100
17:30	18:30	0	1	0	12	1	0	552	0	0	1	0	7	2	2	673	0	1251

Pedestrians Crossing

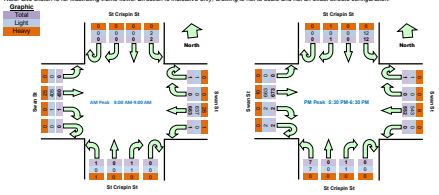
Time		North Approach St Crispin St	East Approach Swan St			South Approach St Crispin St				Hourly Total
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
7:30	7:45	5	13	1	0	8	5	0	0	168
7:45	8:00	11	12	2	1	17	7	2	0	190
8:00	8:15	17	6	1	1	13	9	0	0	184
8:15	8:30	8	13	0	1	4	10	0	1	173
8:30	8:45	15	18	1	0	11	9	0	0	175
8:45	9:00	18	6	0	0	13	8	0	1	
9:00	9:15	8	12	0	0	13	3	0	0	
9:15	9:30	4	14	1	0	11	8	0	1	
16:30	16:45	12	10	0	0	5	9	3	1	157
16:45	17:00	15	8	0	0	4	7	0	1	186
17:00	17:15	16	11	0	1	8	6	1	0	210
17:15	17:30	11	13	0	0	5	10	0	0	234
17:30	17:45	10	19	3	1	19	13	0	4	272
17:45	18:00	11	19	0	0	15	12	2	0	
18:00	18:15	17	16	1	2	14	15	1	1	
18:15	18:30	13	23	0	0	14	26	1	0	

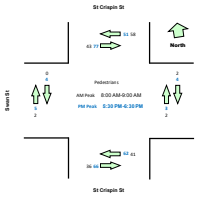
Peak Time		North Approach St Crispin St	East Approach Swan St			South Approach St Crispin St				Peak hour
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	total
8:00	9:00	58	43	2	2	41	36	0	2	184
17:30	18:30	51	77	4	3	62	66	4	5	272

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Light Vehicles

Time		North Approach St Crispin St				East Approach Swan St				South Approach St Crispin St				West Approach Swan St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	0	0	122	0	0	0	0	0	0	0	104	0
7:45	8:00	0	0	0	0	0	2	163	0	0	0	0	0	0	0	103	0
8:00	8:15	0	0	0	1	1	0	159	0	0	0	0	0	0	1	95	0
8:15	8:30	0	0	0	0	0	0	162	0	0	1	0	0	0	0	104	0
8:30	8:45	0	0	0	1	0	0	163	0	0	0	0	0	0	0	92	0
8:45	9:00	0	0	0	0	0	0	162	0	0	0	0	0	0	0	114	0
9:00	9:15	0	0	0	2	0	0	157	0	0	0	0	0	0	1	73	0
9:15	9:30	0	0	0	1	1	0	148	0	0	0	0	0	0	0	93	0
16:30	16:45	0	0	0	1	0	0	96	0	0	0	0	2	1	1	153	0
16:45	17:00	0	0	0	0	0	1	107	0	0	0	0	0	2	0	156	0
17:00	17:15	0	0	0	1	0	0	118	0	0	0	0	0	0	0	166	0
17:15	17:30	0	1	0	1	0	0	138	0	0	0	0	1	2	0	174	0
17:30	17:45	0	0	0	0	0	0	101	0	0	0	0	0	2	0	145	0
17:45	18:00	0	0	0	2	0	0	157	0	0	0	0	3	0	2	196	0
18:00	18:15	0	0	0	5	1	0	125	0	0	1	0	1	0	0	152	0
18:15	18:30	0	0	0	5	0	0	160	0	0	0	0	3	0	0	170	0

Peak Time		North Approach St Crispin St				East Approach Swan St				South Approach St Crispin St				West Approach Swan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	0	0	2	1	0	537	0	0	1	0	0	0	1	405	0	1047
17:30	18:30	0	0	0	12	1	0	543	0	0	1	0	7	2	2	663	0	1231

Heavy Vehicles

Time		North Approach St Crispin St				East Approach Swan St				South Approach St Crispin St				West Approach Swan St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	0	0	10	0	0	0	0	0	0	0	4	0
7:45	8:00	0	0	0	0	0	0	8	0	0	0	0	0	0	0	7	0
8:00	8:15	0	0	0	0	0	0	3	1	0	0	0	1	0	0	9	0
8:15	8:30	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	0
8:30	8:45	0	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0
8:45	9:00	0	0	0	0	0	0	10	0	0	0	0	0	0	0	7	0
9:00	9:15	0	0	0	0	0	0	6	0	0	0	0	0	0	0	4	0
9:15	9:30	0	0	0	0	0	0	5	0	0	0	0	0	0	1	6	0
16:30	16:45	0	0	0	0	0	0	4	0	0	0	0	0	0	0	8	0
16:45	17:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0
17:00	17:15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0
17:15	17:30	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0
17:30	17:45	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0
17:45	18:00	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3	0
18:00	18:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0
18:15	18:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0

Peak Time		North Approach St Crispin St				East Approach Swan St				South Approach St Crispin St				West Approach Swan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	0	0	0	0	0	26	1	0	0	0	1	0	0	25	0	53
17:30	18:30	0	1	0	0	0	0	9	0	0	0	0	0	0	0	10	0	20

Cyclists

Time		North Approach St Crispin St				East Approach Swan St				South Approach St Crispin St				West Approach Swan St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	0	0	10	0	0	0	0	0	0	0	11	0
7:45	8:00	0	0	0	0	0	1	5	0	0	0	0	0	0	0	3	0
8:00	8:15	0	0	0	0	0	0	10	0	0	0	0	0	0	0	3	0
8:15	8:30	0	0	0	0	0	0	9	0	0	0	0	0	0	0	2	0
8:30	8:45	0	0	0	0	0	0	6	0	0	0	0	0	0	0	2	0
8:45	9:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0
9:00	9:15	0	1	0	0	0	1	4	0	0	0	0	0	0	0	3	0
9:15	9:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0
16:30	16:45	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	0
16:45	17:00	0	0	0	1	0	1	3	0	0	0	0	0	0	0	1	0
17:00	17:15	0	0	0	1	0	1	2	0	0	0	0	0	0	0	7	0
17:15	17:30	0	0	0	0	0	0	4	0	0	0	0	0	0	0	11	0
17:30	17:45	0	0	0	0	0	0	4	0	0	0	0	0	0	0	12	0
17:45	18:00	0	0	0	0	0	0	5	0	0	0	0	0	0	2	5	0
18:00	18:15	0	0	0	1	0	0	4	0	0	0	0	1	1	0	9	0
18:15	18:30	0	0	0	0	0	0	3	0	0	1	0	0	0	0	8	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of McNamara St and Charles St, East Richmond

GPS -37.824608,145.000513

Date:	Thu 03/03/22	North:	Charles St	Survey Period	AM:	7:30 AM-9:30 AM	
Weather:	Fine	East:	McNamara St		PM:	4:30 PM-6:30 PM	
Suburban:	East Richmond	South:	Charles St	Traffic Peak	AM:	8:00 AM-9:00 AM	
Customer:	Traffix	West:	Elm Grove		PM:	4:45 PM-5:45 PM	

All Vehicles

Time		North Approach Charles St				East Approach McNamara St				South Approach Charles St				West Approach Elm Grove				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:30	7:45	0	1	2	0	0	0	1	2	0	0	1	1	0	2	0	3	77	
7:45	8:00	0	1	3	0	0	0	2	0	0	0	1	4	0	4	0	1	87	
8:00	8:15	0	4	6	0	0	1	1	1	0	1	2	1	0	5	1	0	89	Peak
8:15	8:30	0	4	3	0	0	0	4	5	0	0	5	0	0	3	0	1	78	
8:30	8:45	0	5	6	0	0	1	2	4	0	0	3	1	0	1	0	0	69	
8:45	9:00	0	0	5	0	0	2	2	2	0	0	3	2	0	2	0	0		
9:00	9:15	0	3	0	0	0	0	0	1	1	0	2	2	0	3	0	0		
9:15	9:30	0	1	0	0	0	1	2	4	0	0	1	2	0	1	1	3		
16:30	16:45	0	0	4	0	0	3	0	1	1	2	2	3	0	2	0	2	108	
16:45	17:00	0	1	5	0	0	1	2	0	0	1	6	4	0	6	0	0	118	Peak
17:00	17:15	0	2	2	0	0	1	0	4	0	3	4	2	0	9	0	2	116	
17:15	17:30	0	4	6	0	0	0	4	2	0	1	5	4	0	3	3	1	115	
17:30	17:45	0	1	0	0	0	1	4	4	0	0	4	2	0	8	1	5	117	
17:45	18:00	0	3	4	0	0	0	2	2	0	2	1	1	0	6	2	1		
18:00	18:15	0	1	5	0	0	0	1	2	0	1	5	4	0	6	1	2		
18:15	18:30	0	1	5	0	1	0	3	2	0	4	4	10	0	5	0	0		

Peak Time		North Approach Charles St				East Approach McNamara St				South Approach Charles St				West Approach Elm Grove				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	13	20	0	0	4	9	12	0	1	13	4	0	11	1	1	89
16:45	17:45	0	8	13	0	0	3	10	10	0	5	19	12	0	26	4	8	118

Pedestrians Crossing

Time		North Approach Charles St	East Approach McNamara St	South Approach Charles St		West Approach Elm Grove			Hourly Total
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
7:30	7:45	2	1	4	2	1	0	2	4	63
7:45	8:00	3	1	2	4	1	0	1	1	74
8:00	8:15	2	2	0	7	0	0	2	1	70
8:15	8:30	1	2	4	4	1	2	6	0	70
8:30	8:45	1	2	7	5	2	0	7	3	64
8:45	9:00	2	0	0	1	1	0	3	2	
9:00	9:15	3	2	1	5	0	0	0	3	
9:15	9:30	2	0	5	5	0	0	1	1	
16:30	16:45	0	2	0	2	0	1	2	3	45
16:45	17:00	4	2	0	3	0	0	1	4	52
17:00	17:15	2	1	0	3	0	2	1	3	50
17:15	17:30	2	1	2	0	0	0	3	1	53
17:30	17:45	1	1	1	5	0	1	4	4	60
17:45	18:00	1	1	1	3	0	1	3	2	
18:00	18:15	1	1	1	5	0	1	4	2	
18:15	18:30	1	1	4	1	1	1	7	0	

Peak Time		North Approach Charles St	East Approach McNamara St	South Approach Charles St		West Approach Elm Grove			Peak hour
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	total
8:00	9:00	6	6	11	17	4	2	18	6	70
16:45	17:45	9	5	3	11	0	3	9	12	52

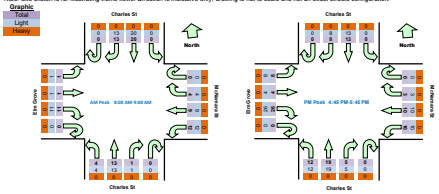
Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

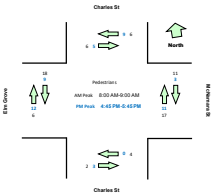
Graphic

Total

Light

Heavy





Light Vehicles

Time		North Approach Charles St				East Approach McNamara St				South Approach Charles St				West Approach Elm Grove			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	1	2	0	0	0	1	2	0	0	1	1	0	2	0	3
7:45	8:00	0	1	3	0	0	0	2	0	0	0	1	4	0	4	0	1
8:00	8:15	0	4	6	0	0	1	1	1	0	1	2	1	0	5	1	0
8:15	8:30	0	4	3	0	0	0	4	5	0	0	5	0	0	3	0	1
8:30	8:45	0	5	6	0	0	1	2	4	0	0	3	1	0	1	0	0
8:45	9:00	0	0	5	0	0	2	2	2	0	0	3	2	0	2	0	0
9:00	9:15	0	3	0	0	0	0	0	1	1	0	2	2	0	3	0	0
9:15	9:30	0	1	0	0	0	1	2	4	0	0	1	2	0	1	1	3
16:30	16:45	0	0	4	0	0	3	0	1	1	2	2	3	0	2	0	2
16:45	17:00	0	1	5	0	0	1	2	0	0	1	6	4	0	6	0	0
17:00	17:15	0	2	2	0	0	1	0	4	0	3	4	2	0	9	0	2
17:15	17:30	0	4	6	0	0	0	4	2	0	1	5	4	0	3	3	1
17:30	17:45	0	1	0	0	0	1	4	4	0	0	4	2	0	8	1	5
17:45	18:00	0	3	4	0	0	0	2	2	0	2	1	1	0	6	2	1
18:00	18:15	0	1	5	0	0	0	1	2	0	1	5	4	0	6	1	2
18:15	18:30	0	1	5	0	1	0	3	2	0	4	4	10	0	5	0	0

Peak Time		North Approach Charles St				East Approach McNamara St				South Approach Charles St				West Approach Elm Grove				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	13	20	0	0	4	9	12	0	1	13	4	0	11	1	1	89
16:45	17:45	0	8	13	0	0	3	10	10	0	5	19	12	0	26	4	8	118

Heavy Vehicles

Time		North Approach Charles St				East Approach McNamara St				South Approach Charles St				West Approach Elm Grove			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Charles St				East Approach McNamara St				South Approach Charles St				West Approach Elm Grove				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:00	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cyclists

Time		North Approach Charles St				East Approach McNamara St				South Approach Charles St				West Approach Elm Grove			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:00	8:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
8:15	8:30	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0
9:15	9:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:15	17:30	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	18:30	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au

Intersection of Charlotte St and Charles St, East Richmon

GPS -37.825278,145.000385

Date:	Thu 03/03/22
Weather:	Fine
Suburban:	East Richmond
Customer:	Traffix

North:	Charles St
East:	N/A
South:	Charles St
West:	Charlotte St

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	8:00 AM-9:00 AM
	PM:	5:30 PM-6:30 PM

All Vehicles

Time		North Approach Charles St			South Approach Charles St			West Approach Charlotte St			Hourly Total	
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Hour	Peak
7:30	7:45	0	0	6	0	2	1	0	4	0	63	
7:45	8:00	0	1	6	0	4	0	1	0	1	72	
8:00	8:15	0	0	12	0	2	1	0	3	2	78	Peak
8:15	8:30	0	0	11	0	3	1	0	0	2	67	
8:30	8:45	0	1	10	0	4	1	0	6	0	59	
8:45	9:00	1	0	8	0	4	1	0	5	0		
9:00	9:15	0	2	2	0	4	0	0	0	1		
9:15	9:30	0	0	5	0	3	1	0	0	0		
16:30	16:45	0	1	6	0	7	2	0	2	1	106	
16:45	17:00	0	0	11	1	9	5	0	2	2	117	
17:00	17:15	0	1	14	0	9	2	0	3	0	115	
17:15	17:30	0	0	11	0	10	5	0	2	0	121	
17:30	17:45	0	2	10	0	4	10	0	2	2	142	Peak
17:45	18:00	0	3	9	0	3	7	0	5	1		
18:00	18:15	0	4	9	0	8	5	0	7	2		
18:15	18:30	0	1	11	0	15	11	0	8	3		

Peak Time		North Approach Charles St			South Approach Charles St			West Approach Charlotte St			Peak total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	
8:00	9:00	1	1	41	0	13	4	0	14	4	78
17:30	18:30	0	10	39	0	30	33	0	22	8	142

Pedestrians Crossing

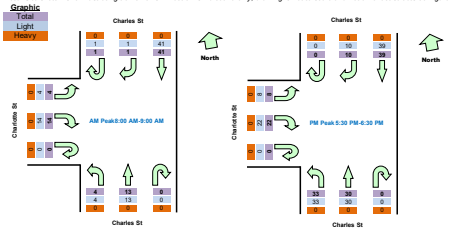
Time		North Approach Charles St		South Approach Charles St		West Approach Charlotte St		Hourly Total
Period Start	Period End	Westbound	Eastbound	Westbound	Eastbound	Northbound	Southbound	
7:30	7:45	0	1	0	0	2	5	25
7:45	8:00	0	0	0	3	1	1	33
8:00	8:15	0	0	1	0	1	5	38
8:15	8:30	0	0	1	1	0	3	34
8:30	8:45	1	0	2	2	2	9	32
8:45	9:00	0	0	3	1	0	6	
9:00	9:15	0	0	0	0	2	1	
9:15	9:30	0	0	0	1	1	1	
16:30	16:45	0	0	0	0	1	1	29
16:45	17:00	0	1	0	1	7	3	35
17:00	17:15	0	0	0	0	4	1	28
17:15	17:30	2	0	0	3	0	5	29
17:30	17:45	0	0	2	0	2	4	26
17:45	18:00	0	0	0	0	3	2	
18:00	18:15	0	1	0	0	3	2	
18:15	18:30	1	0	0	0	0	6	

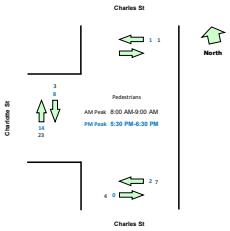
Peak Time		North Approach Charles St		South Approach Charles St		West Approach Charlotte St		Peak total
Period Start	Period End	Westbound	Eastbound	Westbound	Eastbound	Northbound	Southbound	
8:00	9:00	1	0	7	4	3	23	38
17:30	18:30	1	1	2	0	8	14	26

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Light Vehicles

Time		North Approach Charles St			South Approach Charles St			West Approach Charlotte St		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
7:30	7:45	0	0	6	0	2	1	0	4	0
7:45	8:00	0	1	6	0	4	0	1	0	1
8:00	8:15	0	0	12	0	2	1	0	3	2
8:15	8:30	0	0	11	0	3	1	0	0	2
8:30	8:45	0	1	10	0	4	1	0	6	0
8:45	9:00	1	0	8	0	4	1	0	5	0
9:00	9:15	0	2	2	0	4	0	0	0	1
9:15	9:30	0	0	5	0	3	1	0	0	0
16:30	16:45	0	1	6	0	7	2	0	2	1
16:45	17:00	0	0	11	1	9	5	0	2	2
17:00	17:15	0	1	14	0	9	2	0	3	0
17:15	17:30	0	0	11	0	10	5	0	2	0
17:30	17:45	0	2	10	0	4	10	0	2	2
17:45	18:00	0	3	9	0	3	7	0	5	1
18:00	18:15	0	4	9	0	8	5	0	7	2
18:15	18:30	0	1	11	0	15	11	0	8	3

Peak Time		North Approach Charles St			South Approach Charles St			West Approach Charlotte St			Peak total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	
8:00	9:00	1	1	41	0	13	4	0	14	4	78
17:30	18:30	0	10	39	0	30	33	0	22	8	142

Heavy Vehicles

Time		North Approach Charles St			South Approach Charles St			West Approach Charlotte St		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Charles St			South Approach Charles St			West Approach Charlotte St			Peak total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	
8:00	9:00	0	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0	0

Cyclists

Time		North Approach Charles St			South Approach Charles St			West Approach Charlotte St		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	1	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	1	2	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	1	0	0	1	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	1	0	1	0	0	0	1
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	1	0	0	0	0
17:15	17:30	0	0	0	0	1	0	0	0	1
17:30	17:45	0	0	1	0	0	0	0	1	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	1	0	0	0
18:15	18:30	0	1	1	0	1	0	0	0	1

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Swan St and Charles St, East Richmond

GPS -37.825630 145.000247

Date:	Thu 03/03/22
Weather:	Fine
Suburban:	East Richmond
Customer:	Traffix

North:	Charles St
East:	Swan St
South:	N/A
West:	Swan St

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	8:00 AM-9:00 AM
	PM:	5:30 PM-6:30 PM

All Vehicles

Time		North Approach Charles St			East Approach Swan St			West Approach Swan St			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
7:30	7:45	0	2	8	1	2	129	0	106	1	1070	
7:45	8:00	0	0	6	0	0	157	0	99	4	1106	
8:00	8:15	0	2	13	0	2	158	0	105	1	1157	Peak
8:15	8:30	0	1	10	1	2	162	0	96	2	1110	
8:30	8:45	0	0	16	0	1	162	0	102	4	1088	
8:45	9:00	0	0	13	0	2	180	0	119	3		
9:00	9:15	0	0	2	0	2	151	0	77	2		
9:15	9:30	0	2	3	0	3	142	0	101	1		
16:30	16:45	0	0	8	0	8	91	0	165	1	1191	
16:45	17:00	0	0	14	0	9	100	0	148	6	1198	
17:00	17:15	0	2	15	0	8	117	1	154	3	1238	
17:15	17:30	0	2	11	0	12	132	2	179	3	1261	
17:30	17:45	0	0	12	0	8	109	2	143	6	1268	Peak
17:45	18:00	0	1	13	0	7	119	0	174	3		
18:00	18:15	0	1	15	1	5	131	0	162	8		
18:15	18:30	0	3	16	0	14	147	1	155	12		

Peak Time		North Approach Charles St			East Approach Swan St			West Approach Swan St			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
8:00	9:00	0	3	52	1	7	652	0	422	10	1157
17:30	18:30	0	5	56	1	34	506	3	634	29	1268

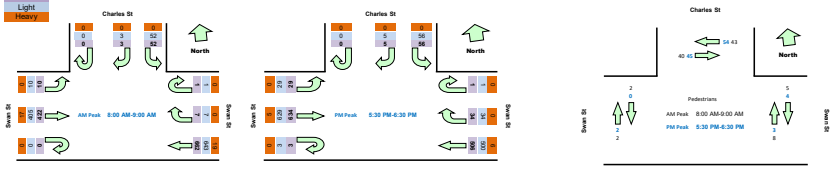
Pedestrians Crossing

Time		North Approach Charles St		East Approach Swan St		West Approach Swan St		Hourly Total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Northbound	Southbound	
7:30	7:45	6	12	1	1	0	3	92
7:45	8:00	12	2	0	2	0	0	101
8:00	8:15	14	7	1	1	1	0	100
8:15	8:30	9	13	3	1	1	2	91
8:30	8:45	13	16	1	2	0	0	80
8:45	9:00	7	4	0	4	0	0	
9:00	9:15	4	9	0	1	0	1	
9:15	9:30	7	10	0	0	1	0	
16:30	16:45	8	5	0	0	1	1	100
16:45	17:00	17	7	0	0	0	2	96
17:00	17:15	13	8	0	0	0	1	97
17:15	17:30	21	13	1	1	1	0	104
17:30	17:45	9	1	0	0	0	1	108
17:45	18:00	14	13	0	0	0	0	
18:00	18:15	16	12	0	0	0	1	
18:15	18:30	15	19	4	3	0	0	

Peak Time		North Approach Charles St		East Approach Swan St		West Approach Swan St		Peak total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Northbound	Southbound	
8:00	9:00	43	40	5	8	2	2	100
17:30	18:30	54	45	4	3	0	2	108

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic
Total
Light
Heavy



Light Vehicles

Time		North Approach Charles St			East Approach Swan St			West Approach Swan St		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:30	7:45	0	2	8	1	2	121	0	97	1
7:45	8:00	0	0	6	0	0	149	0	95	4
8:00	8:15	0	2	13	0	2	156	0	96	1
8:15	8:30	0	1	10	1	2	157	0	94	2
8:30	8:45	0	0	16	0	1	159	0	98	4
8:45	9:00	0	0	13	0	2	171	0	117	3
9:00	9:15	0	0	2	0	2	145	0	72	2
9:15	9:30	0	2	3	0	3	138	0	95	1
16:30	16:45	0	0	8	0	8	88	0	159	1
16:45	17:00	0	0	14	0	9	98	0	145	6
17:00	17:15	0	2	15	0	8	115	1	153	3
17:15	17:30	0	2	11	0	12	130	2	176	3
17:30	17:45	0	0	12	0	8	108	2	141	6
17:45	18:00	0	1	13	0	7	118	0	173	3
18:00	18:15	0	1	15	1	5	129	0	161	8
18:15	18:30	0	3	16	0	14	145	1	154	12

Peak Time		North Approach Charles St			East Approach Swan St			West Approach Swan St			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
8:00	9:00	0	3	52	1	7	643	0	405	10	1121
17:30	18:30	0	5	56	1	34	500	3	629	29	1257

Heavy Vehicles

Time		North Approach Charles St			East Approach Swan St			West Approach Swan St		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:30	7:45	0	0	0	0	0	8	0	9	0
7:45	8:00	0	0	0	0	0	8	0	4	0
8:00	8:15	0	0	0	0	0	2	0	9	0
8:15	8:30	0	0	0	0	0	5	0	2	0
8:30	8:45	0	0	0	0	0	3	0	4	0
8:45	9:00	0	0	0	0	0	9	0	2	0
9:00	9:15	0	0	0	0	0	6	0	5	0
9:15	9:30	0	0	0	0	0	4	0	6	0
16:30	16:45	0	0	0	0	0	3	0	6	0
16:45	17:00	0	0	0	0	0	2	0	3	0
17:00	17:15	0	0	0	0	0	2	0	1	0
17:15	17:30	0	0	0	0	0	2	0	3	0
17:30	17:45	0	0	0	0	0	1	0	2	0
17:45	18:00	0	0	0	0	0	1	0	1	0
18:00	18:15	0	0	0	0	0	2	0	1	0
18:15	18:30	0	0	0	0	0	2	0	1	0

Peak Time		North Approach Charles St			East Approach Swan St			West Approach Swan St			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
8:00	9:00	0	0	0	0	0	19	0	17	0	36
17:30	18:30	0	0	0	0	0	6	0	5	0	11

Cyclists

Time		North Approach Charles St			East Approach Swan St			West Approach Swan St		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:30	7:45	0	0	0	0	0	5	0	10	0
7:45	8:00	0	0	1	0	0	6	0	3	0
8:00	8:15	0	0	0	0	0	10	0	4	0
8:15	8:30	0	1	0	0	0	6	0	1	0
8:30	8:45	0	1	0	0	0	8	0	3	0
8:45	9:00	0	0	0	0	0	2	0	4	0
9:00	9:15	0	0	0	0	0	6	0	0	0
9:15	9:30	0	0	0	0	1	2	0	3	0
16:30	16:45	0	0	1	0	1	3	0	5	0
16:45	17:00	0	0	0	0	0	2	0	0	0
17:00	17:15	0	0	0	0	0	1	0	5	0
17:15	17:30	0	0	0	0	1	4	0	6	2
17:30	17:45	0	0	1	0	0	2	0	10	0
17:45	18:00	0	1	1	0	0	2	0	9	0
18:00	18:15	0	0	0	0	0	2	0	5	0
18:15	18:30	0	0	0	0	0	1	0	5	0

Appendix C

Traffic Count Data

Traffix Group G31387R-01B

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

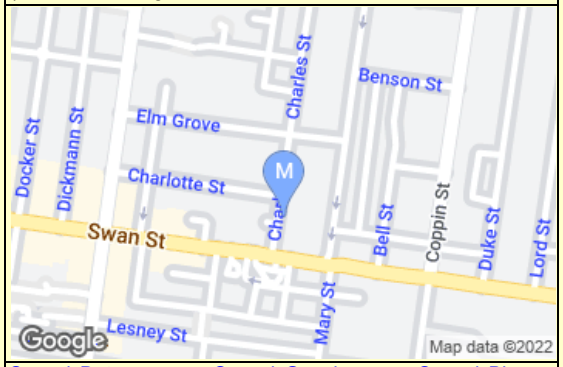
Street Name :	Charles St	**Location :**	Outside Property 79
Suburb :	Richmond	**Start Date :**	00:00 Tue 01/March/2022
Machine ID:	ME317FVV	**Finish Date :**	00:00 Tue 08/March/2022
Site ID:	12810	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 31.83 South Long 145° 0' 1.52 East	Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	1,288	608	680
(Vehicles/Day)		7 Day Average	1,268	609	659
Weekday	**AM**	11:00	79	34	45
Peak hour starts	**PM**	18:00	138	86	52
Speeds :		85th Percentile	33.7	34.2	33.2
(Km/Hr)		Average	29.1	29.5	28.7
Classification % :		Light Vehicles up to 5.5m	97.0%	97.2%	96.7%

Location

GPS Information Load Google Map (internet requi

(Latitude, Longitud -37.825508, 145.000423



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

SAFETY SYSTEM CERTIFICATION DNV·GL ISO 9001 AS/NZS 4801

ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site Charles St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	11:00	10:00	11:00	11:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	18:00	17:00	18:00	18:00	18:00	13:00	14:00	N/A	18:00	N/A	18:00	N/A	13:00
00:00	5	3	0	9	4	18	21	60	8	21	5	39	21
01:00	7	3	3	4	3	10	19	49	7	20	4	29	15
02:00	5	2	0	0	3	17	21	48	7	10	2	38	20
03:00	4	0	0	1	1	17	18	41	6	6	2	35	18
04:00	4	1	2	1	2	14	16	40	5	10	2	30	15
05:00	11	10	12	13	8	16	17	87	12	54	11	33	17
06:00	38	33	28	34	36	17	17	203	29	169	33	34	17
07:00	52	42	54	42	32	20	19	261	36	222	44	39	20
08:00	62	67	70	77	68	30	23	397	55	344	68	53	27
09:00	49	50	64	44	52	68	26	353	50	259	51	94	48
10:00	55	62	74	60	66	77	38	432	61	317	62	115	58
11:00	78	72	71	86	88	98	83	576	82	395	79	181	92
12:00	87	65	88	97	104	121	79	641	91	441	88	200	101
13:00	83	78	71	86	98	133	99	648	92	416	83	232	118
14:00	72	68	62	84	79	122	102	589	83	365	72	224	114
15:00	94	100	101	92	93	87	90	657	93	480	97	177	90
16:00	80	72	90	73	97	84	90	586	84	412	84	174	89
17:00	113	118	111	115	116	92	82	747	106	573	114	174	88
18:00	138	92	168	151	146	97	52	844	120	695	138	149	76
19:00	104	66	114	109	139	108	42	682	97	532	106	150	76
20:00	56	35	71	52	72	62	37	385	55	286	56	99	51
21:00	41	21	52	33	63	44	28	282	40	210	42	72	36
22:00	28	11	22	27	54	49	19	210	30	142	28	68	34
23:00	16	11	19	6	33	34	10	129	19	85	17	44	22
Total	1282	1082	1347	1296	1457	1435	1048	8947	1268	6464	1288	2483	1263
% Heavy	2.96%	3.79%	4.31%	4.09%	3.09%	1.39%	1.43%	3.02%		3.64%		1.41%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Northbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	11:00	10:00	11:00	11:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	18:00	17:00	18:00	18:00	18:00	13:00	14:00	N/A	18:00	N/A	18:00	N/A	14:00
00:00	5	2	0	3	3	8	8	29	4	13	3	16	9
01:00	2	1	1	2	1	1	10	18	3	7	1	11	6
02:00	3	1	0	0	1	9	8	22	3	5	1	17	9
03:00	1	0	0	1	1	9	9	21	3	3	1	18	9
04:00	1	0	1	0	1	7	7	17	2	3	1	14	7
05:00	3	2	2	5	2	8	8	30	4	14	3	16	8
06:00	13	10	7	12	10	9	9	70	10	52	10	18	9
07:00	14	11	15	11	11	10	8	80	11	62	13	18	9
08:00	20	16	12	17	20	12	8	105	14	85	17	20	10
09:00	27	23	26	17	25	29	13	160	23	118	23	42	22
10:00	23	30	38	24	37	31	16	199	28	152	30	47	24
11:00	33	34	30	29	43	41	42	252	36	169	34	83	42
12:00	39	33	37	42	47	61	42	301	42	198	39	103	52
13:00	40	37	32	38	53	71	50	321	45	200	40	121	61
14:00	29	25	23	30	41	64	61	273	38	148	29	125	64
15:00	38	42	36	39	41	39	48	283	40	196	40	87	44
16:00	44	32	55	36	59	44	54	324	46	226	46	98	50
17:00	61	58	57	56	76	47	48	403	57	308	61	95	48
18:00	86	58	112	80	94	62	23	515	74	430	86	85	43
19:00	57	40	68	60	66	64	25	380	54	291	58	89	45
20:00	29	15	47	27	30	37	19	204	29	148	29	56	29
21:00	20	13	22	16	32	20	10	133	19	103	21	30	15
22:00	13	6	10	14	24	24	6	97	14	67	13	30	15
23:00	9	7	12	5	14	17	3	67	10	47	9	20	10
Total	610	496	643	564	732	724	535	4304	609	3045	608	1259	640
% Heavy	2.30%	3.43%	3.73%	3.90%	2.87%	1.38%	1.68%	2.72%		3.22%		1.51%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Southbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	11:00	N/A	08:00	N/A	11:00
PM Peak	15:00	17:00	15:00	18:00	19:00	13:00	13:00	N/A	15:00	N/A	15:00	N/A	13:00
00:00	0	1	0	6	1	10	13	31	4	8	2	23	12
01:00	5	2	2	2	2	9	9	31	4	13	3	18	9
02:00	2	1	0	0	2	8	13	26	4	5	1	21	11
03:00	3	0	0	0	0	8	9	20	3	3	1	17	9
04:00	3	1	1	1	1	7	9	23	3	7	1	16	8
05:00	8	8	10	8	6	8	9	57	8	40	8	17	9
06:00	25	23	21	22	26	8	8	133	19	117	23	16	8
07:00	38	31	39	31	21	10	11	181	25	160	31	21	11
08:00	42	51	58	60	48	18	15	292	41	259	51	33	17
09:00	22	27	38	27	27	39	13	193	27	141	28	52	26
10:00	32	32	36	36	29	46	22	233	33	165	32	68	34
11:00	45	38	41	57	45	57	41	324	46	226	45	98	50
12:00	48	32	51	55	57	60	37	340	49	243	49	97	49
13:00	43	41	39	48	45	62	49	327	47	216	43	111	57
14:00	43	43	39	54	38	58	41	316	45	217	43	99	50
15:00	56	58	65	53	52	48	42	374	53	284	57	90	46
16:00	36	40	35	37	38	40	36	262	38	186	38	76	39
17:00	52	60	54	59	40	45	34	344	49	265	53	79	40
18:00	52	34	56	71	52	35	29	329	46	265	52	64	33
19:00	47	26	46	49	73	44	17	302	43	241	48	61	31
20:00	27	20	24	25	42	25	18	181	26	138	27	43	22
21:00	21	8	30	17	31	24	18	149	21	107	21	42	21
22:00	15	5	12	13	30	25	13	113	16	75	15	38	19
23:00	7	4	7	1	19	17	7	62	9	38	8	24	12
Total	672	586	704	732	725	711	513	4643	659	3419	680	1224	623
% Heavy	3.57%	4.10%	4.83%	4.23%	3.31%	1.41%	1.17%	3.30%		4.01%		1.31%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

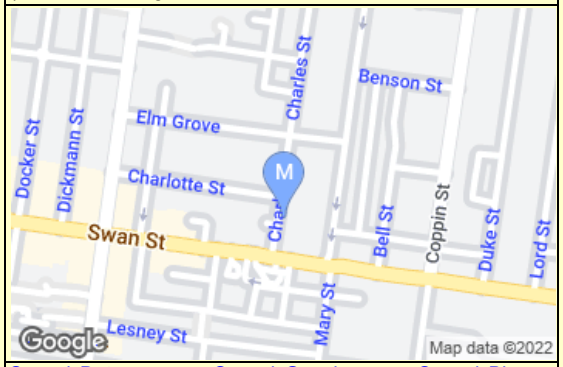
Street Name :	Charles St	**Location :**	Outside Property 79
Suburb :	Richmond	**Start Date :**	00:00 Sat 12/March/2022
Machine ID:	L779CFYS	**Finish Date :**	00:00 Sat 19/March/2022
Site ID:	12810	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 31.83 South Long 145° 0' 1.52 East	Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	1,170	559	611
(Vehicles/Day)		7 Day Average	1,128	541	587
Weekday	**AM**	10:00	60	28	32
Peak hour starts	**PM**	18:00	146	88	58
Speeds :		85th Percentile	34.2	34.7	33.8
(Km/Hr)		Average	29.6	30.0	29.2
Classification % :		Light Vehicles up to 5.5m	96.4%	96.7%	96.1%

Location

GPS Information Load Google Map (internet requi

(Latitude, Longitud -37.825508, 145.000423



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	11:00	10:00	10:00	10:00	11:00	11:00	N/A	11:00	N/A	10:00	N/A	11:00
PM Peak	16:00	18:00	18:00	18:00	18:00	19:00	12:00	N/A	18:00	N/A	18:00	N/A	12:00
00:00	12	4	2	8	13	25	29	93	13	39	8	54	27
01:00	12	3	0	3	7	23	19	67	9	25	5	42	22
02:00	6	1	0	0	6	21	21	55	8	13	2	42	22
03:00	3	0	6	3	2	23	20	57	9	14	3	43	22
04:00	2	2	4	5	4	24	22	63	9	17	3	46	24
05:00	4	9	8	14	4	20	25	84	12	39	7	45	23
06:00	9	18	23	22	20	21	26	139	19	92	19	47	24
07:00	11	55	49	40	38	24	20	237	35	193	39	44	23
08:00	19	45	73	60	65	28	22	312	45	262	52	50	26
09:00	33	51	57	54	63	60	30	348	49	258	51	90	46
10:00	35	54	75	69	74	61	31	399	57	307	60	92	46
11:00	41	56	64	45	64	82	59	411	59	270	53	141	72
12:00	66	56	86	74	89	71	97	539	76	371	74	168	85
13:00	61	90	76	70	79	62	54	492	71	376	75	116	59
14:00	61	63	71	74	75	69	57	470	67	344	68	126	63
15:00	45	72	68	103	110	72	68	538	77	398	80	140	71
16:00	68	76	94	115	96	49	62	560	80	449	90	111	56
17:00	55	85	129	175	120	59	65	688	98	564	113	124	62
18:00	57	106	186	193	189	68	60	859	123	731	146	128	65
19:00	51	57	120	151	127	83	47	636	91	506	102	130	66
20:00	34	52	37	52	36	62	32	305	45	211	43	94	48
21:00	24	36	23	36	22	36	31	208	29	141	28	67	35
22:00	13	16	46	78	45	33	24	255	36	198	40	57	30
23:00	7	8	8	18	6	20	17	84	11	47	9	37	19
Total	729	1015	1305	1462	1354	1096	938	7899	1128	5865	1170	2034	1036
% Heavy	3.16%	4.24%	5.29%	4.79%	4.14%	1.55%	1.49%	3.70%		4.45%		1.52%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Northbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	09:00	10:00	10:00	10:00	11:00	11:00	N/A	10:00	N/A	10:00	N/A	11:00
PM Peak	16:00	18:00	18:00	18:00	18:00	19:00	12:00	N/A	18:00	N/A	18:00	N/A	12:00
00:00	5	2	1	6	5	11	13	43	6	19	4	24	12
01:00	4	1	0	0	4	9	6	24	3	9	2	15	8
02:00	3	1	0	0	3	8	7	22	3	7	1	15	8
03:00	1	0	2	2	1	11	8	25	4	6	1	19	10
04:00	1	2	3	3	2	10	9	30	4	11	2	19	10
05:00	1	2	1	4	0	9	11	28	4	8	1	20	10
06:00	5	3	6	6	4	8	10	42	5	24	5	18	9
07:00	5	12	16	7	10	9	8	67	10	50	10	17	9
08:00	7	9	15	14	17	12	9	83	12	62	12	21	11
09:00	10	25	30	25	29	23	16	158	22	119	23	39	20
10:00	14	25	35	32	37	23	11	177	25	143	28	34	17
11:00	17	20	19	22	27	38	28	171	25	105	21	66	34
12:00	28	28	43	39	43	37	60	278	39	181	36	97	49
13:00	35	44	33	33	30	32	27	234	34	175	35	59	30
14:00	25	26	33	36	28	33	29	210	30	148	29	62	31
15:00	25	27	31	48	41	33	34	239	34	172	35	67	34
16:00	40	38	54	66	52	25	37	312	45	250	50	62	31
17:00	29	38	77	108	70	30	36	388	55	322	65	66	33
18:00	28	63	114	126	111	40	34	516	74	442	88	74	37
19:00	28	32	72	105	76	56	26	395	56	313	63	82	42
20:00	22	23	16	28	17	30	13	149	22	106	22	43	22
21:00	11	14	9	11	8	17	16	86	12	53	10	33	17
22:00	8	11	11	14	10	18	12	84	12	54	11	30	16
23:00	3	5	5	8	4	9	6	40	5	25	5	15	8
Total	355	451	626	743	629	531	466	3801	541	2804	559	997	508
% Heavy	3.66%	4.43%	4.79%	3.63%	4.13%	1.88%	1.29%	3.47%		4.14%		1.60%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Southbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	07:00	08:00	08:00	08:00	11:00	11:00	N/A	11:00	N/A	08:00	N/A	11:00
PM Peak	12:00	17:00	18:00	17:00	18:00	15:00	12:00	N/A	18:00	N/A	18:00	N/A	15:00
00:00	7	2	1	2	8	14	16	50	7	20	4	30	15
01:00	8	2	0	3	3	14	13	43	6	16	3	27	14
02:00	3	0	0	0	3	13	14	33	5	6	1	27	14
03:00	2	0	4	1	1	12	12	32	5	8	2	24	12
04:00	1	0	1	2	2	14	13	33	5	6	1	27	14
05:00	3	7	7	10	4	11	14	56	8	31	6	25	13
06:00	4	15	17	16	16	13	16	97	14	68	14	29	15
07:00	6	43	33	33	28	15	12	170	25	143	29	27	14
08:00	12	36	58	46	48	16	13	229	33	200	40	29	15
09:00	23	26	27	29	34	37	14	190	27	139	28	51	26
10:00	21	29	40	37	37	38	20	222	32	164	32	58	29
11:00	24	36	45	23	37	44	31	240	34	165	32	75	38
12:00	38	28	43	35	46	34	37	261	37	190	38	71	36
13:00	26	46	43	37	49	30	27	258	37	201	40	57	29
14:00	36	37	38	38	47	36	28	260	37	196	39	64	32
15:00	20	45	37	55	69	39	34	299	43	226	45	73	37
16:00	28	38	40	49	44	24	25	248	35	199	40	49	25
17:00	26	47	52	67	50	29	29	300	43	242	48	58	29
18:00	29	43	72	67	78	28	26	343	49	289	58	54	28
19:00	23	25	48	46	51	27	21	241	35	193	39	48	24
20:00	12	29	21	24	19	32	19	156	23	105	21	51	26
21:00	13	22	14	25	14	19	15	122	17	88	18	34	18
22:00	5	5	35	64	35	15	12	171	24	144	29	27	14
23:00	4	3	3	10	2	11	11	44	6	22	4	22	11
Total	374	564	679	719	725	565	472	4098	587	3061	611	1037	528
% Heavy	2.67%	4.08%	5.74%	5.98%	4.14%	1.24%	1.69%	3.90%		4.74%		1.45%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

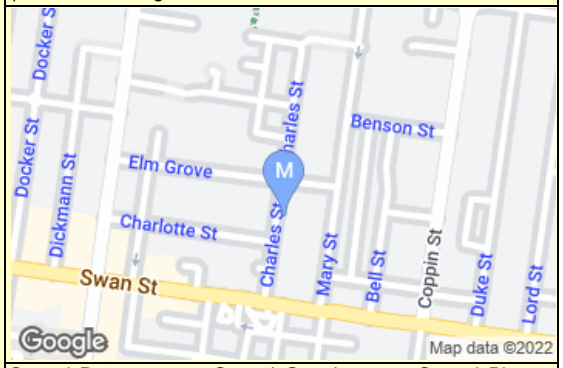
Street Name :	Charles St	**Location :**	Outside Property 61
Suburb :	Richmond	**Start Date :**	00:00 Tue 01/March/2022
Machine ID:	CX86SFE2	**Finish Date :**	00:00 Tue 08/March/2022
Site ID:	12811	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

			Direction of Travel		
GPS information		Lat 37° 49' 30.04 South Long 145° 0' 1.89 East	**Both directions**	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	945	433	512
(Vehicles/Day)		7 Day Average	935	446	489
Weekday	**AM**	11:00	59	25	34
Peak hour starts	**PM**	18:00	96	55	41
Speeds :		85th Percentile	29.2	29.6	28.9
(Km/Hr)		Average	25.0	25.4	24.5
Classification % :		Light Vehicles up to 5.5m	97.7%	97.3%	98.0%

Location

GPS Information Load Google Map (internet requi

(Latitude, Longitud -37.825011, 145.000526



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001
SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801
ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site Charles St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	11:00	08:00	11:00	11:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	18:00	15:00	18:00	18:00	18:00	13:00	14:00	N/A	18:00	N/A	18:00	N/A	13:00
00:00	5	3	0	8	4	11	16	47	6	20	4	27	14
01:00	8	4	2	5	4	8	13	44	6	23	4	21	11
02:00	5	2	1	0	3	11	7	29	4	11	2	18	10
03:00	1	0	1	2	1	18	11	34	5	5	1	29	15
04:00	3	2	3	1	2	14	8	33	5	11	2	22	11
05:00	4	6	8	7	5	12	9	51	7	30	6	21	11
06:00	32	26	20	31	26	15	8	158	22	135	26	23	12
07:00	35	36	49	35	30	19	17	221	31	185	37	36	19
08:00	45	50	63	60	39	27	27	311	43	257	50	54	28
09:00	40	35	47	43	21	43	24	253	36	186	37	67	35
10:00	42	44	57	46	41	55	32	317	45	230	46	87	44
11:00	58	56	47	72	65	73	71	442	63	298	59	144	73
12:00	66	59	64	78	72	83	60	482	69	339	68	143	72
13:00	60	56	52	63	80	105	83	499	71	311	62	188	95
14:00	57	51	55	70	57	99	85	474	67	290	57	184	93
15:00	74	84	80	69	68	61	67	503	72	375	75	128	65
16:00	62	58	69	59	68	61	58	435	63	316	63	119	61
17:00	75	77	76	79	73	64	62	506	72	380	75	126	64
18:00	94	63	108	118	97	58	41	579	82	480	96	99	50
19:00	67	32	90	76	78	63	44	450	64	343	69	107	54
20:00	40	27	52	31	54	39	31	274	39	204	40	70	35
21:00	29	17	41	24	37	24	24	196	27	148	29	48	25
22:00	20	12	11	21	41	32	15	152	22	105	21	47	24
23:00	14	11	15	4	32	12	10	98	14	76	16	22	12
Total	936	811	1011	1002	998	1007	823	6588	935	4758	945	1830	933
% Heavy	2.35%	2.47%	2.47%	2.50%	4.41%	1.29%	0.73%	2.35%		2.86%		1.04%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Northbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	11:00	10:00	11:00	11:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	18:00	17:00	18:00	18:00	18:00	13:00	14:00	N/A	18:00	N/A	18:00	N/A	13:00
00:00	5	2	0	3	2	6	4	22	3	12	2	10	5
01:00	4	2	0	3	3	4	6	22	3	12	2	10	5
02:00	3	1	1	0	1	8	1	15	2	6	1	9	5
03:00	1	0	0	1	1	12	5	20	3	3	1	17	9
04:00	1	1	2	0	1	9	5	19	3	5	1	14	7
05:00	2	2	2	3	1	8	4	22	3	10	2	12	6
06:00	13	8	4	8	9	10	4	56	8	42	8	14	7
07:00	8	12	17	13	14	8	7	79	11	64	13	15	8
08:00	11	10	8	15	10	11	10	75	10	54	10	21	11
09:00	21	14	15	19	7	16	13	105	15	76	15	29	15
10:00	18	20	27	18	20	21	13	137	20	103	20	34	17
11:00	25	24	19	26	35	33	36	198	28	129	25	69	35
12:00	31	29	30	34	34	40	28	226	33	158	31	68	34
13:00	27	24	23	24	44	60	42	244	35	142	29	102	52
14:00	23	21	19	29	27	50	51	220	31	119	23	101	51
15:00	30	35	30	28	31	26	37	217	31	154	31	63	32
16:00	31	24	41	28	33	28	35	220	32	157	31	63	32
17:00	38	39	39	30	47	28	34	255	36	193	38	62	31
18:00	54	39	66	62	55	40	16	332	47	276	55	56	28
19:00	37	21	53	37	41	37	27	253	36	189	38	64	32
20:00	22	11	32	19	29	24	16	153	22	113	22	40	20
21:00	15	11	18	13	19	14	11	101	14	76	15	25	13
22:00	11	6	7	13	20	20	6	83	12	57	11	26	13
23:00	8	7	10	2	16	6	5	54	8	43	9	11	6
Total	439	363	463	428	500	519	416	3128	446	2193	433	935	474
% Heavy	2.96%	2.75%	3.46%	2.80%	5.20%	1.54%	0.48%	2.78%		3.51%		1.07%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Southbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	11:00	11:00	11:00	11:00	N/A	11:00	N/A	08:00	N/A	11:00
PM Peak	15:00	15:00	15:00	18:00	18:00	14:00	13:00	N/A	15:00	N/A	15:00	N/A	13:00
00:00	0	1	0	5	2	5	12	25	3	8	2	17	9
01:00	4	2	2	2	1	4	7	22	3	11	2	11	6
02:00	2	1	0	0	2	3	6	14	2	5	1	9	5
03:00	0	0	1	1	0	6	6	14	2	2	0	12	6
04:00	2	1	1	1	1	5	3	14	2	6	1	8	4
05:00	2	4	6	4	4	4	5	29	4	20	4	9	5
06:00	19	18	16	23	17	5	4	102	14	93	18	9	5
07:00	27	24	32	22	16	11	10	142	20	121	24	21	11
08:00	34	40	55	45	29	16	17	236	33	203	40	33	17
09:00	19	21	32	24	14	27	11	148	21	110	22	38	20
10:00	24	24	30	28	21	34	19	180	25	127	26	53	27
11:00	33	32	28	46	30	40	35	244	35	169	34	75	38
12:00	35	30	34	44	38	43	32	256	36	181	37	75	38
13:00	33	32	29	39	36	45	41	255	36	169	33	86	43
14:00	34	30	36	41	30	49	34	254	36	171	34	83	42
15:00	44	49	50	41	37	35	30	286	41	221	44	65	33
16:00	31	34	28	31	35	33	23	215	31	159	32	56	29
17:00	37	38	37	49	26	36	28	251	36	187	37	64	33
18:00	40	24	42	56	42	18	25	247	35	204	41	43	22
19:00	30	11	37	39	37	26	17	197	28	154	31	43	22
20:00	18	16	20	12	25	15	15	121	17	91	18	30	15
21:00	14	6	23	11	18	10	13	95	13	72	14	23	12
22:00	9	6	4	8	21	12	9	69	10	48	10	21	11
23:00	6	4	5	2	16	6	5	44	6	33	7	11	6
Total	497	448	548	574	498	488	407	3460	489	2565	512	895	459
% Heavy	1.81%	2.23%	1.64%	2.26%	3.61%	1.02%	0.98%	1.97%		2.30%		1.01%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

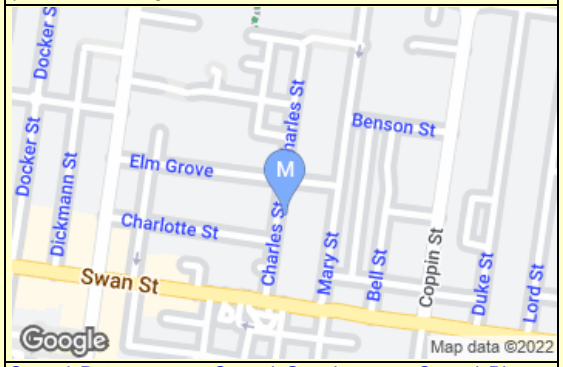
Street Name :	Charles St	**Location :**	Outside Property 61
Suburb :	Richmond	**Start Date :**	00:00 Sat 12/March/2022
Machine ID:	K354KXNE	**Finish Date :**	00:00 Sat 19/March/2022
Site ID:	12811	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 30.04 South Long 145° 0' 1.89 East	Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	847	419	428
(Vehicles/Day)		7 Day Average	794	394	400
Weekday	**AM**	10:00	44	21	23
Peak hour starts	**PM**	18:00	99	61	38
Speeds :		85th Percentile	30.1	30.6	29.6
(Km/Hr)		Average	26.0	26.6	25.5
Classification % :		Light Vehicles up to 5.5m	97.9%	97.5%	98.3%

Location

GPS Information Load Google Map (internet requi

(Latitude, Longitud -37.825011, 145.000526



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
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AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	08:00	08:00	08:00	10:00	11:00	11:00	N/A	11:00	N/A	10:00	N/A	11:00
PM Peak	12:00	18:00	18:00	18:00	18:00	15:00	12:00	N/A	18:00	N/A	18:00	N/A	12:00
00:00	10	3	2	8	11	11	13	58	8	34	7	24	13
01:00	9	4	0	2	7	6	10	38	5	22	4	16	9
02:00	7	2	0	0	5	7	8	29	4	14	3	15	8
03:00	2	0	4	3	3	6	6	24	3	12	2	12	7
04:00	1	2	4	3	3	7	4	24	3	13	2	11	6
05:00	4	7	4	7	3	6	7	38	5	25	5	13	7
06:00	9	14	17	16	18	8	9	91	12	74	14	17	9
07:00	10	42	34	29	31	13	9	168	23	146	28	22	12
08:00	11	47	59	51	46	18	16	248	35	214	42	34	17
09:00	27	42	42	39	51	35	29	265	37	201	41	64	33
10:00	27	37	53	48	61	50	23	299	42	226	44	73	37
11:00	33	42	46	29	41	65	47	303	43	191	37	112	57
12:00	58	38	56	55	64	54	69	394	56	271	53	123	62
13:00	49	62	49	46	57	51	44	358	51	263	52	95	48
14:00	53	50	54	60	54	56	31	358	52	271	55	87	44
15:00	38	49	59	68	73	61	45	393	56	287	58	106	55
16:00	47	59	66	82	61	38	39	392	56	315	63	77	40
17:00	36	68	97	107	75	42	55	480	68	383	77	97	50
18:00	35	74	129	156	97	39	42	572	82	491	99	81	42
19:00	31	40	104	111	71	52	34	443	64	357	71	86	44
20:00	29	32	30	49	33	38	23	234	33	173	34	61	31
21:00	16	22	19	20	18	25	14	134	20	95	19	39	20
22:00	9	11	30	60	26	22	16	174	25	136	27	38	20
23:00	6	11	6	18	9	17	11	78	11	50	10	28	15
Total	557	758	964	1067	918	727	604	5595	794	4264	847	1331	686
% Heavy	2.69%	2.77%	2.80%	2.62%	1.96%	0.55%	1.49%	2.18%		2.56%		0.98%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Northbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	10:00	09:00	10:00	10:00	10:00	11:00	11:00	N/A	10:00	N/A	10:00	N/A	11:00
PM Peak	13:00	18:00	18:00	18:00	18:00	19:00	12:00	N/A	18:00	N/A	18:00	N/A	12:00
00:00	5	2	1	6	5	7	8	34	5	19	4	15	8
01:00	4	2	0	0	4	2	5	17	2	10	2	7	4
02:00	4	2	0	0	2	3	4	15	2	8	2	7	4
03:00	1	0	1	2	2	3	4	13	2	6	1	7	4
04:00	1	2	3	3	2	3	2	16	2	11	2	5	3
05:00	3	2	1	3	0	1	4	14	2	9	2	5	3
06:00	5	3	8	3	7	2	5	33	4	26	5	7	4
07:00	6	11	9	4	9	5	4	48	6	39	7	9	5
08:00	4	9	13	14	9	8	10	67	9	49	9	18	9
09:00	9	24	19	16	24	11	14	117	16	92	19	25	13
10:00	12	18	26	25	27	23	10	141	20	108	21	33	17
11:00	12	18	13	14	17	35	19	128	18	74	14	54	27
12:00	29	21	30	34	29	28	40	211	30	143	28	68	34
13:00	32	28	23	22	25	22	22	174	25	130	26	44	22
14:00	23	21	22	34	23	26	17	166	24	123	25	43	22
15:00	23	23	27	36	27	32	22	190	27	136	28	54	28
16:00	25	29	36	46	35	20	21	212	30	171	34	41	21
17:00	20	26	56	61	40	20	30	253	36	203	41	50	26
18:00	22	49	83	88	60	19	29	350	50	302	61	48	25
19:00	20	26	61	69	44	38	18	276	40	220	44	56	29
20:00	18	18	15	31	19	22	12	135	19	101	20	34	17
21:00	10	7	11	10	9	12	8	67	10	47	9	20	10
22:00	6	8	9	16	9	12	7	67	10	48	10	19	10
23:00	4	6	4	6	4	8	5	37	5	24	5	13	7
Total	298	355	471	543	432	362	320	2781	394	2099	419	682	352
% Heavy	3.02%	3.66%	3.18%	3.50%	2.55%	0.83%	1.25%	2.66%		3.19%		1.03%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Southbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	14:00	17:00	18:00	18:00	15:00	14:00	12:00	N/A	17:00	N/A	18:00	N/A	12:00
00:00	5	1	1	2	6	4	5	24	3	15	3	9	5
01:00	5	2	0	2	3	4	5	21	3	12	2	9	5
02:00	3	0	0	0	3	4	4	14	2	6	1	8	4
03:00	1	0	3	1	1	3	2	11	1	6	1	5	3
04:00	0	0	1	0	1	4	2	8	1	2	0	6	3
05:00	1	5	3	4	3	5	3	24	3	16	3	8	4
06:00	4	11	9	13	11	6	4	58	8	48	9	10	5
07:00	4	31	25	25	22	8	5	120	17	107	21	13	7
08:00	7	38	46	37	37	10	6	181	26	165	33	16	8
09:00	18	18	23	23	27	24	15	148	21	109	22	39	20
10:00	15	19	27	23	34	27	13	158	22	118	23	40	20
11:00	21	24	33	15	24	30	28	175	25	117	23	58	30
12:00	29	17	26	21	35	26	29	183	26	128	25	55	28
13:00	17	34	26	24	32	29	22	184	26	133	26	51	26
14:00	30	29	32	26	31	30	14	192	28	148	30	44	22
15:00	15	26	32	32	46	29	23	203	29	151	30	52	27
16:00	22	30	30	36	26	18	18	180	26	144	29	36	19
17:00	16	42	41	46	35	22	25	227	32	180	36	47	24
18:00	13	25	46	68	37	20	13	222	32	189	38	33	17
19:00	11	14	43	42	27	14	16	167	24	137	27	30	15
20:00	11	14	15	18	14	16	11	99	14	72	14	27	14
21:00	6	15	8	10	9	13	6	67	10	48	10	19	10
22:00	3	3	21	44	17	10	9	107	15	88	17	19	10
23:00	2	5	2	12	5	9	6	41	6	26	5	15	8
Total	259	403	493	524	486	365	284	2814	400	2165	428	649	334
% Heavy	2.32%	1.99%	2.43%	1.72%	1.44%	0.27%	1.76%	1.71%		1.94%		0.92%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

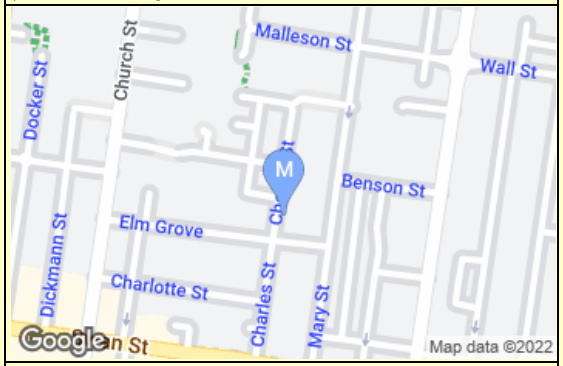
Street Name :	Charles St	**Location :**	Outside Property 41
Suburb :	Richmond	**Start Date :**	00:00 Tue 01/March/2022
Machine ID:	MD00QXA4	**Finish Date :**	00:00 Tue 08/March/2022
Site ID:	12812	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 27.66 South Long 145° 0' 2.34 East	Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	652	331	321
(Vehicles/Day)		7 Day Average	669	337	332
Weekday	**AM**	10:00	39	21	18
Peak hour starts	**PM**	18:00	54	32	22
Speeds :		85th Percentile	32.0	32.8	31.1
(Km/Hr)		Average	27.0	27.5	26.4
Classification % :		Light Vehicles up to 5.5m	96.7%	97.1%	96.4%

Location

GPS Information Load Google Map (internet requi

(Latitude, Longitud -37.824351, 145.000649



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site Charles St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	10:00	10:00	09:00	11:00	11:00	09:00	11:00	N/A	11:00	N/A	10:00	N/A	11:00
PM Peak	18:00	17:00	15:00	18:00	18:00	13:00	14:00	N/A	18:00	N/A	18:00	N/A	13:00
00:00	5	3	0	5	4	5	13	35	5	17	3	18	10
01:00	10	4	2	5	3	5	20	49	7	24	5	25	13
02:00	5	2	3	2	2	9	13	36	5	14	3	22	12
03:00	1	1	1	3	1	17	16	40	5	7	1	33	17
04:00	4	1	3	1	2	10	6	27	4	11	2	16	8
05:00	6	8	13	12	6	4	5	54	7	45	8	9	5
06:00	27	23	20	26	23	7	5	131	19	119	23	12	6
07:00	26	26	30	23	33	18	8	164	22	138	27	26	14
08:00	35	36	36	46	37	23	21	234	33	190	37	44	22
09:00	29	30	37	33	25	59	35	248	36	154	31	94	48
10:00	43	38	37	37	40	54	40	289	40	195	39	94	48
11:00	39	27	34	48	50	54	59	311	44	198	39	113	58
12:00	43	40	42	55	43	51	40	314	45	223	45	91	47
13:00	37	39	37	44	32	69	58	316	46	189	38	127	65
14:00	42	35	31	57	48	61	60	334	47	213	43	121	62
15:00	39	40	51	30	42	33	36	271	39	202	41	69	36
16:00	36	30	42	40	36	60	41	285	40	184	36	101	52
17:00	45	51	45	56	35	44	48	324	46	232	45	92	47
18:00	53	46	48	58	66	36	48	355	50	271	54	84	44
19:00	41	38	40	46	49	39	44	297	42	214	42	83	42
20:00	27	15	33	25	36	22	35	193	27	136	27	57	29
21:00	26	15	29	30	33	15	26	174	25	133	26	41	21
22:00	18	12	14	18	31	26	22	141	20	93	19	48	24
23:00	18	12	17	7	38	8	10	110	15	92	18	18	10
Total	655	572	645	707	715	729	709	4732	669	3294	652	1438	740
% Heavy	3.66%	3.15%	3.88%	4.81%	4.90%	1.37%	1.55%	3.32%		4.13%		1.46%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Northbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	10:00	10:00	10:00	11:00	11:00	10:00	11:00	N/A	11:00	N/A	10:00	N/A	11:00
PM Peak	18:00	17:00	18:00	18:00	18:00	13:00	14:00	N/A	18:00	N/A	18:00	N/A	13:00
00:00	4	2	0	2	3	2	7	20	3	11	2	9	5
01:00	5	2	1	3	2	4	12	29	4	13	3	16	8
02:00	3	1	2	1	1	6	6	20	3	8	2	12	7
03:00	1	1	0	2	1	10	9	24	3	5	1	19	10
04:00	2	0	2	0	0	5	3	12	2	4	1	8	4
05:00	2	2	3	5	1	2	3	18	2	13	2	5	3
06:00	8	6	5	6	5	2	2	34	5	30	6	4	2
07:00	6	9	12	9	13	6	5	60	8	49	9	11	6
08:00	12	11	9	17	11	9	7	76	11	60	12	16	8
09:00	15	15	19	19	11	26	14	119	17	79	16	40	21
10:00	20	20	22	18	23	29	18	150	21	103	21	47	24
11:00	20	16	20	21	25	23	32	157	22	102	20	55	28
12:00	20	20	21	27	18	23	18	147	21	106	22	41	21
13:00	21	20	19	25	23	37	28	173	25	108	22	65	33
14:00	20	18	13	24	25	29	34	163	23	100	20	63	32
15:00	20	25	20	17	21	16	18	137	20	103	21	34	18
16:00	21	16	25	24	21	28	19	154	22	107	21	47	24
17:00	24	29	26	29	16	23	29	176	24	124	24	52	27
18:00	31	27	27	34	39	22	25	205	29	158	32	47	25
19:00	23	23	22	24	27	22	24	165	23	119	23	46	23
20:00	14	9	17	13	18	16	20	107	15	71	14	36	18
21:00	15	11	14	19	18	8	13	98	14	77	15	21	11
22:00	11	7	10	11	19	14	10	82	12	58	12	24	12
23:00	10	7	9	4	20	4	5	59	8	50	10	9	5
Total	328	297	318	354	361	366	361	2385	337	1658	331	727	375
% Heavy	2.74%	2.36%	3.77%	4.52%	4.16%	1.37%	1.39%	2.89%		3.56%		1.38%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Southbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	09:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	12:00	17:00	15:00	14:00	18:00	13:00	13:00	N/A	12:00	N/A	12:00	N/A	13:00
00:00	1	1	0	3	1	3	6	15	2	6	1	9	5
01:00	5	2	1	2	1	1	8	20	3	11	2	9	5
02:00	2	1	1	1	1	3	7	16	2	6	1	10	5
03:00	0	0	1	1	0	7	7	16	2	2	0	14	7
04:00	2	1	1	1	2	5	3	15	2	7	1	8	4
05:00	4	6	10	7	5	2	2	36	5	32	6	4	2
06:00	19	17	15	20	18	5	3	97	14	89	17	8	4
07:00	20	17	18	14	20	12	3	104	14	89	18	15	8
08:00	23	25	27	29	26	14	14	158	22	130	25	28	14
09:00	14	15	18	14	14	33	21	129	19	75	15	54	27
10:00	23	18	15	19	17	25	22	139	19	92	18	47	24
11:00	19	11	14	27	25	31	27	154	22	96	19	58	30
12:00	23	20	21	28	25	28	22	167	24	117	23	50	26
13:00	16	19	18	19	9	32	30	143	21	81	16	62	32
14:00	22	17	18	33	23	32	26	171	24	113	23	58	30
15:00	19	15	31	13	21	17	18	134	19	99	20	35	18
16:00	15	14	17	16	15	32	22	131	18	77	15	54	28
17:00	21	22	19	27	19	21	19	148	22	108	21	40	20
18:00	22	19	21	24	27	14	23	150	21	113	22	37	19
19:00	18	15	18	22	22	17	20	132	19	95	19	37	19
20:00	13	6	16	12	18	6	15	86	12	65	13	21	11
21:00	11	4	15	11	15	7	13	76	11	56	11	20	10
22:00	7	5	4	7	12	12	12	59	8	35	7	24	12
23:00	8	5	8	3	18	4	5	51	7	42	8	9	5
Total	327	275	327	353	354	363	348	2347	332	1636	321	711	365
% Heavy	4.59%	4.00%	3.98%	5.10%	5.65%	1.38%	1.72%	3.75%		4.71%		1.55%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

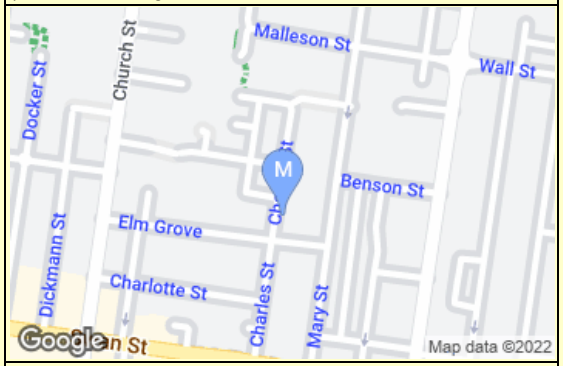
Street Name :	Charles St	**Location :**	Outside Property 41
Suburb :	Richmond	**Start Date :**	00:00 Sat 12/March/2022
Machine ID:	L790N9JW	**Finish Date :**	00:00 Sat 19/March/2022
Site ID:	12812	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information	Lat 37° 49' 27.66 South Long 145° 0' 2.34 East		Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	617	315	302
(Vehicles/Day)		7 Day Average	579	298	281
Weekday	**AM**	11:00	37	17	20
Peak hour starts	**PM**	16:00	49	27	22
Speeds :		85th Percentile	31.8	32.6	30.9
(Km/Hr)		Average	27.1	27.7	26.4
Classification % :		Light Vehicles up to 5.5m	96.7%	96.7%	96.8%

Location

GPS Information Load Google Map (internet requi

(Latitude, Longitud -37.824351, 145.000649



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
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AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	11:00	11:00	11:00	10:00	11:00	10:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	12:00	18:00	16:00	18:00	18:00	13:00	12:00	N/A	16:00	N/A	16:00	N/A	13:00
00:00	15	4	2	7	13	15	16	72	10	41	8	31	16
01:00	5	3	0	3	5	2	4	22	3	16	3	6	4
02:00	8	1	0	0	5	7	8	29	4	14	2	15	8
03:00	3	0	6	3	3	4	5	24	3	15	3	9	5
04:00	0	4	4	5	3	2	2	20	3	16	3	4	2
05:00	3	11	6	11	7	0	1	39	5	38	7	1	1
06:00	10	17	21	21	24	4	5	102	14	93	20	9	5
07:00	12	30	28	24	22	6	6	128	17	116	23	12	6
08:00	16	41	37	32	34	16	8	184	27	160	32	24	13
09:00	20	44	38	37	34	37	22	232	32	173	35	59	30
10:00	22	37	36	37	46	32	28	238	35	178	36	60	32
11:00	28	47	47	38	25	45	27	257	37	185	37	72	37
12:00	51	38	34	45	30	43	47	288	41	198	39	90	46
13:00	26	43	42	44	44	53	41	293	41	199	40	94	47
14:00	36	35	32	47	37	36	30	253	35	187	38	66	33
15:00	31	38	44	38	39	40	40	270	38	190	37	80	41
16:00	40	45	57	52	48	26	41	309	45	242	49	67	35
17:00	34	38	50	52	42	24	41	281	39	216	43	65	35
18:00	29	49	51	68	49	28	28	302	44	246	49	56	29
19:00	24	25	50	60	38	25	28	250	35	197	39	53	27
20:00	26	26	31	44	31	30	15	203	28	158	31	45	23
21:00	21	13	12	25	17	21	7	116	16	88	18	28	15
22:00	12	14	18	16	14	15	21	110	15	74	15	36	19
23:00	10	9	5	15	9	20	13	81	12	48	10	33	17
Total	482	612	651	724	619	531	484	4103	579	3088	617	1015	526
% Heavy	3.73%	3.43%	5.22%	4.83%	3.39%	1.69%	1.24%	3.51%		4.18%		1.48%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Northbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	10:00	11:00	09:00	11:00	10:00	11:00	10:00	N/A	11:00	N/A	10:00	N/A	11:00
PM Peak	12:00	18:00	18:00	18:00	18:00	13:00	12:00	N/A	18:00	N/A	18:00	N/A	13:00
00:00	6	2	1	4	6	9	9	37	5	19	4	18	9
01:00	2	2	0	1	2	0	1	8	1	7	1	1	1
02:00	4	1	0	0	2	4	4	15	2	7	1	8	4
03:00	2	0	3	2	2	4	4	17	2	9	2	8	4
04:00	0	2	3	3	2	1	1	12	2	10	2	2	1
05:00	1	2	0	3	1	0	0	7	1	7	1	0	0
06:00	4	7	8	8	9	1	2	39	5	36	8	3	2
07:00	6	10	10	4	5	2	2	39	5	35	7	4	2
08:00	4	14	9	9	12	7	3	58	9	48	10	10	5
09:00	8	23	20	17	18	11	10	107	15	86	17	21	11
10:00	14	16	20	18	23	15	11	117	17	91	18	26	14
11:00	10	25	20	20	14	23	11	123	18	89	17	34	17
12:00	26	21	18	23	15	21	24	148	21	103	20	45	23
13:00	14	20	21	22	24	31	19	151	21	101	20	50	25
14:00	14	17	18	25	21	19	21	135	19	95	19	40	20
15:00	20	23	24	19	16	21	19	142	20	102	20	40	21
16:00	22	26	29	29	29	16	24	175	25	135	27	40	21
17:00	19	17	31	32	24	14	21	158	22	123	25	35	19
18:00	16	34	34	36	30	11	16	177	26	150	30	27	14
19:00	14	19	28	33	23	16	16	149	21	117	23	32	16
20:00	20	14	14	26	18	16	8	116	16	92	18	24	12
21:00	13	3	8	15	9	10	5	63	9	48	10	15	8
22:00	8	11	10	6	8	10	13	66	9	43	9	23	12
23:00	6	5	4	8	5	10	8	46	7	28	6	18	9
Total	253	314	333	363	318	272	252	2105	298	1581	315	524	270
% Heavy	2.77%	3.50%	5.11%	5.23%	4.09%	1.84%	1.19%	3.56%		4.24%		1.53%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charles St

Direction Southbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	08:00	08:00	08:00	10:00	09:00	10:00	N/A	11:00	N/A	08:00	N/A	11:00
PM Peak	12:00	13:00	16:00	18:00	15:00	12:00	12:00	N/A	12:00	N/A	16:00	N/A	12:00
00:00	9	2	1	3	7	6	7	35	5	22	4	13	7
01:00	3	1	0	2	3	2	3	14	2	9	2	5	3
02:00	4	0	0	0	3	3	4	14	2	7	1	7	4
03:00	1	0	3	1	1	0	1	7	1	6	1	1	1
04:00	0	2	1	2	1	1	1	8	1	6	1	2	1
05:00	2	9	6	8	6	0	1	32	4	31	6	1	1
06:00	6	10	13	13	15	3	3	63	9	57	12	6	3
07:00	6	20	18	20	17	4	4	89	12	81	16	8	4
08:00	12	27	28	23	22	9	5	126	18	112	22	14	8
09:00	12	21	18	20	16	26	12	125	17	87	18	38	19
10:00	8	21	16	19	23	17	17	121	18	87	18	34	18
11:00	18	22	27	18	11	22	16	134	19	96	20	38	20
12:00	25	17	16	22	15	22	23	140	20	95	19	45	23
13:00	12	23	21	22	20	22	22	142	20	98	20	44	22
14:00	22	18	14	22	16	17	9	118	16	92	19	26	13
15:00	11	15	20	19	23	19	21	128	18	88	17	40	20
16:00	18	19	28	23	19	10	17	134	20	107	22	27	14
17:00	15	21	19	20	18	10	20	123	17	93	18	30	16
18:00	13	15	17	32	19	17	12	125	18	96	19	29	15
19:00	10	6	22	27	15	9	12	101	14	80	16	21	11
20:00	6	12	17	18	13	14	7	87	12	66	13	21	11
21:00	8	10	4	10	8	11	2	53	7	40	8	13	7
22:00	4	3	8	10	6	5	8	44	6	31	6	13	7
23:00	4	4	1	7	4	10	5	35	5	20	4	15	8
Total	229	298	318	361	301	259	232	1998	281	1507	302	491	256
% Heavy	4.80%	3.36%	5.35%	4.43%	2.66%	1.54%	1.29%	3.45%		4.11%		1.43%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

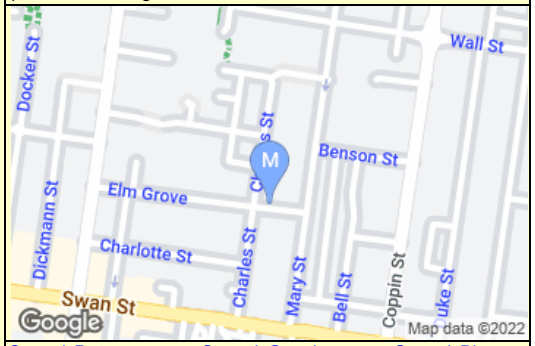
Street Name :	McNamara St	**Location :**	East of Charles St
Suburb :	Richmond	**Start Date :**	00:00 Tue 01/March/2022
Machine ID:	ME317FVV	**Finish Date :**	00:00 Tue 08/March/2022
Site ID:	12813	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 28.52 South Long 145° 0' 2.65 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	227	168	59
(Vehicles/Day)		7 Day Average	231	167	64
Weekday	**AM**	08:00	13	13	0
Peak hour start	**PM**	17:00	30	19	11
Speeds :		85th Percentile	22.1	21.8	23.1
(Km/Hr)		Average	19.8	19.3	20.6
Classification % :		Light Vehicles up to 5.5m	96.7%	97.1%	97.0%

Location

GPS Information Load Google Map (internet require

(Latitude, Longitude) -37.824589, 145.000737



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001
SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801
ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site McNamara St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	06:00	11:00	08:00	08:00	06:00	11:00	11:00	N/A	11:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	18:00	17:00	17:00	14:00	13:00	N/A	17:00	N/A	17:00	N/A	13:00
00:00	1	2	0	1	1	3	5	13	1	5	1	8	5
01:00	0	1	0	1	1	3	2	8	1	3	1	5	3
02:00	0	1	1	1	1	4	5	13	2	4	1	9	6
03:00	1	0	2	1	2	3	1	10	1	6	1	4	3
04:00	0	1	1	0	0	2	0	4	0	2	0	2	2
05:00	0	3	1	1	1	4	0	10	1	6	1	4	2
06:00	8	5	6	11	7	3	1	41	5	37	7	4	2
07:00	5	6	15	12	4	4	1	47	6	42	8	5	4
08:00	2	3	31	26	2	6	7	77	11	64	13	13	7
09:00	4	1	15	20	2	9	5	56	8	42	8	14	7
10:00	2	5	18	17	5	15	11	73	10	47	9	26	14
11:00	2	16	17	18	5	31	19	108	15	58	11	50	26
12:00	2	14	20	17	1	24	18	96	13	54	10	42	22
13:00	1	16	10	15	4	25	31	102	15	46	9	56	29
14:00	2	14	12	21	1	26	22	98	13	50	10	48	25
15:00	10	20	24	27	15	20	18	134	19	96	19	38	20
16:00	16	14	14	19	25	13	12	113	16	88	17	25	14
17:00	28	28	29	36	30	23	22	196	28	151	30	45	24
18:00	27	23	31	30	23	15	16	165	23	134	27	31	16
19:00	16	18	21	20	29	16	7	127	18	104	21	23	12
20:00	7	13	18	7	9	11	5	70	9	54	10	16	9
21:00	7	7	6	13	3	3	13	52	8	36	7	16	9
22:00	4	1	6	6	7	14	2	40	6	24	4	16	9
23:00	3	1	2	2	6	4	1	19	2	14	2	5	3
Total	148	213	300	322	184	281	224	1672	231	1167	227	505	273
% Heavy	3.38%	2.82%	4.67%	2.17%	2.17%	2.49%	4.91%	3.23%		3.08%		3.56%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site McNamara St

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	06:00	00:00	07:00	07:00	06:00	11:00	11:00	N/A	10:00	N/A	06:00	N/A	11:00
PM Peak	17:00	17:00	18:00	18:00	19:00	12:00	13:00	N/A	17:00	N/A	17:00	N/A	13:00
00:00	1	1	0	0	0	1	1	4	0	2	0	2	2
01:00	0	0	0	0	0	0	1	1	0	0	0	1	1
02:00	0	0	0	0	0	1	1	2	0	0	0	2	2
03:00	0	0	0	0	0	1	0	1	0	0	0	1	1
04:00	0	0	0	0	0	1	0	1	0	0	0	1	1
05:00	0	0	0	0	0	2	0	2	0	0	0	2	1
06:00	3	1	1	1	4	0	0	10	1	10	2	0	0
07:00	1	1	3	2	1	1	0	9	1	8	1	1	1
08:00	0	0	0	1	0	0	0	1	0	1	0	0	0
09:00	2	0	0	1	0	2	0	5	1	3	0	2	1
10:00	1	0	2	1	2	4	1	11	2	6	1	5	3
11:00	2	1	0	1	0	6	5	15	2	4	1	11	6
12:00	0	0	1	2	0	10	10	23	3	3	0	20	10
13:00	0	2	1	0	1	6	15	25	4	4	1	21	11
14:00	1	1	0	4	0	6	6	18	2	6	1	12	7
15:00	5	2	8	4	4	10	7	40	5	23	4	17	9
16:00	6	6	6	7	6	3	2	36	5	31	6	5	3
17:00	12	13	9	11	8	3	4	60	9	53	11	7	4
18:00	11	13	12	12	6	5	3	62	9	54	11	8	4
19:00	10	6	10	8	17	7	4	62	9	51	10	11	6
20:00	2	8	7	3	2	7	2	31	4	22	4	9	5
21:00	3	3	1	6	1	0	5	19	3	14	3	5	3
22:00	2	0	2	5	3	9	0	21	3	12	2	9	5
23:00	2	0	2	1	2	2	0	9	1	7	1	2	1
Total	64	58	65	70	57	87	67	468	64	314	59	154	87
% Heavy	1.56%	0.00%	9.23%	4.29%	3.51%	3.45%	2.99%	3.63%		3.82%		3.25%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site McNamara St

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	06:00	11:00	08:00	08:00	11:00	11:00	11:00	N/A	11:00	N/A	08:00	N/A	11:00
PM Peak	17:00	15:00	17:00	17:00	17:00	14:00	17:00	N/A	17:00	N/A	17:00	N/A	17:00
00:00	0	1	0	1	1	2	4	9	1	3	1	6	3
01:00	0	1	0	1	1	3	1	7	1	3	1	4	2
02:00	0	1	1	1	1	3	4	11	2	4	1	7	4
03:00	1	0	2	1	2	2	1	9	1	6	1	3	2
04:00	0	1	1	0	0	1	0	3	0	2	0	1	1
05:00	0	3	1	1	1	2	0	8	1	6	1	2	1
06:00	5	4	5	10	3	3	1	31	4	27	5	4	2
07:00	4	5	12	10	3	3	1	38	5	34	7	4	3
08:00	2	3	31	25	2	6	7	76	11	63	13	13	7
09:00	2	1	15	19	2	7	5	51	7	39	8	12	6
10:00	1	5	16	16	3	11	10	62	8	41	8	21	11
11:00	0	15	17	17	5	25	14	93	13	54	10	39	20
12:00	2	14	19	15	1	14	8	73	10	51	10	22	12
13:00	1	14	9	15	3	19	16	77	11	42	8	35	18
14:00	1	13	12	17	1	20	16	80	11	44	9	36	18
15:00	5	18	16	23	11	10	11	94	14	73	15	21	11
16:00	10	8	8	12	19	10	10	77	11	57	11	20	11
17:00	16	15	20	25	22	20	18	136	19	98	19	38	20
18:00	16	10	19	18	17	10	13	103	14	80	16	23	12
19:00	6	12	11	12	12	9	3	65	9	53	11	12	6
20:00	5	5	11	4	7	4	3	39	5	32	6	7	4
21:00	4	4	5	7	2	3	8	33	5	22	4	11	6
22:00	2	1	4	1	4	5	2	19	3	12	2	7	4
23:00	1	1	0	1	4	2	1	10	1	7	1	3	2
Total	84	155	235	252	127	194	157	1204	167	853	168	351	186
% Heavy	4.76%	3.87%	3.40%	1.59%	1.57%	2.06%	5.73%	3.07%		2.81%		3.70%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

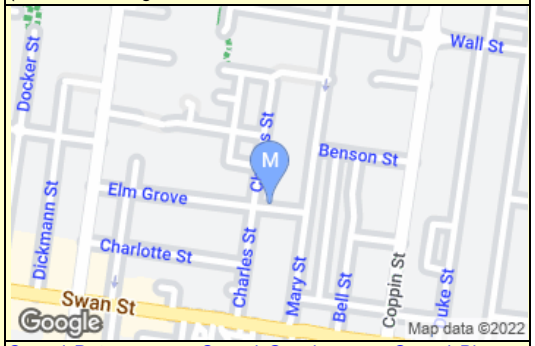
Street Name :	McNamara St	**Location :**	East of Charles St
Suburb :	Richmond	**Start Date :**	00:00 Sat 12/March/2022
Machine ID:	MD12RWSA	**Finish Date :**	00:00 Sat 19/March/2022
Site ID:	12813	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 28.52 South Long 145° 0' 2.65 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	289	186	103
(Vehicles/Day)		7 Day Average	264	169	95
Weekday	**AM**	08:00	18	16	2
Peak hour start	**PM**	18:00	33	20	13
Speeds :		85th Percentile	23.5	22.4	25.4
(Km/Hr)		Average	21.2	20.2	22.6
Classification % :		Light Vehicles up to 5.5m	97.4%	97.1%	97.9%

Location

GPS Information Load Google Map (internet require

(Latitude, Longitud -37.824589, 145.000737



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001
SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801
ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site McNamara St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	08:00	09:00	08:00	08:00	10:00	11:00	N/A	10:00	N/A	08:00	N/A	11:00
PM Peak	15:00	17:00	17:00	18:00	16:00	12:00	12:00	N/A	18:00	N/A	18:00	N/A	12:00
00:00	0	2	1	4	1	5	3	16	2	8	2	8	5
01:00	1	3	0	2	1	0	1	8	1	7	1	1	1
02:00	0	2	1	2	1	4	4	14	2	6	1	8	5
03:00	1	0	2	3	1	0	0	7	1	7	2	0	0
04:00	1	1	2	2	2	2	1	11	1	8	2	3	2
05:00	2	2	0	1	2	2	0	9	1	7	1	2	1
06:00	1	7	7	2	2	2	1	22	3	19	4	3	2
07:00	2	12	8	11	9	3	2	47	6	42	9	5	3
08:00	3	23	17	21	24	9	4	101	14	88	18	13	7
09:00	6	15	20	19	19	15	5	99	14	79	16	20	11
10:00	10	16	15	16	24	22	14	117	16	81	15	36	18
11:00	11	18	12	20	11	20	16	108	15	72	14	36	19
12:00	19	12	16	21	18	28	20	134	18	86	17	48	25
13:00	10	16	18	16	18	17	17	112	16	78	15	34	18
14:00	17	16	16	12	13	13	13	100	14	74	14	26	14
15:00	23	16	19	26	14	10	13	121	17	98	20	23	13
16:00	17	16	26	20	37	16	10	142	20	116	23	26	14
17:00	8	24	42	46	29	8	17	174	25	149	30	25	13
18:00	13	19	37	65	32	20	17	203	29	166	33	37	19
19:00	16	18	21	39	22	17	9	142	20	116	23	26	14
20:00	6	7	6	14	7	12	4	56	8	40	8	16	8
21:00	2	3	12	9	5	11	12	54	8	31	7	23	12
22:00	4	4	7	35	11	8	4	73	10	61	12	12	7
23:00	0	3	3	4	3	4	4	21	3	13	2	8	5
Total	173	255	308	410	306	248	191	1891	264	1452	289	439	236
% Heavy	0.58%	3.92%	1.95%	3.66%	2.94%	2.42%	2.09%	2.70%		2.82%		2.28%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site McNamara St

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	10:00	10:00	10:00	10:00	10:00	10:00	10:00	N/A	10:00	N/A	10:00	N/A	10:00
PM Peak	18:00	18:00	18:00	22:00	18:00	19:00	18:00	N/A	18:00	N/A	18:00	N/A	12:00
00:00	0	1	0	3	0	4	1	9	1	4	1	5	3
01:00	1	1	0	2	0	0	0	4	1	4	1	0	0
02:00	0	2	0	2	0	3	2	9	1	4	1	5	3
03:00	0	0	0	2	1	0	0	3	0	3	1	0	0
04:00	1	0	0	1	1	0	0	3	0	3	1	0	0
05:00	1	0	0	0	0	0	0	1	0	1	0	0	0
06:00	0	2	3	0	0	1	0	6	1	5	1	1	1
07:00	1	0	1	1	3	0	0	6	1	6	1	0	0
08:00	2	2	3	3	0	3	2	15	2	10	2	5	3
09:00	2	2	4	3	4	2	2	19	2	15	3	4	2
10:00	4	3	5	8	8	10	4	42	6	28	5	14	7
11:00	3	3	5	6	2	4	2	25	3	19	3	6	3
12:00	6	5	5	10	8	8	9	51	7	34	7	17	9
13:00	6	8	3	6	6	7	5	41	6	29	6	12	6
14:00	8	9	6	8	5	5	6	47	7	36	7	11	6
15:00	8	4	6	8	3	3	4	36	5	29	6	7	4
16:00	8	2	11	7	12	3	6	49	7	40	8	9	5
17:00	4	6	11	12	8	3	8	52	7	41	8	11	6
18:00	9	10	12	22	13	4	11	81	12	66	13	15	8
19:00	8	8	5	21	10	12	4	68	10	52	10	16	8
20:00	3	2	3	7	3	8	2	28	4	18	4	10	5
21:00	1	1	10	3	3	5	5	28	4	18	4	10	5
22:00	1	1	5	31	8	4	1	51	7	46	9	5	3
23:00	0	1	2	3	1	1	2	10	1	7	1	3	2
Total	77	73	100	169	99	90	76	684	95	518	103	166	89
% Heavy	0.00%	6.85%	1.00%	3.55%	3.03%	1.11%	1.32%	2.49%		2.90%		1.20%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site McNamara St

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	08:00	09:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	15:00	17:00	17:00	18:00	16:00	12:00	13:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	0	1	1	1	1	1	2	7	1	4	1	3	2
01:00	0	2	0	0	1	0	1	4	0	3	0	1	1
02:00	0	0	1	0	1	1	2	5	1	2	0	3	2
03:00	1	0	2	1	0	0	0	4	1	4	1	0	0
04:00	0	1	2	1	1	2	1	8	1	5	1	3	2
05:00	1	2	0	1	2	2	0	8	1	6	1	2	1
06:00	1	5	4	2	2	1	1	16	2	14	3	2	1
07:00	1	12	7	10	6	3	2	41	5	36	8	5	3
08:00	1	21	14	18	24	6	2	86	12	78	16	8	4
09:00	4	13	16	16	15	13	3	80	12	64	13	16	9
10:00	6	13	10	8	16	12	10	75	10	53	10	22	11
11:00	8	15	7	14	9	16	14	83	12	53	11	30	16
12:00	13	7	11	11	10	20	11	83	11	52	10	31	16
13:00	4	8	15	10	12	10	12	71	10	49	9	22	12
14:00	9	7	10	4	8	8	7	53	7	38	7	15	8
15:00	15	12	13	18	11	7	9	85	12	69	14	16	9
16:00	9	14	15	13	25	13	4	93	13	76	15	17	9
17:00	4	18	31	34	21	5	9	122	18	108	22	14	7
18:00	4	9	25	43	19	16	6	122	17	100	20	22	11
19:00	8	10	16	18	12	5	5	74	10	64	13	10	6
20:00	3	5	3	7	4	4	2	28	4	22	4	6	3
21:00	1	2	2	6	2	6	7	26	4	13	3	13	7
22:00	3	3	2	4	3	4	3	22	3	15	3	7	4
23:00	0	2	1	1	2	3	2	11	2	6	1	5	3
Total	96	182	208	241	207	158	115	1207	169	934	186	273	147
% Heavy	1.04%	2.75%	2.40%	3.73%	2.90%	3.16%	2.61%	2.82%		2.78%		2.93%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

Street Name :	Elm Grove	**Location :**	Outside Property 5
Suburb :	Richmond	**Start Date :**	00:00 Tue 01/March/2022
Machine ID:	MD00QXA4	**Finish Date :**	00:00 Tue 08/March/2022
Site ID:	12814	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 27.93 South Long 144° 59' 56.65 East	Direction of Travel Both directions	Westbound	Eastbound
Traffic Volume :		Weekdays Average	691	363	328
(Vehicles/Day)		7 Day Average	720	385	335
Weekday	**AM**	11:00	40	21	19
Peak hour start	**PM**	18:00	71	40	31
Speeds :		85th Percentile	34.8	35.2	34.4
(Km/Hr)		Average	29.8	30.2	29.5
Classification % :		Light Vehicles up to 5.5m	95.8%	95.7%	95.3%

Location

GPS Information Load Google Map (internet require

(Latitude, Longitud -37.824426, 144.999069

Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001
SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801
ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site Elm Grove

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	10:00	11:00	10:00	11:00	11:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	17:00	17:00	18:00	18:00	19:00	12:00	13:00	N/A	18:00	N/A	18:00	N/A	13:00
00:00	6	2	0	4	1	7	15	35	4	13	2	22	12
01:00	4	2	2	2	2	9	13	34	5	12	2	22	12
02:00	0	1	1	2	2	9	20	35	5	6	1	29	15
03:00	1	1	0	1	0	7	13	23	3	3	0	20	10
04:00	1	0	1	0	1	3	10	16	2	3	0	13	7
05:00	2	4	6	7	5	1	9	34	5	24	4	10	6
06:00	15	23	14	13	11	10	10	96	13	76	15	20	11
07:00	26	36	23	40	32	18	10	185	27	157	32	28	14
08:00	28	37	47	44	32	25	11	224	31	188	37	36	19
09:00	26	36	29	40	21	54	23	229	31	152	30	77	40
10:00	41	23	54	37	36	55	30	276	39	191	38	85	43
11:00	33	41	39	51	37	68	41	310	43	201	40	109	57
12:00	33	35	53	44	56	109	58	388	55	221	44	167	85
13:00	37	38	41	47	53	105	78	399	55	216	42	183	93
14:00	28	39	36	52	54	94	61	364	51	209	43	155	79
15:00	41	60	50	58	58	64	66	397	57	267	54	130	67
16:00	39	50	49	45	53	56	46	338	47	236	46	102	52
17:00	53	64	61	71	77	39	63	428	61	326	66	102	53
18:00	53	59	78	93	75	55	52	465	66	358	71	107	55
19:00	17	27	56	51	78	66	23	318	45	229	45	89	46
20:00	20	27	45	26	41	31	21	211	30	159	31	52	28
21:00	16	17	20	27	35	11	16	142	20	115	23	27	15
22:00	13	10	17	19	22	23	11	115	16	81	16	34	18
23:00	8	6	6	7	21	15	6	69	9	48	9	21	11
Total	541	638	728	781	803	934	706	5131	720	3491	691	1640	848
% Heavy	4.62%	5.64%	4.67%	3.97%	3.86%	3.53%	4.53%	4.33%		4.50%		3.96%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Elm Grove

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	10:00	11:00	10:00	11:00	10:00	10:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	13:00	17:00	17:00	18:00	19:00	12:00	13:00	N/A	18:00	N/A	17:00	N/A	13:00
00:00	2	1	0	2	1	2	10	18	2	6	1	12	7
01:00	2	1	2	1	0	5	9	20	3	6	1	14	7
02:00	0	1	1	1	2	3	11	19	3	5	1	14	7
03:00	0	1	0	1	0	1	7	10	1	2	0	8	4
04:00	1	0	0	0	0	1	7	9	1	1	0	8	4
05:00	0	0	0	2	1	0	5	8	1	3	0	5	3
06:00	4	8	6	3	3	2	5	31	4	24	5	7	4
07:00	13	17	11	18	14	6	4	83	12	73	15	10	5
08:00	14	18	19	14	13	11	3	92	12	78	15	14	7
09:00	14	14	14	17	11	28	5	103	14	70	14	33	17
10:00	21	10	24	15	20	31	9	130	19	90	18	40	20
11:00	16	22	19	26	16	25	20	144	20	99	19	45	24
12:00	17	13	19	21	26	50	30	176	25	96	19	80	41
13:00	25	18	19	26	30	45	40	203	28	118	23	85	43
14:00	14	17	20	23	29	39	22	164	23	103	21	61	31
15:00	21	31	28	29	27	35	29	200	28	136	27	64	33
16:00	22	32	24	27	23	23	15	166	23	128	25	38	19
17:00	24	34	31	42	22	17	25	195	28	153	31	42	22
18:00	23	29	28	44	33	21	24	202	29	157	31	45	23
19:00	9	10	22	23	42	31	9	146	21	106	21	40	21
20:00	12	17	16	10	16	15	12	98	14	71	14	27	15
21:00	9	9	9	15	18	3	7	70	10	60	12	10	6
22:00	6	6	10	12	15	10	5	64	9	49	10	15	8
23:00	6	3	3	4	11	6	4	37	5	27	5	10	5
Total	**275**	**312**	**325**	**376**	**373**	**410**	**317**	**2388**	**335**	**1661**	**328**	**727**	**376**
% Heavy	**4.73%**	**5.77%**	**5.23%**	**4.52%**	**4.29%**	**3.90%**	**3.79%**	**4.56%**		**4.88%**		**3.85%**	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Elm Grove

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	10:00	09:00	10:00	08:00	11:00	11:00	10:00	N/A	11:00	N/A	08:00	N/A	11:00
PM Peak	18:00	17:00	18:00	18:00	17:00	13:00	14:00	N/A	18:00	N/A	18:00	N/A	13:00
00:00	4	1	0	2	0	5	5	17	2	7	1	10	5
01:00	2	1	0	1	2	4	4	14	2	6	1	8	5
02:00	0	0	0	1	0	6	9	16	2	1	0	15	8
03:00	1	0	0	0	0	6	6	13	2	1	0	12	6
04:00	0	0	1	0	1	2	3	7	1	2	0	5	3
05:00	2	4	6	5	4	1	4	26	4	21	4	5	3
06:00	11	15	8	10	8	8	5	65	9	52	10	13	7
07:00	13	19	12	22	18	12	6	102	15	84	17	18	9
08:00	14	19	28	30	19	14	8	132	19	110	22	22	12
09:00	12	22	15	23	10	26	18	126	17	82	16	44	23
10:00	20	13	30	22	16	24	21	146	20	101	20	45	23
11:00	17	19	20	25	21	43	21	166	23	102	21	64	33
12:00	16	22	34	23	30	59	28	212	30	125	25	87	44
13:00	12	20	22	21	23	60	38	196	27	98	19	98	50
14:00	14	22	16	29	25	55	39	200	28	106	22	94	48
15:00	20	29	22	29	31	29	37	197	29	131	27	66	34
16:00	17	18	25	18	30	33	31	172	24	108	21	64	33
17:00	29	30	30	29	55	22	38	233	33	173	35	60	31
18:00	30	30	50	49	42	34	28	263	37	201	40	62	32
19:00	8	17	34	28	36	35	14	172	24	123	24	49	25
20:00	8	10	29	16	25	16	9	113	16	88	17	25	13
21:00	7	8	11	12	17	8	9	72	10	55	11	17	9
22:00	7	4	7	7	7	13	6	51	7	32	6	19	10
23:00	2	3	3	3	10	9	2	32	4	21	4	11	6
Total	266	326	403	405	430	524	389	2743	385	1830	363	913	472
% Heavy	4.51%	5.52%	4.22%	3.46%	3.49%	3.24%	5.14%	4.12%		4.15%		4.05%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

Street Name :	Elm Grove	**Location :**	Outside Property 5
Suburb :	Richmond	**Start Date :**	00:00 Sat 12/March/2022
Machine ID:	22669AYR	**Finish Date :**	00:00 Sat 19/March/2022
Site ID:	12814	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 27.93 South Long 144° 59' 56.65 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	717	393	324
(Vehicles/Day)		7 Day Average	675	370	305
Weekday	**AM**	11:00	37	19	18
Peak hour start	**PM**	18:00	83	50	33
Speeds :		85th Percentile	34.7	35.0	34.4
(Km/Hr)		Average	29.9	30.3	29.4
Classification % :		Light Vehicles up to 5.5m	96.8%	96.8%	96.8%

Location

GPS Information Load Google Map (internet require

(Latitude, Longitude) -37.824426, 144.999069

Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001
SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801
ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
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AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Elm Grove

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	11:00	11:00	09:00	10:00	11:00	10:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	16:00	18:00	18:00	18:00	18:00	15:00	12:00	N/A	18:00	N/A	18:00	N/A	15:00
00:00	11	2	1	5	6	15	11	51	7	25	5	26	14
01:00	4	0	0	1	5	3	4	17	2	10	2	7	4
02:00	4	1	0	0	0	8	2	15	2	5	1	10	6
03:00	2	0	2	0	1	6	5	16	2	5	1	11	6
04:00	0	3	0	2	2	1	0	8	1	7	1	1	1
05:00	1	7	7	7	3	8	1	34	5	25	5	9	6
06:00	6	14	18	14	15	4	4	75	10	67	13	8	5
07:00	4	23	28	38	25	10	5	133	18	118	23	15	9
08:00	9	39	42	39	42	21	11	203	28	171	34	32	17
09:00	12	32	33	45	39	37	17	215	29	161	32	54	28
10:00	20	31	38	32	53	46	37	257	36	174	35	83	43
11:00	25	42	47	44	33	54	35	280	40	191	37	89	45
12:00	28	42	48	40	57	42	59	316	45	215	43	101	51
13:00	38	49	50	55	51	64	38	345	49	243	48	102	52
14:00	40	40	45	44	43	46	38	296	42	212	43	84	43
15:00	37	42	54	65	57	68	40	363	52	255	51	108	55
16:00	45	50	61	90	56	38	31	371	52	302	60	69	35
17:00	19	58	72	101	60	39	37	386	55	310	62	76	40
18:00	25	75	100	132	82	44	34	492	70	414	83	78	40
19:00	27	34	73	99	58	35	23	349	51	291	58	58	30
20:00	14	32	32	47	30	32	22	209	30	155	31	54	28
21:00	11	15	14	22	14	28	15	119	17	76	15	43	22
22:00	5	10	30	61	25	18	15	164	23	131	26	33	19
23:00	4	8	6	18	8	11	12	67	9	44	8	23	12
Total	391	649	801	1001	765	678	496	4781	675	3607	717	1174	611
% Heavy	1.53%	4.01%	3.25%	2.90%	4.05%	3.39%	2.82%	3.24%		3.27%		3.15%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Elm Grove

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	10:00	11:00	11:00	11:00	10:00	10:00	11:00	N/A	11:00	N/A	11:00	N/A	10:00
PM Peak	16:00	18:00	18:00	18:00	12:00	13:00	12:00	N/A	18:00	N/A	18:00	N/A	13:00
00:00	3	1	0	2	3	8	5	22	3	9	2	13	7
01:00	2	0	0	1	1	2	2	8	1	4	1	4	2
02:00	1	1	0	0	0	5	2	9	1	2	0	7	4
03:00	1	0	2	0	1	4	3	11	1	4	1	7	4
04:00	0	0	0	0	1	1	0	2	0	1	0	1	1
05:00	0	1	1	1	1	3	0	7	1	4	1	3	2
06:00	1	8	6	8	4	1	1	29	4	27	5	2	1
07:00	1	8	12	12	9	1	2	45	6	42	8	3	2
08:00	3	15	20	11	11	8	5	73	10	60	12	13	7
09:00	8	8	12	17	20	12	7	84	11	65	13	19	10
10:00	11	11	16	14	24	21	11	108	15	76	15	32	17
11:00	8	19	31	21	15	18	16	128	19	94	18	34	17
12:00	11	20	21	13	35	16	22	138	20	100	20	38	19
13:00	17	27	21	26	27	36	15	169	24	118	23	51	26
14:00	16	23	26	21	24	23	22	155	22	110	22	45	23
15:00	16	23	29	29	33	32	18	180	26	130	26	50	26
16:00	20	26	26	39	27	14	17	169	24	138	27	31	16
17:00	10	29	26	40	25	21	19	170	24	130	26	40	21
18:00	11	35	34	51	32	16	13	192	27	163	33	29	15
19:00	10	16	23	40	22	13	10	134	20	111	22	23	12
20:00	10	17	14	22	15	13	12	103	15	78	16	25	13
21:00	7	5	11	11	8	15	8	65	9	42	8	23	12
22:00	4	5	24	50	20	8	10	121	17	103	20	18	10
23:00	2	5	4	11	5	5	8	40	5	27	5	13	7
Total	173	303	359	440	363	296	228	2162	305	1638	324	524	274
% Heavy	2.31%	2.64%	3.62%	3.41%	5.51%	2.36%	2.19%	3.33%		3.66%		2.29%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Elm Grove

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	08:00	08:00	08:00	08:00	11:00	10:00	N/A	10:00	N/A	08:00	N/A	11:00
PM Peak	16:00	18:00	18:00	18:00	18:00	15:00	12:00	N/A	18:00	N/A	18:00	N/A	12:00
00:00	8	1	1	3	3	7	6	29	4	16	3	13	7
01:00	2	0	0	0	4	1	2	9	1	6	1	3	2
02:00	3	0	0	0	0	3	0	6	1	3	1	3	2
03:00	1	0	0	0	0	2	2	5	1	1	0	4	2
04:00	0	3	0	2	1	0	0	6	1	6	1	0	0
05:00	1	6	6	6	2	5	1	27	4	21	4	6	4
06:00	5	6	12	6	11	3	3	46	6	40	8	6	4
07:00	3	15	16	26	16	9	3	88	12	76	15	12	7
08:00	6	24	22	28	31	13	6	130	18	111	22	19	10
09:00	4	24	21	28	19	25	10	131	18	96	19	35	18
10:00	9	20	22	18	29	25	26	149	21	98	20	51	26
11:00	17	23	16	23	18	36	19	152	21	97	19	55	28
12:00	17	22	27	27	22	26	37	178	25	115	23	63	32
13:00	21	22	29	29	24	28	23	176	25	125	25	51	26
14:00	24	17	19	23	19	23	16	141	20	102	21	39	20
15:00	21	19	25	36	24	36	22	183	26	125	25	58	29
16:00	25	24	35	51	29	24	14	202	28	164	33	38	19
17:00	9	29	46	61	35	18	18	216	31	180	36	36	19
18:00	14	40	66	81	50	28	21	300	43	251	50	49	25
19:00	17	18	50	59	36	22	13	215	31	180	36	35	18
20:00	4	15	18	25	15	19	10	106	15	77	15	29	15
21:00	4	10	3	11	6	13	7	54	8	34	7	20	10
22:00	1	5	6	11	5	10	5	43	6	28	6	15	9
23:00	2	3	2	7	3	6	4	27	4	17	3	10	5
Total	218	346	442	561	402	382	268	2619	370	1969	393	650	337
% Heavy	0.92%	5.20%	2.94%	2.50%	2.74%	4.19%	3.36%	3.17%		2.95%		3.85%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

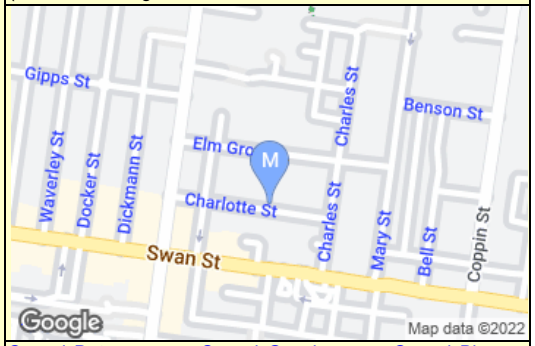
Street Name :	Charlotte St	**Location :**	Outside Property 23
Suburb :	Richmond	**Start Date :**	00:00 Tue 01/March/2022
Machine ID:	MD00QXA4	**Finish Date :**	00:00 Tue 08/March/2022
Site ID:	12815	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 30.41 South Long 144° 59' 58.17 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	615	287	328
(Vehicles/Day)		7 Day Average	610	291	319
Weekday	**AM**	11:00	32	14	18
Peak hour start	**PM**	18:00	82	44	38
Speeds :		85th Percentile	36.3	35.4	37.5
(Km/Hr)		Average	30.3	29.5	31.2
Classification % :		Light Vehicles up to 5.5m	97.9%	98.3%	97.8%

Location

GPS Information Load Google Map (internet require

(Latitude, Longitud -37.825114, 144.999492



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001
SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801
ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site Charlotte St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	08:00	11:00	11:00	08:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	18:00	17:00	18:00	18:00	19:00	19:00	16:00	N/A	18:00	N/A	18:00	N/A	13:00
00:00	0	0	0	3	1	12	15	31	4	4	0	27	14
01:00	4	2	1	1	4	10	6	28	4	12	2	16	8
02:00	0	0	1	0	0	8	13	22	3	1	0	21	11
03:00	3	0	1	0	0	6	3	13	1	4	1	9	5
04:00	0	0	1	0	0	2	3	6	0	1	0	5	3
05:00	5	6	10	11	4	3	5	44	6	36	7	8	5
06:00	19	14	19	12	12	5	1	82	11	76	16	6	3
07:00	21	21	29	30	16	7	7	131	18	117	22	14	8
08:00	28	26	26	24	37	10	8	159	22	141	28	18	9
09:00	16	22	24	31	26	37	9	165	24	119	23	46	24
10:00	18	24	29	34	23	51	12	191	27	128	26	63	33
11:00	31	19	36	45	31	66	29	257	36	162	32	95	49
12:00	34	29	40	33	44	59	31	270	38	180	36	90	45
13:00	34	34	32	38	40	68	38	284	40	178	35	106	54
14:00	26	19	34	25	35	50	38	227	32	139	27	88	44
15:00	40	40	42	33	53	40	39	287	41	208	42	79	41
16:00	35	33	39	24	50	43	50	274	38	181	36	93	47
17:00	55	66	51	47	62	51	35	367	52	281	56	86	44
18:00	82	56	90	100	87	63	18	496	71	415	82	81	41
19:00	68	47	78	63	92	78	21	447	64	348	69	99	50
20:00	33	19	41	32	46	49	13	233	33	171	33	62	32
21:00	22	12	10	19	54	30	8	155	22	117	24	38	19
22:00	12	4	9	11	25	26	7	94	14	61	12	33	17
23:00	6	1	5	4	18	24	3	61	9	34	6	27	14
Total	592	494	648	620	760	798	412	4324	610	3114	615	1210	620
% Heavy	1.69%	2.43%	3.24%	2.26%	2.50%	1.50%	0.24%	2.06%		2.44%		1.07%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site Charlotte St

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	08:00	11:00	11:00	08:00	11:00	11:00	N/A	11:00	N/A	08:00	N/A	11:00
PM Peak	18:00	17:00	18:00	18:00	19:00	13:00	13:00	N/A	18:00	N/A	18:00	N/A	13:00
00:00	0	0	0	2	0	8	5	15	2	2	0	13	7
01:00	4	2	0	1	3	7	3	20	3	10	2	10	5
02:00	0	0	1	0	0	5	8	14	2	1	0	13	7
03:00	3	0	0	0	0	4	3	10	1	3	1	7	4
04:00	0	0	1	0	0	0	2	3	0	1	0	2	1
05:00	4	4	7	6	2	2	2	27	4	23	5	4	3
06:00	13	8	9	5	8	1	1	45	6	43	9	2	1
07:00	12	12	17	18	10	4	5	78	11	69	13	9	5
08:00	16	17	16	18	23	3	3	96	13	90	18	6	3
09:00	5	10	11	18	11	15	5	75	11	55	11	20	11
10:00	12	13	15	21	10	21	6	98	14	71	15	27	14
11:00	18	6	20	28	20	29	15	136	19	92	18	44	23
12:00	20	14	26	21	24	32	12	149	21	105	21	44	22
13:00	19	19	16	22	22	39	24	161	23	98	19	63	32
14:00	15	12	20	17	16	20	20	120	17	80	16	40	20
15:00	24	24	27	16	32	21	19	163	23	123	25	40	21
16:00	15	18	17	14	15	21	23	123	17	79	16	44	22
17:00	26	38	24	18	27	22	15	170	24	133	27	37	19
18:00	38	31	36	52	34	30	9	230	33	191	38	39	20
19:00	33	23	35	29	50	33	13	216	31	170	34	46	23
20:00	18	9	15	19	32	23	8	124	18	93	18	31	16
21:00	11	6	4	10	28	18	6	83	12	59	12	24	12
22:00	7	1	7	8	13	18	6	60	9	36	7	24	12
23:00	3	1	2	0	11	12	3	32	5	17	3	15	8
Total	316	268	326	343	391	388	216	2248	319	1644	328	604	311
% Heavy	2.53%	1.87%	3.99%	1.46%	2.56%	2.32%	0.46%	2.27%		2.49%		1.66%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charlotte St

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	11:00	11:00	11:00	09:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	18:00	17:00	18:00	18:00	18:00	19:00	16:00	N/A	18:00	N/A	18:00	N/A	19:00
00:00	0	0	0	1	1	4	10	16	2	2	0	14	7
01:00	0	0	1	0	1	3	3	8	1	2	0	6	3
02:00	0	0	0	0	0	3	5	8	1	0	0	8	4
03:00	0	0	1	0	0	2	0	3	0	1	0	2	1
04:00	0	0	0	0	0	2	1	3	0	0	0	3	2
05:00	1	2	3	5	2	1	3	17	2	13	2	4	2
06:00	6	6	10	7	4	4	0	37	5	33	7	4	2
07:00	9	9	12	12	6	3	2	53	7	48	9	5	3
08:00	12	9	10	6	14	7	5	63	9	51	10	12	6
09:00	11	12	13	13	15	22	4	90	13	64	12	26	13
10:00	6	11	14	13	13	30	6	93	13	57	11	36	19
11:00	13	13	16	17	11	37	14	121	17	70	14	51	26
12:00	14	15	14	12	20	27	19	121	17	75	15	46	23
13:00	15	15	16	16	18	29	14	123	17	80	16	43	22
14:00	11	7	14	8	19	30	18	107	15	59	11	48	24
15:00	16	16	15	17	21	19	20	124	18	85	17	39	20
16:00	20	15	22	10	35	22	27	151	21	102	20	49	25
17:00	29	28	27	29	35	29	20	197	28	148	29	49	25
18:00	44	25	54	48	53	33	9	266	38	224	44	42	21
19:00	35	24	43	34	42	45	8	231	33	178	35	53	27
20:00	15	10	26	13	14	26	5	109	15	78	15	31	16
21:00	11	6	6	9	26	12	2	72	10	58	12	14	7
22:00	5	3	2	3	12	8	1	34	5	25	5	9	5
23:00	3	0	3	4	7	12	0	29	4	17	3	12	6
Total	276	226	322	277	369	410	196	2076	291	1470	287	606	309
% Heavy	0.72%	3.10%	2.48%	3.25%	2.44%	0.73%	0.00%	1.83%		2.38%		0.50%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

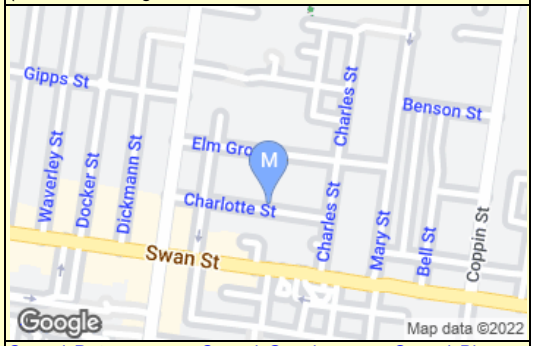
Street Name :	Charlotte St	**Location :**	Outside Property 23
Suburb :	Richmond	**Start Date :**	00:00 Sat 12/March/2022
Machine ID:	MD722R32	**Finish Date :**	00:00 Sat 19/March/2022
Site ID:	12815	**Speed Zone :**	40 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 30.41 South Long 144° 59' 58.17 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	563	254	309
(Vehicles/Day)		7 Day Average	540	245	295
Weekday	**AM**	11:00	30	12	18
Peak hour start	**PM**	18:00	82	43	39
Speeds :		85th Percentile	36.3	35.3	37.2
(Km/Hr)		Average	31.0	30.2	31.3
Classification % :		Light Vehicles up to 5.5m	97.2%	97.6%	96.9%

Location

GPS Information Load Google Map (internet require

(Latitude, Longitud -37.825114, 144.999492



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001
SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801
ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

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AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site Charlotte St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	09:00	11:00	10:00	11:00	11:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	18:00	18:00	18:00	19:00	18:00	19:00	12:00	N/A	18:00	N/A	18:00	N/A	18:00
00:00	3	1	0	0	2	11	11	28	4	6	1	22	12
01:00	6	1	1	1	4	10	9	32	4	13	3	19	10
02:00	1	0	0	0	4	11	8	24	4	5	1	19	10
03:00	1	0	0	0	1	6	7	15	3	2	0	13	7
04:00	1	0	0	1	1	6	3	12	2	3	0	9	5
05:00	4	4	4	7	2	5	5	31	4	21	4	10	5
06:00	0	6	12	9	8	6	3	44	7	35	7	9	5
07:00	4	26	25	18	20	9	6	108	15	93	18	15	8
08:00	8	16	26	26	19	14	8	117	16	95	18	22	12
09:00	12	23	23	31	24	31	18	162	23	113	22	49	25
10:00	11	23	44	30	31	27	20	186	27	139	27	47	24
11:00	11	33	40	37	35	34	25	215	31	156	30	59	30
12:00	31	27	40	36	43	36	43	256	37	177	35	79	40
13:00	29	53	49	40	29	31	25	256	37	200	40	56	29
14:00	28	19	33	35	31	28	24	198	28	146	29	52	26
15:00	19	33	39	41	32	28	34	226	31	164	32	62	32
16:00	26	31	41	46	52	21	35	252	36	196	39	56	29
17:00	24	39	64	105	56	23	19	330	46	288	57	42	22
18:00	32	68	117	112	80	44	35	488	69	409	82	79	41
19:00	25	30	78	115	59	54	23	384	54	307	61	77	40
20:00	13	31	18	31	22	35	26	176	24	115	22	61	32
21:00	13	12	18	22	16	22	16	119	17	81	16	38	21
22:00	3	7	22	31	15	19	9	106	16	78	16	28	15
23:00	5	2	1	6	3	12	6	35	5	17	3	18	10
Total	310	485	695	780	589	523	418	3800	540	2859	563	941	490
% Heavy	3.23%	3.71%	3.60%	2.95%	1.70%	0.76%	3.35%	2.74%		3.01%		1.91%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charlotte St

Direction Eastbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	10:00	11:00	11:00	11:00	11:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	18:00	18:00	18:00	19:00	18:00	19:00	18:00	N/A	18:00	N/A	18:00	N/A	18:00
00:00	2	1	0	0	2	8	7	20	3	5	1	15	8
01:00	5	1	0	1	2	7	6	22	3	9	2	13	7
02:00	1	0	0	0	1	7	4	13	2	2	0	11	6
03:00	1	0	0	0	1	4	5	11	2	2	0	9	5
04:00	1	0	0	1	1	4	1	8	1	3	0	5	3
05:00	3	3	3	5	1	3	3	21	3	15	3	6	3
06:00	0	5	10	3	7	3	2	30	5	25	5	5	3
07:00	3	16	13	11	12	5	3	63	9	55	11	8	4
08:00	5	10	18	20	12	8	3	76	10	65	12	11	6
09:00	6	13	9	15	12	17	8	80	12	55	11	25	13
10:00	8	13	24	17	14	19	10	105	15	76	15	29	15
11:00	6	22	25	22	20	25	13	133	19	95	18	38	19
12:00	20	16	24	21	22	17	17	137	20	103	21	34	17
13:00	14	29	28	20	20	15	14	140	20	111	22	29	15
14:00	15	12	13	22	22	15	11	110	16	84	17	26	13
15:00	12	23	23	25	20	16	15	134	18	103	20	31	16
16:00	12	16	21	20	29	12	15	125	18	98	20	27	14
17:00	13	17	29	39	24	11	11	144	20	122	24	22	12
18:00	22	38	58	41	39	17	23	238	34	198	39	40	21
19:00	15	18	43	45	29	29	12	191	27	150	30	41	21
20:00	5	20	10	19	13	18	17	102	14	67	13	35	18
21:00	9	6	10	16	10	12	9	72	10	51	10	21	12
22:00	1	4	19	27	12	9	2	74	11	63	13	11	6
23:00	4	1	1	2	2	6	5	21	3	10	2	11	6
Total	183	284	381	392	327	287	216	2070	295	1567	309	503	263
% Heavy	3.83%	3.17%	3.67%	4.34%	1.83%	0.70%	3.24%	3.00%		3.38%		1.79%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site Charlotte St

Direction Westbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	09:00	11:00	10:00	09:00	10:00	09:00	11:00	N/A	10:00	N/A	10:00	N/A	09:00
PM Peak	13:00	18:00	18:00	18:00	18:00	18:00	12:00	N/A	18:00	N/A	18:00	N/A	12:00
00:00	1	0	0	0	0	3	4	8	1	1	0	7	4
01:00	1	0	1	0	2	3	3	10	1	4	1	6	3
02:00	0	0	0	0	3	4	4	11	2	3	1	8	4
03:00	0	0	0	0	0	2	2	4	1	0	0	4	2
04:00	0	0	0	0	0	2	2	4	1	0	0	4	2
05:00	1	1	1	2	1	2	2	10	1	6	1	4	2
06:00	0	1	2	6	1	3	1	14	2	10	2	4	2
07:00	1	10	12	7	8	4	3	45	6	38	7	7	4
08:00	3	6	8	6	7	6	5	41	6	30	6	11	6
09:00	6	10	14	16	12	14	10	82	11	58	11	24	12
10:00	3	10	20	13	17	8	10	81	12	63	12	18	9
11:00	5	11	15	15	15	9	12	82	12	61	12	21	11
12:00	11	11	16	15	21	19	26	119	17	74	14	45	23
13:00	15	24	21	20	9	16	11	116	17	89	18	27	14
14:00	13	7	20	13	9	13	13	88	12	62	12	26	13
15:00	7	10	16	16	12	12	19	92	13	61	12	31	16
16:00	14	15	20	26	23	9	20	127	18	98	19	29	15
17:00	11	22	35	66	32	12	8	186	26	166	33	20	10
18:00	10	30	59	71	41	27	12	250	35	211	43	39	20
19:00	10	12	35	70	30	25	11	193	27	157	31	36	19
20:00	8	11	8	12	9	17	9	74	10	48	9	26	14
21:00	4	6	8	6	6	10	7	47	7	30	6	17	9
22:00	2	3	3	4	3	10	7	32	5	15	3	17	9
23:00	1	1	0	4	1	6	1	14	2	7	1	7	4
Total	127	201	314	388	262	236	202	1730	245	1292	254	438	227
% Heavy	2.36%	4.48%	3.50%	1.55%	1.53%	0.85%	3.47%	2.43%		2.55%		2.05%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

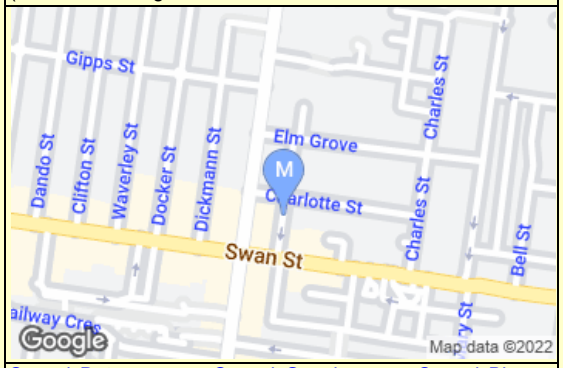
Street Name :	St Crispin St	**Location :**	South of Charlotte St
Suburb :	Richmond	**Start Date :**	00:00 Tue 01/March/2022
Machine ID:	ME14FXYE	**Finish Date :**	00:00 Tue 08/March/2022
Site ID:	12816	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 31.01 South Long 144° 59' 54.59 East	Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	107	41	66
(Vehicles/Day)		7 Day Average	104	39	65
Weekday	**AM**	11:00	7	3	4
Peak hour starts	**PM**	18:00	18	8	10
Speeds :		85th Percentile	21.3	20.1	22.4
(Km/Hr)		Average	18.9	17.8	19.7
Classification % :		Light Vehicles up to 5.5m	97.2%	97.6%	97.0%

Location

GPS Information Load Google Map (internet requi

(Latitude, Longitud -37.825280, 144.998498



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site St Crispin St

Direction Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	08:00	06:00	10:00	11:00	11:00	10:00	00:00	N/A	11:00	N/A	11:00	N/A	00:00
PM Peak	18:00	18:00	19:00	18:00	18:00	19:00	12:00	N/A	18:00	N/A	18:00	N/A	19:00
00:00	0	0	0	0	0	3	4	7	1	0	0	7	4
01:00	0	0	0	0	0	0	2	2	0	0	0	2	2
02:00	1	0	0	0	1	2	0	4	0	2	0	2	2
03:00	0	0	0	1	0	0	0	1	0	1	0	0	0
04:00	0	0	1	0	1	1	0	3	0	2	0	1	1
05:00	1	1	2	1	0	0	0	5	1	5	1	0	0
06:00	4	3	0	0	1	0	0	8	1	8	1	0	0
07:00	3	2	3	2	2	2	0	14	2	12	2	2	2
08:00	6	2	3	3	6	2	2	24	4	20	4	4	3
09:00	3	2	1	5	2	4	1	18	2	13	2	5	3
10:00	2	1	6	8	8	6	0	31	4	25	5	6	3
11:00	6	3	3	10	12	5	2	41	6	34	7	7	4
12:00	3	5	5	4	10	4	8	39	5	27	6	12	6
13:00	1	3	6	5	8	5	2	30	3	23	4	7	4
14:00	6	2	6	6	6	7	8	41	6	26	5	15	8
15:00	4	7	2	11	13	9	7	53	7	37	7	16	8
16:00	6	7	2	6	7	8	7	43	6	28	5	15	8
17:00	5	3	4	14	9	4	4	43	6	35	7	8	4
18:00	18	8	18	21	27	19	4	115	16	92	18	23	12
19:00	15	8	23	18	25	24	7	120	16	89	16	31	16
20:00	5	6	8	4	17	13	3	56	8	40	8	16	9
21:00	2	3	2	2	7	8	3	27	4	16	3	11	6
22:00	0	3	2	1	7	7	2	22	3	13	3	9	5
23:00	1	1	1	5	6	7	0	21	3	14	3	7	4
Total	92	70	98	127	175	140	66	768	104	562	107	206	114
% Heavy	5.43%	1.43%	5.10%	5.51%	8.00%	0.00%	1.52%	4.30%		5.69%		0.49%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site St Crispin St

Direction Northbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	06:00	11:00	10:00	11:00	11:00	10:00	00:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	18:00	18:00	19:00	17:00	18:00	19:00	12:00	N/A	19:00	N/A	18:00	N/A	19:00
00:00	0	0	0	0	0	0	1	1	0	0	0	1	1
01:00	0	0	0	0	0	0	1	1	0	0	0	1	1
02:00	0	0	0	0	0	1	0	1	0	0	0	1	1
03:00	0	0	0	1	0	0	0	1	0	1	0	0	0
04:00	0	0	1	0	1	1	0	3	0	2	0	1	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	0	0	0	0	0	2	0	2	0	0	0
07:00	0	0	0	1	0	1	0	2	0	1	0	1	1
08:00	2	1	0	0	1	0	1	5	1	4	1	1	1
09:00	0	0	0	0	1	1	0	2	0	1	0	1	1
10:00	0	0	4	2	3	2	0	11	1	9	2	2	1
11:00	2	2	1	6	5	2	1	19	3	16	3	3	2
12:00	0	3	2	0	4	1	5	15	2	9	2	6	3
13:00	0	0	2	3	3	3	1	12	1	8	1	4	2
14:00	4	0	0	3	2	1	2	12	2	9	2	3	2
15:00	2	2	0	4	2	3	3	16	2	10	2	6	3
16:00	4	1	1	3	1	1	3	14	2	10	2	4	2
17:00	0	1	1	8	3	1	1	15	2	13	3	2	1
18:00	12	4	6	5	13	11	0	51	7	40	8	11	6
19:00	11	2	14	7	13	14	4	65	9	47	8	18	9
20:00	0	1	4	3	11	7	0	26	4	19	4	7	4
21:00	0	1	1	0	5	2	0	9	1	7	1	2	1
22:00	0	0	1	1	3	2	1	8	1	5	1	3	2
23:00	0	0	0	0	4	3	0	7	1	4	1	3	2
Total	39	18	38	47	75	57	24	298	39	217	41	81	47
% Heavy	5.13%	0.00%	10.53%	10.64%	4.00%	0.00%	0.00%	4.70%		6.45%		0.00%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site St Crispin St

Direction Southbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	7/03/2022	1/03/2022	2/03/2022	3/03/2022	4/03/2022	5/03/2022	6/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	08:00	06:00	07:00	10:00	11:00	10:00	00:00	N/A	08:00	N/A	11:00	N/A	00:00
PM Peak	18:00	16:00	18:00	18:00	18:00	19:00	14:00	N/A	18:00	N/A	18:00	N/A	19:00
00:00	0	0	0	0	0	3	3	6	1	0	0	6	3
01:00	0	0	0	0	0	0	1	1	0	0	0	1	1
02:00	1	0	0	0	1	1	0	3	0	2	0	1	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	1	2	1	0	0	0	5	1	5	1	0	0
06:00	2	3	0	0	1	0	0	6	1	6	1	0	0
07:00	3	2	3	1	2	1	0	12	2	11	2	1	1
08:00	4	1	3	3	5	2	1	19	3	16	3	3	2
09:00	3	2	1	5	1	3	1	16	2	12	2	4	2
10:00	2	1	2	6	5	4	0	20	3	16	3	4	2
11:00	4	1	2	4	7	3	1	22	3	18	4	4	2
12:00	3	2	3	4	6	3	3	24	3	18	4	6	3
13:00	1	3	4	2	5	2	1	18	2	15	3	3	2
14:00	2	2	6	3	4	6	6	29	4	17	3	12	6
15:00	2	5	2	7	11	6	4	37	5	27	5	10	5
16:00	2	6	1	3	6	7	4	29	4	18	3	11	6
17:00	5	2	3	6	6	3	3	28	4	22	4	6	3
18:00	6	4	12	16	14	8	4	64	9	52	10	12	6
19:00	4	6	9	11	12	10	3	55	7	42	8	13	7
20:00	5	5	4	1	6	6	3	30	4	21	4	9	5
21:00	2	2	1	2	2	6	3	18	3	9	2	9	5
22:00	0	3	1	0	4	5	1	14	2	8	2	6	3
23:00	1	1	1	5	2	4	0	14	2	10	2	4	2
Total	53	52	60	80	100	83	42	470	65	345	66	125	67
% Heavy	5.66%	1.92%	1.67%	2.50%	11.00%	0.00%	2.38%	4.04%		5.22%		0.80%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

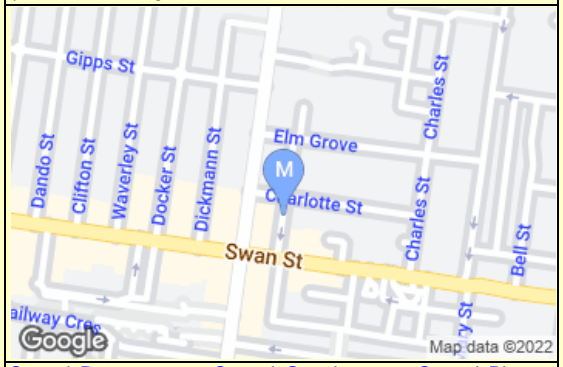
Street Name :	St Crispin St	**Location :**	South of Charlotte St
Suburb :	Richmond	**Start Date :**	00:00 Sat 12/March/2022
Machine ID:	ME14FXYE	**Finish Date :**	00:00 Sat 19/March/2022
Site ID:	12816	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

			Direction of Travel		
GPS information		Lat 37° 49' 31.01 South Long 144° 59' 54.59 East	**Both directions**	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	122	80	42
(Vehicles/Day)		7 Day Average	131	89	42
Weekday	**AM**	10:00	4	2	2
Peak hour starts	**PM**	18:00	21	14	7
Speeds :		85th Percentile	22.4	22.0	23.9
(Km/Hr)		Average	20.0	20.0	20.8
Classification % :		Light Vehicles up to 5.5m	94.7%	94.4%	95.3%

Location

GPS Information Load Google Map (internet requi

(Latitude, Longitud -37.825280, 144.998498



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
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Site St Crispin St

Direction Both directions

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Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	00:00	10:00	11:00	03:00	11:00	10:00	00:00	N/A	11:00	N/A	10:00	N/A	00:00
PM Peak	20:00	18:00	18:00	19:00	18:00	19:00	15:00	N/A	19:00	N/A	18:00	N/A	19:00
00:00	3	0	0	0	0	3	12	18	3	3	0	15	8
01:00	1	0	0	0	0	0	0	1	0	1	0	0	0
02:00	1	0	0	0	0	0	0	1	0	1	0	0	0
03:00	0	0	0	3	3	0	0	6	1	6	1	0	0
04:00	0	0	0	0	0	2	0	2	0	0	0	2	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	1	0	0	0	2	0	2	0	0	0
07:00	0	3	0	2	3	0	0	8	1	8	2	0	0
08:00	2	5	1	3	2	2	0	15	3	13	2	2	1
09:00	1	0	1	3	5	2	0	12	2	10	2	2	1
10:00	1	6	6	0	9	9	1	32	4	22	4	10	6
11:00	3	0	8	1	10	9	6	37	5	22	4	15	8
12:00	1	6	4	12	12	8	6	49	7	35	6	14	7
13:00	4	15	9	6	12	3	4	53	7	46	9	7	4
14:00	6	6	11	10	10	7	8	58	8	43	8	15	8
15:00	6	9	7	4	10	7	19	62	9	36	7	26	13
16:00	6	11	10	14	11	5	3	60	8	52	11	8	5
17:00	8	10	6	14	9	16	7	70	10	47	9	23	13
18:00	6	25	30	23	19	6	14	123	17	103	21	20	11
19:00	5	9	21	29	14	38	18	134	19	78	15	56	28
20:00	10	0	7	23	9	28	9	86	12	49	10	37	19
21:00	5	8	5	7	6	16	14	61	9	31	6	30	16
22:00	0	9	2	10	2	5	5	33	5	23	5	10	5
23:00	0	2	0	1	0	7	0	10	1	3	0	7	4
Total	69	124	129	166	146	173	126	933	131	634	122	299	158
% Heavy	2.90%	2.42%	5.43%	6.02%	11.64%	5.78%	0.79%	5.36%		6.15%		3.68%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
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Site St Crispin St

Direction Northbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	00:00	08:00	11:00	03:00	11:00	11:00	00:00	N/A	11:00	N/A	10:00	N/A	00:00
PM Peak	20:00	18:00	18:00	19:00	18:00	19:00	15:00	N/A	19:00	N/A	18:00	N/A	19:00
00:00	2	0	0	0	0	2	10	14	2	2	0	12	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	3	3	0	0	6	1	6	1	0	0
04:00	0	0	0	0	0	2	0	2	0	0	0	2	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	2	2	0	0	4	1	4	1	0	0
08:00	0	2	0	0	0	2	0	4	1	2	0	2	1
09:00	0	0	0	2	2	0	0	4	1	4	1	0	0
10:00	0	2	2	0	5	5	0	14	2	9	2	5	3
11:00	0	0	5	0	7	7	2	21	3	12	2	9	5
12:00	0	2	2	5	7	5	5	26	4	16	3	10	5
13:00	4	13	7	5	7	2	2	40	5	36	7	4	2
14:00	2	5	8	5	8	7	5	40	6	28	5	12	6
15:00	2	5	5	2	8	7	13	42	6	22	5	20	10
16:00	0	7	7	10	8	5	2	39	5	32	7	7	4
17:00	4	5	5	7	5	13	5	44	6	26	5	18	10
18:00	2	16	23	15	13	2	10	81	11	69	14	12	6
19:00	4	7	13	23	10	31	13	101	14	57	11	44	22
20:00	8	0	2	18	7	21	7	63	9	35	7	28	14
21:00	2	7	5	5	5	13	10	47	7	24	5	23	12
22:00	0	7	2	8	2	5	5	29	4	19	4	10	5
23:00	0	2	0	0	0	5	0	7	1	2	0	5	3
Total	30	80	86	110	99	134	89	628	89	405	80	223	115
% Heavy	6.67%	3.75%	3.49%	5.45%	12.12%	4.48%	0.00%	5.10%		6.42%		2.69%	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site St Crispin St

Direction Southbound

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	12/03/2022	13/03/2022	Total	Average	Total	Average	Total	Average
AM Peak	11:00	10:00	10:00	08:00	10:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	10:00
PM Peak	16:00	18:00	19:00	18:00	18:00	19:00	15:00	N/A	18:00	N/A	18:00	N/A	19:00
00:00	1	0	0	0	0	1	2	4	1	1	0	3	2
01:00	1	0	0	0	0	0	0	1	0	1	0	0	0
02:00	1	0	0	0	0	0	0	1	0	1	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	1	0	0	0	2	0	2	0	0	0
07:00	0	3	0	0	1	0	0	4	0	4	1	0	0
08:00	2	3	1	3	2	0	0	11	2	11	2	0	0
09:00	1	0	1	1	3	2	0	8	1	6	1	2	1
10:00	1	4	4	0	4	4	1	18	2	13	2	5	3
11:00	3	0	3	1	3	2	4	16	2	10	2	6	3
12:00	1	4	2	7	5	3	1	23	3	19	3	4	2
13:00	0	2	2	1	5	1	2	13	2	10	2	3	2
14:00	4	1	3	5	2	0	3	18	2	15	3	3	2
15:00	4	4	2	2	2	0	6	20	3	14	2	6	3
16:00	6	4	3	4	3	0	1	21	3	20	4	1	1
17:00	4	5	1	7	4	3	2	26	4	21	4	5	3
18:00	4	9	7	8	6	4	4	42	6	34	7	8	5
19:00	1	2	8	6	4	7	5	33	5	21	4	12	6
20:00	2	0	5	5	2	7	2	23	3	14	3	9	5
21:00	3	1	0	2	1	3	4	14	2	7	1	7	4
22:00	0	2	0	2	0	0	0	4	1	4	1	0	0
23:00	0	0	0	1	0	2	0	3	0	1	0	2	1
Total	39	44	43	56	47	39	37	305	42	229	42	76	43
% Heavy	0.00%	0.00%	9.30%	7.14%	10.64%	10.26%	2.70%	5.90%		5.68%		6.58%	

Appendix D

SIDRA Modelling Results – Existing Intersection Performance

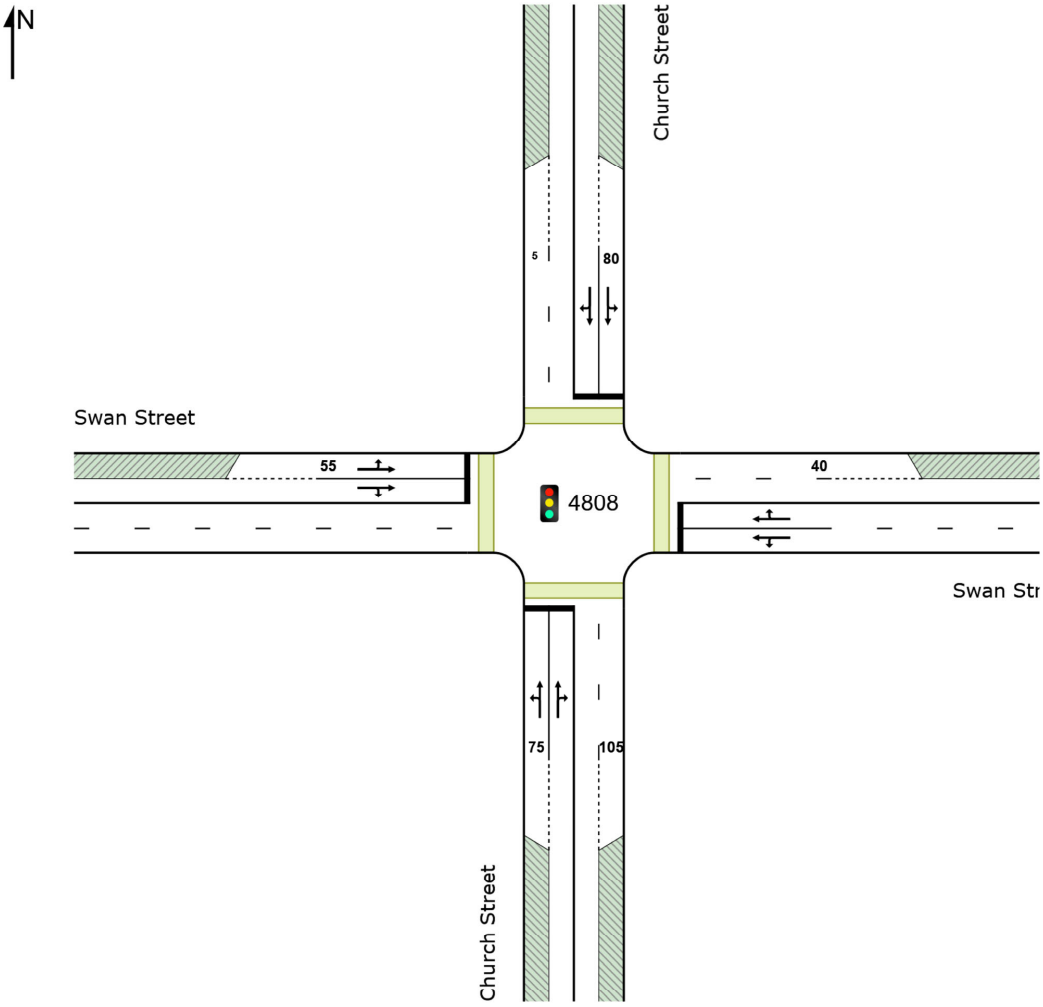
Traffix Group G31387R-01B

SITE LAYOUT

Site: 4808 [Church Street / Swan Street - 8AM - 9AM (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: TRAFFIX GROUP PTY LTD | Licence: NETWORK / Enterprise | Created: Tuesday, 5 April 2022 1:13:01 PM
Project: P:\Synergy\Projects\GRP3\GRP31387\07-Analysis\SIDRA\G31387-01.sip9

MOVEMENT SUMMARY

Site: 4808 [Church Street / Swan Street - 8AM - 9AM (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Church Street														
1	L2	71	2	75	2.8	0.142	28.6	LOS C	3.1	22.0	0.71	0.70	0.71	30.2
2	T1	364	20	383	5.5	*0.708	29.9	LOS C	19.0	142.3	0.91	0.81	0.91	35.8
3	R2	81	5	85	6.2	0.708	35.8	LOS D	19.0	142.3	0.92	0.81	0.92	34.4
Approach		516	27	543	5.2	0.708	30.7	LOS C	19.0	142.3	0.88	0.80	0.88	35.0
East: Swan Street														
4	L2	220	9	232	4.1	0.435	20.6	LOS C	12.5	90.0	0.63	0.67	0.63	42.1
5	T1	350	17	368	4.9	0.435	15.3	LOS B	12.5	90.0	0.67	0.68	0.67	39.3
6	R2	99	6	104	6.1	*0.435	22.4	LOS C	7.9	60.8	0.72	0.68	0.72	42.3
Approach		669	32	704	4.8	0.435	18.1	LOS B	12.5	90.0	0.67	0.68	0.67	40.8
North: Church Street														
7	L2	54	1	57	1.9	0.394	37.8	LOS D	8.2	58.7	0.86	0.74	0.86	35.4
8	T1	367	17	386	4.6	0.678	35.6	LOS D	12.6	96.6	0.92	0.80	0.93	33.5
9	R2	38	3	40	7.9	0.678	43.3	LOS D	12.6	96.6	0.96	0.83	0.98	27.8
Approach		459	21	483	4.6	0.678	36.5	LOS D	12.6	96.6	0.92	0.79	0.93	33.3
West: Swan Street														
10	L2	33	4	35	12.1	0.133	24.4	LOS C	3.0	22.8	0.63	0.58	0.63	37.0
11	T1	302	25	318	8.3	0.464	20.6	LOS C	11.4	88.4	0.72	0.67	0.72	36.4
12	R2	82	4	86	4.9	*0.464	26.8	LOS C	11.4	88.4	0.75	0.69	0.75	32.8
Approach		417	33	439	7.9	0.464	22.1	LOS C	11.4	88.4	0.72	0.66	0.72	35.8
All Vehicles		2061	113	2169	5.5	0.708	26.2	LOS C	19.0	142.3	0.79	0.73	0.79	36.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Church Street												
P1	Full	117	123	44.4	LOS E	0.3	0.3	0.94	0.94	209.9	215.2	1.03
East: Swan Street												
P2	Full	126	133	44.4	LOS E	0.4	0.4	0.95	0.95	210.0	215.2	1.02
North: Church Street												

P3	Full	132	139	44.4	LOS E	0.4	0.4	0.95	0.95	210.0	215.2	1.02
West: Swan Street												
P4	Full	361	380	44.9	LOS E	1.0	1.0	0.96	0.96	210.4	215.2	1.02
All Pedestrians		736	775	44.7	LOS E	1.0	1.0	0.95	0.95	210.2	215.2	1.02

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: 4808 [Church Street / Swan Street - 8AM - 9AM (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

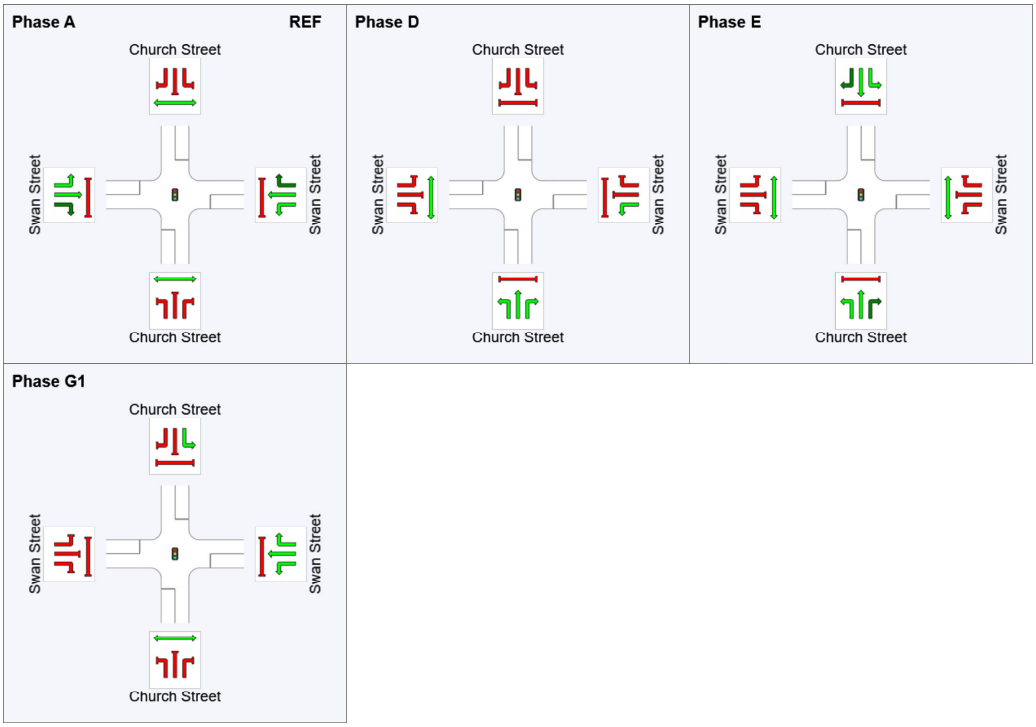
Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: AM Phasing
Reference Phase: Phase A
Input Phase Sequence: A, D, E, G1
Output Phase Sequence: A, D, E, G1

Phase Timing Summary

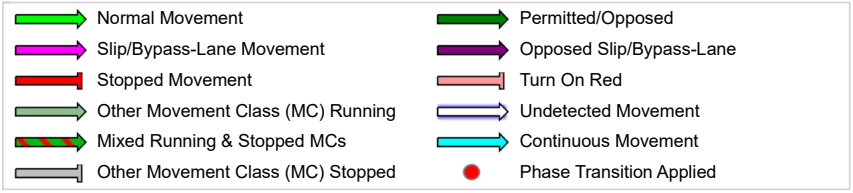
Phase	A	D	E	G1
Phase Change Time (sec)	0	47	61	89
Green Time (sec)	44	8	27	5
Phase Time (sec)	50	9	33	8
Phase Split	50%	9%	33%	8%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



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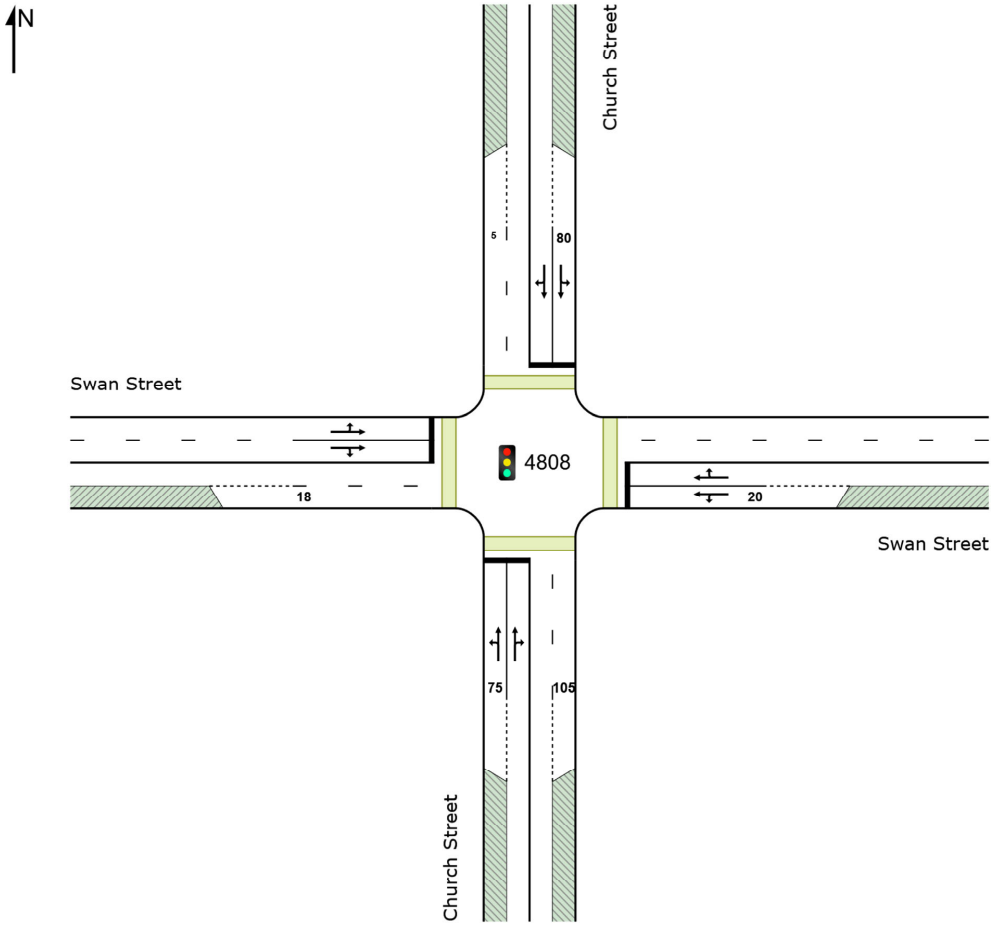
SITE LAYOUT

Site: 4808 [Church Street / Swan Street - 5:30PM - 6:30PM (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 4808 [Church Street / Swan Street - 5:30PM - 6:30PM (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 119 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Church Street														
1	L2	58	0	61	0.0	0.144	28.0	LOS C	4.0	28.0	0.67	0.63	0.67	26.4
2	T1	386	12	406	3.1	*0.720	30.5	LOS C	24.1	176.7	0.86	0.78	0.86	27.5
3	R2	143	3	151	2.1	0.720	34.7	LOS C	24.1	176.7	0.88	0.80	0.88	30.1
Approach		587	15	618	2.6	0.720	31.3	LOS C	24.1	176.7	0.85	0.77	0.85	28.0
East: Swan Street														
4	L2	129	3	136	2.3	0.141	17.7	LOS B	3.9	27.5	0.48	0.67	0.48	42.5
5	T1	351	10	369	2.8	*0.670	27.0	LOS C	16.0	116.7	0.82	0.86	0.82	32.8
6	R2	84	1	88	1.2	0.670	33.2	LOS C	16.0	116.7	0.84	0.87	0.84	37.3
Approach		564	14	594	2.5	0.670	25.8	LOS C	16.0	116.7	0.74	0.82	0.74	35.8
North: Church Street														
7	L2	70	1	74	1.4	0.370	39.2	LOS D	9.2	65.4	0.84	0.73	0.84	29.5
8	T1	372	9	392	2.4	0.637	39.5	LOS D	15.2	111.9	0.90	0.78	0.90	25.3
9	R2	30	0	32	0.0	0.637	44.4	LOS D	15.2	111.9	0.93	0.80	0.93	23.1
Approach		472	10	497	2.1	0.637	39.8	LOS D	15.2	111.9	0.90	0.77	0.90	25.8
West: Swan Street														
10	L2	59	0	62	0.0	0.331	27.4	LOS C	10.7	75.8	0.67	0.62	0.67	35.8
11	T1	470	12	495	2.6	0.331	21.6	LOS C	10.7	75.8	0.68	0.61	0.68	36.2
12	R2	12	1	13	8.3	0.331	27.9	LOS C	10.0	75.5	0.69	0.60	0.69	32.8
Approach		541	13	569	2.4	0.331	22.4	LOS C	10.7	75.8	0.68	0.61	0.68	36.1
All Vehicles		2164	52	2278	2.4	0.720	29.5	LOS C	24.1	176.7	0.79	0.74	0.79	30.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Church Street												
P1	Full	110	116	53.9	LOS E	0.4	0.4	0.95	0.95	219.4	215.2	0.98
East: Swan Street												
P2	Full	116	122	53.9	LOS E	0.4	0.4	0.95	0.95	219.5	215.2	0.98
North: Church Street												

P3	Full	129	136	54.0	LOS E	0.4	0.4	0.95	0.95	219.5	215.2	0.98
West: Swan Street												
P4	Full	337	355	54.5	LOS E	1.2	1.2	0.96	0.96	220.0	215.2	0.98
All Pedestrians		692	728	54.2	LOS E	1.2	1.2	0.96	0.96	219.7	215.2	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: 4808 [Church Street / Swan Street - 5:30PM - 6:30PM (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 119 seconds (Site User-Given Phase Times)

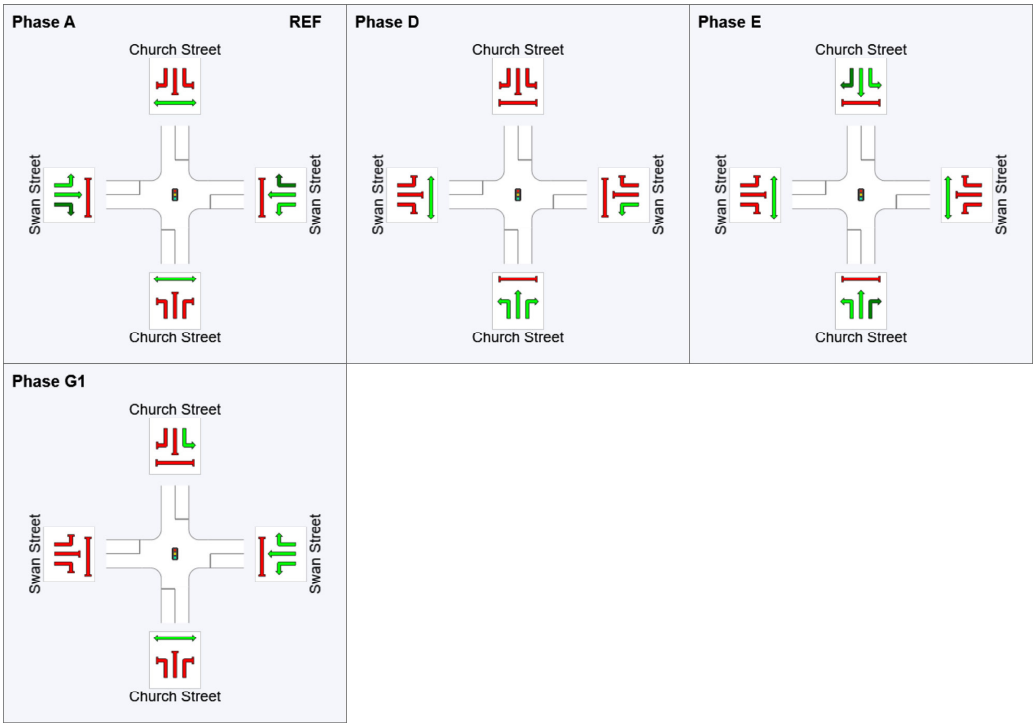
Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: PM Phasing
Reference Phase: Phase A
Input Phase Sequence: A, D, E, G1
Output Phase Sequence: A, D, E, G1

Phase Timing Summary

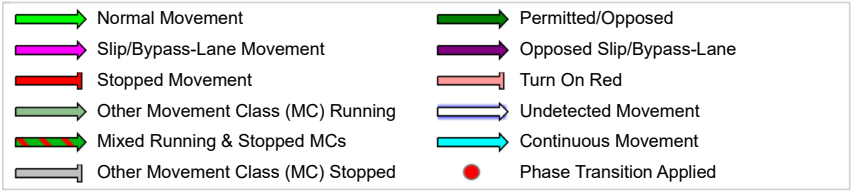
Phase	A	D	E	G1
Phase Change Time (sec)	0	57	75	111
Green Time (sec)	56	12	33	2
Phase Time (sec)	62	15	39	3
Phase Split	52%	13%	33%	3%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



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Appendix E

Crash Data Analysis

Traffix Group G31387R-01B

Crash Incidents																		
	Accident No.	Location		Date (dd/mm/yyyy)	Day	Time	Severity	Type (DCA Code)	DCA Descriptions	Light	Weather	Surface	Pedestrian	Vehicle 1	Vehicle 2	Vehicle 3	Vehicle 4
Local Area Accidents	T20170001108	Church Street (b/Gipps and Elm Grove)	Church Street 23m N Of Elm Grove	17/01/2017	Tuesday	5:00 PM	Other(V)	130	Rear End (Vehicles In Same Lane)	Unknown	Not known	Dry	-	S	S		
	T20170018984		Church Street 2m N Of Elm Grove	3/10/2017	Tuesday	10:25 AM	Other(B)	163	Vehicle Strikes Door Of Parked/Stationary Vehicle	Day	Clear	Dry	-	N	N (B)		
	T20190003902		Church Street at Elm Grove Intersection	28/02/2019	Thursday	12:40 PM	Serious(B)	135	Lane Change Left	Day	Not known	Dry	-	S	S (B)		
	T20200005862	Church Street b/w Elm Grove and Swan Street)	Church Street 7m S Of Elm Grove	11/03/2020	Wednesday	8:15 AM	Other(B)	163	Vehicle Strikes Door Of Parked/Stationary Vehicle	Day	Clear	Dry	-	S	S (B)		
	T20200004262		Church Street 13m S Of Elm Grove	21/02/2020	Friday	11:00 PM	Other(B)	140	U Turn	Dark Street lights on	Clear	Dry	-	NE	SW (B)		
	T20200019671		Church Street at Charlotte Street Intersection	7/11/2020	Saturday	2:00 PM	Other(B)	121	Right Through	Day	Not known	Dry	-	S	N		
	T20180007091		Church Street 19m S Of Charlotte Street	14/04/2018	Saturday	6:00 PM	Other(M)	160	Vehicle Collides With Vehicle Parked On Left Of Road	Dusk/Dawn	Raining	Wet	-	N (M)	N		
	T20170015928	Church Street and Swan Street Intersection		4/08/2017	Friday	4:13 PM	Other(V)	133	Lane Side Swipe (Vehicles In Parallel Lanes)	Day	Clear	Dry	-	NW	NW		
	T20170024050			16/12/2017	Saturday	2:30 AM	Other(P)	100	Ped Near Side. Ped Hit By Vehicle From The Right.	Dark Street lights on	Clear	Dry	Pedestrian	E			
	T20180006207			1/04/2018	Sunday	5:12 PM	Other(P)	108	Ped Struck Walking To/From Or Boarding/Alighting Vehicle.	Day	Clear	Dry	Pedestrian	NW			
	T20190008790			8/05/2019	Wednesday	3:45 PM	Other(B)	133	Lane Side Swipe (Vehicles In Parallel Lanes)	Day	Clear	Unknown	-	S	S (B)		
	T20200009754			4/04/2020	Saturday	12:20 PM	Other(V)	130	Rear End (Vehicles In Same Lane)	Day	Not known	Unknown	-	S	S		
	T20200012043			22/06/2020	Monday	8:40 AM	Other(M)	110	Cross Traffic	Day	Not known	Dry	-	NW	SW (M)		
	T20210024263			25/11/2021	Thursday	3:30 PM	Other(B)	121	Right Through	Day	Not known	Dry	-	E	W (B)		
	T20180001917	Swan Street (b/w Church Street and Yan	Swan Street 9m E Of Church Street	31/01/2018	Wednesday	5:00 PM	Other(V)	131	Left Rear	Day	Clear	Dry	-	W	W		
	T20190022170		Swan Street 36m W of Yan Lane	8/11/2019	Friday	11:15 PM	Other(P)	100	Ped Near Side. Ped Hit By Vehicle From The Right.	Dark		Wet	Pedestrian	W			
	T20200010668	Swan Street (b/w Bright Street and Harvey Street)	Swan Street 26m E Of Brighton Street	1/06/2020	Monday	10:15 PM	Other(B)	163	Vehicle Strikes Door Of Parked/Stationary Vehicle	Dark Street lights on	Raining	Wet	-	SE	SE (B)		
	T20190000710		Swan Street 18m W Of Charles Street	13/01/2019	Sunday	2:40 AM	Other(P)	102	Far Side. Ped Hit By Vehicle From The Left	Dark Street lights on	Clear	Dry	Pedestrian	E			
	T20170008001		Swan Street At Harvey Street	21/04/2017	Friday	7:30 PM	Other(B)	121	Right Through	Dark Street lights on	Raining	Wet	-	SE	NW (B)		
	T20170010824			2/06/2017	Friday	8:10 PM	Other(V)	130	Rear End(Vehicles In Same Lane)	Dark Street lights unknown	Clear	Unknown	-	E	E	E	

Legend	
(V)	Vehicles
(M)	Motorbike
(B)	Bicycle
(P)	Pedestrians

***Period of data is from 1/7/2017 to 23/2/2022**

Traffix Group

Appendix F

Parking Survey Results

Traffix Group G31387R-01B

G31387 - Charlotte Street, Richmond Parking Surveys

Traffix Group

Supervised By:
Surveyed By:

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	Wednesday, 2 March 2022	Thursday, 3 March 2022		Thursday, 17 March 2022		Saturday, 26 March 2022	
			9:30am	4:00pm	6:30pm	11:30am	1:30pm	1:45pm	6:30pm
OFF-STREET CARPARKING									
RICHMOND LIBRARY CARPARK AT 6 CHARLOTTE STREET, RICHMOND									
	2P 7am-7pm	19	12	19	19	17	17	18	19
	No Stopping Council Library Vehicle Excepted	1	1	1	1	1	1	0	1
ON-STREET CARPARKING									
ST CRISPIN STREET									
East Side									
Charlotte Street to Swan Street	Permit Zone (Area 20)	4	1	3	1	3	3	2	4
CHARLOTTE STREET									
North Side									
Church Street to Charles Street	2P 7am-Midnight MON - SAT	4	3	4	4	4	4	3	4
	Permit Zone	19	14	11	17	14	14	13	17
South Side									
Church Street to Charles Street	2P 7am-Midnight MON - SAT	20	10	12	18	15	15	12	20
	1/4P 8am-10pm	1	0	1	0	1	1	0	0
	2P Disabled only 8am-8pm	1	0	1	0	0	1	0	1

G31387 - Charlotte Street, Richmond Parking Surveys

Traffix Group

Supervised By:
Surveyed By:

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	Wednesday, 2 March 2022	Thursday, 3 March 2022		Thursday, 17 March 2022		Saturday, 26 March 2022	
			9:30am	4:00pm	6:30pm	11:30am	1:30pm	1:45pm	6:30pm
CHARLES STREET									
East Side									
Swan Street to 73 Charles Street	Permit Zone	6	5	6	6	4	5	6	6
71 Charles Street to McNamara Street	Permit Zone	10	6	10	8	6	8	10	10
Elm Grove to 37 Charles Street	Permit Zone	5	3	5	4	3	3	3	5
West Side									
Elm Grove to laneway into Parker Street	2P 7am-Midnight MON - SAT	1	0	1	1	1	1	1	1
Charlotte Street to Elm Grove	2P 7am-Midnight MON - SAT	7	6	7	6	6	5	6	7
	P Disabled Parking	1	0	0	1	0	0	1	1
Swan Street to Charlotte Street	2P 7am-Midnight MON - SAT	4	4	2	4	4	3	4	4
	Loading Zone 15mins 7am-6pm MON - SAT Permit Zone All Other Times	2	1	0	1	0	0	0	2
ELM GROVE									
North Side									
Charles Street to Church Street	2P 7am-Midnight MON - SAT	23	14	19	23	21	21	21	23
South Side									
Charles Street to Church Street	Permit Zone	20	13	12	20	9	13	17	18
	1P Disabled	2	2	1	2	1	1	0	0

G31387 - Charlotte Street, Richmond Parking Surveys

Traffix Group

Supervised By:
Surveyed By:

Survey Dates & Times: See below

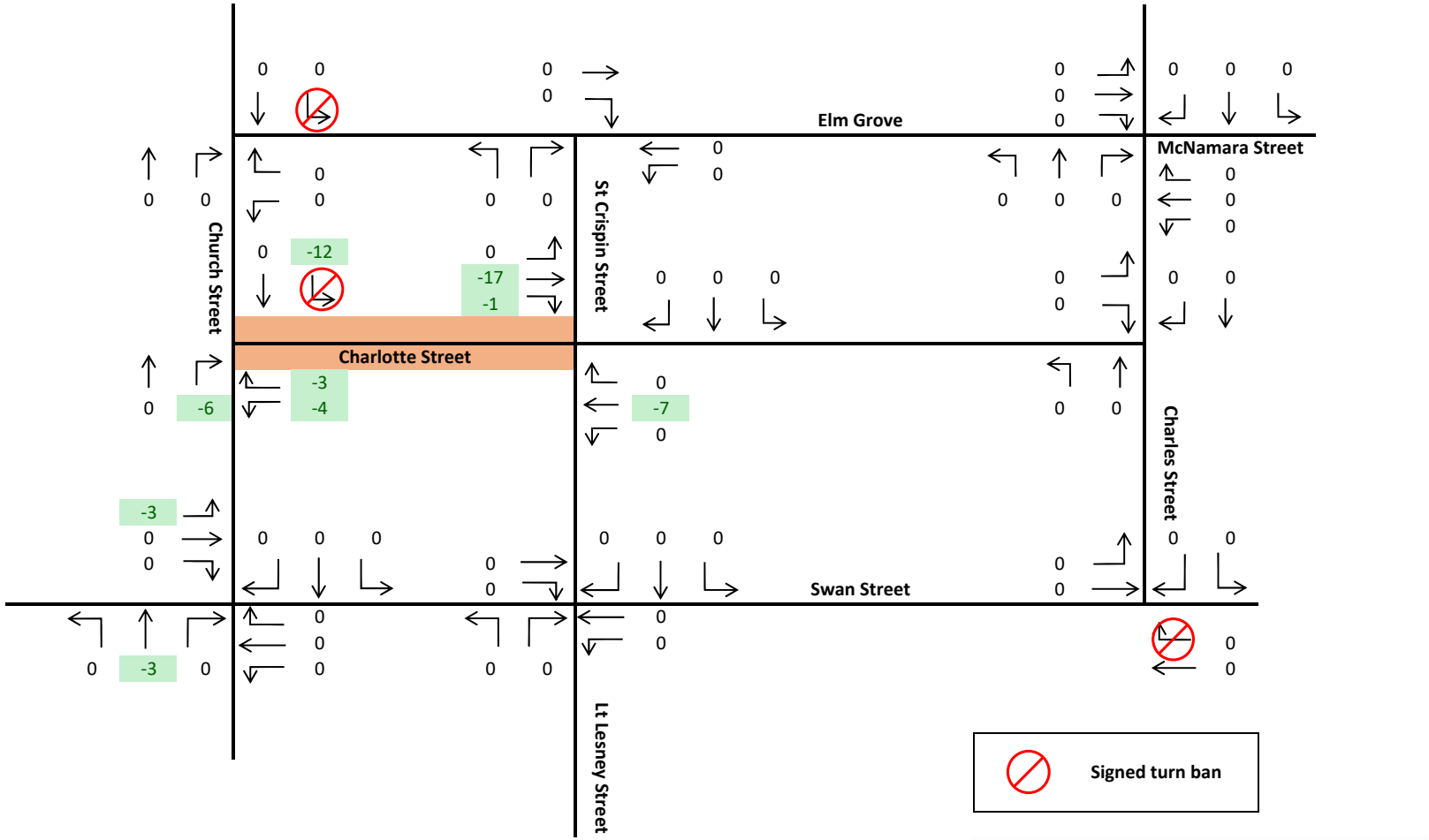
Location	Restriction	Capacity Min - Max	Wednesday, 2 March 2022	Thursday, 3 March 2022		Thursday, 17 March 2022		Saturday, 26 March 2022	
			9:30am	4:00pm	6:30pm	11:30am	1:30pm	1:45pm	6:30pm
CHURCH STREET									
East Side									
Property 381 to Charlotte Street	2P 8am-5pm MON - FRI (8am-12:30pm)	11	7	9	11	11	11	10	11
Charlotte Street to Swan Street	No Stopping Zone	0	0	0	0	0	0	0	0
West Side									
Swan Street to Gipp Street	2P Meter 8am-5pm MON - FRI (8:30am-5:30pm SAT) 1/4P 5:30pm - 11:30pm	2	2	2	2	2	2	2	2
	Authorised Car Share	1	1	1	1	1	1	1	1
	2P 8am-5pm MON - FRI (8:30am-5:30pm SAT)	19	9	13	19	15	12	14	19
	P Disabled only 7am-5pm MON - FRI	1	0	1	1	0	0	1	1
	1/4P 7am - 9pm	1	0	1	1	1	1	1	1
SWAN STREET									
North Side									
Church Street to St Crispin	Clearway 4:30pm-6:30pm MON-FRI Loading Zone 15min All Other Times	2	0	0	0	0	0	0	0
St Crispin Street to Yan Lane	Clearway 4:30pm-6:30pm MON-FRI 2P Meter 8:30am-4:30pm MON-FRI (8:30am-5:30pm SAT)	11	3	0	12	5	10	*7	14
Yan Lane to opposite Harvey Street	Clearway 4:30pm-6:30pm MON-FRI 2P Meter 8:30am-4:30pm(8:30am-5:30pm SAT)	12	4	1	12	8	6	*2	13
South Side									
Church Street to Yan Lane	Clearway 7:00am-9:15am MON-FRI 2P Meter 9:15am-5:30pm MON-FRI (8:30am-5:30pm SAT)	14	5	2	12	9	9	8	13
Yan Lane to Harvey Street	Clearway 7:00am-9:15am MON-FRI 2P Meter 9:15am-5:30pm MON-FRI (8:30am-5:30am SAT)	5	0	2	5	1	2	4	5

Appendix G

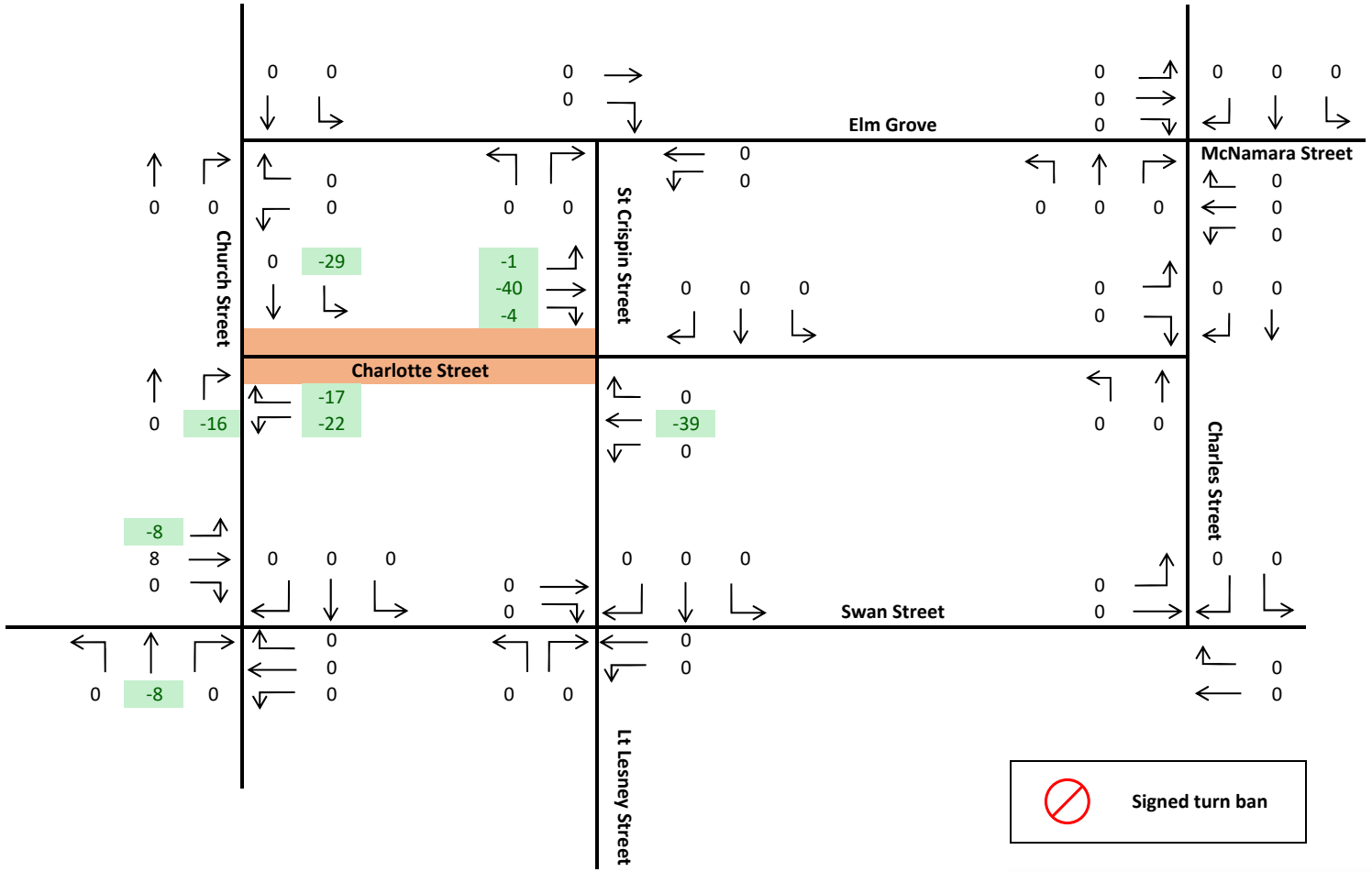
Traffic Volume Redistribution Diagrams

Traffix Group G31387R-01B

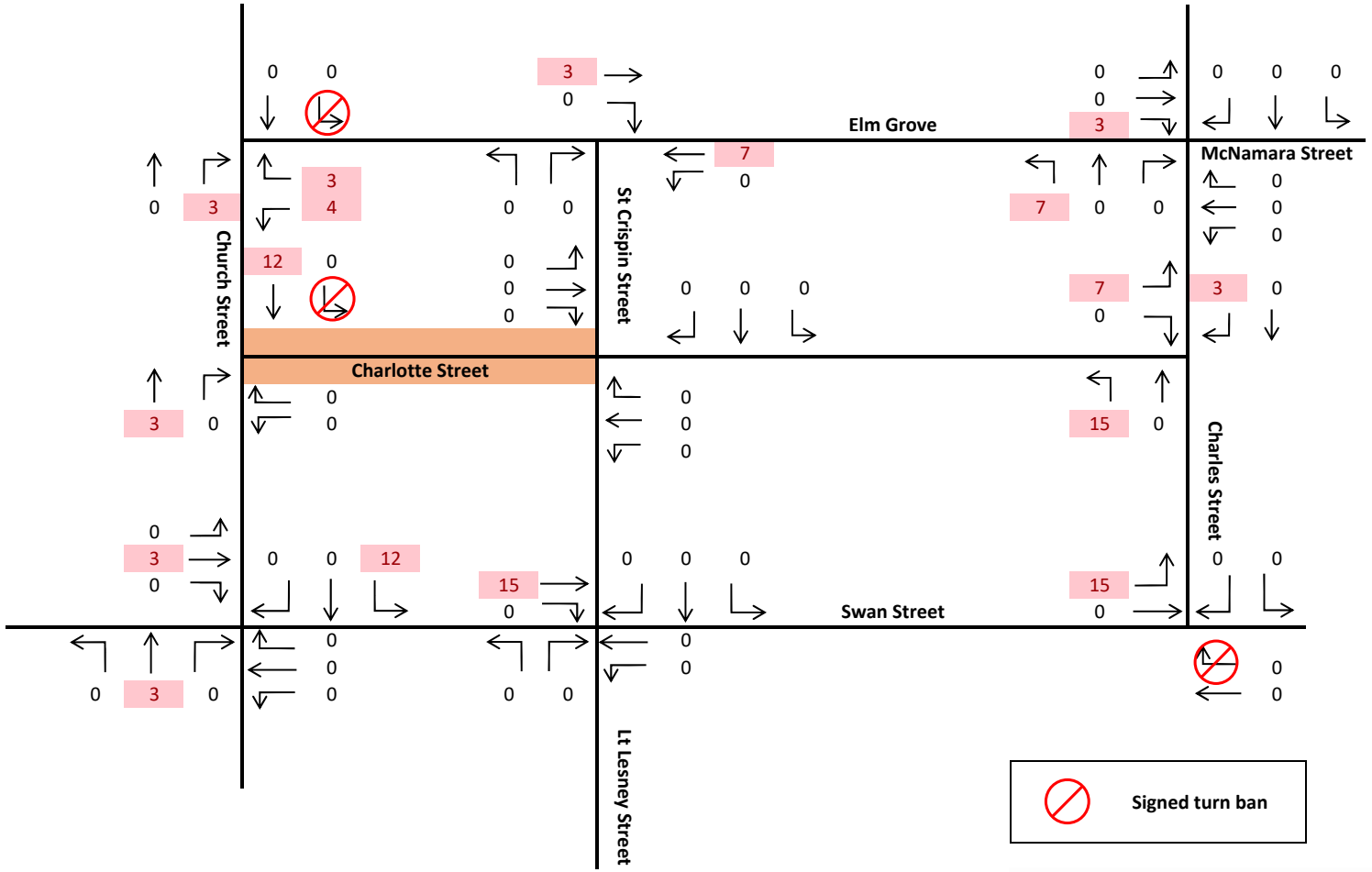
Redistribution - Decreases in Turning Movements
AM Peak (8:00-9:00)



Redistribution - Decreases in Turning Movements
PM Peak (17:30-18:30)

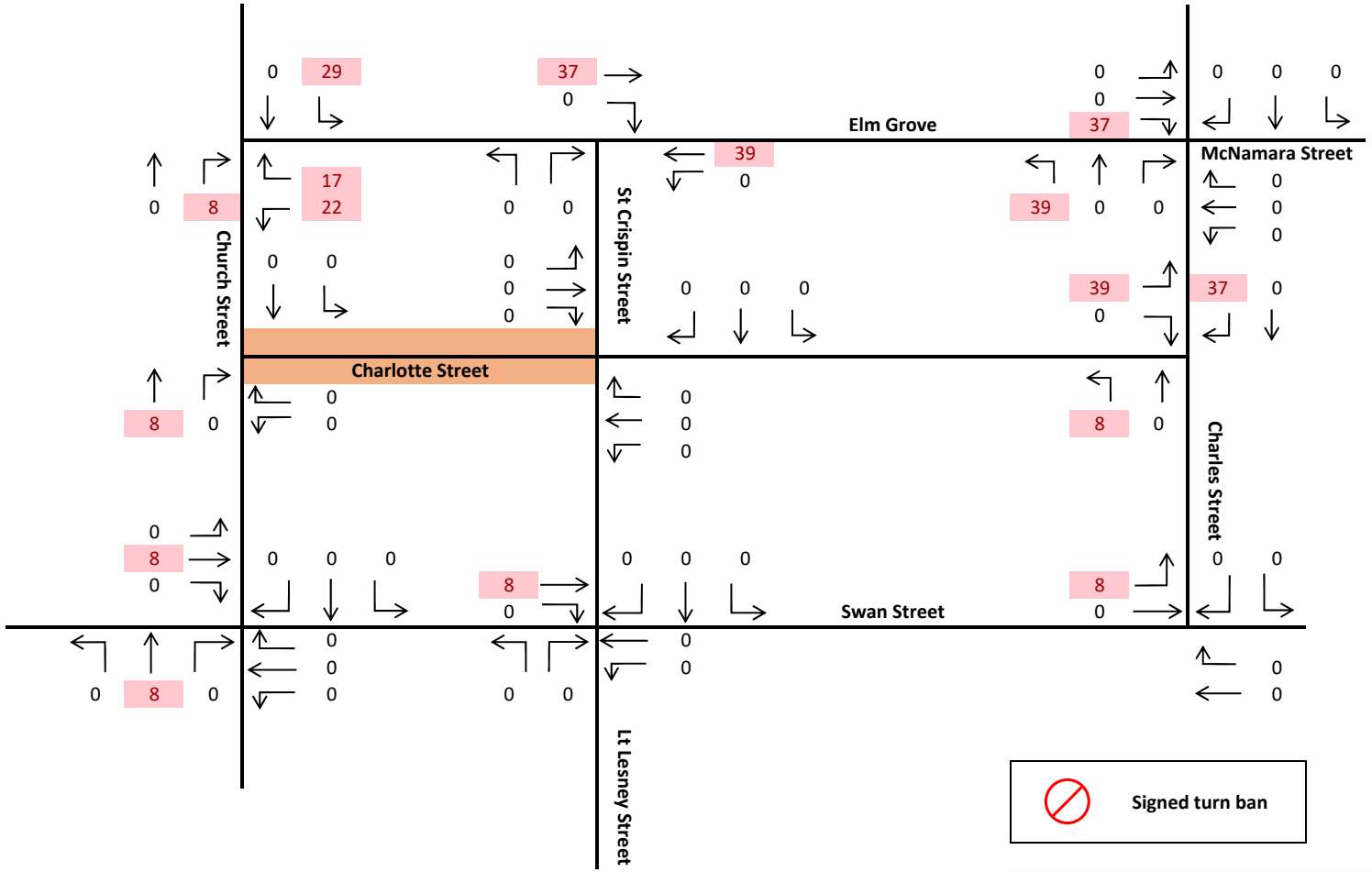


Redistribution - Increases in Turning Movements
AM Peak (8:00-9:00)



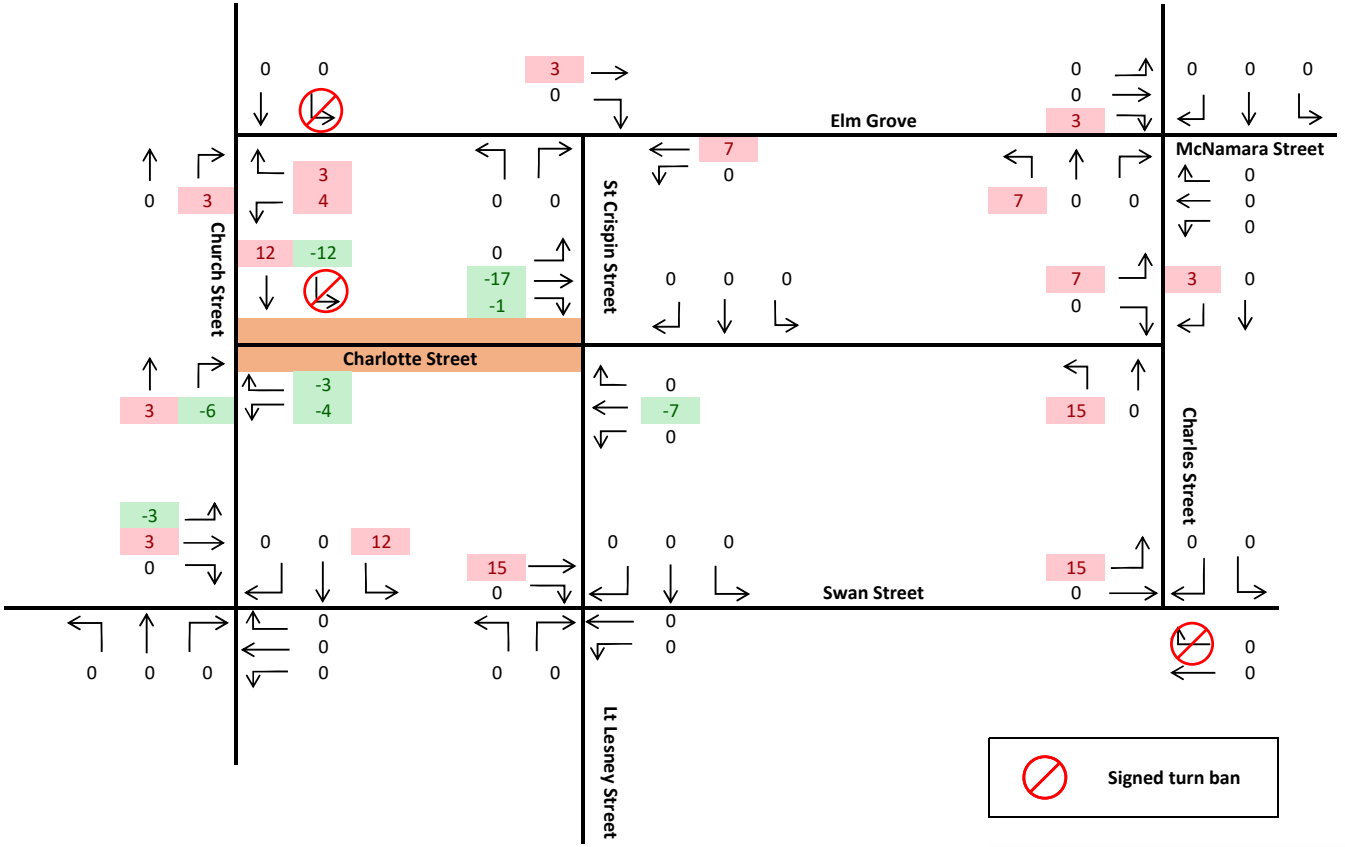
Traffix Group

Redistribution - Increases in Turning Movements
PM Peak (17:30-18:30)



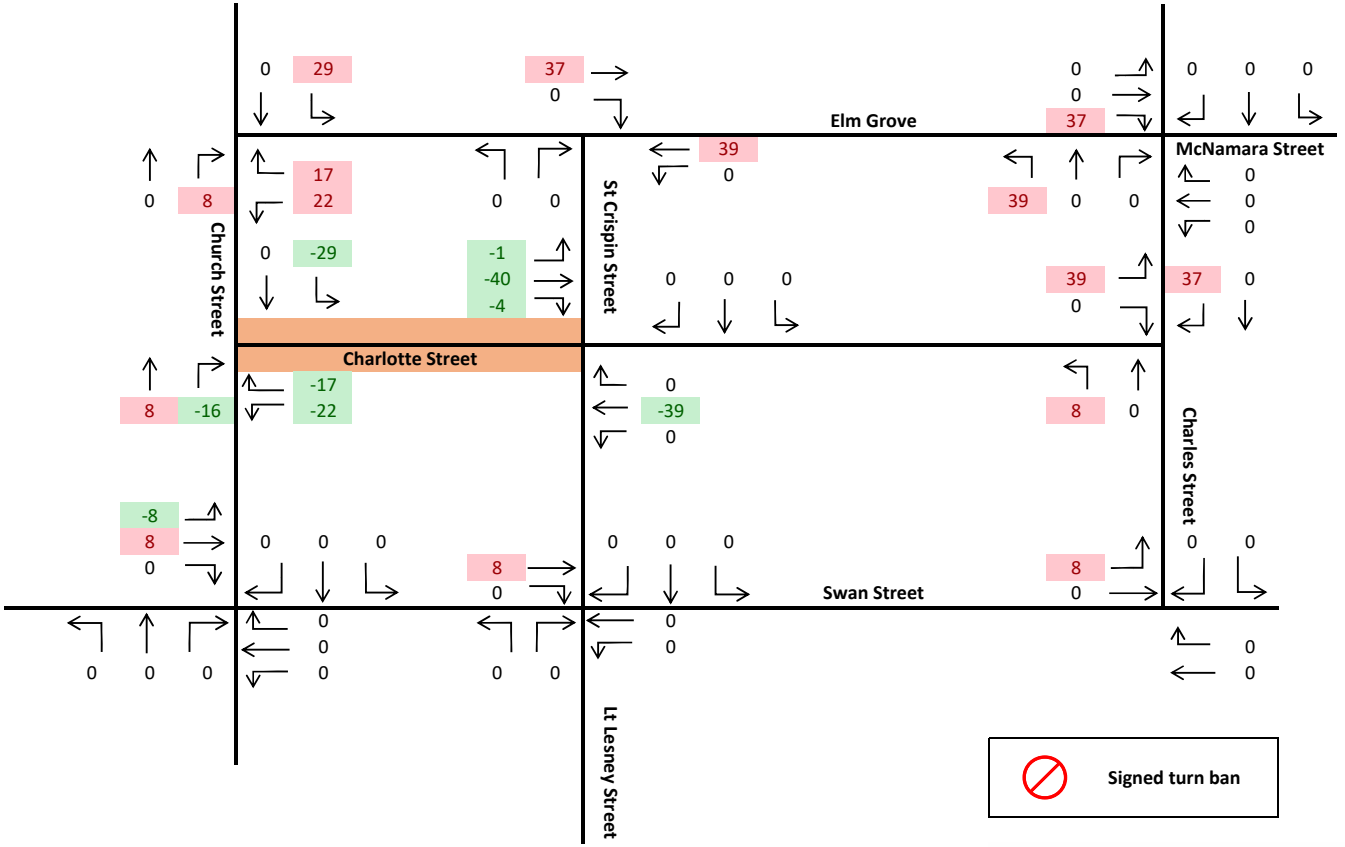
Traffix Group

Redistribution - Net Change in Turning Movements
AM Peak (8:00-9:00)



Traffix Group

Redistribution - Net Change in Turning Movements
PM Peak (17:30-18:30)



Traffix Group

Appendix H

SIDRA Modelling Results – Post Public Space Intersection Performance

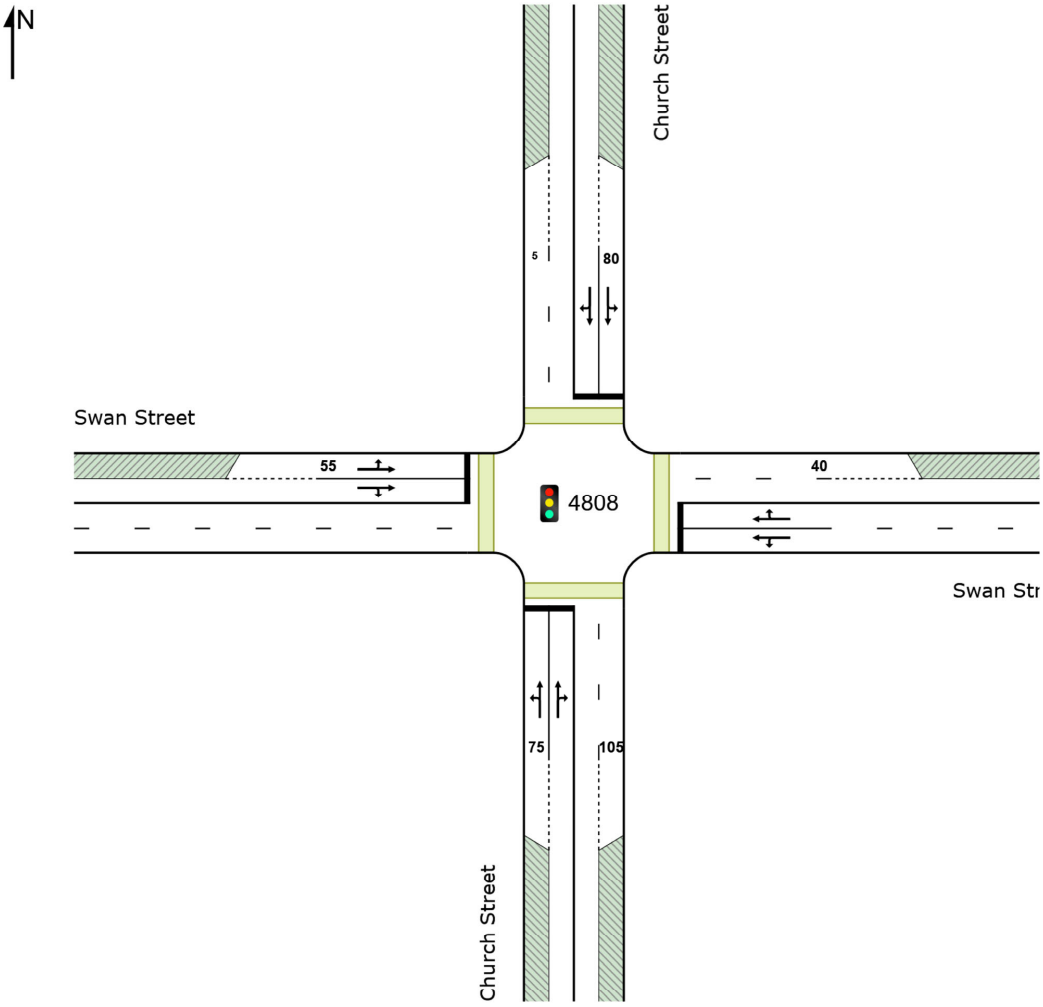
Traffix Group G31387R-01B

SITE LAYOUT

Site: 4808 [Church Street / Swan Street - 8AM - 9AM - Redistribution (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 4808 [Church Street / Swan Street - 8AM - 9AM - Redistribution (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Church Street														
1	L2	71	2	75	2.8	0.142	28.6	LOS C	3.1	22.0	0.71	0.70	0.71	30.2
2	T1	364	20	383	5.5	*0.708	29.9	LOS C	19.0	142.3	0.91	0.81	0.91	35.8
3	R2	81	5	85	6.2	0.708	35.8	LOS D	19.0	142.3	0.92	0.81	0.92	34.4
Approach		516	27	543	5.2	0.708	30.7	LOS C	19.0	142.3	0.88	0.80	0.88	35.0
East: Swan Street														
4	L2	220	9	232	4.1	0.435	20.6	LOS C	12.5	90.0	0.63	0.67	0.63	42.1
5	T1	350	17	368	4.9	0.435	15.3	LOS B	12.5	90.0	0.67	0.68	0.67	39.3
6	R2	99	6	104	6.1	*0.435	22.4	LOS C	7.9	60.9	0.72	0.68	0.72	42.3
Approach		669	32	704	4.8	0.435	18.1	LOS B	12.5	90.0	0.67	0.68	0.67	40.8
North: Church Street														
7	L2	54	1	57	1.9	0.394	37.8	LOS D	8.2	58.7	0.86	0.74	0.86	35.4
8	T1	367	17	386	4.6	0.678	35.6	LOS D	12.6	96.6	0.92	0.80	0.93	33.5
9	R2	38	3	40	7.9	0.678	43.3	LOS D	12.6	96.6	0.96	0.83	0.98	27.8
Approach		459	21	483	4.6	0.678	36.5	LOS D	12.6	96.6	0.92	0.79	0.93	33.3
West: Swan Street														
10	L2	30	4	32	13.3	0.133	24.4	LOS C	3.0	22.8	0.63	0.57	0.63	37.1
11	T1	305	25	321	8.2	0.463	20.5	LOS C	11.4	88.4	0.72	0.66	0.72	36.5
12	R2	82	4	86	4.9	*0.463	26.8	LOS C	11.4	88.4	0.75	0.69	0.75	32.8
Approach		417	33	439	7.9	0.463	22.1	LOS C	11.4	88.4	0.72	0.66	0.72	35.8
All Vehicles		2061	113	2169	5.5	0.708	26.1	LOS C	19.0	142.3	0.79	0.73	0.79	36.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Church Street												
P1	Full	117	123	44.4	LOS E	0.3	0.3	0.94	0.94	209.9	215.2	1.03
East: Swan Street												
P2	Full	126	133	44.4	LOS E	0.4	0.4	0.95	0.95	210.0	215.2	1.02
North: Church Street												

P3	Full	132	139	44.4	LOS E	0.4	0.4	0.95	0.95	210.0	215.2	1.02
West: Swan Street												
P4	Full	361	380	44.9	LOS E	1.0	1.0	0.96	0.96	210.4	215.2	1.02
All Pedestrians		736	775	44.7	LOS E	1.0	1.0	0.95	0.95	210.2	215.2	1.02

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: 4808 [Church Street / Swan Street - 8AM - 9AM - Redistribution (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

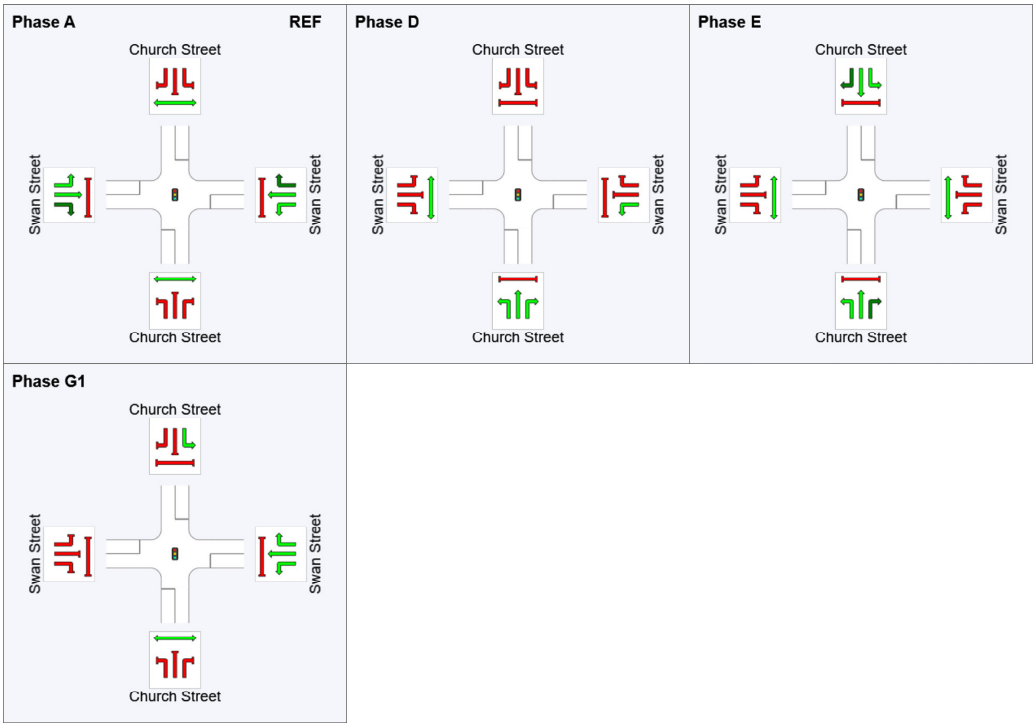
Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: AM Phasing
Reference Phase: Phase A
Input Phase Sequence: A, D, E, G1
Output Phase Sequence: A, D, E, G1

Phase Timing Summary

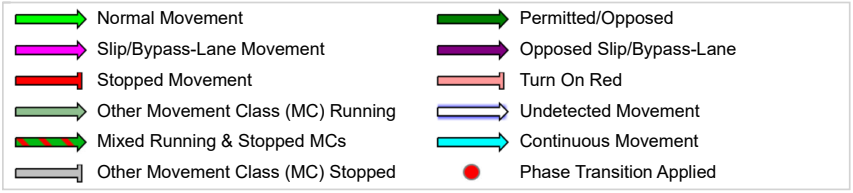
Phase	A	D	E	G1
Phase Change Time (sec)	0	47	61	89
Green Time (sec)	44	8	27	5
Phase Time (sec)	50	9	33	8
Phase Split	50%	9%	33%	8%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



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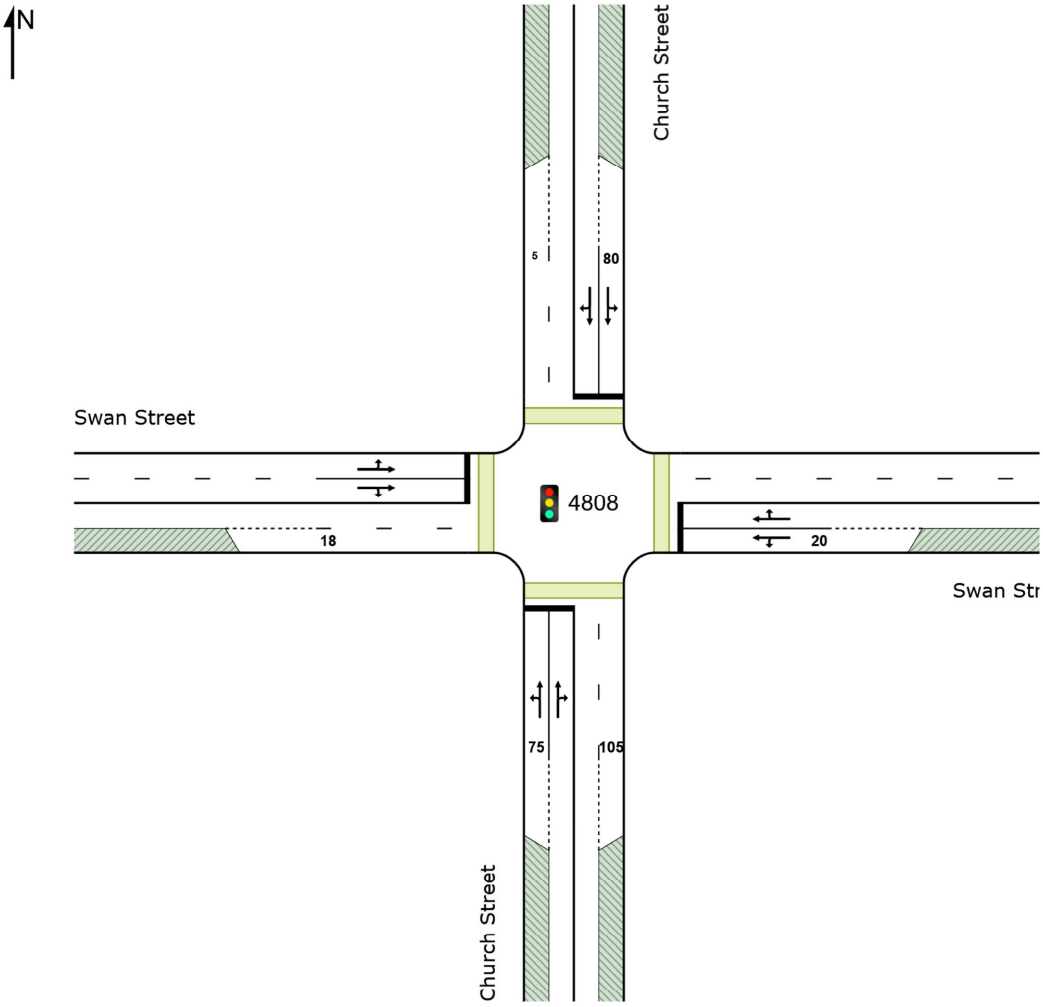
SITE LAYOUT

Site: 4808 [Church Street / Swan Street - 5:30PM - 6:30PM - Redistribution (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 4808 [Church Street / Swan Street - 5:30PM - 6:30PM - Redistribution (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 119 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Church Street														
1	L2	58	0	61	0.0	0.144	28.0	LOS C	4.0	28.0	0.67	0.63	0.67	26.4
2	T1	386	12	406	3.1	*0.720	30.5	LOS C	24.1	176.7	0.86	0.78	0.86	27.5
3	R2	143	3	151	2.1	0.720	34.7	LOS C	24.1	176.7	0.88	0.80	0.88	30.1
Approach		587	15	618	2.6	0.720	31.3	LOS C	24.1	176.7	0.85	0.77	0.85	28.0
East: Swan Street														
4	L2	129	3	136	2.3	0.141	17.7	LOS B	3.9	27.5	0.48	0.67	0.48	42.5
5	T1	351	10	369	2.8	*0.670	27.0	LOS C	16.0	116.7	0.82	0.86	0.82	32.8
6	R2	84	1	88	1.2	0.670	33.2	LOS C	16.0	116.7	0.84	0.87	0.84	37.3
Approach		564	14	594	2.5	0.670	25.8	LOS C	16.0	116.7	0.74	0.82	0.74	35.8
North: Church Street														
7	L2	70	1	74	1.4	0.370	39.2	LOS D	9.2	65.4	0.84	0.73	0.84	29.5
8	T1	372	9	392	2.4	0.637	39.5	LOS D	15.2	111.9	0.90	0.78	0.90	25.3
9	R2	30	0	32	0.0	0.637	44.4	LOS D	15.2	111.9	0.93	0.80	0.93	23.1
Approach		472	10	497	2.1	0.637	39.8	LOS D	15.2	111.9	0.90	0.77	0.90	25.8
West: Swan Street														
10	L2	51	0	54	0.0	0.331	27.4	LOS C	10.7	75.8	0.67	0.61	0.67	35.9
11	T1	478	12	503	2.5	0.331	21.6	LOS C	10.7	75.8	0.68	0.60	0.68	36.3
12	R2	12	1	13	8.3	0.331	27.9	LOS C	10.0	75.4	0.69	0.60	0.69	32.8
Approach		541	13	569	2.4	0.331	22.3	LOS C	10.7	75.8	0.68	0.61	0.68	36.2
All Vehicles		2164	52	2278	2.4	0.720	29.4	LOS C	24.1	176.7	0.79	0.74	0.79	30.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Church Street												
P1	Full	110	116	53.9	LOS E	0.4	0.4	0.95	0.95	219.4	215.2	0.98
East: Swan Street												
P2	Full	116	122	53.9	LOS E	0.4	0.4	0.95	0.95	219.5	215.2	0.98
North: Church Street												

P3	Full	129	136	54.0	LOS E	0.4	0.4	0.95	0.95	219.5	215.2	0.98
West: Swan Street												
P4	Full	337	355	54.5	LOS E	1.2	1.2	0.96	0.96	220.0	215.2	0.98
All Pedestrians		692	728	54.2	LOS E	1.2	1.2	0.96	0.96	219.7	215.2	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: 4808 [Church Street / Swan Street - 5:30PM - 6:30PM - Redistribution (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 119 seconds (Site User-Given Phase Times)

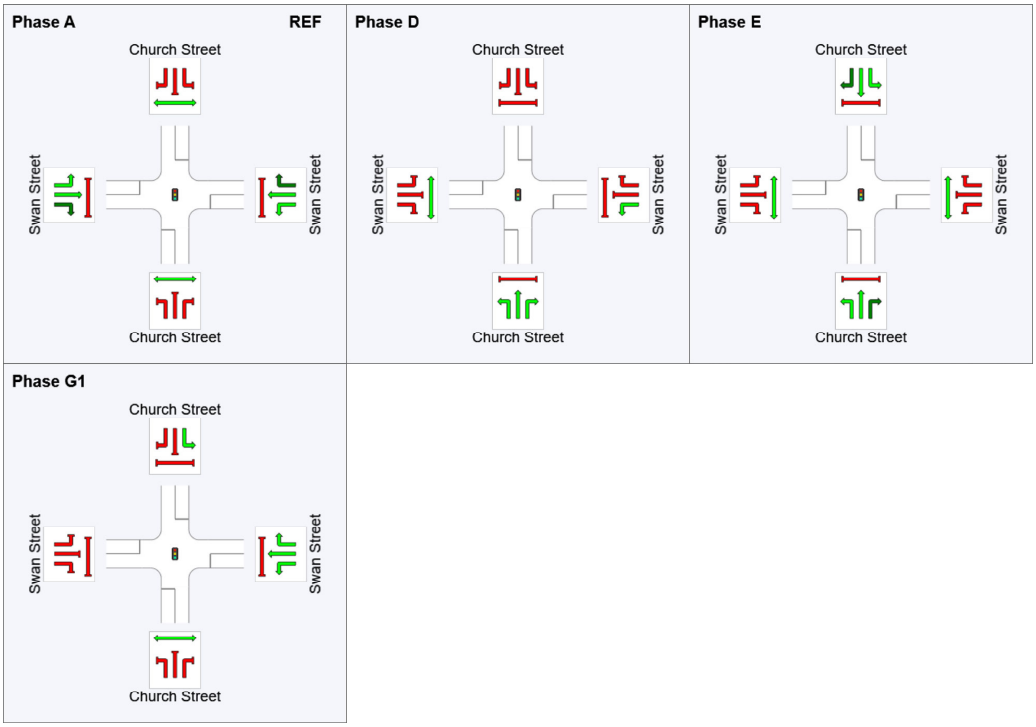
Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: PM Phasing
Reference Phase: Phase A
Input Phase Sequence: A, D, E, G1
Output Phase Sequence: A, D, E, G1

Phase Timing Summary

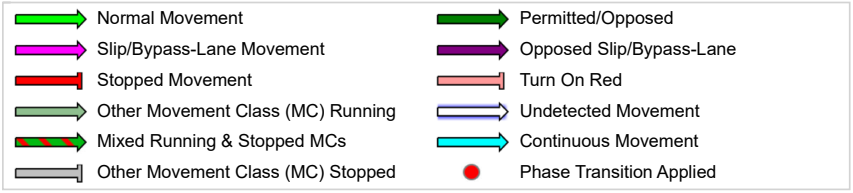
Phase	A	D	E	G1
Phase Change Time (sec)	0	57	75	111
Green Time (sec)	56	12	33	2
Phase Time (sec)	62	15	39	3
Phase Split	52%	13%	33%	3%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



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ASSESSING THE ENVIRONMENTAL CAPACITY OF LOCAL RESIDENTIAL STREETS

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Rhys Chesterman, ViaStrada, Christchurch, New Zealand, rhys@viastrada.co.nz

ABSTRACT

The inherent conflict between the residential amenity and traffic access functions of local streets causes debate on what constitutes a true "local" road. The concept of 'environmental capacity' was developed to identify a suitable maximum traffic volume on such local streets. It was first introduced by Buchanan and Appleyard in separate research in the 1960's. Both authors settled on broad-brush traffic thresholds of 2,000-3,000 vehicles per day. Since then, other research has relied heavily on the original Buchanan and Appleyard findings; this paper investigates that presumption in the present day.

A residents' survey was applied to four "local" streets with varying traffic volumes in Christchurch, New Zealand. Residents living on those streets with higher volumes felt that their streets were busier, noisier and less safe. There was also an increasing trend for residents along higher volume streets to have their houses turned away from the street and they tended to have less personal involvement and/or knowledge of their neighbours. In the Christchurch context, a more appropriate environmental capacity would appear to be around 1,500-2,000 vehicles per day. This has implications for local town planning and street network design guidance if true local roads are to be achieved.

Keywords: town planning, local streets, environmental capacity, traffic volumes, liveability, amenity

INTRODUCTION

Non-residential activities locating in residential zones are not new; however there appears to be an increasing trend for these types of developments to establish along local residential streets, which some people would argue are to the detriment of residential amenity. Many of these non-residential activities – such as educational facilities and health facilities for example – require relevant planning permission. Often these non-residential activities develop in a piecemeal fashion and in a manner that appears to disregard actual or potential cumulative effects that might result from increasing traffic. While it is generally true that the geometric capacity of these streets can cater for these additional traffic volumes, the actual and potential effects on residential amenity are frequently concluded to have effects that are "less than minor". This often appears to be determined without any real justification – whether quantitatively or qualitatively.

While it is accepted that residential amenity effects are rather qualitative and subjective (as one person's perception and opinion often differs from another), there is likely to be some correlation between increasing traffic volumes and the degradation of residential amenity. This suggests that it might be possible to take an existing street and, after examination of some key elements, to define the volume and character of the traffic permissible in the street so that it is consistent with good environmental conditions. This issue was first raised by Buchanan (1963) in his seminal thesis *Traffic in Towns* where he introduced the concept of "environmental capacity." Buchanan suggested that, as traffic increased, it was inevitable that the assessment of environmental capacity would become more significant. Since then, there has been debate on environmental capacity, particularly in reference to the acceptable upper limits of tolerable traffic on local streets. These differences are probably explained by many varying factors – perhaps volumes themselves, street widths, speeds, building setbacks, etc. These issues may of course also be perceived differently from one resident to another. In any instance the answer is still not clear.

A widely used rule of thumb in the traffic planning and engineering profession is that a local residential street has an environmental capacity of 2,000-3,000 vehicles per day. This paper sheds some light on this presumption; it is based on research undertaken in the New Zealand city of Christchurch (Chesterman 2009). The overall objective of this research was to determine the environmental capacity of selected local residential streets in a Christchurch context, although this method is likely to provide a useful contribution to the international discussion of this topic.

BACKGROUND LITERATURE

The idea of increasing residential amenity and liveability along local residential streets is not new; it goes back to the turn of last century when the "garden city" concept was first introduced in the United Kingdom (Howard 1902). This has since led to a continual desire to

balance amenity needs and traffic effects – especially with increasing traffic volumes. The idea of the garden city was particularly influential in the United States, where a number of settlements were planned during the first half of the 20th century using this format, as well as in a number of other countries worldwide (Hardy, 1999).

As the motor car became more widespread and traffic volumes grew, the inherent conflict between the amenity and access functions of local streets created the debate on what constitutes a true "local" road and what functions should take precedence. Such issues also found their way into discussion about urban planning and redevelopment (Jacobs 1961).

The Buchanan Report

This concept of environmental capacity appears to have been first raised by Buchanan (an architect, civil engineer and planner) in his London-based thesis *Traffic in Towns* (Buchanan 1963). This was an influential report and popular book on urban and transport planning policy for the United Kingdom's Department of Transport. Although Buchanan never intended to write about environmental capacity, it was an issue that did arise and he consequently made an attempt to define some possible methods of calculating it.

Buchanan firstly recognised that traffic on residential streets affects the environment in many ways, including noise, fumes, vibration and the danger for people wishing to cross the street. He then explored the possibility that the environmental capacity could be assessed, for practical purposes, by the ease in which the street can be crossed by pedestrians; if this critical condition could be satisfied, then it is likely that needs relating to noise, fumes and so on would also be satisfied.

Buchanan suggested that the level of risk might be measured by the delay to which a pedestrian is subjected when they desire to cross the road. The average delay for pedestrians will depend upon the volume of traffic and the width of the road. Buchanan assumed an average delay of two seconds as a rough guide to the border-line between acceptable and unacceptable conditions. Any greater delay would imply that most people would have to adapt their movements to give way to motor vehicles, a situation not compatible with the idea of an "environmental area".

Buchanan further refined his method to consider the proportion of "vulnerable" pedestrians (i.e. children, elderly, parents with prams, etc) and the level of "protection" afforded by the street (i.e. parked cars, vehicle speeds, footpath continuity, etc). In order to explore the practical effect of these variables, Buchanan studied some 50 examples of residential streets with traffic flows ranging from 10 to 1500 vehicles per hour. From all this work, Buchanan was able to derive a series of graphs that enabled the environmental capacity to be determined for any carriageway width and for any levels of 'vulnerability' and 'protection.' Figure 1 shows an example of one such graph, for streets with a high level of pedestrian protection ("Type A").

Assessing the Environmental Capacity of Local Residential Streets
KOOREY, G.; CHESTERMAN, R.

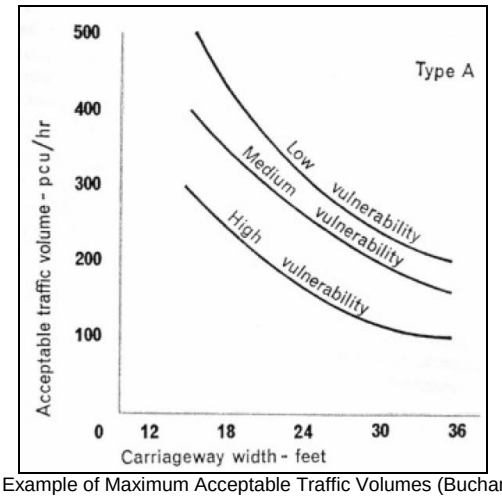

Figure 1: Example of Maximum Acceptable Traffic Volumes (Buchanan 1963)

In the New Zealand context, where residential streets are typically at least 10 m (33 ft) wide, Buchanan's work suggests that maximum daily traffic volumes of 2,000-3,000 vehicles/day are acceptable, although that figure will be less where there are low levels of pedestrian protection or high proportions of vulnerable pedestrians.

Appleyard's Livable Streets

In the late 1960s, Donald Appleyard (a Professor of Urban Design at the University of California, Berkeley) conducted a renowned study on liveable streets, comparing three residential streets in San Francisco that (on the surface) did not differ on much else but their levels of traffic (Appleyard *et al* 1981). One of these streets carried 2,000 vehicles per day (which he termed as a "Light Street"), one carried 8,000 vehicles/day (termed a "Medium Street"), and the final street carried 16,000 vehicles/day (termed a "Heavy Street"). In simple terms, Appleyard's research showed that residents on the Light Street had three more friends and twice as many acquaintances on the street than the people on the Heavy Street. Further, as traffic volume increased, he found that the space people considered to be their "territory" shrank.

Appleyard suggested that the Light Street was a "closely knit community." For example, front steps of the residential houses were used for sitting and chatting, sidewalks were used by children to play and the carriageway was even used by others to play more active games like football. Moreover, the street was seen as a whole and no part was out of bounds. The Heavy Street, on the other hand, had little or no sidewalk activity and was used solely as a corridor between the sanctuary of individual homes and the outside world. Residents kept very much to themselves, and there was virtually no feeling of community. The difference in the perceptions and experience of children and the elderly across the two streets was especially striking.

Appleyard clearly identified the connection between residential amenity and traffic volume. Although he settled on a maximum reasonable environmental capacity for a residential street of around 3,000 vehicles per day, he made the point that the 2,000 vehicles per day level was a threshold point above which increasing numbers of residents would become concerned about traffic levels on their street. There was however no real rationale as to why he reduced the 'desirable' threshold from 3,000 to 2,000, although it was interesting to note that his lower threshold level aligned with Buchanan's research. Thus, any street with greater than 200-300 vehicles per hour (or 2,000-3,000 per day) was seen as an indicator of exceeding environmental capacity.

Appleyard's work, despite being based on perceptions that could be construed as being location-specific and somewhat subjective, appeared to be simple, yet credible and logical at the same time. It was subsequently used as the basis for other work mentioned below, including the TIRE index (City of Palo Alto 2002) and the Australian Model Code for Residential Development (Commonwealth of Australia 1997).

Other Environmental Capacity Methods

More recently, a variety of techniques have been identified, particularly in North America and Australia, which aim to determine the relative effect of new developments on existing local streets. These include:

1. The RTA *Guide to Traffic Generating Developments* (RTA 2002), commonly used by traffic planners and engineers in Australia and New Zealand. The Guide sets out a desirable maximum peak volume (the "environmental goal") of 200 vehicles/hour and an absolute maximum of 300 vehicles/hour for local 40 km/h streets. The Guide suggests that there may be situations where alterations to these levels might be appropriate, e.g. if a street has a central median.

2. The "Traffic Infusion on Residential Environment" (TIRE) index (City of Palo Alto 2002), used in a number of North American cities, is an alternative approach to evaluating impacts on local streets to evaluate the change in average vehicles per day along a street segment. Originally developed by engineering practitioner Donald Goodrich, the TIRE index provides a numerical representation of residents' perceptions of the effect of traffic on residential activities and has values that range from 0.0 to 5.0. In simple terms a change of 0.1 or more indicates that traffic would be noticeable to residents in an affected neighbourhood. This equates to approximately a 25% increase in traffic volumes, irrespective of the initial volume. The TIRE Index however stops short of defining a threshold at which a volume change should be considered unacceptable or a significant impact.

3. The Australian Model Code for Residential Development (AMCORD, Commonwealth of Australia 1997) is a national resource document for integrated residential development containing up-to-date information on the latest urban research material. AMCORD refers to four key performance areas for new developments; namely noise, air pollution, crossing delay, and pedestrian safety (the latter regarded as the most

important criterion). AMCORD proposes different environmental capacity values for each performance criterion. The AMCORD methods provide some insight into the issue of environmental capacity, and, while they do not provide any definitive rule-of-thumb figures (as each situation and local area should be considered on its individual merits), reference is often made to 2,000 vehicles per day in many instances. This is perhaps an indirect admission that a typical daily threshold limit for a local residential street is around 2,000 vehicles.

4. The City of Portland has developed an "Impact Threshold Curve" (City of Portland 2008), which has a purpose of determining whether the secondary or unintentional impacts of Neighbourhood Traffic Management Program projects are acceptable (typically in the form of increased traffic on local roads). The standard impact curve provides for an increase of between 150-400 vehicles/day on local streets, but with the resulting traffic volumes not to exceed 3,000 vehicles/day. Because of the margin of error inherent in the collection of traffic volume data due to daily volume fluctuation, the curve is presented as a wide band of values rather than a single curve. The standard impact curve may also be modified to account for factors such as the proportion of non-local or re-routed traffic, peak hour volumes, and truck traffic.

Although some of the methods mentioned above have incorporated other research (e.g. Sharpe *et al* 1972, Holdsworth & Singleton 1979, Coady & Associates 1982, Song *et al* 1993), most of it still has some basis in the work of Buchanan and/or Appleyard. Of interest in all these different methods is the fact that they all settle on a maximum traffic figure of 2,000-3,000 vehicles per day for local residential streets. While each organisation is commended for their novel approaches in an attempt to simplify and quantify the concept of environmental capacity, it appears that none of these organisations have challenged Buchanan's or Appleyard's findings with their own research to confirm (or otherwise) whether 2,000-3,000 vehicles/day is still acceptable. Given that some of this work was almost 50 years ago it is highly possible that attitudes have changed during this time.

In summary, the idea of environmental thresholds or environmental capacity with regard to traffic volumes has been bandied around for some time, yet there appears to be little modern guidance or research on the topic – either because it is not well understood or too complex. Both Buchanan (1963) and Appleyard *et al* (1981) settled on broad-brush traffic thresholds of 2,000-3,000 vehicles per day, which were based on their own observations, surveys, other findings and assumptions. A literature review on the environmental capacity concept reveals that all other research since then heavily relies on the original Buchanan and Appleyard findings and that there has been little questioning of the validity of the original information in the present day. Perhaps one reason lies with the fact that issues involving traffic volumes have traditionally fallen within the domain of traffic engineers and other environmental considerations (such as amenity) have been in the domain of town planners.

CASE STUDY - CHRISTCHURCH

To explore these issues further, a residents' survey (using similar techniques and questions to those used by Appleyard) has been applied to four "local" streets with varying traffic volumes in the New Zealand city of Christchurch. Four Christchurch streets in the same suburb were selected because they were similar in appearance, yet quite different in their volumes of traffic. Table 1 summarises their key characteristics. The intention was to include streets with varying traffic around 500, 1000, 2000 and >3000 vehicles per day; these were labelled LIGHT, LOW, MEDIUM and HIGH accordingly.

Table 1: Christchurch streets surveyed

	Murdoch Street	**Jennifer Street**	**Aorangi Street (northeast)**	**Aorangi Street (southwest)**
Daily Traffic Volume (veh/day)	564 (LIGHT)	1096 (LOW)	2124 (MEDIUM)	3537 (HIGH)
Length of street (m)	170	580	630	300
Number of households	14	67	99	42
Carriageway width (m)	8.0	11.0	14.0	14.0
Mean / 85^{th} $\%^{ile}$ speeds (km/h)	37 / 42	46 / 53	50 / 56	51 / 57

Other characteristics that are worthy of mention include:

- All four streets are generally characterised by stand-alone suburban residential houses rather than commercial activity, and are located within the same "Suburban Residential" planning zone.
- All four streets are classified as local roads in the City Plan, and provide through-access to other local streets (i.e. they are not cul-de-sac streets).
- All streets appear to share a similar socio-economic status by virtue of their proximity to each other and with housing stock generally displaying similar characteristics.
- All street are within a 500 m radius of each other, directly linking with Wairakei Road, the main arterial road in the area providing access to and from the inner City.
- All streets generally run in a northeast-southwest direction.
- All streets have a posted speed limit of 50 km/h.
- All streets have no dedicated bus routes running along their length.
- All streets have footpaths along both sides, with no pedestrian crossing facilities.

- All streets display typical residential "tidal flow" characteristics during the peak hour periods (i.e. predominantly one-way flow), which represent around 10% of the total daily volume.

It is acknowledged that there are some differences in street width and length, and this may also be affecting traffic speeds and resulting survey outcomes.

The study generally drew on resident perceptions by means of a letterbox questionnaire, which asked several broad questions in relation to issues of residential amenity such as:

- whether they know their neighbours
- whether the road is noisy
- whether they are delayed in crossing the street
- whether they consider the volume of traffic as high
- whether they would let their children play on the street

Given that the traffic volumes of each street were known, the responses to each question could be compared to the overall traffic volumes. This information could then be used to examine the impact of traffic on street life. Essentially it was a simple, yet structured way to analyse the variables that might take part in the complicated interaction between traffic and residents' liveability.

The choice to use a reply-post questionnaire was largely governed by limited resources (i.e. time and costs), which ruled out formal interviewing and/or direct observation. The use of a questionnaire would also protect the privacy of the participants, as the confidentiality can help ensure that people respond honestly. It is acknowledged that this method may limit response rate and also that there may be a bias in responses received. A $50 lucky respondent prize provided an incentive to respond and the overall response rate for all four streets was 37%. Attempts were also made to word the questionnaire in such a way that no particular answer would be favoured over others, but no random ordering of questions or possible responses was employed. For the purposes of this study any biases mentioned above were largely ignored, but further investigations may be valuable to research this aspect further. It is important to remember that a key aim was to mimic as much as possible the questions posed by Appleyard in his study.

Results

The number of individual survey responses for each street ranged from just five on the LIGHT street to 36 on the MEDIUM street (response rates between 34% - 43%). It is acknowledged that the limited number of respondents on some streets might be susceptible to random variation, although the resulting trends proved to be remarkably consistent. Over 90% of respondents owned their homes (i.e. not renting it), which is high even by New Zealand standards and may also reflect a response bias.

Table 2 summarises results from the key survey questions. Note that some of the questions had multiple-choice options and only the proportion of answers in the worst one or two response options have been presented. Almost consistently, there is a clear trend in responses from the LIGHT street through to the HIGH street.

Table 2: Survey Questionnaire Results

Survey Question	**Murdoch Street**	**Jennifer Street**	**Aorangi Street (northeast)**	**Aorangi Street (southwest)**
Traffic Volume	*(LIGHT)*	*(LOW)*	*(MEDIUM)*	*(HIGH)*
Number of responses	5	23	36	18
Rear-section Property?	0%	9%	39%	53%
Main living area in your house generally faces away from the street?	0%	43%	61%	83%
Front sections: do you have a fence in the front yard that blocks street views?	60%	65%	72%	89%
Would you feel comfortable with children playing unsupervised on or near the street? *No*	60%	70%	86%	89%
Do you know any of your neighbours personally? *No*	20%	32%	33%	58%
Do traffic volumes along this road create a barrier to social connection with neighbours?	0%	9%	11%	14%
How would you rate the amount of traffic on this street? *Heavy / Very Heavy*	0%	26%	48%	57%
Do you think that the overall speed of traffic on this street is: *Too fast*?	0%	35%	28%	28%
Do you think that the overall speed of traffic on this street is: *a bit fast*?	80%	52%	44%	39%
Has traffic on this street *got worse* over past few years?	0%	41%	61%	70%
Looking ahead five years from now, do you think traffic on this street will *get worse*?	20%	39%	58%	68%
Do you consider this road to be: *Noisy / A little bit noisy*	40%	49%	60%	84%
Does traffic in your street bother you during some activities? *Yes*	20%	28%	33%	40%
Do you usually have to wait for traffic before crossing the street? *Yes*	20%	49%	67%	89%

Discussion

The dominance of traffic as a problem on all street types is the most salient finding of this study. Based on the survey results, residents on the lighter and lower volume streets were the most contented; however they were not without their traffic problems. More than half (60%) of the residents along the LIGHT street still have a fence in their front yard that blocks views to and from the street and they would not let their children play on or near the street. While more residents along the LIGHT street personally know their neighbours, 80% of them believe the overall speed is “a little bit fast”, yet the same proportion suggest they do not have to wait at all to cross the road. In addition, 40% believe it is “noisy” or a “little bit noisy.” This however is further confused by a response that suggests that only 20% of the residents are bothered by traffic during some activities. The conflicting and contrasting verbatim comments on these topics also confirms the subjective nature and the variability of opinions in relation to traffic issues along their streets.

Overall, the perception held by residents living on the streets with higher traffic volumes is that their streets are busier, noisier and less safe. The outlook is also not positive with an increasing trend for residents along higher volume streets believing the traffic will continue to get worse. This is coupled with an increasing trend for the same houses to turn away from the street through the construction of high fences in their front yards. This in turn could be limiting passive surveillance and the exposure to passers-by, and might explain why residents along busier roads tend to have less personal involvement and/or knowledge of their neighbours.

One interesting item to emerge was that residents on streets with lower daily traffic volumes perceived traffic as being “a little bit fast.” Again, this could be a reflection of people on the higher volume streets becoming accustomed to the overall speeds. This may account for the slightly higher proportion of residents on the higher volumes streets suggesting that the overall traffic speed was “about right.”

What was clear and obvious through the survey responses was the amount of verbatim comments that referred to the Christchurch streets being used as a short-cut route. This was a finding that Appleyard also found on his surveyed San Francisco streets back in the late 1960’s. The issue of extraneous traffic was also referred to heavily in Buchanan’s research whereby he suggested that areas containing only local streets should have all through-traffic removed. This is perhaps an overstatement as it would imply that all local streets should be culs-de-sac only and should not have any linkage with other local streets. In the context of the surveyed Christchurch streets, all were classified as local roads and therefore had a function of providing property access to residential properties. The traffic volumes on all four surveyed streets however carried well in excess of the expected traffic that would be generated solely by the houses located along them. On the basis that a standard residential house generates around ten vehicle trips per day, analysis implies that the four surveyed streets carry extraneous traffic between 1.6 and 8.4 times more than the level of traffic expected based on actual dwelling numbers.

This raises questions as to whether the road classification is correct, or whether the street layout and overall housing pattern is correct. This is highlighted by the fact that many classified local roads in Christchurch carry more than 2,000 vehicles per day (such as Aorangi Road), which is at odds with the local Infrastructure Design Standard's stated threshold that implies a maximum upper limit of 2,000 vehicles per day (Christchurch City Council, 2007). Roads that carry more than this are clearly carrying extraneous traffic and appear to have a dual function of traffic distribution and property access. A closer look at the deeply entrenched view of the inverse relationship between movement and access functions reveals that some local road classifications could be in error. The widespread acceptance of the roading classification system could therefore be a reason why there are apparently some insoluble traffic/environment conflicts. On all four surveyed streets there appears to be some overlapping functions (whether intended or not) and this clouds the issue further of what a true local road is.

In order to progress and validate the idea that the environmental threshold is around 2,000 vehicles per day, it is perhaps appropriate to compare and contrast some of Appleyard's survey results with the Christchurch survey results. As discussed above, Appleyard surveyed a variety of streets in San Francisco in the late 1960's and this included what he called a LIGHT street where the traffic volumes were around 2,000 vehicles/day. This level of traffic coincides with that of Aorangi Road (northeast). Given that some of the same questions were used for both studies it is useful to compare some of the resident responses from the two streets. Note that both streets served stand-alone residential houses.

In nearly every single aspect the overall response rate for the San Francisco street was noticeably more positive than the equivalent Christchurch street. Nearly twice as many of the Christchurch residents suggested that the traffic would get worse in the future, and although the streets carried the same amount of traffic, nearly twice as many of the Christchurch residents had to wait longer to cross the road. A greater proportion of Christchurch residents also implied that the traffic along their street was heavier and faster than the San Francisco equivalent. While all of this suggests that the Christchurch residents express more dissatisfaction in terms of the environmental components that contribute to the liveability of their street, it is interesting to note that the San Francisco street had a greater proportion of residents who were affected by traffic when doing other tasks around their home (i.e. watching television, working in the house and eating). In any instance, the differences between both sets of results emphasises the point that there are many factors that influence environmental quality, both in absolute terms and as perceived by different communities. Given the time difference between the two surveys (over 40 years), it is also highly possible that attitudes have changed in this time with regard to technology, the environment, and traffic in general.

Determining Environmental Capacity

The findings of the Appleyard *et al* (1981) study and the Christchurch surveys clearly show trends that imply a linkage between traffic volumes and other variables. This is perhaps not surprising as common sense would normally suggest that as traffic volumes increase there

would be a reduction in other 'environmental' values. Although the overall trend is clear, there is a difficultly in determining what the actual environmental capacity is.

In order to make a quantitative judgement on a qualitative issue, a simple scoring system has been derived from the Christchurch survey information for each of the four streets. This has been derived from responses to ten of the main survey questions. The score allocated to each question is a reflection of the percentage of *positive* responses to that question. This reflects the proportion of responses that are considered to enhance the overall residential amenity and satisfaction of the area, e.g. the percentage of respondents who said "yes" when asked if they would be comfortable with their children playing unsupervised on or near the street. The overall street score is the percentage of positive responses across all ten questions (i.e. the average percentage). For the purposes of this exercise, 50% is considered to be the threshold (or environmental capacity). This aligns with Buchanan's rough theory that simply separates acceptable with unacceptable, i.e. the majority (>50%) of people will find it acceptable or unacceptable. The results of the scoring system in comparison with the street traffic volumes are shown in Figure 2.

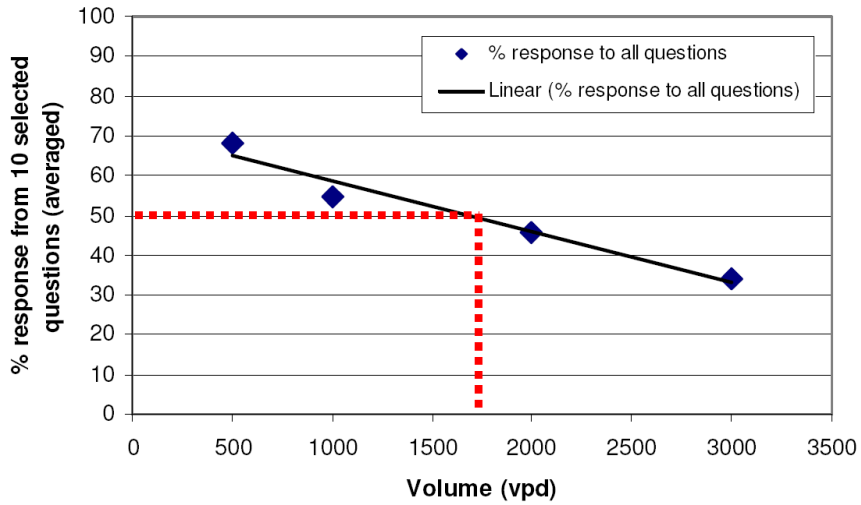

Figure 2: Environmental Capacity Trend-line for Four Christchurch Streets

This is by no means considered to be an all-encompassing model for determining environmental capacity; however it may provide some insights into the issue, especially in relation to the four surveyed Christchurch streets. If an environmental capacity/threshold limit is set at the "50% acceptable" mark, Figure 2 would imply that the environmental capacity is somewhere between 1,500-2,000 vehicles per day. This is clearly less than the 2,000-3,000 vehicles/day often quoted elsewhere. While this research is not suggesting that the environmental capacity of *all* residential streets is 1,500-2,000 vehicles per day, the Christchurch surveys imply that the typical environmental capacity is perhaps not as high as what previous literature has suggested.

CONCLUSIONS

A review of the literature on environmental capacity reveals that the concept was first introduced by Buchanan in his London-based research, followed by Appleyard's research in San Francisco. Both authors settled on broad-brush traffic thresholds of 2,000-3,000 vehicles per day. Further literature review however reveals that other environmental capacity research heavily relies on the original Buchanan and Appleyard findings and that there have been few questions on the validity of the original information. While this is not a criticism of the original findings, this all occurred nearly 50 years ago when resident perceptions in relation to environmental and amenity values may have been different. Changes in the way we live, technological improvements and a greater (or lesser) acceptance of the motor vehicle maybe partly responsible for any changes.

There are clear and obvious trends that show that environmental amenity decreases as traffic volumes increase. Although it is accepted that the issue is highly subjective and varies from area to area, the traditional rule of thumb that a residential local road could acceptably carry 2,000-3,000 vehicles per day is perhaps set too high. In the Christchurch context, surveys of four local streets suggest that a more appropriate environmental capacity would realistically appear to be around 1,500-2,000 vehicles per day. This has implications for local town planning and street network design guidance if true local roads are to be achieved.

Recommended Further Research

The Christchurch surveys undertaken for this research included only four streets. These of course do not represent all Christchurch streets and caution should be applied if using this information in relation to other local residential roads. Also, although the response rate to the questionnaires was better than anticipated, the sample sizes were not particularly large, ranging from 5-36 responses along each street. The trends however between low and high volume streets were clear and obvious. Further research using the same questionnaire for a number of other streets would be beneficial and, if successful, it might reinforce the current conclusions further.

The four streets also had some differences in road attributes such as carriageway width and traffic speeds. The study focused on the relative effects of traffic volume alone but, like the previous work of Buchanan, it is acknowledged that other road features are likely to allow base environmental capacity values to be adjusted. It would therefore be useful to be able to compare streets with similar volumes but with different attributes in terms of road width, provision for non-motorised modes, traffic calming, and landscaping, to assess their relative effect on residential amenity. For example it may be that, on a well landscaped and traffic calmed street, the residents are able to tolerate a higher traffic volume before it is considered unacceptable. This may provide some useful guidance on physical measures to improve the environmental capacity of existing local streets.

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Greater Western Water
ABN 70 066 902 467
36 Macedon Street, Sunbury Vic 3429
Locked Bag 350, Sunshine Vic 3020

30 April 2024

CORNELIUS LIM
MADDOCKS
COLLINS SQUARE, TOWER TWO, LEVEL 25
727 COLLINS STREET, MELBOURNE VIC 3008

Dear Cornelius,

Re: **PROPOSED DISCONTINUANCE OF ROAD**
Location: **CHARLOTTE STREET, RICHMOND**

I refer to your email received by Greater Western Water (GWW) regarding the proposed Discontinuance of Road at the above location and request for comment from GWW. Please find **attached** plans of the general area and click on https://www.gww.com.au/works-other-authorities to access a copy of GWW's Asset Protection Guidelines. This document includes tables of minimum clearances and the section titled, "**Duty of Care**" which outlines responsibilities regarding asset proving.

As you will see on the plan provided, the parcel of land proposed for Discontinuance contains existing GWW water and sewer mains. With respect to these assets, GWW will not object to this proposal subject to the following:

1. Any proposed fences must be located a minimum distance of 800mm clear of the centreline of existing GWW sewer mains.
2. Any proposed fence lines must be located a minimum distance of 1.0m from sewer manholes and/or sewer inspection shafts.
3. The area over the water main for a distance of 2.0m either side of the centreline of the water main must not be built over or be enclosed by any structure. It must remain public land/reserve which provides GWW clear access to the asset for emergency maintenance and operational purposes.
4. Any GWW assets that may require relocation or alteration will require a separate application to carry out such work. Application can be made via email oaw@gww.com.au
5. Any plumbing works and/or proposal to build over GWW assets will require GWW's written consent via the appropriate application. GWW applications can be located at https://www.citywestwater.com.au/pplus/

Naturally, extreme care must be taken when working in the vicinity of GWW assets and GWW will seek cost recovery for any damage caused to its assets that can be attributed to this proposal.

If you have any questions, please do not hesitate to contact me on 0407 528 605.

Yours faithfully,

Mark Abraham
Senior Technical Officer, Other Authorities Works

Date : **23/04/2024**

Your Ref: CCB:CORL:9400915
Our Ref: **MF542917-1**

Cornelius Lim
Cornelius.Lim@maddocks.com.au

Telstra Plan Services

Level 1, 275 George Street
Brisbane, QLD 4000

Postal Address:
275 George Street
Brisbane, QLD 4000

Email: F0501488@team.telstra.com

Dear Cornelius,

Re: Proposed discontinuance of road at Charlotte Street, Richmond [MADD-M.FID3848305]

Thank you for your original communication dated **02/04/2024** in relation to the location specified above.

Telstra's plant records indicate that there are **Telstra assets in the vicinity.** Subject to your compliance with the below conditions, **Telstra have NO OBJECTIONS** to the road closure.

We note that our plant records merely indicate the approximate location of the Telstra assets and should not be relied upon as depicting a true and accurate reflection of the exact location of the assets. **Accordingly, if you haven't already done so please contact Before You Dig Australia for a detailed site plan and a list of Certified Locating Organisations (CLO) to establish the exact location of Telstra assets (visit www.BYDA.com.au).**

The network located by a Certified Locating Organisation (CLO) may ensure the network is located within the proposed closure.

In the event Telstra's assets require relocation, please engage **Telstra's Asset Relocation** team to obtain a quote to relocate the assets from the location in question. The relocation of the assets would be carried out at your cost, however the relocation would ensure that the land/s and its projected use would not be hindered or restricted by easements.
The existing network on this road cannot be built over.

Please phone 1800 810 443 (opt 1) or email F1102490@team.telstra.com to arrange for asset relocation at the property.

As these assets comprise an essential component of the Telstra network, we take this opportunity to highlight Telstra's rights and requirements to ensure that they are understood. The following is stated for your information:

(1) Telstra's existing facilities are grandfathered under the 1997 Telecommunications Act. This enables such facilities to legally occupy land in perpetuity for the duration of that facilities use.

(2) Part 1 of Schedule 3 of the Telecommunications Act 1997 authorises a carrier to enter land and exercise any of the following powers:

- inspect the land
- install a facility
- maintain a facility

In the case of installation and planned maintenance a notification will be afforded and such work will generally proceed during business hours. However, from time to time,

certain activities need to be carried out without delay in order to protect the integrity of the network. Such activities may require vehicular access without notice and at any time of the day or night. 24/7 access for maintenance must be maintained.

(3) If at any time in the future it becomes necessary, in the opinion of the carrier because of a subdivision of any land to remove, or alter the position of a facility, the carrier may enter the land and do anything necessary or desirable for that purpose. The person who proposes to subdivide the land is liable to pay the carrier the reasonable cost of anything reasonably done by the carrier in this regard.

(4) If at any time in the future it becomes necessary, in the opinion of the carrier or the land owner to remove, or alter the position of any Telstra assets, the carrier may enter the land and do anything necessary or desirable for that purpose. If the land owner is contemplating carrier relocation of these assets, then the land owner is liable to pay the carrier the reasonable cost of anything done in this regard.

(5) All individuals have a legal "Duty of Care" that must be observed when working in the vicinity of Telstra's communication plant. It is the constructors/land owner's responsibility to anticipate and request the nominal location of Telstra plant in advance of any construction activities in the vicinity of Telstra's assets. **All enquires for plant locations should be made through Before You Dig Australia (visit www.BYDA.com.au). On receipt of plans, notwithstanding the recorded location of Telstra's plant, the constructor/land owner is responsible for potholing and physical exposure to confirm the actual plant location before site civil work begins.** Telstra reserves all rights to recover compensation for loss or damage caused by interference to its cable network or other property.

Telstra would also appreciate due confirmation when this proposed acquisition proceeds so as to update its **Cadastre** records. Information regarding acquisition of the land would be of benefit to us and should be directed to the following location:

Telstra - Cadastre Updates
PO Box 102
Toormina NSW 2452
Attention: - Matt Stuart
F1103453@team.telstra.com

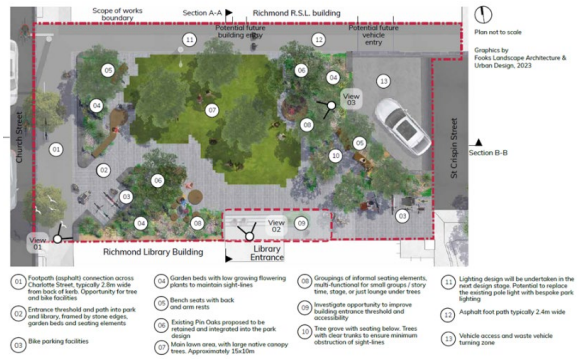
Please pass all information contained in this communication to all parties involved in this proposed process. Any difficulties in meeting the above conditions, or questions relating to them, please do not hesitate to contact Telstra Plan Services; email F0501488@team.telstra.com

Yours sincerely,

Anthony Lebessis

For
Manager – Peter Anestopoulos
Telstra Plan Services
F0501488@team.telstra.com

Issue raised	Officer response
Council's funds are better spent on repairing the Richmond Library or building a new one.	The investments in the proposed pocket park and the Richmond Library are not linked as the pocket park is proposed to be built using Council's Open Space reserve. Richmond Library is maintained through Council's building maintenance program, with renewals managed through the building renewals program. In 2024/25, Council will activate the Richmond Library Hub spaces by refreshing the carpet and conducting a fit-out to create additional community spaces, including portable booths, a wellness space for parents and prayer room, and a creative studio. Additional roof repair works have been commissioned and are expected to be completed soon. The proposed park will include improvements of the library entrance to enhance accessibility.
The pop- up park created a hub for illegal and undesirable behaviours	Richmond Police attended the nighttime walk to review safety in the area as part of the Crime Prevention Through Environmental Design (CPTED) study that was undertaken for the project. As the park is outside a Civic building, in a roadway that lends itself to passive surveillance, and will be designed to ensure sightlines are maintained and lighting is designed specifically for the area, Council feels that the area is as safe as any other park in Yarra. Council commissioned an independent CPTED review by Fooks Landscape Architects. The review was referenced in the 12 December 2023 Council report and has been attached to the 13 August 2024 Council Report. It is noted that Richmond Police were one of the stakeholders who participated in the review.
There are drainage issues with the new park	An external consultant (Engeny) has prepared the drainage design with input from Yarra drainage team. All drainage issues have been addressed in the final design.
RSL have concerns that the current design doesn't align or accommodate their approved development. Most notably, access to the RSL development may be compromised.	See drawing below. During the consultation period, officers discussed the design of the Charlotte Street Park and its interface with the RSL existing and proposed. The park design has been designed with the proposed vehicular access to the RSL site in mind and has included a landscaped corner that can be converted at any stage

	into vehicular access for the RSL should this development proceed. Required clearances for pedestrian movement and access into the RSL Charlotte street secondary entry are catered for. **13 Draft Concept Plan** 
The RSL is seeking a commitment from Council to be open for collaboration on the final design.	Council officers will meet with the RSL again on 12 August 2024 to discuss the design of the park and its' interface with the RSL site.
Uni of NSW has research on pocket parks	Council officers have reviewed the University of NSW research into pocket parks and notes the findings from this research include: *"Unlike one large-scale park, several smaller pocket parks can be inserted strategically throughout a neighbourhood to help increase accessibility and usage of public space.* *Having more open and accessible public spaces for residents plays an essential role in building a sense of community* *While pocket parks alone may not be the silver bullet for liveability, more public space for the community is beneficial, even on a small scale.* *We must consider public spaces as social infrastructure and value them in terms of their wellbeing benefits,* *If we want a healthy and happy society, we need a diversity of quality public spaces for the public to enjoy, and more pocket parks will certainly contribute to that."*
There is a need for a masterplan at this location	The proposed Charlotte Street park is consistent with the Swan Street Streetscape Masterplan that was endorsed by Council in 2022.

Traffic safety improvements are required on Elm Grove	The Traffic studies didn't identify any required amendments. However, the traffic condition in Elm Grove will be monitored and if required, further treatments will be considered.
St Crispin Street should be converted to a one-way street	There were no indications during the pocket park trial that there were safety or movement issues in this section of the laneway that would warrant this change.
Traffic controls to limit rat running are required	There are currently traffic controls in place but require enforcement. The Victorian Police have been advised of the issues of non-compliance when the turn ban is in effect.
Why can't the pocket park be built on the library car park instead of Charlotte Street?	The Library Car Park was fully investigated alongside the road closure option. The library car park was not chosen for the following reasons: • the library car park is not directly adjacent to the library and therefore the benefits of co-locating civic spaces will not be achieved, • lack of passive surveillance from surrounding streets and properties, resulting in potential safety issues, • loss of a significant number of public car parking spaces • slope of the land coupled with DDA accessibility and • Infrastructure issues
Why can't the pocket park be built on the East Richmond car park instead of Charlotte Street? There is enough open space around Charlotte Street?	The Yarra Open Space Strategy (YOSS) identified this part of Richmond as falling within a gap area. The gap areas are locations where the community lacks easy walkable access to open space. The Yarra Open Space Strategy outlines recommended locations for new parks across the municipality. Preferred locations for new open spaces identified in the YOSS may never be realised, due to the dependency on land availability, cost of acquisition, and/or sub-division of an appropriate scale to provide the required amount of land. The nearest recommended location in this area is the East Richmond Train Station carpark. The Swan Street Masterplan recommends changing this car park area into a 3,725m2 public space to be used as a town square. The Masterplan sets the timeframe for project to be medium term and will require significant investment for it to be delivered. In addition, it is a two staged project. Providing an open space in this area in immediate short term is not supported for the following reasons:

- The area has poor passive surveillance and is hidden behind a block of commercial properties.
- although pedestrian access is available down several laneways off Swan Street, these are not well highlighted and overall the laneway connections are a poor quality pedestrian experience as identified in the Masterplan.

For this reason, a “best case scenario” approach has been adopted, where consideration is given to new open space opportunities close to the ideal location that is currently available and has the ability of land to be re-purposed.

The Charlotte Street site meets all the factors outlined in the YOSS for suitable open space which includes:

- Minimum size of 300m2
- Good solar access
- Minimal interfacing properties requiring vehicle access
- Minimal presence of underground services
- Ability to address drainage requirements
- Low traffic volume streets
- Provision of existing canopy trees, or the ability to provide additional natural shading.
- Co-location with other civic and community facilities.

Along with the existing and growing residential community, the Swan Street Retail Precinct is projected to have a 43 per cent increase in worker population from 2016 to 2031. Co-locating public open space with busy activity centres is important as they can provide relief to the built form and offer points of respite to workers and visitors. The co-location of the Charlotte Street pocket park with both the Swan Street Retail Precinct and the Richmond Library would offer amenity benefits to both of these busy activity hubs.

Council cannot afford the project. There are other priorities that could be addressed using the funds allocated to this project.	The project will be funded through the Open Space Reserve fund and not through general revenue. This Reserve can only be used for specific types of open space projects in identified locations. Charlotte Street meets the criteria for funding from this Reserve.
Council did not respond to emails sent by community members in February in response to the pop-up park	Council installed a temporary pop-up park in Charlotte Street in early 2024 for the purpose of simulating the traffic and parking conditions of the proposed permanent park. Whilst community consultation was not conducted during this time Council officers received direct correspondence from the community which was responded to in a timely manner.
Council isn't exercising it power to discontinue this road lawfully	It is considered that Council can determine that the road is not reasonably required for public use under section 17(4) of the RMA because, although the road is part of the public road network and currently provides direct vehicular access to Church Street, the general public has alternative vehicular access to Church Street from the balance of Charlotte Street via the surrounding public road network. Additionally, the general public will retain pedestrian and bicycle access to Church Street from Charlotte Street through the new public park. Furthermore, Council published a public notice under section 223 of the Local Government Act 1989, ensuring that no decisions are made prior to considering all submissions and hearing all submitters who requested to be heard by Council.
The park was not used during trial	The park usage varied depending on the time of day and weather. Regular site visits by Council Officers and observations from the library staff confirmed that the park was consistently used by a range of users. It is acknowledged that temporary parks have been proven to not have the same level of patronage as a permanent park when numbers exponentially increase from the less amenity value of a temporary installation. Refer to item re: Uni of NSW

DOC. A SAFER CHARLOTTE STREET POCKET PARK REPORT, RICHMOND FOR THE CITY OF YARRA.

A SAFER BY DESIGN REVIEW FOR CHARLOTTE STREET POCKET PARK AND RICHMOND LIBRARY.

Date: 2023.05.16

Attention:
Christian Lundh.
Senior Landscape and Urban Designer
City Strategy
City of Yarra

Prepared by:
Marti Fooks
Director
FOOKS, Landscape Architecture and Urban Design.
Brunswick East
Melbourne 3057.

Contents page.

Acknowledgment of Country.		**03**
1.0	**Introduction.**	**04**
2.0	**Strategic documents review.**	**06**
3.0	**Night time site observations.**	**11**
3.1	Street presentation.	12
3.2	Active / inactive frontages at night.	13
3.3	Movement and access.	14
3.4	Built form setbacks and laneways.	15
3.5	Signage and wayfinding.	16
3.6	Lighting.	17
4.0	**Select stakeholder engagement.**	**18**
4.1	Council staff.	19
4.2	Existing available data.	19
4.3	Stakeholder calls.	20
4.4	Site walk.	22
5.0	**Benchmarks.**	**23**
6.0	**Conclusion.**	**29**

Appendix

A1.	**A night time site walk.**	**32**

References:

Public Toilet Strategy, City of Yarra. 2017-2027
Yarra Economic Development Strategy, City of Yarra. 2020 – 2025
Retail audits – precinct pulse, City of Yarra.
Council Plan 2021-2025, City of Yarra.
Safer Design Guidelines for Victoria, Department of Sustainability and Environment.

Meeting log:

Night time site walk.	8th March 2023.
Presentation to Council team.	22nd March 2023.
Night time site walk 02.	27th April 2023.

Acknowledgment of country.

We acknowledge that this project takes place on the lands of the Wurundjeri Woi Wurrung people of the Kulin Nation.

We pay our respect to Elders past and present and emerging. We recognise their importance in maintaining knowledge, traditions and culture in our community.

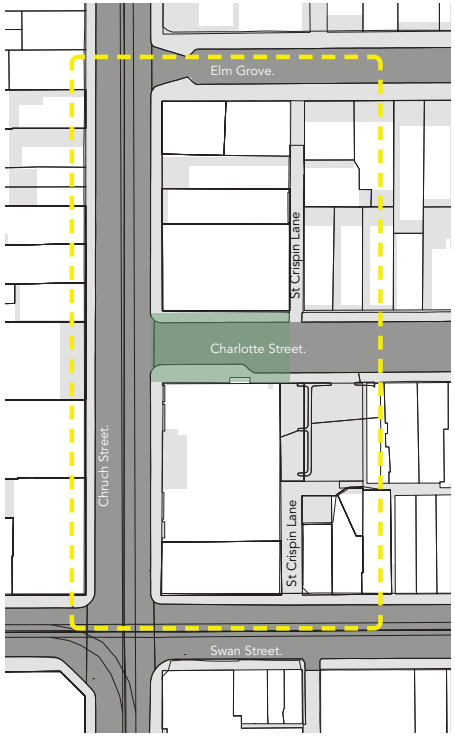
1.0 Introduction.

Introduction.

City of Yarra is currently developing the design for the Charlotte Street Pocket Park. The possibility of creating a park in this location was first noted as part of the Swan Street Streetscape Masterplan in 2021. During the community consultation for the masterplan, the idea of reclaiming the roadway to create a pocket park in Charlotte Street was well-supported.

This Safer by Design review seeks to support Councils design team to ensure the built outcome responds to current risks and mitigates perceived future risks.

Safer by Design investigations draw upon Crime Prevention through Environmental Design (CPTED) principles. They are natural surveillance, access control, territorial re-enforcement and space and activity management. Our safer by design process results in the development of project specific design principles to reduce the risk of harm occurring. These design principles should be understood by the multidisciplinary team delivering the project.



Study area.

Drone photo.

Study area.

Future park.

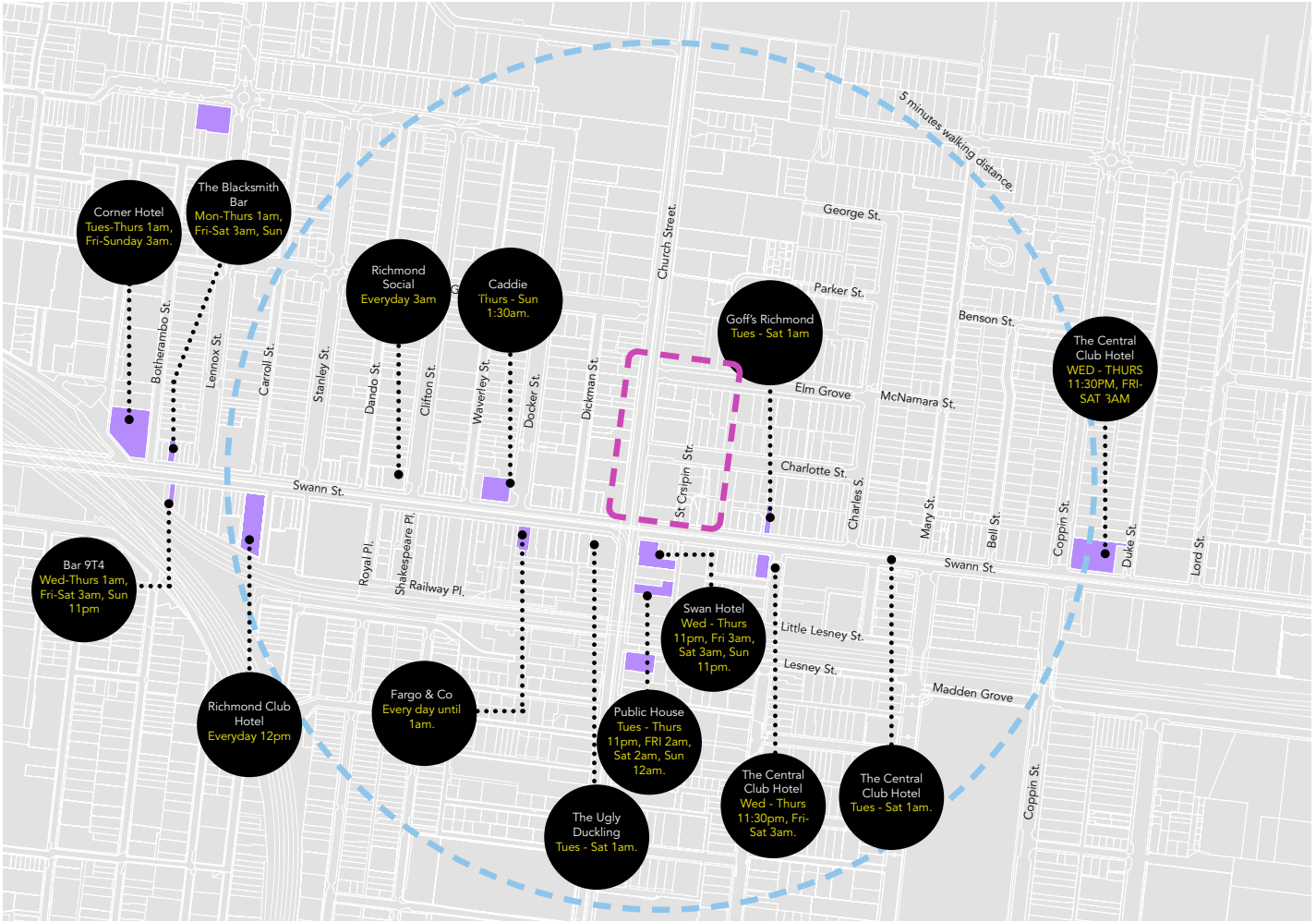
2.0 Strategic documents review.

DOC. A SAFER CHARLOTTE STREET POCKET PARK REPORT,
RICHMOND FOR THE CITY OF YARRA.

Surrounding context.

Night time activity.

This diagram highlights the venues that are open after 11pm. There is a high number of late night operators within 5 minutes walking distance of the study area.



Study area.

Fargo & Co
Every day until 1am.
Restaurant name.
Open until.

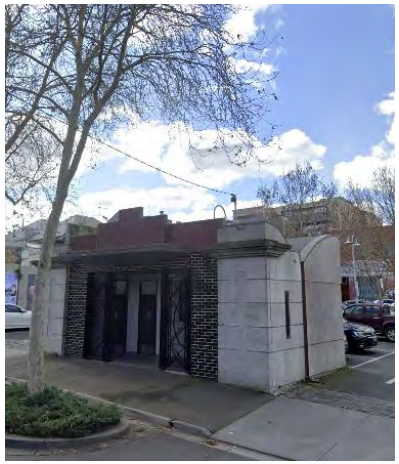
Night time activity diagram.

DOC. A SAFER CHARLOTTE STREET POCKET PARK REPORT,
RICHMOND FOR THE CITY OF YARRA.

Surrounding context.

Open space and Public Toilets.

This diagram highlights show th public toilet is nearby to the proposed park, only a minutes walk. The site, is within reasonable walking distance of the MCG for able bodied person.

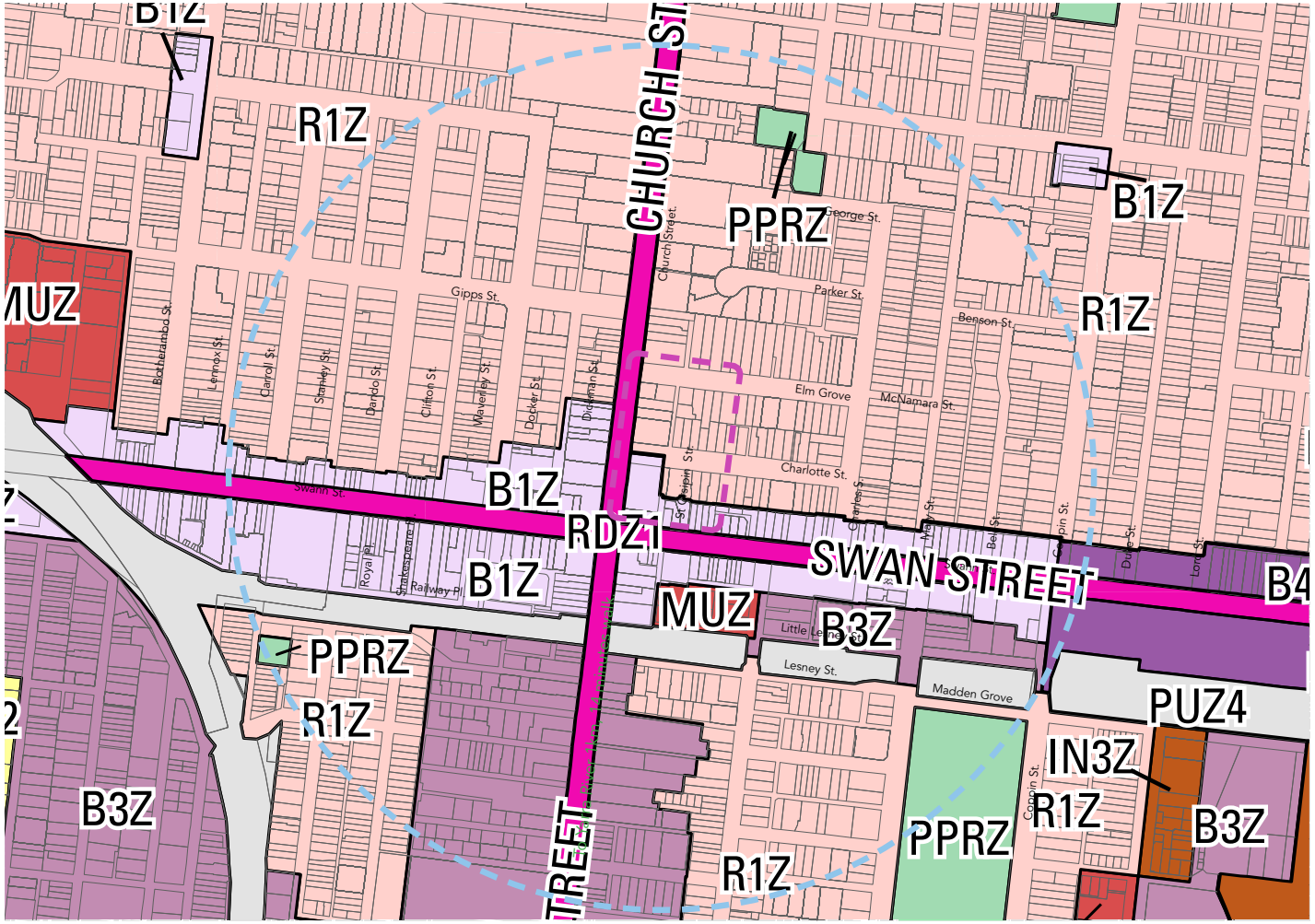


Site photo of public toilet on Docker Street.

Open space and public toilets diagram.

Strategic Context

This diagram of land uses demonstrates the site is close by to the Swan Street retail precinct and with fine gran residential in the north and mixed business and residential on the south.



Land use diagram.

DOC. A SAFER CHARLOTTE STREET POCKET PARK REPORT,
RICHMOND FOR THE CITY OF YARRA.

Anti-social behaviour and crime risk.

Crime Statistics Agency.

- Occurrence of crime overall in Richmond has reduced in the past 8 years.
- Richmond has the highest rate of crimes in the City of Yarra.
- Most common reported crime is theft and criminal damage.

Your Ground.

The coloured markers on the map indicate the level of stress (1-5 scale) experienced by participants as part of their YourGround Safe or Unsafe Spot submission.

YourGround is a collaboration between CrowdSpot and Monash University's XYX Lab to crowdsource women and gender-diverse people safety related experiences of public and recreational space.

Swan Street, towards the train station appears to be a hotspot of negative experiences.

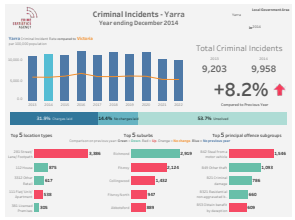
1. 120 Swan Street, Victoria

I have been verbally harrassed/catcalled on Swan street more than any other part of the city. Mostly pre-covid but the most distinct thing that happened was when a man drunkenly put his arms over me and I yelled at him. So many groups of drunk white ecom men letching. - 30-34 years old, Female

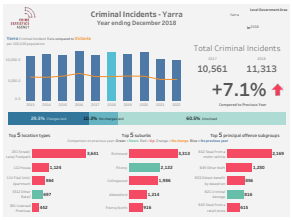
2. Lesney Street, Victoria

This is a very narrow, clandestine walkway, located behind busy Richmond entertainment precintcs. It is prone to urination/inebriation/drug use. Lighting has been installed, this has made a big difference, but I still quite unsafe walking back to my house. It would help to clean the area up, properly pave and fence it, improve line of sight. - 40-44 years old, Female

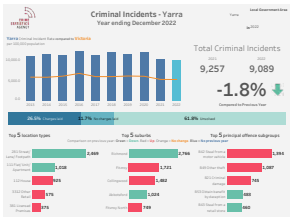
2014.



2018.



2022.



Richmond Extract from Your Ground map.

3.0 Night time site observations.

3.1 Street presentation.

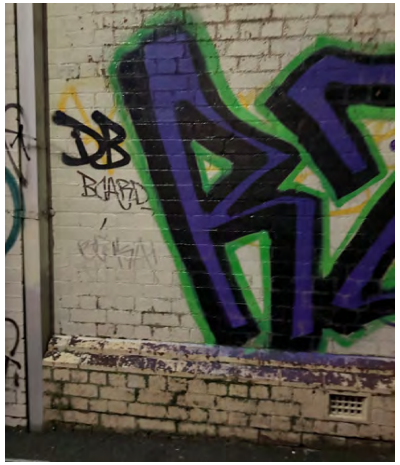
Positives.

- Library is clear of graffiti and building features appear in good working order.
- CoY Cleaning and Open Space team noted that the library is not a hotpot and they have a rapid response for all Council Buildings.
- RSL has future development planned which will improve frontage to street and maintenance.

Challenges/Risks.

- The Richmond RSL building has large inactive facade without any windows facing Charlotte Street. i.e. not providing any passive surveillance.
- RSL has broken windows, graffiti and appears poorly and abandoned.

Site photo 01.



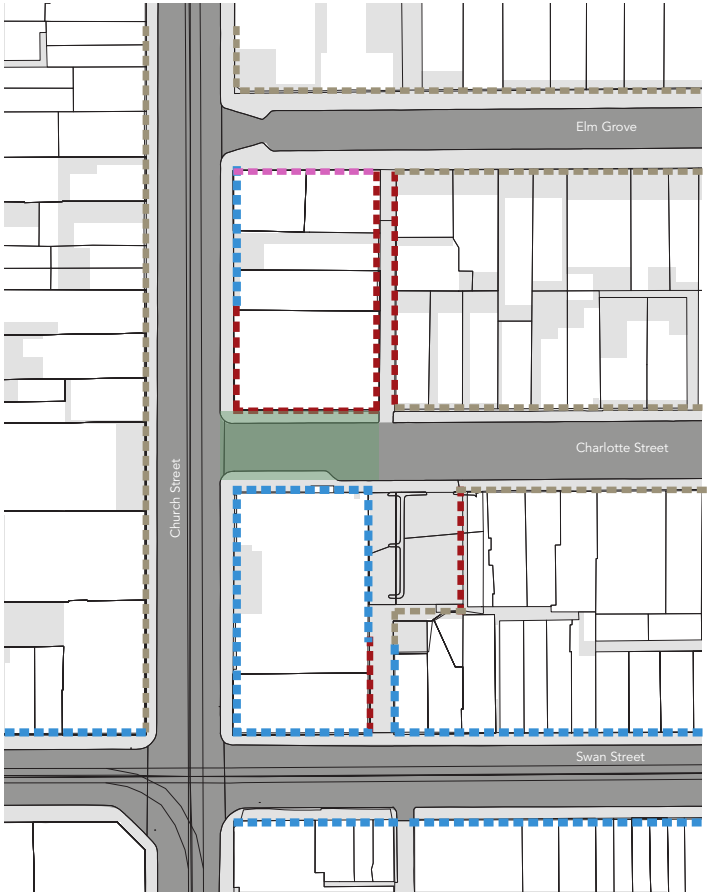
Site photo 02.

LEGEND.

Positive.

Challenges/Risks.

Neutral.



Study area.

3.2 Active / inactive frontages at night.

Positives.
- Library facade lighting contributes positive night time ambiance.
- Library after hours access contributes to more diversity of people on the street at night. It acts as a community destination.
- Swan Street has lots of active facades.

Challenges/Risks.
- The Richmond RSL building has large inactive facade
- St Crispin Laneway and rear of car park has inactive facades.
- Charlotte Street has all inactive facades in the evening.

Site photo 01.

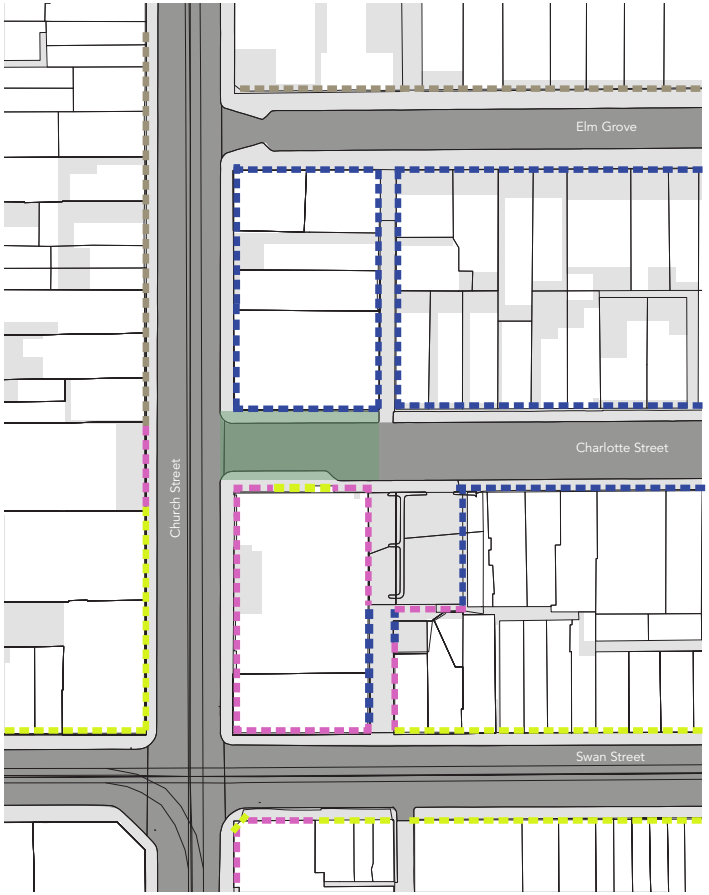
Site photo 02.

LEGEND.

Active facade.

Inactive Facades.

Night time ambiance.



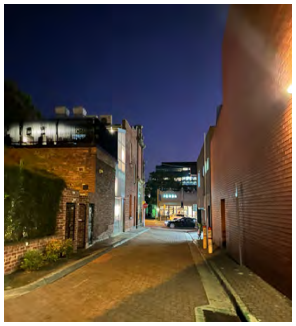
Study area.

3.3 Movement and access.

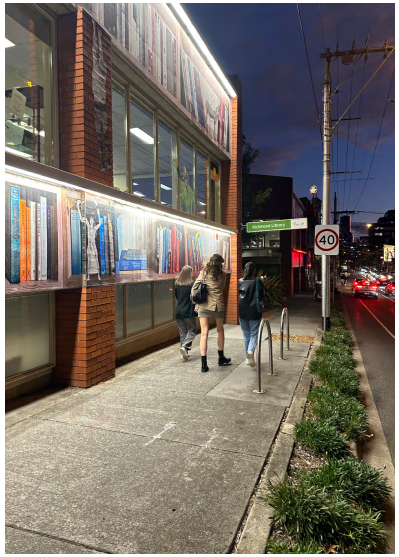
Positives.
- Bicycle paths provided and there are racks for both standard and oversized bicycles.

Challenges/Risks.
- Laneway often used by pedestrian however is not pedestrian friendly.
- Pedestrian crossing at Charlotte Street does not prioritise pedestrian movements.

Site photo 01.



Site photo 03.



Site photo 02.

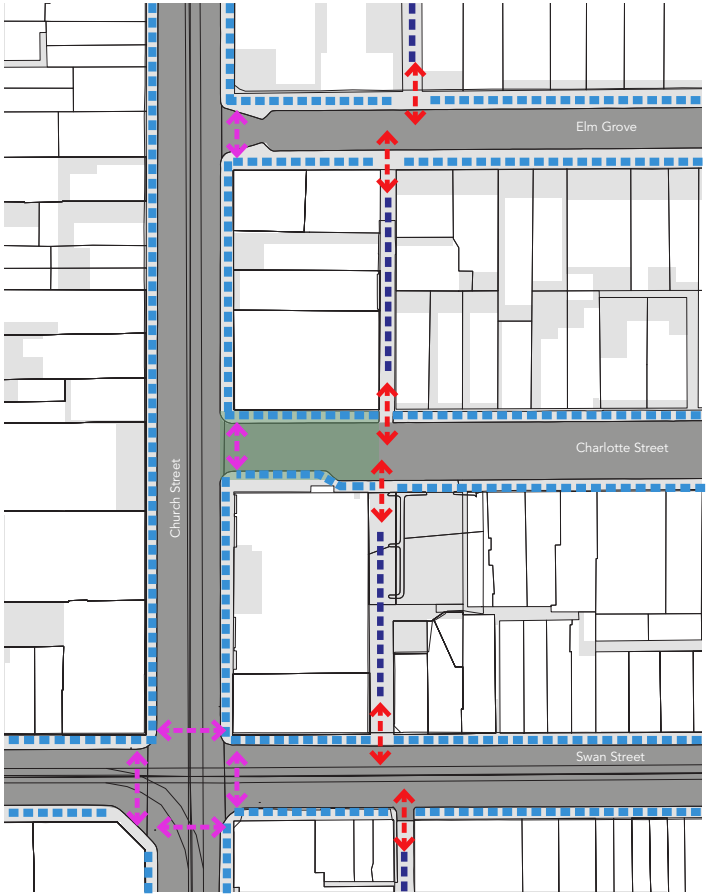
LEGEND.

Pedestrian access (DDA Compliant.)

Pedestrian crossing (not-prioritised).

Pedestrian movement in laneway (not pedestrian priority.

Vehicle crossing.



Study area.

3.4 Built form setbacks and laneways.

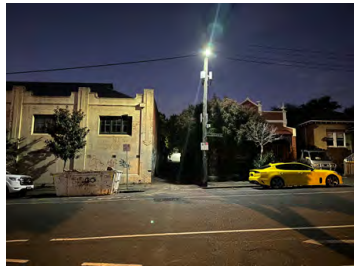
Positives.

- Light spill from buildings and tenants assists to deter unwanted activities in building set backs. For example, at the former Maternal Health Centre.
- Setback for car park has sensor lights.
- Between Swan Street and Charlotte Street the St Crispin Laneway has light spill from multiple tenancies and carpark lighting. This section of the St Crispin Lane has positive ambient lighting.

Challenges/Risks.

- Lower level and set back could create risk of concealment or a hot spot for unwanted activities (urination, graffiti or littering).
- St Crispin Laneway between Elm Grove and Charlotte Street is a dark spot, resulting from the Bright street lights.

Site photo 01.



Site photo 02.

Site photo 03.

LEGEND.

Setback in built form.

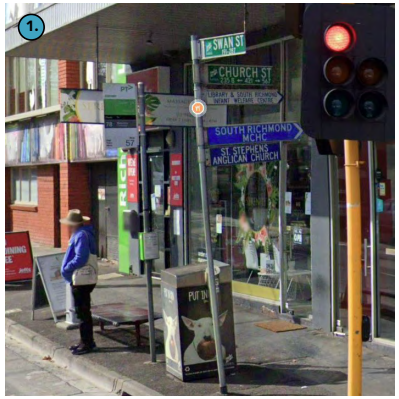
Laneways.

Study area.

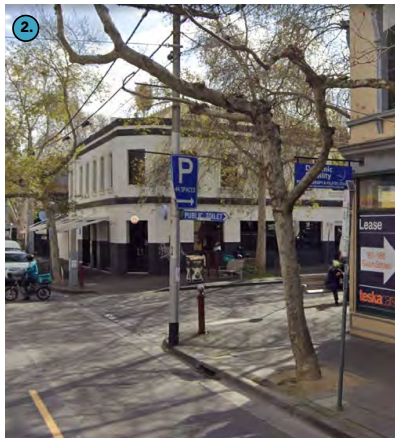
3.5 Signage and wayfinding.

Positives.
- The Library is well signed with green signage that is legible and clear.

Challenges/Risks.
- No sign at the corner of Swan and Church directing people to the public toilets.
- There is poor Council wayfinding to connects to other destinations such as tram stops or the public toilets.



Site photo 01.



Site photo 02.

LEGEND.

1. Sign (Council)

Library signage.

Study area.

3.6 Lighting.

Positives.

- The Library Building provides significant positive lighting onto the public realm. With light spill from windows and feature facade lighting.

Challenges/Risks.

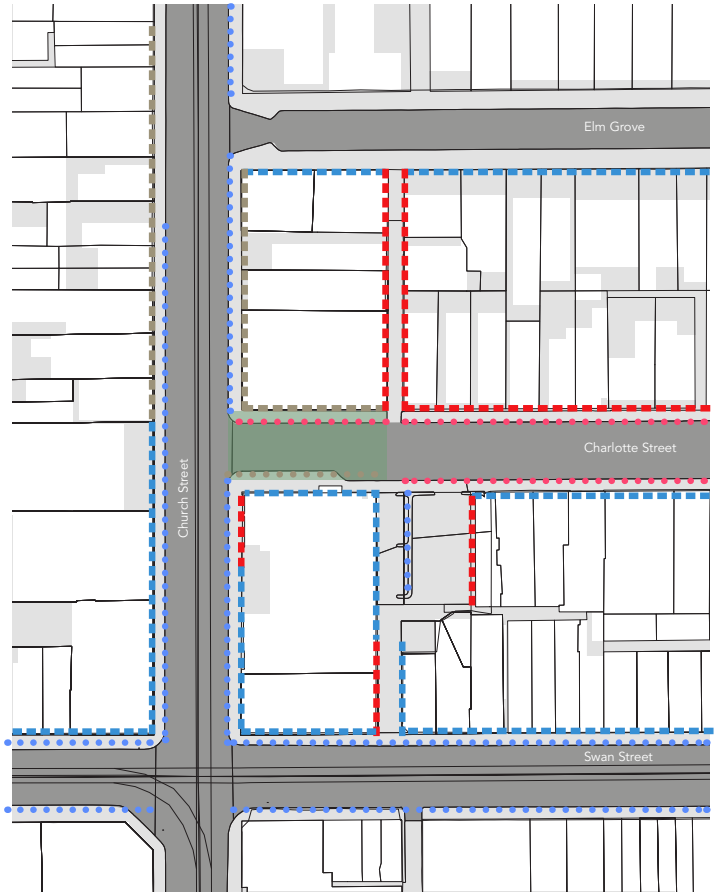
- The facade lighting on the Library on Church Street is too bright and results in a sharp contrast with Charlotte Street. Adjusting the luminaires may be a cost effective solution.
- Street lighting on Charlotte Street is too bright, casting dark shadows into the neighbouring lane way.

Site photo 01.

Site photo 02.

LIGHTING LEGEND.

- Built form - Positive.
- Built form - Negative.
- Built form - Neutral
- Public - Positive.
- Public - Negative.
- Public - Neutral.



Study area.

4.0 Select stakeholder engagement.

4.0 Select stakeholders engagement.

The stakeholder engagement for this review was a focused process seeking input only from selected individual or groups. We also have reviewed the existing data made available by the City of Yarra. The three aspects of our Select Stakeholder engagement is:

- 3.1 Council staff investigations.
- 3.2 Existing available data
- 3.3 Stakeholders calls
- 3.4 Night time site walk with council staff and select stakeholders.

These selected discussions do not indicate that these peoples voices are the most important. These are stakeholders have been selected based on their work jurisdiction, knowledge or specific relationship to the site. Some stakeholders require delicate engagements; such as private, one on one discussions.

All voices are important and it's recommended that as part of the next open community consultation regarding this project safety and perceive risks are invited topics.

4.1 Council staff.

Council staff comments received in meeting 01.

Council's cleansing staff have made reports of people urinating behind the Library. Further investigations.

Library:

The lights in the staff room are on a sensor so they remain on until they stop sensing motion. I think they stay on for about 20mins and then switch off if no movement is made. (So they will not be on all night).

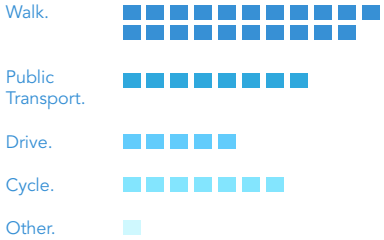
The library itself is also on motion sensors as above - this is for our Open Library schedule.

Lighting was installed along the outside of the building at St Crispin Street, but I'm not sure what the schedule for those are.

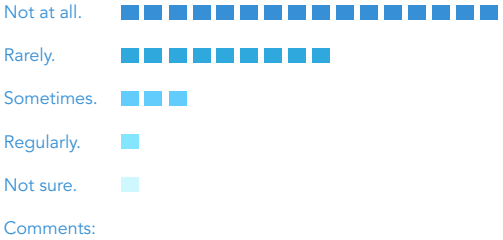
4.2 Existing available data.

Council conducted a survey in 2022, to the people who have Out of Hours access to both the Richmond and North Fitzroy libraries.

Q. How do you travel to the library (when visiting during un-serviced hours)?



Q. When visiting the library during un-serviced hours, is safety when approaching/leaving the library a concern for you?



Comments:

No incidents and no personal concerns, but am wary of people outside the Library when I enter or exit and will never let anyone else in - will shoo them off with a stick if I had one.

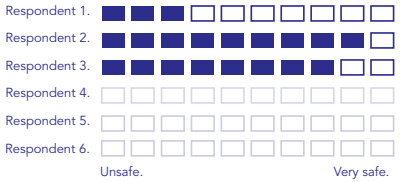
Yes - I am conscious of my surroundings and wait for the doors to close before I go in and/or leave!

4.3 Stakeholder calls.

Select representatives from:
- Restaurants
- Late night venue (Swan Hotel) - Unable to organise an interview.
- Community group who use the Library facilities
- Library

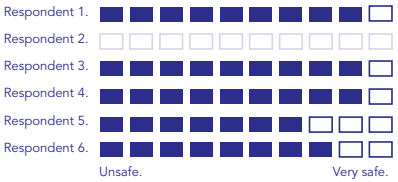
Place mangers:
- Council Cleansing and Open Space Unit
- Local Police

Q. Do you feel safe at night around here on a Saturday?/Sunday?



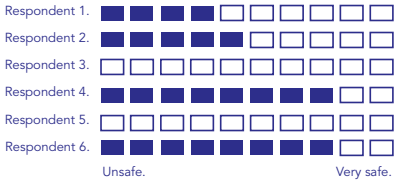
Select comments:
- *Saturday and Sunday there are always drunken nomads in the car park.*
- *Couple of occasions people sitting on bench near the entry. Homeless people, they're not threatening.*

Q. Do you feel safe at night around here on a weekday, say Tuesday?



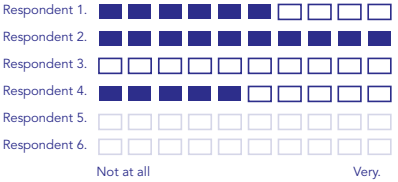
Select comments:
- *Yeah, I do. But others that are no as confident as me perhaps don't.*
- *Yeah I feel ok, no problems. I have worked here for 30 years! Just one job.*
- *Sometimes in the parking area there are people smoking in the dark corner or sitting.*

Q. Do you believe that the precinct is safe for others at night?



Select comments:
- *Don't believe it is. Staff don't leave by themselves, especially if they are alone. Even if they are taking the bins out.*
- *Depends, not sure.*

Q. Do you think that the precinct is vibrant at night?

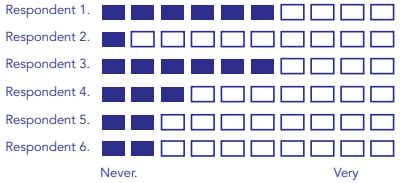


Select comments:
- *Swan Street is vibrant. Especially on weekends. Can be a good vibe, but mostly it's drunk.*
- *Yes, there's lots happening around. You can hear a lot of activity.*
- *Swan Street is.*
- *More shops at Swan street not on Church Street.*

Place managers comments:

On the corner Swan Street and Church Street there are few late nights take away shops. They take the pizza and the make a mess.

Q. How often to you observe situations occurring that are undesirable or unsafe?



Select comments:

- *Every Friday and Saturday night there are people in the carpark urinating. There has been no break ins, no damage to property, no graffiti, no stories of attack on persons.*
- *Few drunk people walking past. Only seen a couple of times*
- *2-3 times a month.*
- *No, I haven't seen any. Sometimes bit of noise.*

Place managers comments:

People get a pizza and to go the back of the Library and drink and eat and leave the litter. That's a hotspot for our team. At the back of the Library and especially at the maternal health.

Q. Do you have any safety concerns about the precinct?

Select comments:

- *Walking to train after football game can feel volatile…. And confronting. Although there are suburbs that I would feel less safe in. When there's so many people during a football game than also that makes is safer?! It's complex.*
- *Not sure is there's camera at the back?*
- *Just in terms of the pocket park – good in summer but not many people in winter will use it.*

Place managers comments:

Faeces or vomit, not that often but if does happen time to time. Pretty good last few months. Over summer it worsens. Library is definitely not a hot spot for tagging.

Q. What do you like about the precinct? What's working well?

Select comments:

- *Lot's of hospitality venues make it really vibrant. More people around means there are more people to watch over others. Street comes alive so that it's not quite and dark.*
- *Wheelchair access is good. It's good that is on the main street and close the restaurants. People go to the restaurants and 7/11 afterwards. Surrounded by carparks spots, but they are often full which is a downside. Often, we go for Pizza afterwards.*
- *The park will be good for the library because we can have (library) activity in the summer. Our concern is the parking. Especially for night shift staff. We used to have 3 parking space for library staff. Since, two weeks ago these are no longer available. A lot of time we must park a long way away and then walk.*

Place managers comments:

NIL

Q. Is there anything else you might like to share about the precinct?

Select comments:

- *Want it to be more well-lit. Want to stop people from urinating.*
- *I would like to some small storage for groups hiring the venue. So, we don't need to carry the stuff to our meetings.*

Place managers comments:

You should anticipate an increase in litter... Currently there is no place for people to sit in so you might attract more people. And there will be more litter. The pop-up park will increase our work...

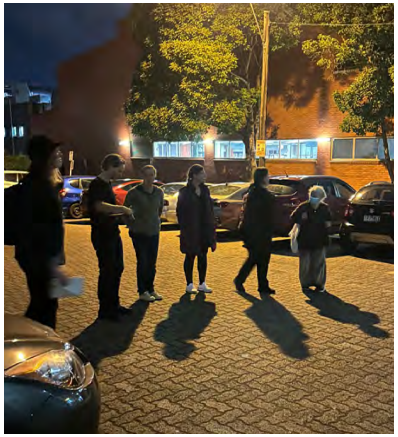
4.4 Site walk with select stakeholders.

On Thursday 27th of April a group of key stakeholder met to undertake a night time site walk together. Representatives were present from the Local Police, Richmond Council Staff and the DDA reference group.

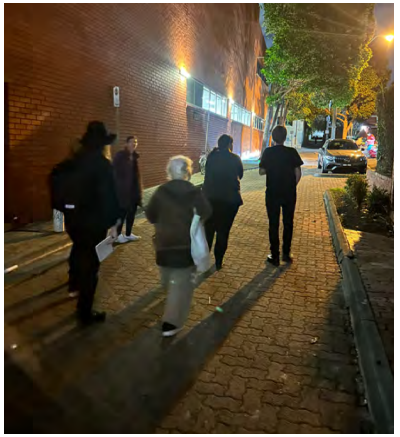
A key note from the police was in the last 6 months this precinct has improved and there are less reports of incidents. Prior to this there was a peak any alcohol related incidents. The police worked with the local licensed venues to ensure they are operating within the terms of their liquor licensing and have since seen an improvement. The police are managing the issues all the time and indicated that often hot spots are related to venues and their operation.

Please note, the comments here are not direct quotes, rather paraphrasing items that were raised on the site walk.

Site walk photo 01.



Site walk photo 02.



Site walk photo 03.

Comments from Richmond Police:

Need to keep sightlines clear. This is really important. Low ground covers then minimum 2m to underside of canopy.

Consider hostiles vehicle management. Providing a raised edge facing Church Street that stop car movements.

Locate bins, on Church Street, rather than in park. to Encourage waste to be put outside the park rather than dumped in the park.

Seating arrangement should be considered deter people from sleeping on the benches.

Government houses are close by so there will be a flow of people walking how after a big night and might go to sleep in the new park.

Set backs in built form are generally a concern but not specifically an issue here. Good that there are sensors in the carport on St Crispin Lane.

It actually feels ok here (referring to car park area) Lighting is reasonable and there are not too many places for concealment.

The rear courtyards and fences of the back of house are looking quite good. Well defined and lit. Rubbish isn't visible and they have used the space well.

DDA Reference group:

Want to see sensory plants.

Need to listen to all people around the site.

Concerned about the changes in State laws on drinking and don't want people to be allowed to drink in the park.

Surface of St Crispin is not good for wheelchairs.

5.0 Benchmarks.

4.1 Benchmark 01: Library Forecourt, Wentworth Point.

Location: Wentworth Point, NSW
Year: 2017
Client: Parramatta City Council
Budget: $ 500 000

Project bio:
Wentworth Point is a fast growing and thriving residential community in Homebush Bay on the banks of the Parramatta River. Umbaco was engaged to design the external forecourt of the Library located on the ground floor of 2 large residential towers. Our intention was for the area to be inclusive, multifunctional and multifaceted; to respond to the internal layout of the Library and work as an external "extension" to the Library.

On completion, this forecourt activates the entry into the new Library. The overall design is simple yet carefully detailed and snugly fits into the void created by the high-rise residential towers above. The generous seating terraces provide platforms for reading and define flexible spaces for small community events. Kentia palms fill the void above the forecourt magnificently. This simple design has complex detailing as well as a yin-yang energy to it. This is seen in the contrast between the spaces, forms and materials of the two main seating pods. People can now relax against the planters, under the striking Kentia palms, in a contained and yet public space.

Benchmark 01 image 01.

Benchmark 01 image 03.

Benchmark 01 image 02.

Benchmark 01 image 04.

4.2 Benchmark 02: Howard Place, Bendigo.

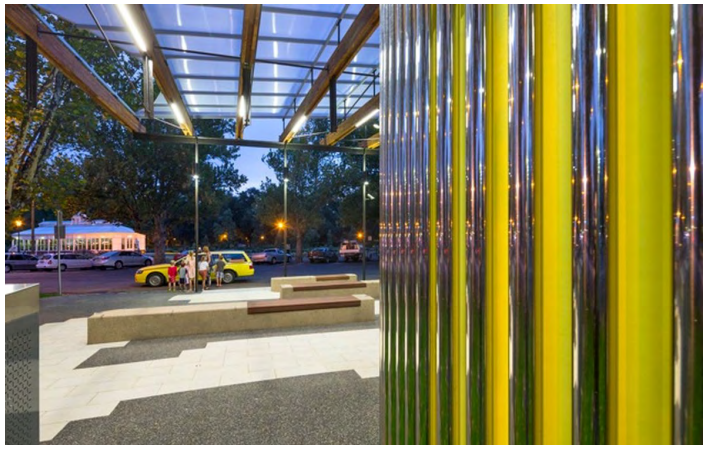
Design: Williams Boag Architects, Melbourne, Vic, Australia
Location: Bendigo, Vic, Australia
Year: 2012
Client: City of Greater Bendigo

Project bio:
In the regional Victorian city of Bendigo, a small civic project by Williams Boag Architects goes beyond its initial brief of creating a safe waiting area for people after dark, to become a community hub, day and night.

Relevance the Richmond Library Precinct:
Precinct planning for safety at night.
Toilet block used to anchor safe meeting.

Benchmark 02 image 01.

Benchmark 02 image 03.



Benchmark 02 image 02.

4.3 Benchmark 03: Swing Time, Boston USA.

Design: Höweler + Yoon Architecture
Location: Boston.
Year: 2014

Design bio:
Swing Time is an interactive playscape in Boston, USA composed of 20 illuminated ring-shaped swings. The swings are designed in three different sizes so that the community can engage, exercise, and play as individuals or in groups. Credit: Swing Time, Boston | Höweler + Yoon Architecture | Photographer: John Horner

Benchmark 03 image 01.

Benchmark 03 image 03.

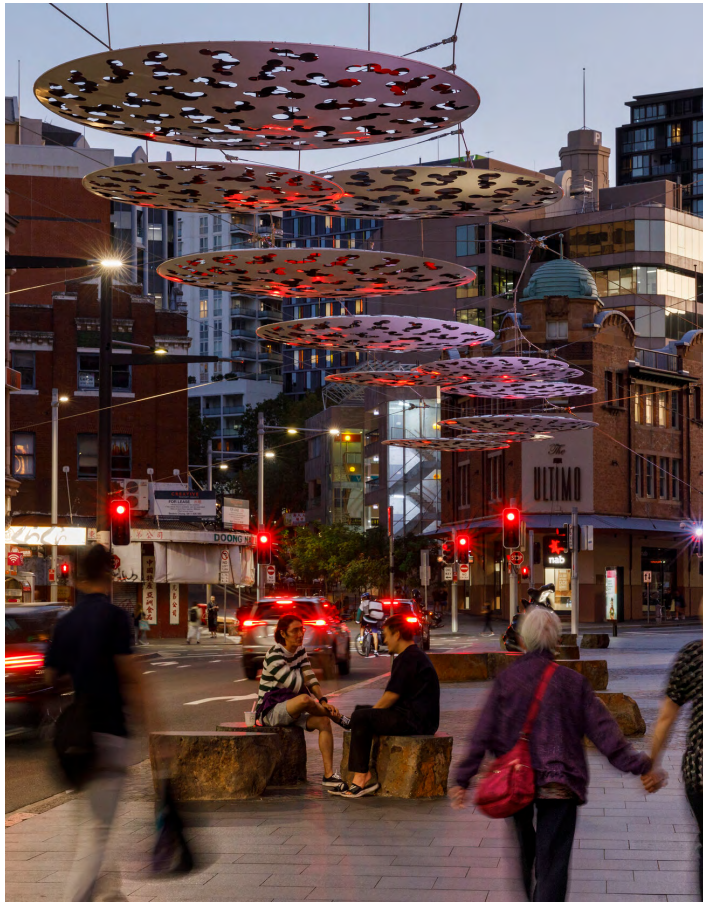
Benchmark 03 image 02.

Benchmark 03 image 04.

4.4 Benchmark 04: The Cloud Gate, Sydney.

Design: Jane Irwin Landscape Architecture
Location: Sydney
Year: NA.

Design bio:
The Cloud Gate is part of a City of Sydney project for Thomas Street aiming to recognise the past and present cultural identity of Haymarket through architecture, place design and public art. It does this while maintaining the teeming, informal and open street life that makes Chinatown such a lively and cherished urban place.



Benchmark 04 image 02.

Benchmark 04 image 04.

4.5 Benchmark 05: More lighting alone does not create safer cities. XYX Lab, Monash University.

Design: ARUP and Monash University
Location: NA
Year: Ongoing.

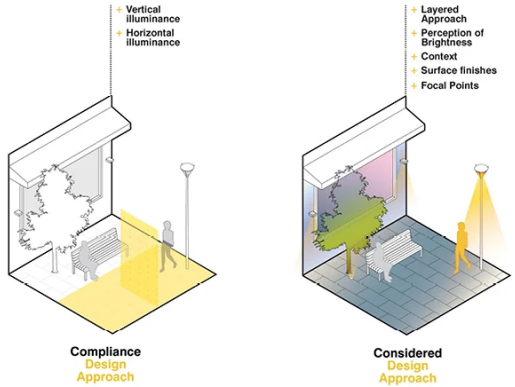
Design bio:
ARUP and Monash University have been undertaking extensive research into the affect of lighting on perceptions of safety.

'We need to understand the patterns that exclude women from areas of cities and not defer to the usual responses – brighter lighting, more CCTV cameras and more authority figures. In fact, our research into unsafe "hotspots" has found young women's perceptions of urban safety do not correlate with the most brightly lit spaces.'

ARUP's research shows the human visual spectrum reacts better to warm light, and the data from young women showed how sensitive they are to cool white light with regard to feeling safe in cities. Spaces with warmer colour temperatures are perceived as safer places.

Looking deeper into the quality of light in our cities, the majority of bad areas had a very large range of colour rendering. The lowest colour rendering came from sodium luminaires that make everything look overly yellow. Women preferred a high-quality LED light that enabled them to distinguish shapes and colour, helping to create a sense of safety.

Source: https://www.architectureanddesign.com.au/features/features-articles/more-lighting-alone-does-not-create-safer-cities



Benchmark 05 image 01.

Benchmark 05 image 03.

Bright light does not necessarily make a space feel safer, as seen here where there's a sharp drop-off into dark shadows at the edge of the path. Nicole Kalms, Monash University

6.0 Conclusion.

6.1 Conclusion.

Acknowledging that no urban precinct can be labelled as explicitly safe, the precinct around the Richmond Library for the most part is perceived as reasonable however with ongoing management of the risks associated with the close proximity with several late-night venues.

Many of the current issues facing this precinct are synonymous with urban areas and the analysis has highlighted that there are many positive attributes that contribute to the sense of safety here. The library as a civic building contributes in a sense of care, family and community. The lighting for the most part comes from a range of sources (windows, sensors, signs, downlights) and creates a pedestrian inclusive experience. The boundaries between properties are well defined and high quality. There are reports of some unwanted activities occurring in the carpark, however sightlines here are considered reasonable. The delay with the development of the RSL represents one the biggest challenges for the pocket park. In it's current form the RSL is in poor condition and inactive.

Co-locating the pocket park with the Library creates opportunity for cross pollination of activation, sightlines, passive surveillance, increased management processes and community led sense of connectedness.

The park must be well lit using a range of light sources and colours. Feature lighting or integrated artwork could contribute to safety as well as connect to the local character. The lighting should ensure that there are no places to conceal unwanted activities.

The proposed pocket park will also create new challenges for the precinct. Council should consider the following perceived risk as highlighted by the stakeholders:

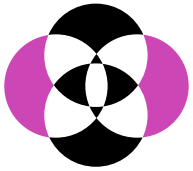
- Risk of people sleeping in the new park.
- Damage to property (public furniture, fixtures)
- Increase in waste dumping and littering.
- being enjoyed by the community.
- Risk of people drinking excessively in the park and behavior threatening to others
- Risk of people being affected by drugs in and around the park.
- Lack of community ownership or care.

The four design principles and recommendations have been developed in response to these risks. Council should consider these as part of their design process and ongoing place activation and management.

Additionally, we must plan for the unforeseeable. Hence, Council must establish a post completion review to monitor how the pocket park settles into the urban fabric.

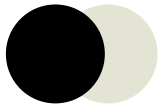
Site photo 01.

6.2 Safer Design Principles.



Vibrant diverse community and a sense of connectedness.

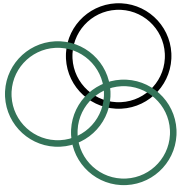
Nurture a vibrant, diverse community to feel a sense of ownership and connection public space.
Maintain a high-quality public appearance: People are more likely to feel a sense of ownership and care for place if it is well maintenance and managed. Place should be well managed, clean and an in good working order.
Place activation: Public events and place activation strategies can strengthen communities and create new ways for diverse peoples to interact. People feel safer in the company of other people.



Comfortable & confident at night.

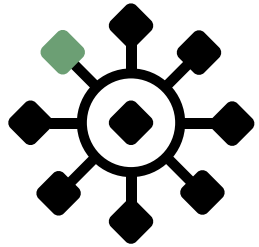
The design of the public realm should support safe public movement at nightime.
The public realm should encourage people to make confident decisions about their movements through the public realm.
Sight lines - Provide clear sight lines between along main pedestrian movements.
Signage and wayfinding - Use signage and wayfinding to support pedestrian movements and access to key locations; public transport, central retail area.
Ambient lighting design:

- Warm tones of light, not bright white light.
- Deliberate layering of different types of light, Facade, down lights, inground lights, light spill, colours, timers.
- Avoid high contrast between bright light and shadows.
- Engage a specialist lighting designer.



Accessibility.

When asked, what the number one factor that is that makes people feel safe - many say accessibility.
Access & movement - Provide safe, clear paths of travel. DDA compliant movement
Interfaces & Built form - Avoid set backs in built form that are dark (or overly lit). Ensure clarity of public and private property.



Education/Health/Housing.

Safer, more inclusive communities requires the collaboration between multiple sectors. Such as housing, health and sports. Some of the outcomes of these collaborations may result in outcomes in the public realm. For example:
Public awareness - Public awareness campaigns resulting in signage elements.

6.3 Recommendations

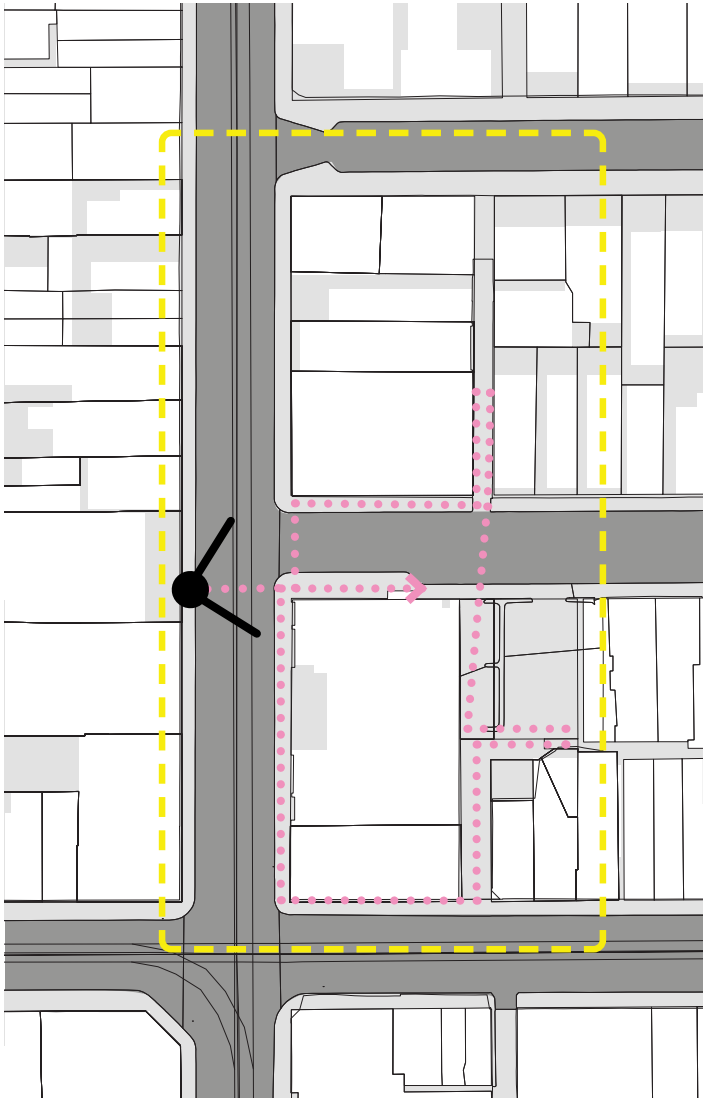
No.	Recommendation.	Short term. / Pre-project Design Phase.	Medium Term 2-5 years.	Long term 5 years +
1.00	**Vibrant diverse community and a sense of connectedness.**			
1.01	Maintain a high-quality public appearance:			
1.02	Remove the graffiti/tagging from the RSL.	●		
1.03	Broken windows on the RSL appear poorly and should be repaired/concealed.	●		
1.04	Reflect the local community in the built outcome; feature paving patterns, artwork colourful tiles.	●		
1.05	Ensure the Council cleaning and maintenance team (and/or head contractors through the defects liability phase) are resourced and equipped suitably for a rapid response to vandalism, litter or graffiti in the initial stage of opening the park.			
1.06	Place activation:	●		
1.07	Facilitate a launch event for the opening of the pocket park.			
1.08	Establish a program of events in the Charlotte Street Pocket Park. Events should be at both day and nighttime. Co-ordinate events with adjacent operators/ groups (Library, Bars).		●	
1.09	Engage an artist to create a light sculpture or artwork that includes significant light spill. Should reflect local character.	●		
2.00	**Comfortable & confident at night.**			
2.01	Sight lines:			
2.02	Tree canopies to be minimum 1.8m height to underside of canopy.	●		
2.03	Low level planting to be maximum 700mm height. Planting should not be dense, rather allow for light and visibility through.	●		
2.04	Lighting.			
2.05	Reduce brightness of lights to the Church Street facade of the Library.	●		
2.06	Ensure future development lighting does not negatively impact the public realm; i.e. avoid sharp contrast with Elm Grove and Charlotte Street Lighting.	●		
2.07	Provide pedestrian scale, warm light on Charlotte Street in front of the library; on poles (at pedestrian level), in ground luminaires, artworks.	●		
2.08	Provide pedestrian scale lighting on Charlotte Street north, in front of the RSL/future development light.	●		
2.09	Consider low level lighting in laneways, sensors could be considered.	●		
2.10	Signage and wayfinding.			
2.11	Provide improved signage and wayfinding directing people to the public toilet on Docker Street.	●		
2.12	Upgrade the toilet block to provide people with a safe place to access bathrooms as well as other amenities such as help button and or Uber Drop off.			●
3.00	**Accessibility.**			
3.01	Movement and access.			
3.02	Provide DDA compliant pedestrian amenity along St Crispin Laneways	●		
3.03	Consider sensory species in the planting design.	●		
3.04	Public seats to have back rests and arm rests. (consider deterring people from sleeping in the park)			
3.05	Interfaces and built form.		●	
3.06	Monitor activities in setback. Ensure lighting is provided after the internal lights are switched off. Sensor lights could be considered.			
4.00	Education/Health/Housing.			
4.01	Liaise with professionals in Education/Health/Housing sectors to align initiatives, such as signage content and events.		●	

Appendix.

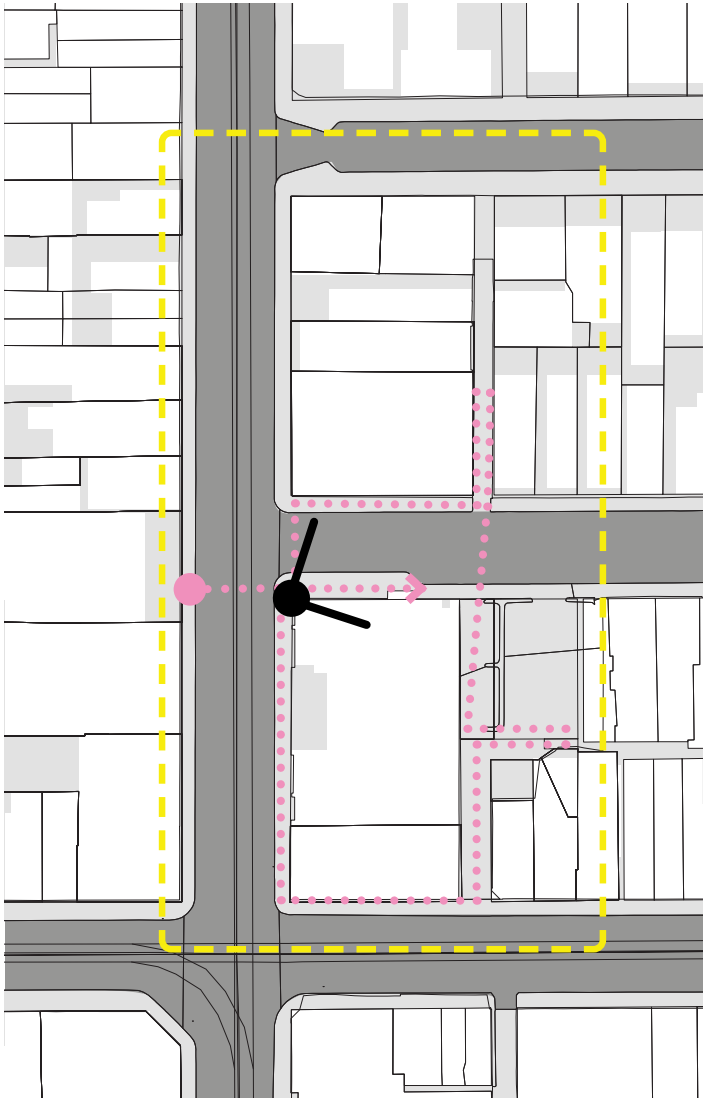
A2. A night time site walk.

A night time site visit was undertaken on the on Wednesday 8th March 2022. 5-9pm.

Study area.

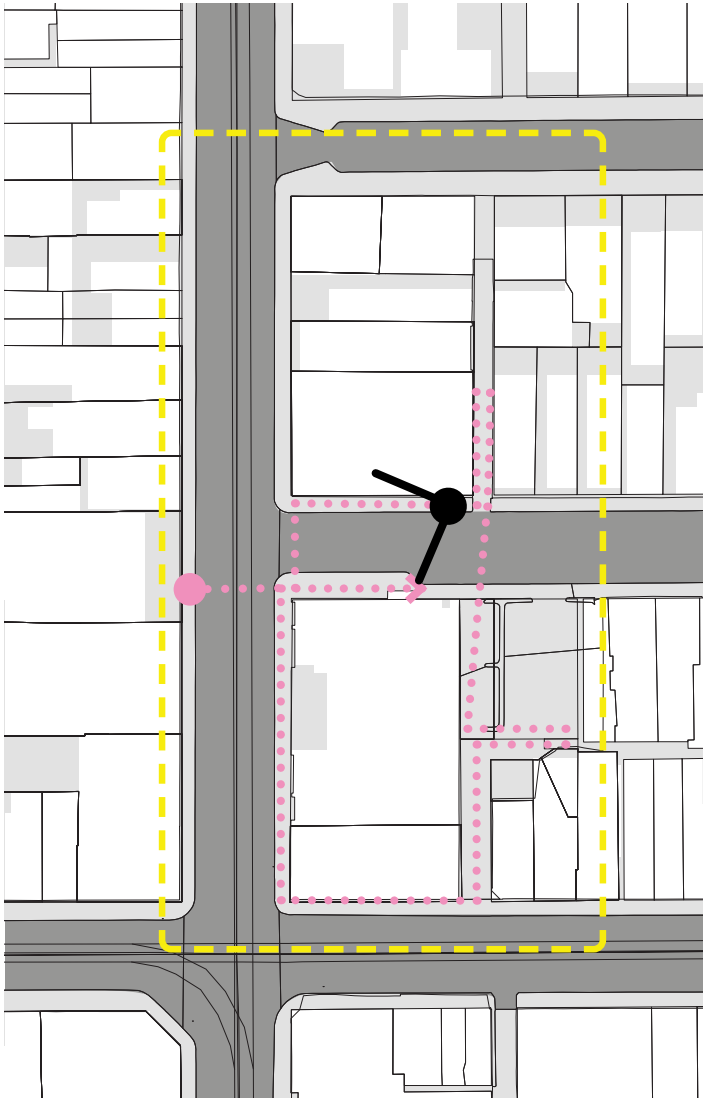


Study area.

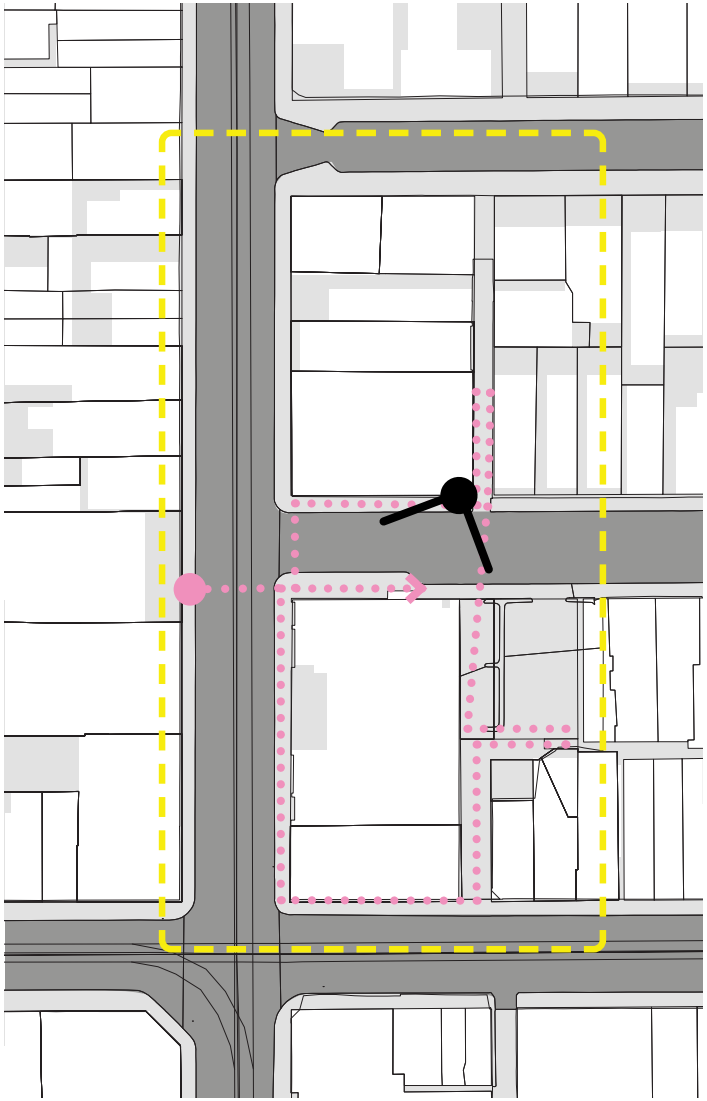


Study area.

DOC. A SAFER CHARLOTTE STREET POCKET PARK REPORT,
RICHMOND FOR THE CITY OF YARRA.



Study area.



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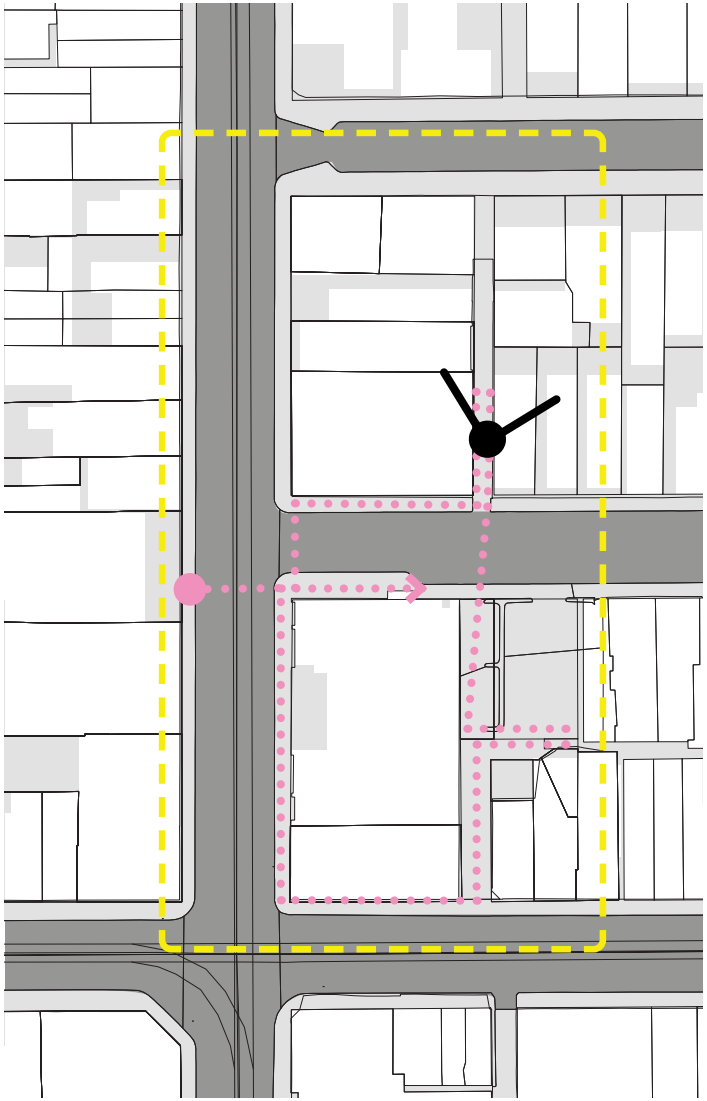

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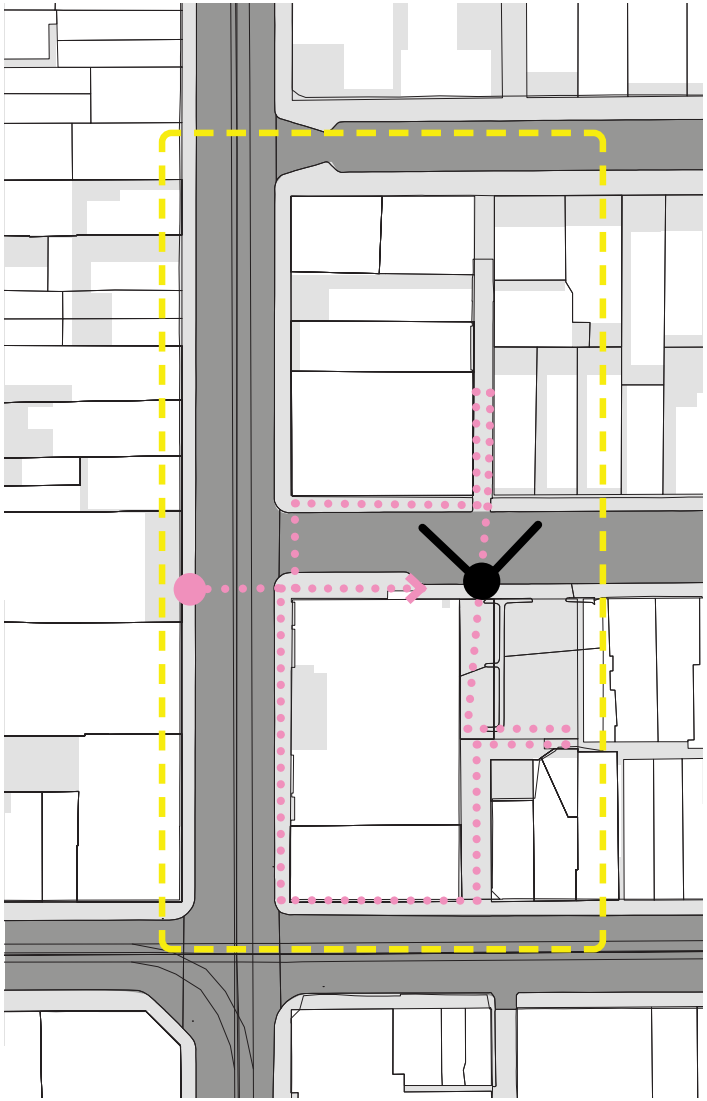

Study area.

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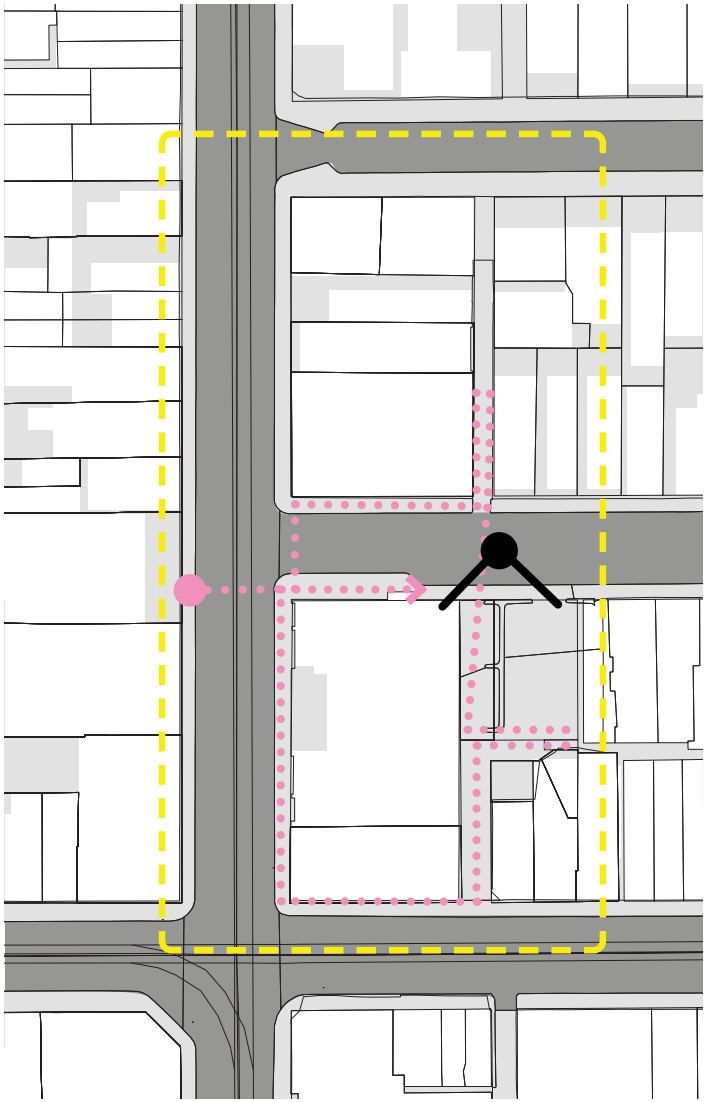
RICHMOND FOR THE CITY OF YARRA.



Study area.

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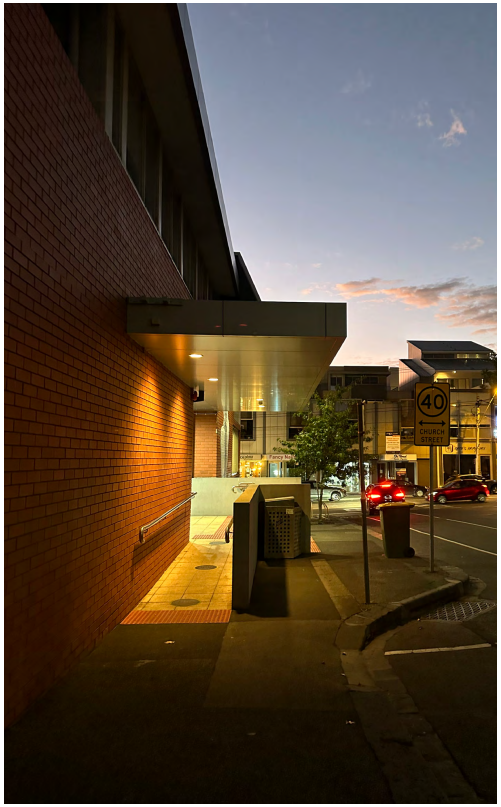
RICHMOND FOR THE CITY OF YARRA.

01.



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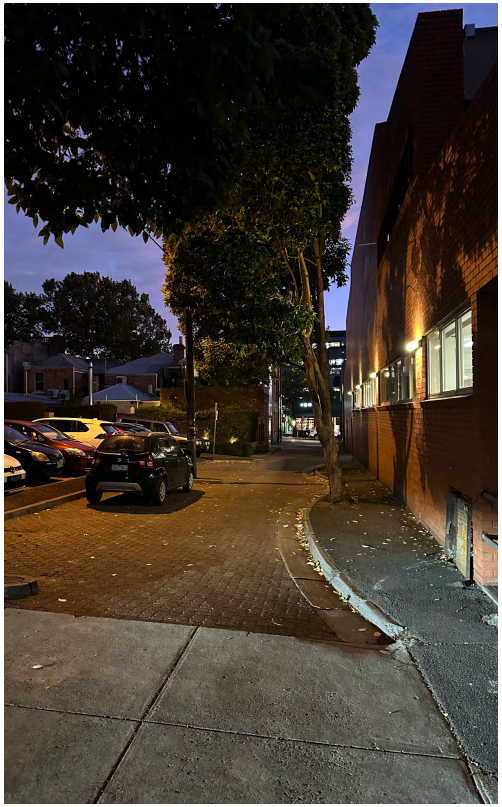
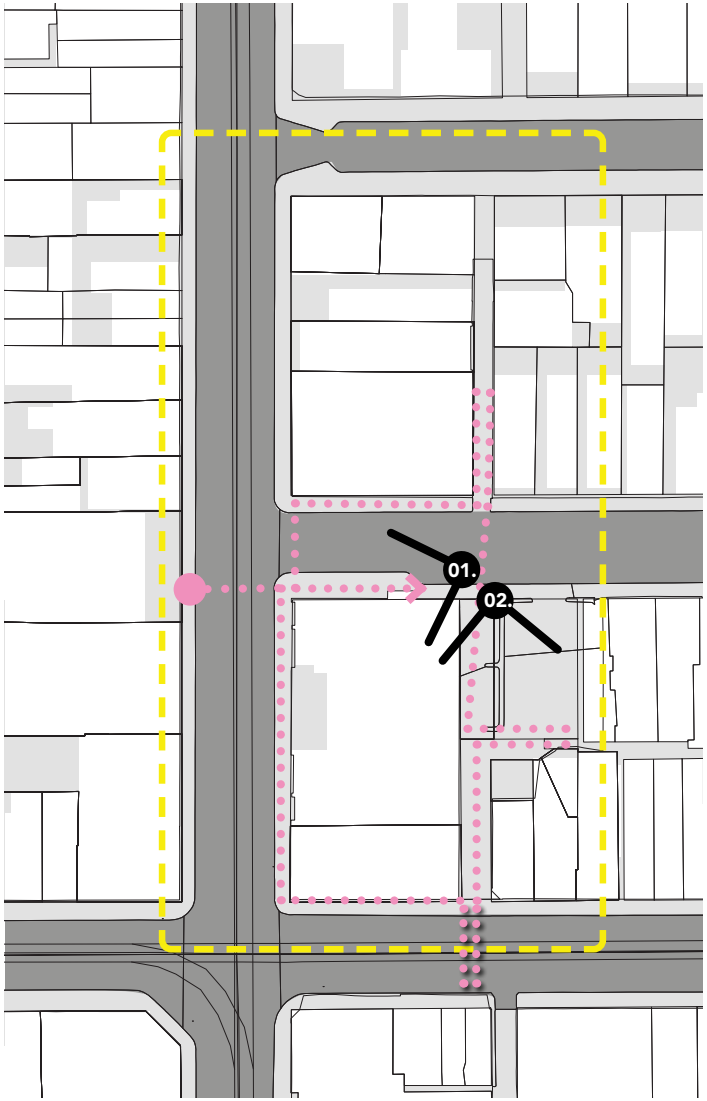
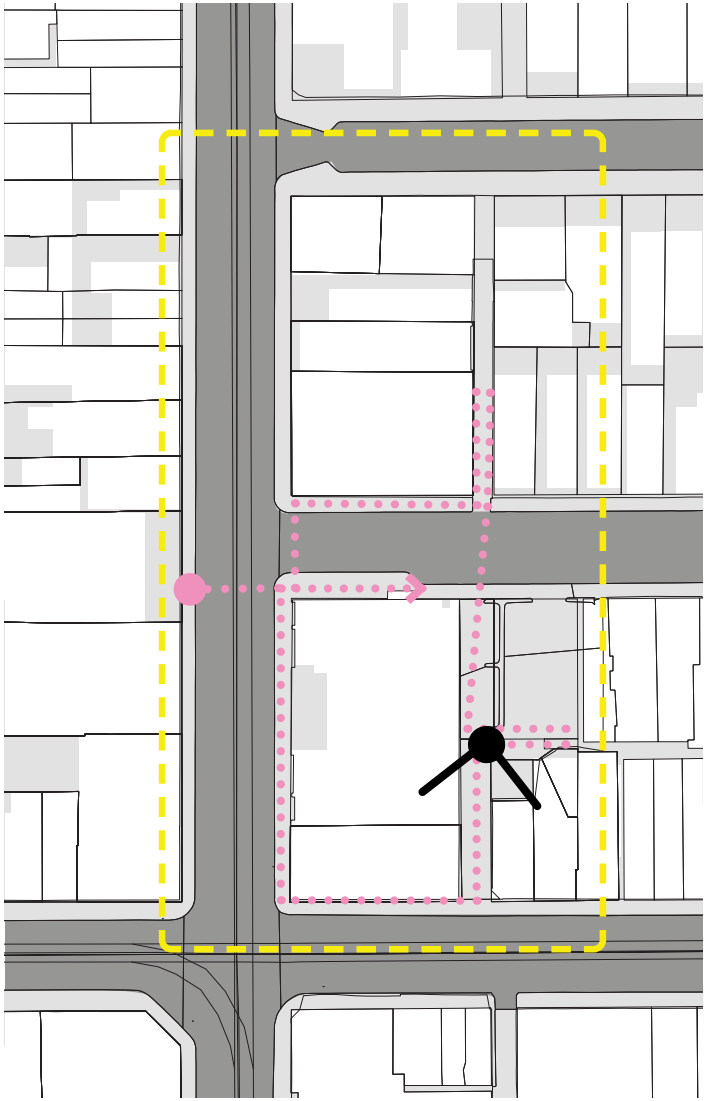


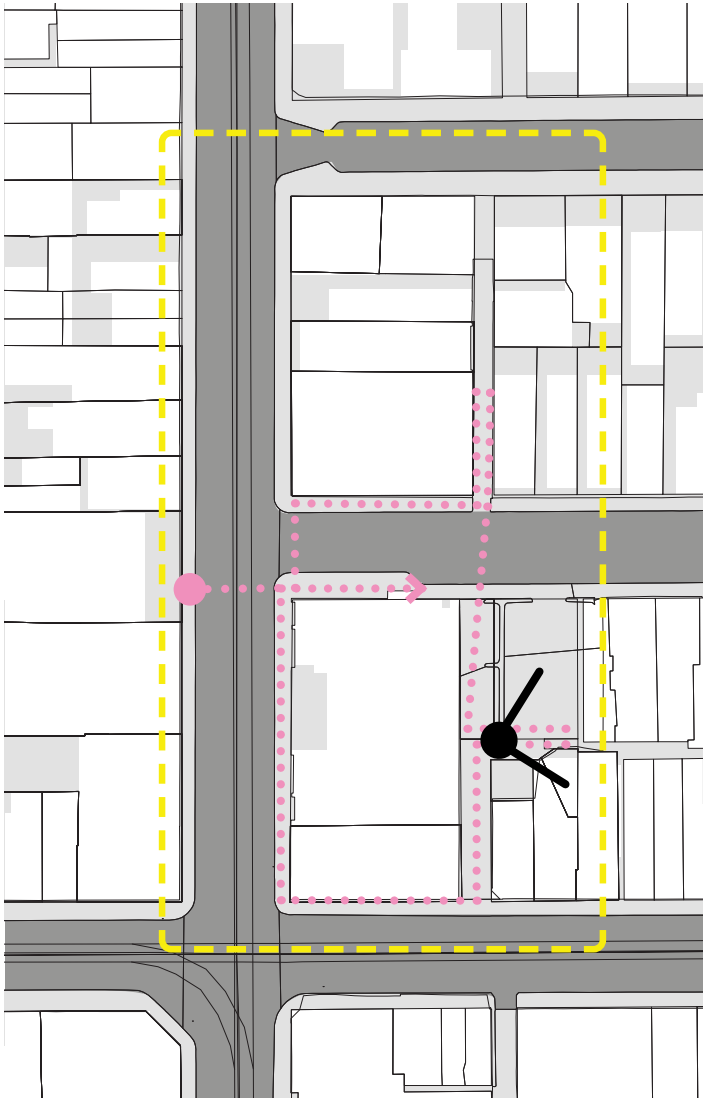


Study area.



Study area.

DOC. A SAFER CHARLOTTE STREET POCKET PARK REPORT,
RICHMOND FOR THE CITY OF YARRA.



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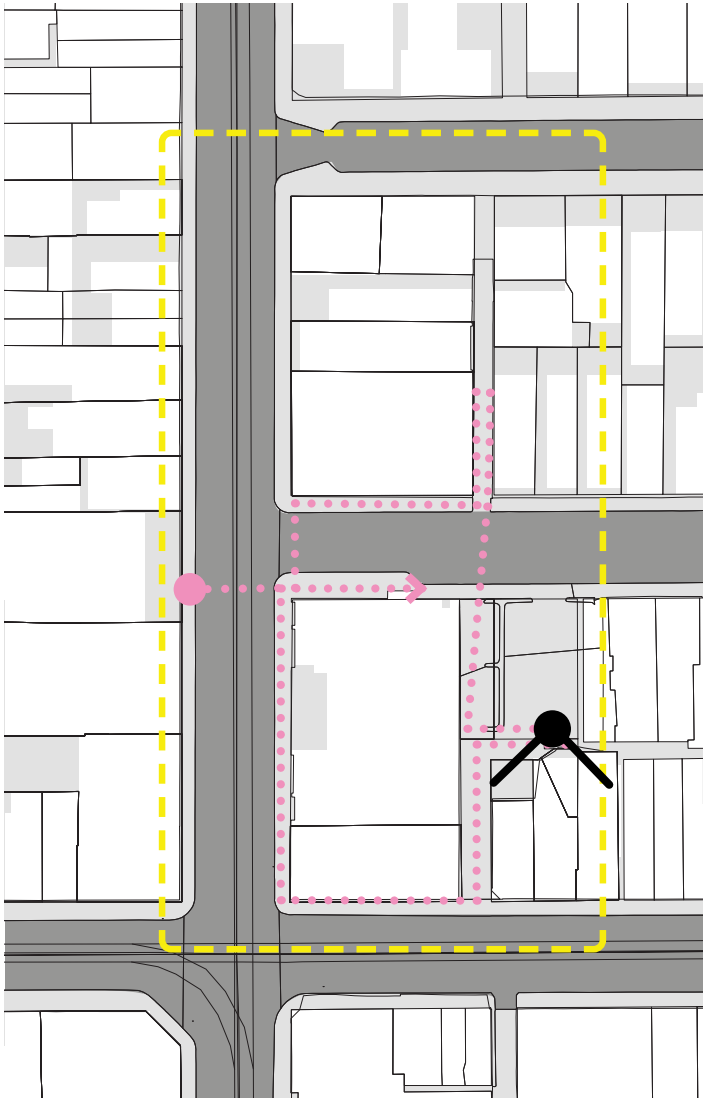
RICHMOND FOR THE CITY OF YARRA.



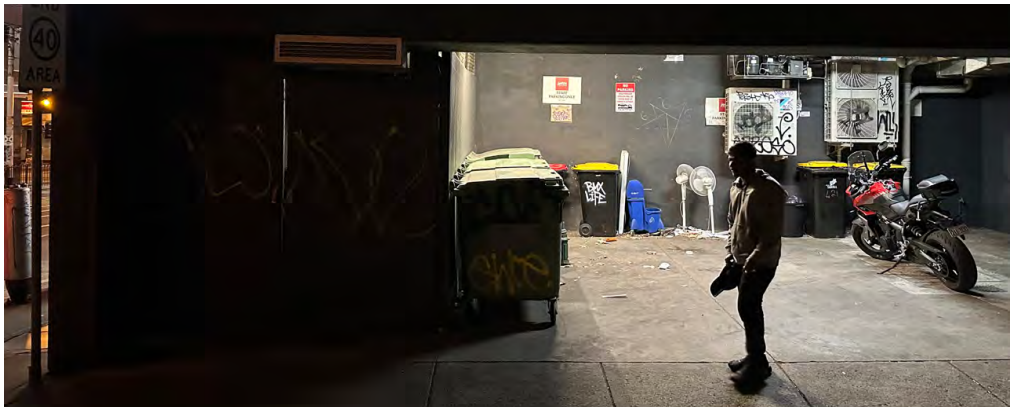
Study area.

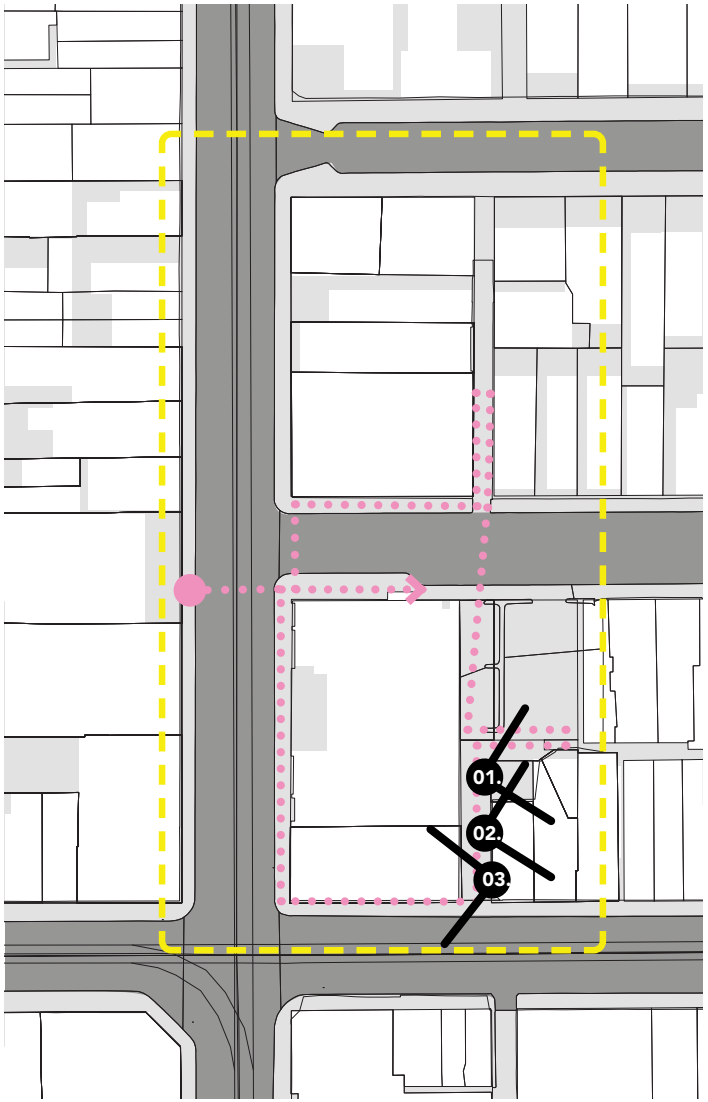
DOC. A SAFER CHARLOTTE STREET POCKET PARK REPORT,
RICHMOND FOR THE CITY OF YARRA.

Site photo 01.

Site photo 02.

Site photo 03.



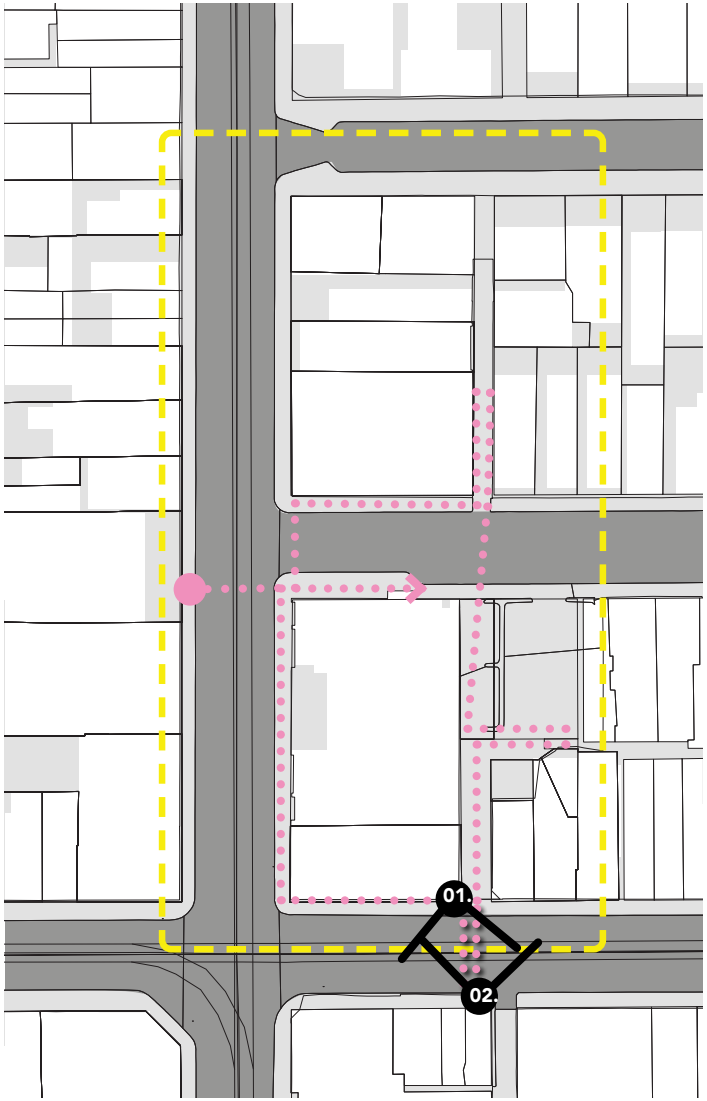


Study area.

DOC. A SAFER CHARLOTTE STREET POCKET PARK REPORT,
RICHMOND FOR THE CITY OF YARRA.

Site photo 01.

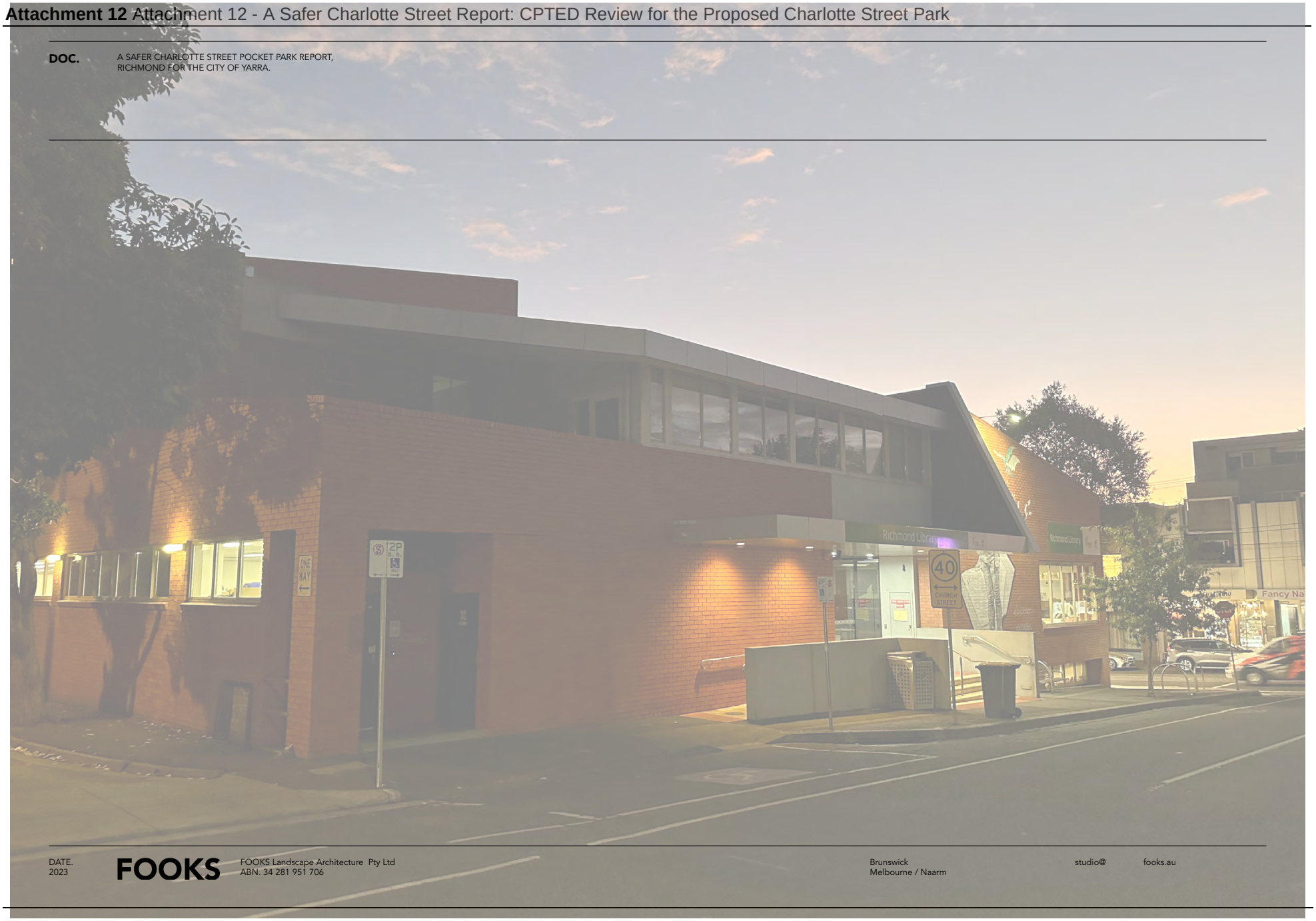
Site photo 02.



Study area.

Thank-you.

DOC. A SAFER CHARLOTTE STREET POCKET PARK REPORT,
RICHMOND FOR THE CITY OF YARRA.



DATE.
2023

FOOKS

FOOKS Landscape Architecture Pty Ltd
ABN. 34 281 951 706

Brunswick
Melbourne / Naarm

studio@ fooks.au

8.2 Notice of Motion No.17 of 2024 - Alphington Bowls Club

Reference D24/348926

Author Bridgid O'Brien – Councillor

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 10 September 2024:

That Council:

(a) notes that $200,000 has been allocated in the 2024-2025 Budget for concept designs for the upgrade of the Alphington Bowls Club;

(b) notes the community's great love of the ambiance and character of the existing building, concern around the viability of the Club during a rebuild and the loss of a community meeting place during the rebuild option;

(c) notes the Club's current preferred option to refurbish; and

(d) requests officers provide a report to Council on both options, the plans to refurbish the existing building and the plans to demolish it and construct a completely new one, for a determination on the best way forward, as soon as possible.

RECOMMENDATION

1. That Council:

   (a) notes that $200,000 has been allocated in the 2024-2025 Budget for concept designs for the upgrade of the Alphington Bowls Club;

   (b) notes the community's great love of the ambiance and character of the existing building, concern around the viability of the Club during a rebuild and the loss of a community meeting place during the rebuild option;

   (c) notes the Club's current preferred option to refurbish; and

   (d) requests officers provide a report to Council on both options, the plans to refurbish the existing building and the plans to demolish it and construct a completely new one, for a determination on the best way forward, as soon as possible.

Attachments

There are no attachments for this report.

8.3 Notice of Motion No.18 of 2024 - Recognising LGBTIQA+ People in the 2026 Australian Census

Reference D24/349850

Author Edward Crossland - Mayor

I, Councillor Edward Crossland, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 10 September 2024:

1. That Council:

(a) notes that Yarra is one of the primary centres for LGBTIQA+ community and business in Victoria and Australia;

(b) notes the importance of comprehensive Census data, which is crucial for evidence-based decision making and public policy formulation by governments, and for funding, planning and provision of services and resources;

(c) notes that LGBTIQA+ people face significant health and other social-economic disparities compared to the broader population, and accurate population data will ensure informed decisions are made when investing in health, mental health and support services;

(d) notes that the Australian Labor Party 2023 National Platform (2023-alp-national-platform.pdf) states: "Labor believes that LGBTIQ+ Australians should be counted as part of the national census. As part of the next census, Labor will commit to:

(i) include LGBTIQ+ Australians in the consultation and planning process for the 2026 Census;

(ii) ensure that the 2026 Census gathers relevant data on LGBTIQ+ Australians; and

(iii) discontinue the practice of randomly assigning non-binary people and intersex people as male or female."

(e) requests that the Mayor writes to the Prime Minister, the Assistant Minister for Treasury, and the Federal MPs which represent Yarra's community, requesting that the Federal Government commit to the collection of relevant data on LGBTIQA+ people, and their right to be heard and counted, including trans and gender diverse people, and people with innate variations of sex characteristics as part of the next Census.

RECOMMENDATION

1. That Council:

   (a) notes that Yarra is one of the primary centres for LGBTIQA+ community and business in Victoria and Australia;

   (b) notes the importance of comprehensive Census data, which is crucial for evidence-based decision making and public policy formulation by governments, and for funding, planning and provision of services and resources;

   (c) notes that LGBTIQA+ people face significant health and other social-economic disparities compared to the broader population, and accurate population data will ensure informed decisions are made when investing in health, mental health and support services;

   (d) notes that the Australian Labor Party 2023 National Platform (*2023-alp-national-platform.pdf)* states: "*Labor believes that LGBTIQ+ Australians should be counted as part of the national census. As part of the next census, Labor will commit to:*

      (i) include LGBTIQ+ Australians in the consultation and planning process for the 2026 Census;

      (ii) ensure that the 2026 Census gathers relevant data on LGBTIQ+ Australians; and

      (iii) discontinue the practice of randomly assigning non-binary people and intersex people as male or female."

   (e) requests that the Mayor writes to the Prime Minister, the Assistant Minister for Treasury, and the Federal MPs which represent Yarra's community, requesting that the Federal Government commit to the collection of relevant data on LGBTIQA+ people, and their right to be heard and counted, including trans and gender diverse people, and people with innate variations of sex characteristics as part of the next Census.

Attachments

There are no attachments for this report.

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