



# Agenda

## Council Meeting

6.30pm, Tuesday 18 June 2024

Richmond Town Hall  
Wurundjeri Country

## 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**
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 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
- Jenny Scicluna Corporate Services and Transformation

##### *Governance*

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

#### Leave of absence

- Cr Amanda Stone Councillor

### 3. Announcements

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

### 4. Declarations of conflict of interest

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

### 5. Confirmation of minutes

#### **RECOMMENDATION**

That the minutes of the Council Meeting held on Tuesday 14 May 2024 be confirmed.

That the minutes of the Extraordinary Council Meeting held on Monday 3 June 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	2024/25 Budget and Long Term Financial Plan	10	23	Matt Jarvis – Chief Financial Officer
7.2	2024/25 Annual Plan	214	216	Matt Jarvis – Chief Financial Officer
7.3	Cambridge Street Reserve - Consultation Findings for Additional Play Equipment	239	252	Susan Stanes - Senior Coordinator Design and Place Making
7.4	Charlotte Street Traffic Analysis Update	281	288	Kate Yuncken – Manager City Strategy
7.5	Proposed Discontinuance of Road at Charlotte Street, Richmond	515	520	Fadi Fakhoury – Manager Property and Leisure
7.6	Charles Evans Reserve - Draft Concept Design	542	554	Kate Yuncken – Manager City Strategy
7.7	Proposed C247yara - 21 Northumberland Street and 26 Wellington Street Collingwood	601	610	Joerg Langeloh – Project and Policy Coordinator Strategic Planning
7.8	Bridge Road Special Charge 2024-2030	797	803	Simon Osbourne – Coordinator Economic Development
7.9	Proposed Discontinuance of Road abutting 98A -106 Balmain Street, Cremorne	829	832	Fadi Fakhoury – Manager Property and Leisure
7.10	C1659 Open Space Maintenance Tender Report	843	847	Brett Grambau – Manager City Works
7.11	Animal Pound Services - Extension of Contract C1498	848	850	Aoife Mulligan – Manager Parking and Compliance
7.12	Governance Report - June 2024	851	854	Phil De Losa - Manager Governance and Integrity

## 8. Notices of motion

Item		Page	Rec. Page	Report Presenter
8.1	Notice of Motion No.9 of 2024 - Eid Celebrations	861	861	Anab Mohamud - Deputy Mayor
8.2	Notice of Motion No.10 of 2024 - Ramsden Street Oval	862	862	Bridgid O'Brien - Councillor
8.3	Notice of Motion No.11 of 2024 - Release of Council Documents	863	863	Stephen Jolly - Councillor

## 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:
  - (a) council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.

### Item

#### 14.1 **View Street, Alphington**

This item is to be considered in closed session to allow consideration of council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.

These grounds are applicable because the report contains information which if released, may be contrary to Councils interests in the process.

#### 14.2 **Open Space Network Opportunities**

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

These grounds are applicable because the report contains personal information of a resident.

## 7.1 2024/25 Budget and Long Term Financial Plan

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<b>Reference</b>	D24/162457
<b>Author</b>	Dennis Bastas - Manager Financial Services
<b>Authoriser</b>	Chief Financial Officer
<b>Disclosure</b>	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.

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### Purpose

1. The purpose of this report is to present for adoption the:
  - (a) Annual Budget 2024/2025 (Budget) (**Attachment One**), and
  - (b) Long Term Financial Plan 2024/2025 to 2033/34 (Financial Plan) (**Attachment Two**).

### Critical analysis

#### Background

2. Section 94 of the Local Government Act 2020 provides that Council must prepare and adopt a Budget for each financial year and the subsequent three financial years.
3. Section 91 of the Local Government Act 2020 provides that Council must prepare and adopt a Financial Plan for a period of at least the next 10 financial years.
4. The Budget has been developed over the last seven months through a rigorous process of review by Councillors and Council Officers.
5. At the meeting on 09 April 2024, Council resolved to adopt for the purpose of seeking feedback;
  - (a) The Draft Budget 2024/25, and
  - (b) The Draft Long Term Financial Plan (LTFP) 2024/25 to 2033/34.
6. On 03 June 2024, Council held an Extraordinary Council Meeting to hear any person who wished to speak in support of written feedback to the draft Budget and draft Financial Plan. Twenty three submitters spoke in support of their feedback.

#### Financial Sustainability

7. One of Council's key responsibilities is to ensure that it is financially sustainable for both current and future communities. Furthermore, it is important that decisions are future focused and have regard to the emerging and future needs of the City.
8. Council is deeply committed to serving the best interests of the community and recognises that consistent effort will be required to ensure that we remain financially sustainable and make the most effective use of public funds.
9. Financial sustainability and the ability to plan and provide for community in the years to come remains a key strategic risk for all Victorian Councils. For Yarra the population is predicted to grow by almost 42% to 2046 which will put increasing pressure on Councils services and infrastructure.
10. Like all Councils in Victoria, Yarra is facing serious financial challenges including rising cost pressures, rate capping, cost-shifting from other levels of government and the impact of unprecedented growth on our services and infrastructure.

11. Until recently, Council's borrowings were at an all-time high as a result of legacy debt and the \$50m support offered to the community during the COVID-19 pandemic. In addition, over time Council's reserves had declined to unsustainable levels, eroding our ability to respond to the emerging needs of our community.
12. Over the last two years all Victorian Council's (and other levels of government) have also been impacted by escalating contract prices for infrastructure projects driven by factors such as inflation, supply pressures and competition from state infrastructure initiatives and increasing cost-of-services above the rate of the Consumer Price Index (CPI).
13. Whilst work to meet these challenges will need to be ongoing, over the last two years significant effort has been directed to strengthening Council's financial position and in turn, Council's long term financial sustainability.
14. This has had substantial benefits – including addressing known future financial risks, reducing borrowings and improving Council's overall cash position.
15. This effort has been multifaceted and included:

(a) *Adoption of the Yarra Financial Sustainability Strategy (FSS):*

Following community engagement, Council's adoption of the FSS on 12 December 2023 marked a major milestone demonstrating Yarra's commitment to achieving long term financial sustainability.

The Yarra Financial Sustainability Strategy is a Victorian sector first.

The FSS provides an assessment of macro-economic trends, the current financial landscape, long-term financial goals and outlines a roadmap to achieve these objectives. Importantly, the FSS is a forward-thinking financial strategy that extends beyond short-term budgeting cycles.

The Financial Sustainability Strategy identifies seven levers for change: The strategic levers include plans to build reserve funds, responsible borrowing, optimisation of revenue, a focus on well-planned assets, ongoing reviews of the service landscape, digital transformation, robust financial management and a strengthening of advocacy and strategic partnerships;

(b) *Separation of Waste Charges:*

Separate but related, is the responsibility of Council to also take action to limit the impacts of known future financial risks wherever possible. This was the case with waste services, as the rising cost of providing waste services is a known risk.

The costs associated with waste and recycling continually outpace the rate cap and the rising cost of waste services is one of the key future risks to Council's future financial sustainability. Separating the waste charge from general rates has been critical to addressing this risk to ensure Council's financial sustainability is not eroded further.

As part of the 2023/24 Budget, Council separated waste and recycling costs from general rates and implemented a separate rate for public and kerb-side waste services. This was achieved by reducing general rates by the equivalent value.

Yarra was the last Council in Victoria to make the decision to separate waste charges from general rates;

(c) *The adoption of community supported service planning principles following a deliberative engagement process:*

Over the next decade the Yarra community will grow substantially and change, meaning that Council's service mix and delivery levels may also need to change and adapt to address the current and future needs of Yarra community.

Strategic Lever 4 of the Financial Sustainability Strategy - *Review the Service Landscape* commits Council to establishing a robust service planning and review framework to ensure all services are relevant, financially sustainable and can meet future community needs.

To inform this work, a deliberative engagement process was conducted to develop a draft set of community-supported service planning and review principles. The engagement was undertaken in two stages.

Stage one of the engagement included a social research component and general community consultation. This stage of engagement sought broad feedback from the community through an online survey and in-person opportunities to understand community sentiment on Council's service offering.

Stage Two involved a deliberative engagement process with a Working Group comprising 44 representative members of the community who developed a draft service planning and review principles.

Adopted by Council in April 2024, the service planning and review principles, and the service review prioritisation triggers will inform and guide Council's future planning and review of services;

(d) *Contemporary approaches to project management:*

VAGO's audits on local government have repeatedly noted the issue of underspend in Councils' capital works program and Yarra was no exception with significant capital works unplanned monies historically carried forward year on year. In 2022/23 the carry forward from 2021/22 was \$17.3m.

Over the last two years Council has worked hard to achieve our goal of substantially reducing/limiting the impact and value of unplanned carry over. This has been achieved through careful oversight and a strengthened approach to project management. The adopted 2023/24 budget included a more realistic capital works program which meets asset renewal requirements and a significantly reduced planned carry over (\$7.2m) from the 2022/23 financial year.

The 2024/25 budget presented for adoption demonstrates further significant improvement with a planned carry over of just \$0.7m from 2023/24;

(e) *Detailed financial reviews:*

An annual, whole of organisation, forensic mid-year budget review process was introduced in December 2022. The mid-year budget review examines all operating, capital and project progress and budgets.

The mid-year review process is supported by all senior leaders from across the organisation and involves detailed discussions with every Manager, Service Manager and Project Manager. This process, together with monthly reviews and a strengthened annual budget process have strengthened Councils financial management; and

(f) *Strong financial management:*

Throughout FY2023/24 work to hold operating costs has been significant. In 2023/24 lower than budget expenditure on legal, consultants and contract payments has been achieved driven by improved financial management and centralisation of a wide range of corporate costs. In addition a reduction of Councils fleet by approximately 50 cars has meant a saving of \$1m. Importantly, this effort has not impacted services or service delivery.

In addition, despite significant cost pressures including from legislated superannuation increases, increased work cover premiums and agency labour hire costs (used to address skill shortages), increases to Councils employee costs are limited.

16. As a result of this holistic approach, significant improvements in Council's financial position have been achieved which has enabled the preparation of a balanced 2024/25 budget.
17. Previously planned additional borrowings (\$20m) are no longer required and the timeframe for achieving financial independence - that is having sufficient unrestricted and unallocated cash to repay debt - has been bought forward. This is an eight-year improvement of the projected financial position from two years ago.
18. Despite the gains, it is important to note that the financial sustainability of all Victorian Council's remains vulnerable to the current uncertain economic climate and the historic pattern of (unbudgeted and unforeseen) external impacts.

#### 2023/24 April Forecast – Operating Budget

19. The ongoing vulnerability has necessitated the considered approach taken throughout this financial year. As a result and following a very detailed real time review of the activities programmed to the end of the FY the 2023/24 forecast has been updated as at the end of April, with an improved forecast operating surplus to \$22.4m (\$7.2m favourable to 2023/24 budget of \$15.2m). The April forecast reflects the stringent measures taken during 2023/24 to hold costs. This is a pleasing result and aligns with the goals outlined in the FSS.
  20. The Financial Sustainability Strategy aims for Council to:
    - (a) 0-2 years:

Maintain a net positive position by delivering a surplus, ensure our operating activities no longer relies on borrowings, hold costs and start to build cash reserves for specified purposes;
    - (b) 3-5 years:

Achieve a financial position where Council has sufficient cash reserves to repay borrowings, generate new revenue, can cover all known operating expenses without borrowing, deliver a long-term financial plan that more reliably reflects future financial requirements ('unknown risks'), and have approximately \$20m available in cash reserves for risk and strategic growth; and
    - (c) Within 10 years:

Ensure that Council has sufficient cash reserves (approximately \$30m) to meet unforeseen or emergency expenses and support population growth without relying on borrowing or compromising essential services.
  21. In December 2023, Council resolved:

*"...endorses the creation the following reserves as recommended by the Financial Sustainability Strategy;*

    - (i) *Risk Mitigation Reserve; and*
    - (ii) *Strategic Growth Reserve...."*
  22. For Yarra, having adequate cash reserves is essential for managing and accommodating the predicted population growth expected over the next twenty years. Over the next 10 years, reserves will be required to allow Council to respond to the financial risks and assumptions whilst limiting borrowing, including potential unknown events that are outside the control of Council.
  23. The reserves that have been established are;
    - (a) Risk Mitigation Reserve: to tackle unexpected events, including climate events, with significant financial impacts, safeguarding our long-term stability; and
    - (b) Strategic Growth Reserve: to fund major community projects that arise due to population growth, benefiting our community directly.
  24. As reported in the Q2 and Q3 Community Reports, Officers recommend that any surplus be transferred to reserves, consistent with the Financial Sustainability Strategy.
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[2023/24 April Forecast - Capital Works Program](#)

25. Council continues to plan and deliver projects that improve community safety and usability of our assets, to ensure longevity and reliability of our assets, to increase usability and efficiency, and address our community's current and future needs.
26. Planned capital carryovers have been identified and reported at \$0.751m. The planned carry forward projects included in the 2024/25 budget are listed in the table below.

<b>Project</b>	<b>Amount</b>
Golden Square	\$26,000
Brunswick/Gertrude	\$35,000
Smith Reserve Playground	\$249,000
Wellington Langridge Blackspot	\$266,784
Retention of Swan St trees	\$60,000
New Deal for Schools	\$50,000
Public artwork - Archie Roach AC & Ruby Hunter	\$64,000
	\$750,784

[2024/25 Budget](#)

27. Council has worked hard to prepare a balanced budget that aligns with Yarra's Council Plan 2021-25 and Community Vision and to deliver what our community has told us it wants, while also addressing ongoing financial challenges and prioritising financial sustainability.
28. The budget and Financial Plan have been developed in alignment and consideration of the following:
  - (a) Council Plan 2021-25 and Community Vision;
  - (b) Financial Sustainability Strategy (2023);
  - (c) Municipal Monitor's Report (2022);
  - (d) VAGO ratios and principles;
  - (e) Economic, employment and general market conditions; and
  - (f) Community and Councillor feedback.
29. Each year the Minister for Local Government sets the average rate cap for the following rating year based on the forecast change in the consumer price index (CPI). The 2024-25 rate cap figure of 2.75% is a decrease from 2023-24 and lower than the Reserve Bank of Australia's CPI forecast for 2024-25 of 3.2%.
30. Rates and charges are the most significant revenue source for Council and will make up approximately 55% of our annual income in 24/25.
31. Since its inception, the 'Fair Go Rates System' has challenged Council's long-term financial sustainability, and it continues to restrict Council's ability to raise revenue to maintain service delivery levels and invest in community assets.
32. The CPI does not accurately reflect increases in costs faced by councils because they have a significantly different composition of expenditure compared to households. Key council expenditures (wages, construction, utilities, etc.) required to provide council services and deliver infrastructure projects have been increasing faster than the CPI.
33. In contrast, in 2024, the State government increased a range of fees beyond the cap set for local government - for example, public transport fees increased by an average of 6%, Ports Victoria fees and charges by 10%, electrical safety certificates by up to 11%. In addition, Victorians will be paying an additional 23 per cent in Fire Services property levies, as outlined in Victoria's state budget 2024/25.

34. In an article published in The Mandarin on 7 May 2024, Treasurer Tim Pallas noted “Rising prices of materials, labour and transportation have pushed up construction costs by around 22% since 2021... and Infrastructure Australia estimates the demand for workers exceeds the current national public infrastructure workforce by 129%...” “Early childhood worker vacancies are three times higher than in 2019.”
35. The 2024/25 budget proposes no new debt and no increase to staffing numbers.
36. Whilst the 2024/25 budget is restrained and holds costs wherever possible, for investment in capital works and services to occur, increases in user fees balance community benefit, financial sustainability and true cost.
37. In 2023/34, and again in 2024/25, Council applied a benchmarking exercise to other comparable Councils, including the M9 Councils, to ensure a consistent and transparent approach to the setting of non-statutory (user fees) for services delivered. Competitively neutrality requirements have also been considered.
38. Council will continue to support vulnerable community members through its Hardship Policy and Pensioner Rebate.
39. Council's cash and cash equivalents will decrease from \$95.7m to \$75.8m over the four years of the budget, this in part reflects the repayment of borrowings. Non-current assets of property, infrastructure, plant and equipment is expected to increase from \$1.9b to \$2.1b over the four years of the budget.
40. The Capital Works Program is a comprehensive asset renewal, upgrade and new works program of \$35.5m, including \$0.75m carry over from 2023/24.
41. A surplus for the 2024/25 Budget of \$15.7m is projected despite increasingly challenging economic circumstances. Generating sufficient levels of surpluses is critical to fund our capital works and other programs in the future.
42. Local Government Victoria (LGV) released Minister’s Good Practice Guidelines for Service Rates and Charges in late December. It is noted that the guidelines are not legally binding and together with the whole of the Victorian local government sector we are working to better understand the intent of guidelines and what, if any actions are required.
43. The program of service reviews will continue in 2024/25 to ensure services are efficient, cost effective and align to community benefit.

#### [Highlights of the 2024/25 Budget](#)

44. Addressing the climate emergency and sustainability:
    - (a) Introducing a new service - the Food Organics, Garden Organics (FOGO) service as required by the State Government, to turn food waste into compost, addressing the climate emergency and contributing to the circular economy;
    - (b) Implementing the new Climate Emergency Plan with a focus on protecting those most at risk from the impacts of climate change;
    - (c) Electrifying Council assets, including commencing works to get Collingwood Leisure Centre off gas; and
    - (d) Accelerating Yarra's Tree Planting program as a natural cooling climate emergency response and improving liveability by increasing annual planting of trees.
  45. Creating more open space including parks:
    - (a) Designing and delivering new open spaces through Council’s Roads to Parks program in consultation with the community; and
    - (b) Upgrading sporting facilities including Yambla Pavilion and Brunswick Street Oval.
  46. Building a stronger and safer city and transport network:
    - (a) Renewing critical infrastructure like roads, footpaths and kerbs including renewal of drains and re-lining of brick drains to mitigate flood risks; and
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- (b) Improving infrastructure and safety for vulnerable road users while encouraging uptake in sustainable transport with the New Deal for Walking, New Deal for Cycling and New Deal for Schools.
47. Investing in our future through children and young people:
- (a) Expanding kindergartens to accommodate free 3 and 4-year-old kinder under the State Government’s reforms including the refurbishment and reactivation of the new 44-place Atherton Gardens Kindergarten; and
  - (b) Providing empowering programs and activities for children and young people with a focus on members of culturally and linguistically diverse, at risk and hard-to-reach communities, including leadership training for the Yarra Youth Advocacy Group.
48. Supporting people who are vulnerable or at risk:
- (a) Trialling pop-up heatwave cooling relief centres for people experiencing homelessness and people from other at-risk communities within the municipality, improving safety and inclusion; and
  - (b) Supporting the Yarra Zero program, a collective and collaborative initiative addressing homelessness and rough sleeping in Yarra.
49. Investing in new initiatives to improve Council connections with community:
- (a) A deliberative engagement on the new Council Plan that will bring a representative panel of the Yarra community together to inform Council’s plans for years to come; and
  - (b) Uplifting digital capability, improving efficiency, and providing a better customer experience that enables the community to connect with Council.
50. Keeping our vibrant city active and connected:
- (a) Delivering the hugely successful Leaps and Bounds Music Festival for its 12th year to support our diverse arts community and stimulate the local economy in the winter months; and
  - (b) Partnering and supporting Yarra’s Neighbourhood Houses, which offer responsive, local programs designed to empower, connect, and educate individuals and groups.
51. Other initiatives include:
- (a) Brunswick Street Oval Project - Design and Year 1 partial construction of new sports pavilion;
  - (b) Yambla Pavilion redesign and construction and Yambla Reserve renewal of turf irrigation and drainage;
  - (c) Design for future upgrades to Alphington Bowls Club;
  - (d) Charles Evans Reserve upgrade;
  - (e) Construction of Charlotte Street Park;
  - (f) Streetscape improvements corner Gertrude and Brunswick Streets;
  - (g) Design and feasibility for two new Roads to Parks projects;
  - (h) Miller Street – construction of road safety/traffic works;
  - (i) Renewal works to Councils three leisure centres (Richmond, Collingwood and Fitzroy);
  - (j) Installation of bicycle hoops and repair stations; and
  - (k) Smith Reserve upgrade.

## Community and stakeholder engagement

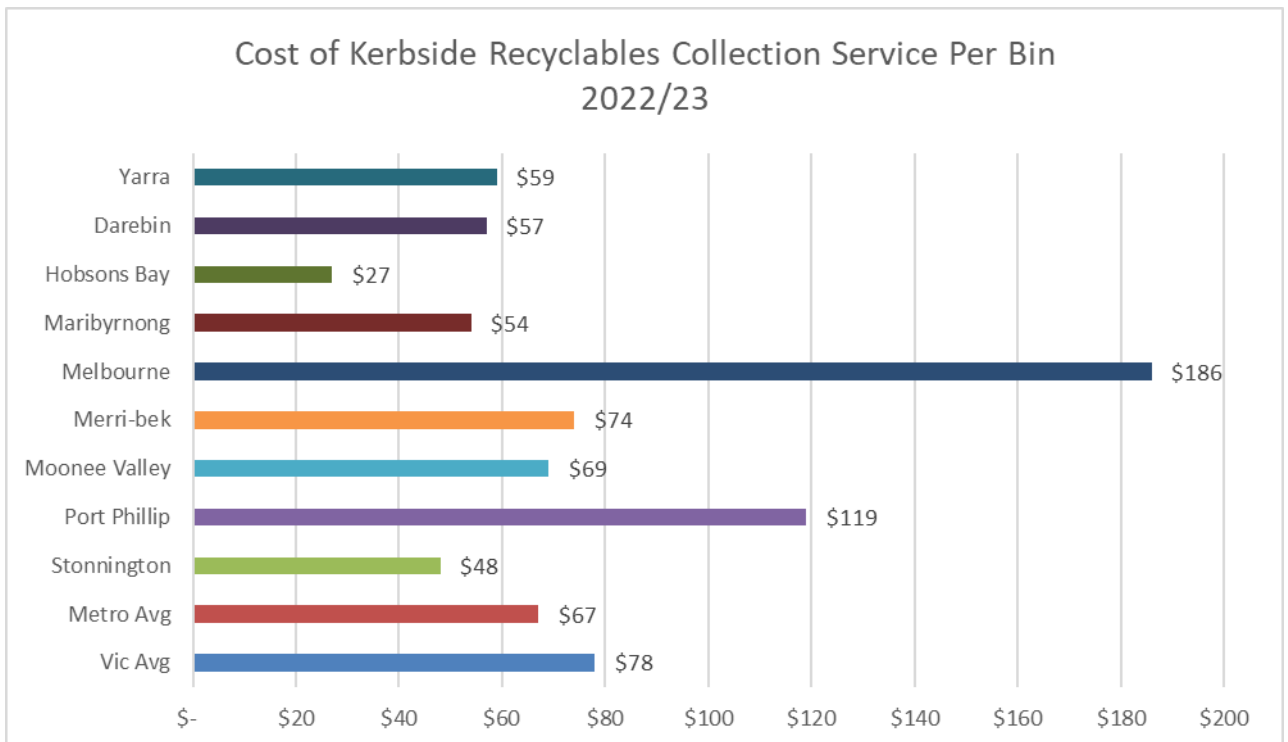
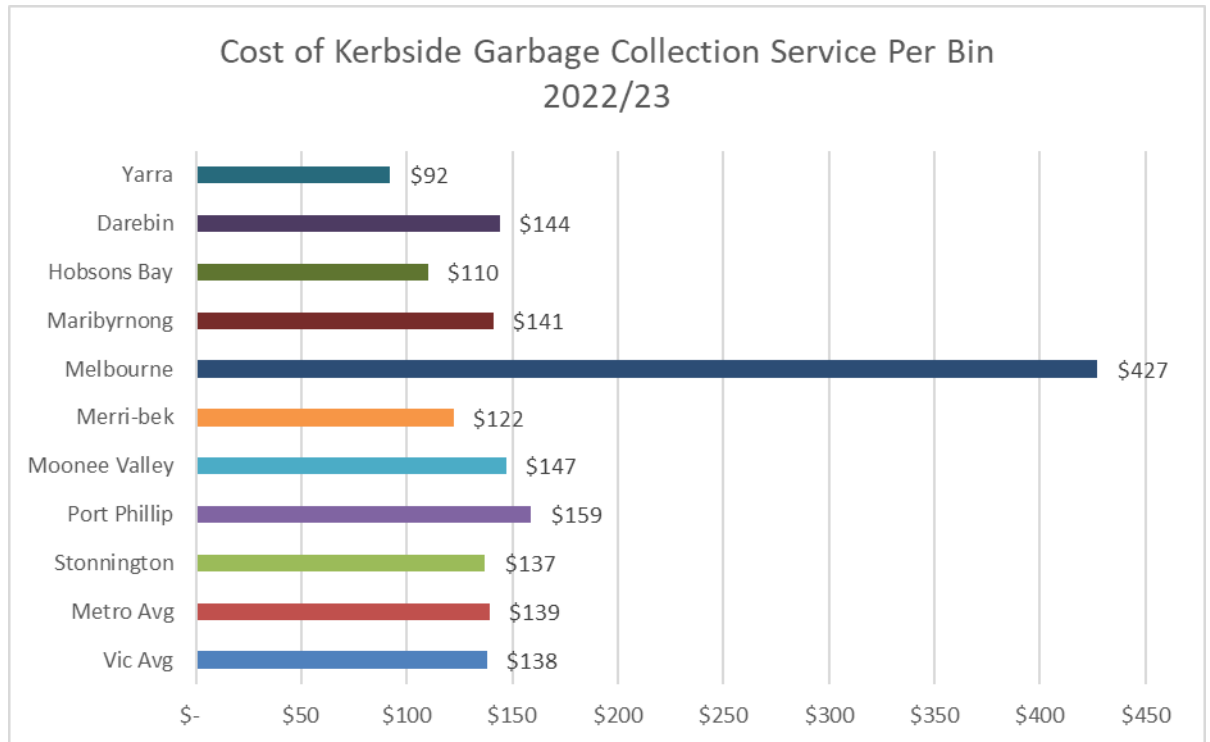
52. The draft Budget 2024/25 consultation was undertaken from Friday 12 April to Friday 10 May 2024.



53. The engagement approach including promotion to reach our diverse community included:
- (a) Online survey via the Your Say Yarra project page;
  - (b) Two in person 'pop-up' sessions with Bi-cultural Liaison Officers at relevant sessions, and hardcopy surveys available;
  - (c) Your Say Yarra email newsletter;
  - (d) News item via corporate website;
  - (e) Yarra Life newsletter;
  - (f) Yarra News;
  - (g) Digital Screens in customer service centres, libraries and leisure centres;
  - (h) Postcards (for pop-up sessions and at customer service centres);
  - (i) Social media;
  - (j) Hard copy surveys and postcards distributed to key Council locations;
  - (k) FAQs on Your Say Yarra project page; and
  - (l) Email to past budget participants.
54. On 3 June 2024, a Special Council Meeting to hear any person who wished to speak in support of written feedback to the draft Budget and draft Financial Plan was held. Twenty three submitters spoke to support their feedback.
55. A total of 266 community members provided feedback on the Draft Budget. Of note, 176 community members opposed the funding change for Neighbourhood Houses, 21 community members expressed support for active transport initiatives, 15 community members provided feedback in support of the funding for traffic calming and active transport measures for Miller Street, North Fitzroy and 17 community members requested reductions in Council costs.
56. A summary of the feedback received is provided at Attachment 3. In addition, Officers provide the following additional information in response to some of the feedback received.
- (a) *Waste services – Abbotsford Trial area collection:*
- The 2019 Abbotsford waste and recycling alternative collection schedule remains in place and provides weekly FOGO collections, fortnightly general waste collections, fortnightly mixed recycling collection and fortnightly glass collection (a total of 130 bin lifts per annum) for 1400 residents.
- The rest of the city currently has 104 bin lifts per annum (although this will change with the introduction of the universal FOGO service).
- There are some residents within the trial area that want a weekly general waste collection service but there are others who prefer the general waste collection service remains at fortnightly intervals.
- (b) *Waste costs:*
- Changes to Council's waste and recycling costs in the 2024/25 budget are largely as a result of the State Government mandated introduction of a new universal FOGO service.
- In 2020, the Victorian Government released Recycling Victoria; A new economy, a ten-year policy and action plan to reform the waste system and support the transition to a circular economy. The Circular Economy (Waste Reduction and Recycling) Act 2021 mandates that all Victorian Councils roll out new standard waste systems, most notably the introduction of a four-stream kerbside waste and recycling service, comprising rubbish, recycling, glass and food organics and green organics (FOGO). The new system also includes the standardisation of bin lid colours, bin material acceptance lists and education campaigns.

Whilst the State’s efforts to address systemic issues with the waste and recycling system and support the transition to a circular economy are strongly supported, the reality is that the cost of these reforms has a direct and significant impact on all Victorian local governments.

Notwithstanding the increasing cost of waste services, a comparison with other councils highlights the efficiency of Yarra’s kerbside waste services, as per the graphs below:



In the 2024/25 budget the kerbside waste rate has increased by 28% to \$15.200m but when combined with the public waste rate, a reduction of 7% to \$6.705m, the total waste rate increases by approximately 15%.

Most of the increase in kerbside cost in FY25 is a result of the State Government mandated introduction of the universal FOGO service – both the FOGO collection service and a separate FOGO processing service.

The increases to the landfill levy from the State Government are also substantial. Since 2019/20 the levy has increased by 106%. The table below shows the steadily increasing impact of the landfill levy on municipal waste costs.

Year	Landfill levy
2019/2020	\$64.30
2020/2021	\$65.90
2021/2022	\$105.90
2022/2023	\$125.90
2023/2024	\$129.27
2024/2025	\$132.76

(c) *Active transport initiatives:*

Council has proposed a capital works investment in active transport totalling \$2.14m. This includes funding for 17 individual projects under the new deal for schools, cycling and walking programs. In addition to this proposed investment, Council is planning to renew dozens of footpaths as part of a \$5.6m budget to upgrade civil assets throughout the city. \$964,000 is also proposed for pedestrian, vehicle and cycling safety works across 6 priority projects;

(d) *Cremorne:*

There are four projects proposed for 2024/25. These are:

- (i) Balmain/Cotter/Church St intersection upgrade - \$300,000;
- (ii) Balmain St Pedestrian Crossing Design (at Cherry Hill Hotel) - \$50,000;
- (iii) Electric to Balmain St Road and associated infrastructure renewal - \$103,000;
- (iv) Upgrade of Charles Evans Reserve - \$900,000;

(e) *Miller Street traffic – traffic calming works:*

A total of \$500,000 is included in the budget to deliver works in Miller Street;

(f) *Neighbourhood house funding:*

A large number of submissions were received regarding the impact of a budget oversight relating to the vital work of Neighbourhood Houses in supporting our community. Officers have recommended adjustments to the draft budget, to restore funding for Neighbourhood Houses to current FY24 funding levels and include an additional 2% increase. This information was conveyed to all neighbourhood houses on 8 May 2024;

(g) *Victoria Street 50-year celebration of migration:*

In October 2023, Council acknowledged the significant contribution of the Vietnamese and broader Asian community and businesses to Victoria Street’s cultural identity and the upcoming anniversaries.

The budget includes \$50,000 for the recognition of the 50-year anniversary and Officers have been progressing preparations for Council to host a celebratory event in August 2024 marking the 10 year anniversary of the Victoria St gate and the 50th anniversary of the Vietnamese community in Australia.

(h) *Clifton Hill Cricket Club:*

Council made a decision in 2014 to ensure the multi-use space at Ramsden Oval could be used by many and varied groups all year round. The cricket club's request to use it all year round may require a permanent structure to be built (the current nets are not designed for all-year round purposes). Officers would recommend community consultation prior to proceeding with this proposal;

(i) *Materials and services - consultancy costs:*

There is modest increase in consultants 2023/24 budget from \$5.360 23/24 to \$6.348m 24/25.

The budget allocates \$14.5m for information technology primarily related to the implementation of an Enterprise Resource Planning (ERP) technology system. (Refer to Note 4.1.8 in the budget document).

Materials and services also includes costs associated with contract services, utilities, insurances, building maintenance. All of these items are budgeted to rise in excess of CPI (and the rate cap);

(j) *Employee costs:*

Yarra City Council prides itself on providing high-quality services to our community. The majority of these services are provided in-house, rather than being outsourced, resulting in higher staffing numbers and in turn, costs, making comparisons with other Councils challenging.

The 24/25 budget does not include any increase in staffing numbers. The 2024/25 budgeted employee costs represents an increase of less than one per cent compared to forecast actuals in 2023/24;

(k) *Leisure fees:*

Council's Pricing Policy establishes a consistent and transparent approach to the setting of fees and charges for transactional services delivered by Council.

The pricing considers the community benefit, the needs and capacity to pay of particular user groups, the cost of running services, and reflects corporate and strategic objectives.

Yarra Leisure offers a 40% discount to eligible, means tested concession card holders. The 40% discount offered is greater than a significant number of comparable facilities that typically offer a 20% concession discount. Concession pricing is available to customers who can produce evidence of being on a means tested and/or government supported program. To receive a concession discount, you must have one of the following:

- (i) Health Care Card;
- (ii) Commonwealth Seniors Health Card;
- (iii) Pensioner Concession Card;
- (iv) Veterans' Affairs Pensioner Concession Card;
- (v) Veterans' Affairs Gold Card; and
- (vi) Carer Card (We Care),

Carers accompanying a person with disability are eligible for free entry on presentation of a Companion Card; and

(l) *Victorian First Peoples Assembly – Statewide and Local Treaties:*

The Victorian First Peoples Assembly will soon negotiate a statewide Treaty and will also empower Traditional Owner groups to negotiate local Treaties, as outlined by the Victoria Treaty Authority and other Treaty Elements Act 2022.

Officers recommend that \$200,000 be allocated in 24/25 to enable Council to take a leadership role, develop a plan and undertake respectful participation in advancing treaty negotiations with the Wurundjeri Corporation. This includes the potential to partner with Wurundjeri and neighbouring Councils.

## Policy analysis

### Alignment to Community Vision and Council Plan

57. Council adopted its first Community Vision on 20 July 2021, in accordance with the Local Government Act 2020. The Vision – Yarra 2036 - identifies the long-term aspirations and priorities of the community and provides a future lens to guide planning and decision making.
58. The Council Plan 2021-25, formally adopted on 19 October 2021 in accordance with the Local Government Act 2020, addresses Yarra 2036 Community Vision and outlines six Strategic Objectives, representing Council's direction for the next four years.
59. The Budget and Financial Plan incorporate the financial resources necessary to implement the Council Plan objectives and to work towards achieving the Community Vision over the next 10 years.
60. The 2021-25 Council Plan includes commitment on financial stewardship in strategy Objective 6:  
*'Manage our finances responsibly and improve long-term financial management planning.'*

### Climate emergency and sustainability implications

61. The Budget and the Financial Plan support Council's climate emergency and sustainability policies and objectives.

### Community and social implications

62. The Budget and Financial Plan places an emphasis on the delivery of services for our community. Council will continue to support vulnerable community members through its Hardship Policy and Pensioner Rebate.

### Economic development implications

63. Fees and charges have been drafted in consideration to the benefit and cost to users of services, business owners and residents and are reflective of Council's commitment to support and promote access and participation.

### Human rights and gender equality implications

64. A number of gender impact assessments (GIA) have been completed on projects and programs planned for delivery in 24/25. These GIAs include the new FOGO service, Collingwood Estate Gym operations, open space maintenance service, Brunswick St Oval Pavilion, Yambla Pavilion and building cleaning services. Further GIAs will be developed as projects and programs progress.

## Operational analysis

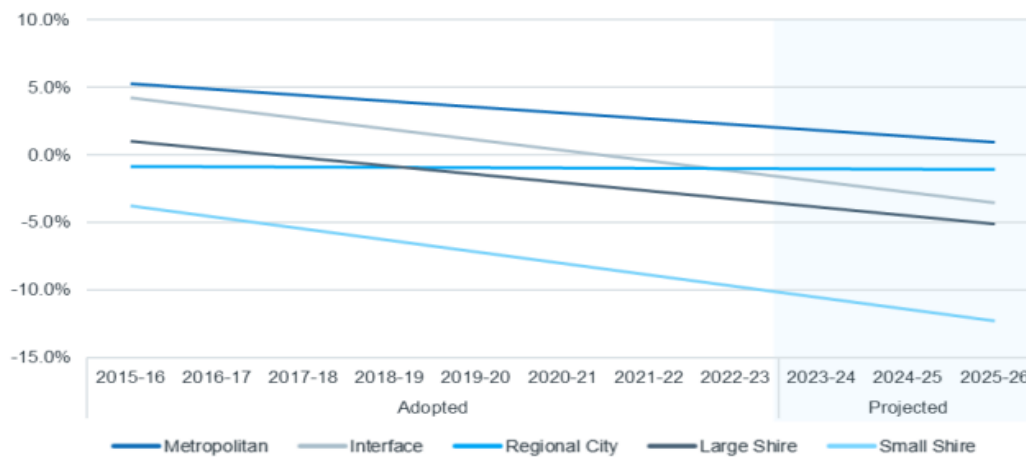
### Financial and resource impacts

65. The 2024/25 budget and Financial Plan documents have been prepared in accordance with Local Government Victoria (LGV) planning and reporting, the *Local Government Act 2020* (the Act) and Australian Accounting Standards.
66. 2024/25 will deliver constant changes to the economic landscape, compounding the challenges with no real reduction of the general level of prices (despite declining inflation) and significant increases to the cost of materials and services and labour.

67. A balanced 2024/25 budget has been achieved whilst still delivering on the Council Plan. This is despite Yarra continuing to experience external pressures from rate capping, Enterprise Agreement obligations, labour market pressures and increases to the costs of materials and services.
68. Ongoing efforts to ensure financial sustainability are critical. A recent Discussion Paper – Committee Inquiry into Local Government Funding and Services, outlines that Adjusted underlying results trends are deteriorating across the Local Government sector in Victoria. Refer to Table 1 below.

**Table 1 Local Government Sector Performance**

**Adjusted Underlying Result Ratio Trendlines**



69. Deteriorating adjusted underlying results result in less cash and are a direct result of the following:
- (a) Fees and charges not reflecting the cost to deliver services and capital works programs;
  - (b) Increasing costs from population growth - this is a major concern if the population growth exceeds predications in the Financial Plan and where there is population growth due to social housing increases;
  - (c) Cost shifting from state and federal government;
  - (d) Greater capital requirements to be identified through the asset plan and strategy objectives (including the high number of heritage buildings and ageing infrastructure);
  - (e) Capital works price increases, especially with supply chain challenges and inflation;
  - (f) Expenses increase at a higher rate than assumed in the Financial Plan (enterprise agreements, waste management, environmental sustainability, etc.);
  - (g) Historical underinvestment in information technology coupled with escalating Information technology costs;
  - (h) Pressure to expand service delivery, and
  - (i) Rate cap unaligned with inflation.

Legal Implications

70. The overarching objectives of the Act are to ensure councils adhere to sound financial practices, put in place long-term planning and effective risk management frameworks to support financial sustainability and achieve the best interests of the community, including future generations.
71. Section 9 (2) of the Local Government Act 2020 ("the Act") states: "...overarching governance principles include "the ongoing financial viability of the Council is to be ensured".

72. Section 101 of the Act provides for financial management principles, including 101 (b); "financial risks must be monitored and managed prudently having regards to economic circumstances."
73. Section 102 (1) states a Council must prepare and adopt financial policies that give effect to the financial management principles.

## Conclusion

67. Council has satisfied the legislative requirements of the process and is now in a position to adopt its Annual Budget 2024/2025 and Long Term Financial Plan 2024/2025 to 2033/34.
68. Any further changes resulting from the budget deliberation and resolution will be incorporated in the final version of the documents.

## RECOMMENDATION

1. That the Council, following a community engagement process conducted in accordance with its community engagement policy:
  - (a) notes that the Budget and Financial Plan are updated to reflect the April 2024 forecast;
  - (b) notes that the current Council Plan 2021-2025 and Yarra Vision 2036 was used to develop this Budget and Financial Plan;
  - (c) adopts the Budget 2024/2025 (shown as **Attachment One**) for the purpose of section 94 of the Local Government Act 2020 subject to any changes made via Council resolution, and
  - (d) adopts the Long Term Financial Plan 2024/2025 to 2033/2034 (shown as **Attachment Two**).
2. That Council declares the rates and charges, as per pages 44-47 of the budget document (**Attachment One**), of \$139.277m (or such greater amount as is lawfully levied as a consequence of this resolution) as the amount which Council intends to raise by General Rates and other charges, which is calculated as follows:

Category	\$000
General Rates	\$116,179
Public waste rate	\$6,705
Kerbside waste rate	\$15,215
Service rates and charges	\$55
Special rates and charges	\$143
Supplementary Rates and rate adjustments	\$1,000
Interest on rates and charges	\$400
Revenue in lieu of rates	\$40
Council Pension Rebate	(\$439)
Cultural & Recreational Lands and EPU's	(\$21)
<b>Total Rates and Charges</b>	<b>\$139,277</b>

3. That Council advises in respect to General Rates:
  - (a) a general rate be declared in respect of and for the entire duration of the 2024/25 financial year;

- (b) it further be declared that the general rate be raised by application of a uniform rate;
  - (c) a percentage of 0.033808137 be specified as the percentage of the uniform rate which may be alternatively expressed as 0.033808137 cents in the NAV dollar;
  - (d) it be confirmed that no amount is fixed as the minimum amount payable by way of a general rate in respect of each rateable property within the municipality; and
  - (e) the Council funded Pensioner Rate Rebate be declared at \$209.70 for 2024/25.
4. That Council:
- (a) declares no Municipal Charge in respect of the 2024/25 financial year;
  - (b) authorises the Chief Executive Officer to effect administrative and wording changes to the Annual Budget 2024/25 and Financial Plan 2024/25 to 2033/34, which may be required; and
  - (c) approve the following amendments to the Budget 2024/2025:
    - (i) increase to neighbourhood house funding - \$30,659;
    - (ii) transfer \$2.5m to the Risk Mitigation Reserve and \$2.5m to the Strategic Growth Reserve consistent with the adopted Financial Sustainability Strategy (if available at 30 June 2024); and
    - (iii) participation in advancing treaty negotiations with the Wurundjeri Corporation - \$200,000.

## Attachments

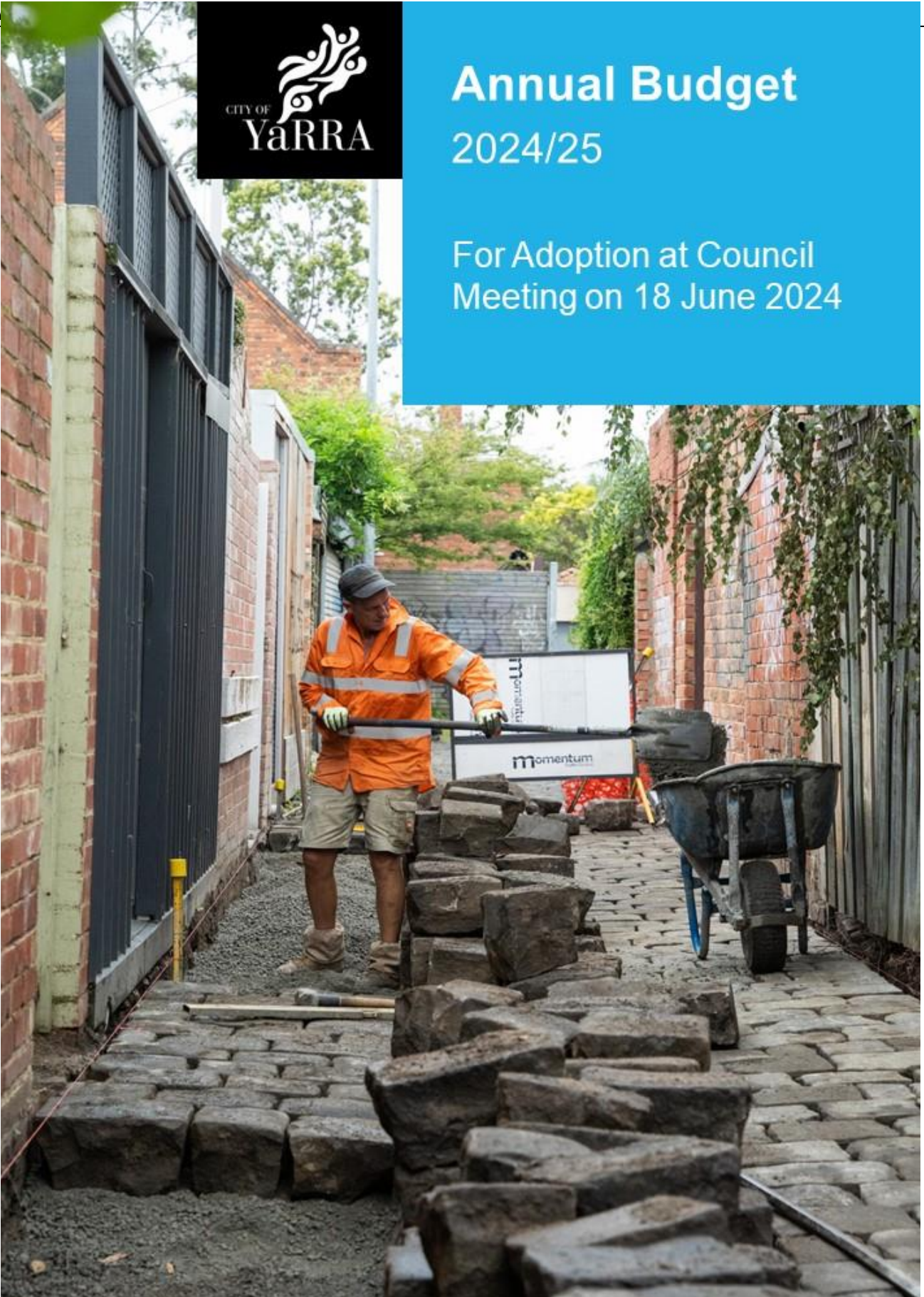
- [1](#) Attachment 1 - Budget 2024/25
- [2](#) Attachment 2 - Long Term Financial Plan 2024/25 to 2033/34
- [3](#) Attachment 3 - 2024-25 Draft Budget Community Engagement Report Summary





# Annual Budget 2024/25

For Adoption at Council  
Meeting on 18 June 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.

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## A message from the Mayor

I am proud to present the Budget for 2024/25 that delivers the essential services and infrastructure our community relies on, funds the priority projects our diverse community wants and needs, and works to future proof the financial sustainability of our great city so that we can continue delivering for our growing community.

Priority projects this year tackle the climate emergency, provide more open space where our community needs it most, focus on the future by investing in our children and young people, and deliver upgrades to our much-loved community sporting facilities.

To address the climate crisis and improve biodiversity, the Budget includes initiatives to protect those most at risk from the impacts of climate change and planting more trees to cool our city, improve biodiversity, and create habitat for native wildlife.

Active and sustainable transport are a focus with the New Deal for Walking, New Deal for Cycling and New Deal for Schools, which will see better pedestrian and cycling infrastructure across the city so people can travel more safely.

We're supporting people who are vulnerable or at risk through initiatives that address homelessness, promote inclusion and equity, and create stronger community connections through social programs and events. This includes trialing pop-up heatwave cooling relief centers during hot weather and support for the Yarra Zero program.

Council connections with community and involvement in decision making will be improved with a better digital customer experience and a deliberative engagement on the new Council Plan.

Despite significant financial challenges shared across the local government sector, including increases to the costs of delivering services and infrastructure and cost shifting from other levels of government, we have again taken great strides towards our goal of financial sustainability.

With smart investments, significant savings and careful, timely measures to reduce expenditure, we have made significant improvements to our long-term financial health, while meeting community needs and core service delivery.

I am pleased to say that in the 2024/25 Budget, we have delivered a \$15.7m surplus. This surplus will ensure we can invest in capital works for future growth, avoid unnecessary new borrowings, respond to unforeseen challenges and address emerging needs of our community.

Rates revenue will increase by 2.75% overall in line with the Victorian Government's rate cap and we will continue to support vulnerable community members through our Hardship Policy and Pensioner Rebate.

I am confident that this balanced and responsible Budget will deliver vital projects and initiatives for our community, and leave a lasting, positive impact on Council's long-term financial sustainability.

Highlights of the 2024/25 Budget include:

### **Addressing the climate emergency and protecting nature**

- Introducing the Food and Garden Organics (FOGO) service to turn food waste into compost, reduce emissions from landfill, and contribute to the circular economy.
- Implementing the new Climate Emergency Plan with a focus on protecting those most at risk from the impacts of climate change.
- Accelerating Yarra's Tree Planting program to cool our city, improve biodiversity, and create habitat for native wildlife.

- Electrifying Council assets, including commencing works to get Collingwood Leisure Centre off gas.

**Creating more open space including parks**

- Designing and delivering new open spaces through Council's Roads to Parks program in consultation with the community.
- Upgrading sporting facilities including Yambla Pavilion and Brunswick Street Oval.

**Building a stronger and safer city and transport network**

- Renewing critical infrastructure like roads, footpaths and kerbs including renewal of drains and re-lining of brick drains to mitigate flood risks.
- Improving walking and cycling infrastructure to create equitable, safer streets for people to move around, and encouraging uptake in sustainable transport with the New Deal for Walking, New Deal for Cycling and New Deal for Schools.

**Investing in our future through children and young people**

- Expanding kindergartens to accommodate free 3 and 4-year-old kinder under the State Government's reforms, including refurbishment and reactivation of the Atherton Gardens Kindergarten to accommodate 44 children.
- Providing empowering programs and activities for children and young people with a focus on members of culturally and linguistically diverse, at risk and hard-to-reach communities, including leadership training for the Yarra Youth Advocacy Group.

**Supporting people who are vulnerable or at risk**

- Trialing pop-up heatwave cooling relief centers during hot weather events for people experiencing homelessness, and people from other at-risk communities within the municipality.
- Supporting the Yarra Zero program that brings local service providers together to provide a coordinated and compassionate response to people who are sleeping rough and experiencing homelessness.

**Investing in new initiatives to improve Council connections with community**

- A deliberative engagement on the new Council Plan that will bring a representative panel of the Yarra community together to inform Council's plans for years to come.
- Improvements to digital capability for greater efficiency and a better customer experience.

**Keeping our vibrant city active and connected**

- Delivering the hugely successful Leaps and Bounds Music Festival for its 12th year to support our diverse arts community and stimulate the local economy in the winter months.
- Partnering and supporting Yarra's Neighborhood Houses, which offer responsive, local programs designed to empower, connect, and educate individuals and groups.

With our city's population set to almost double by 2041, these key projects have been carefully chosen to ensure they both meet the needs of our community now and respond to growing community demand, ensuring Yarra remains one of the best places to live, work and play.

I look forward to working with my fellow Councilors and the Yarra community on making these fantastic initiatives a reality

Mayor Edward Crossland  
Yarra City Council

## Executive Summary

Yarra City Council is committed to serving the best interests of our community and delivering value for rates. Council's Budget 2024/25 is informed by the Council Plan 2021-25, Community Vision 2036 and our Financial Sustainability Strategy.

Development of the Budget is guided by the Financial Management Principles in the *Local Government Act 2020 (the Act)*. These principles require the careful monitoring and management of financial risks, including those that arise from broader economic circumstances.

The Act also requires that Council considers the importance of both ongoing financial viability and the provision of services for future generations when considering financial matters.

The Budget 2024/25 has been prepared for the four-year period ending 30 June 2028. It is set within the Long-Term Financial Plan, which assists Council with adopting a Budget within a longer-term financial framework. The key objective of the Financial Plan is to maintain financial sustainability in the medium to long term, while still delivering on Council's strategic objectives.

Yarra City Council's Budget for 2024/25 is balanced and responsible, investing in our community's future and delivering a more liveable city, while taking great strides towards financial sustainability.

The local government sector continues to face significant financial pressures including rate capping and cost shifting. Continual changes to the economic landscape have compounded these challenges with no real reduction of the general level of prices (despite declining inflation) and significant increases to the cost of materials and services and labour. At the same time, Yarra's population is set to almost double by 2041, putting increasing pressure on services and infrastructure.

Delivering a balanced Budget for 2024/25 in the face of these significant challenges is a pleasing result largely achieved by improved efficiencies across all areas of Councils' operations and services.

We have cut expenditure, improved efficiencies and strengthened our focus on future proofing the organisation, including investing in new technology and holding spending on salaries and wages despite rising costs.

With smart investment and savings, we have delivered a surplus of \$15.7m. This surplus will ensure we can invest in capital works for future growth, avoid unnecessary new borrowing, respond to emergencies and address the emerging needs of our community.

General Rates revenue will increase by 2.75% overall in line with the Victorian Government's Fair Go Rates System (FGRS). We will continue to support vulnerable community members through our Hardship Policy and Pensioner Rebate.

While this is an excellent outcome, financial sustainability and Council's ability to provide for our community in the years to come, remains a key strategic risk.

The reality for the whole sector, is that increases in the price of services in real terms are significantly higher than the rate cap. This has been the case year on year since the rate cap system was introduced.

As part of our commitment to improve Council's financial health and ensure we are financially sustainable in the future, Council adopted a Financial Sustainability Strategy (FSS) in December 2023. The FSS looks at the predicted numbers in our Long-Term Financial Plan (LTFP) and identifies ways to address them. It also identifies reforms and provides direction on how to achieve a healthy long-term financial position.

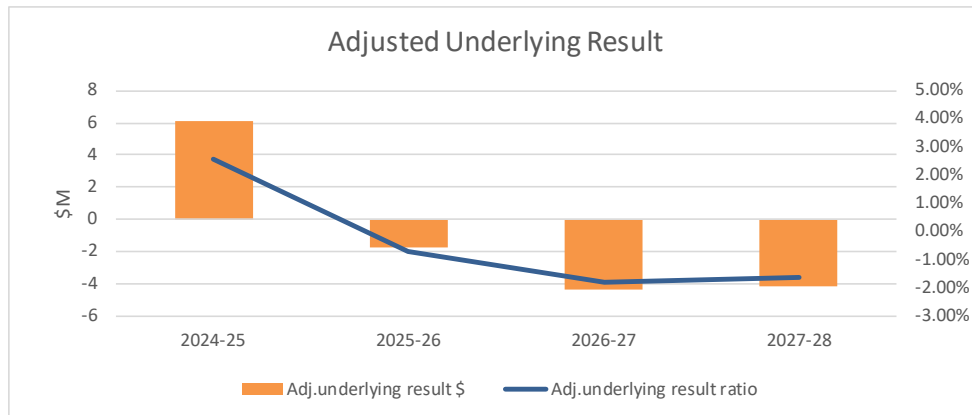
In the last 12 months, significant gains have already been made towards financial sustainability and Council is committed to the consistent focus required to ensure we can provide for our community now and into the future.

The 2024/25 Budget provides a significant opportunity to bring about lasting and positive change in the financial trajectory for Yarra City Council and the journey to financial sustainability.



1. Financial Sustainability

Adjusted Underlying Result



The adjusted underlying result is the surplus/deficit for the year adjusted for capital grants and contributions. This is a measure of financial sustainability, and the ongoing Adjusted Underlying Result provided a decline over the term of the Budget. This present outcome provides that Council will not generate sufficient cash to pay for capital works programs in the medium term unless the objectives and actions of the FSS are fully executed.

Cash

Insufficient ongoing Adjusted Underlying Results reduces cash available to fund capital work programs.

Whilst the budget presents high cash levels, (Refer to 3.4 Statement of Cash Flows – Cash and Cash equivalents at the end of the year) a significant portion is allocated to statutory reserves or allocated to capital works that is funded by a grant. The remaining cash levels are called unrestricted cash.

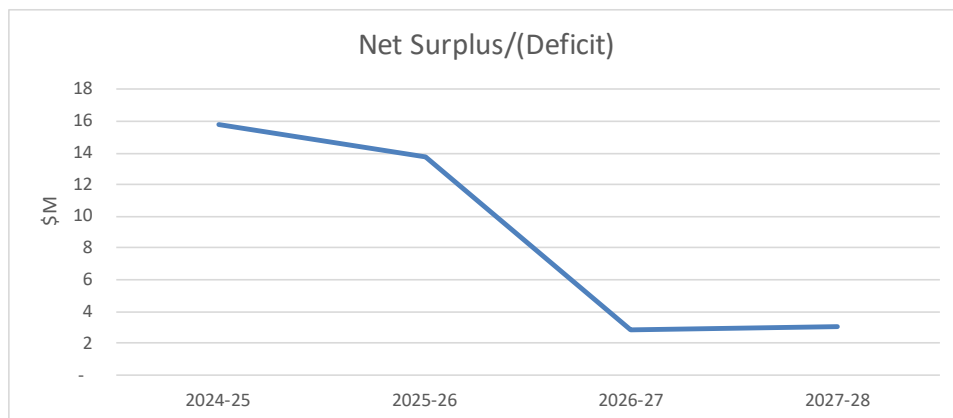
An example of a statutory reserve is the Open Space reserve, The open space reserve is an example of funds received from developers specifically set aside for future investment in open spaces within the municipality. The higher the level of unrestricted cash the more funding available to pay for roads, footpaths, parks and other open space assets and to repay borrowings.

Council has limited unrestricted cash and cash levels have been subsidised by borrowings and this places Council at significant financial risk of not delivering required services to the community in a sustainable manner.

Council must increase levels of unrestricted cash to ensure long-term financial sustainability and to continue to deliver the services and programs expected by the community. It is also important that community assets are maintained so that the cost does not become a burden for future ratepayers.

Council must also maintain an adequate amount of cash to meet the requirements of Council business, to ensure timely payment of all liabilities.

## 2. Operating Result



Council is not immune to global financial challenges, including higher inflation and rapidly rising costs.

In the face of these pressures, we've gone to work every day to provide essential support to our community – and we've reactivated Yarra City by setting a new pace and investing for growth.

Through continued disciplined financial management and prudent decision making, we are forecasting a consistent surplus in 2024/25.

Council will not have to borrow and instead focus on to continue to build a better Yarra City, create jobs and continue growing our economy.

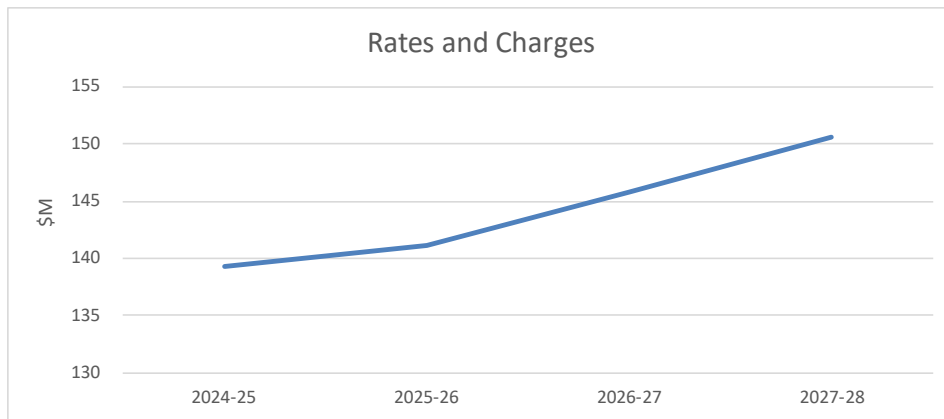
We have improved efficiencies and implemented cost-saving measures across our organisation. This will include investing in new technology.

The surplus for the 2024/25 budget is \$15.7m, and improvement from \$15.2m in 2023/24, despite experiencing higher costs due to increasingly challenging economic circumstances and sector wide legacy issues. This is a result of applying prudent costs saving measures whilst sustainably managing the price of services for the community.

Generating sufficient levels of surpluses is critical to fund our capital works and other programs in the future.

From 2026-27 there is a significant risk of reduced surpluses which will not generate sufficient cash flows to fund capital work programs.

### 3. Rates and Charges



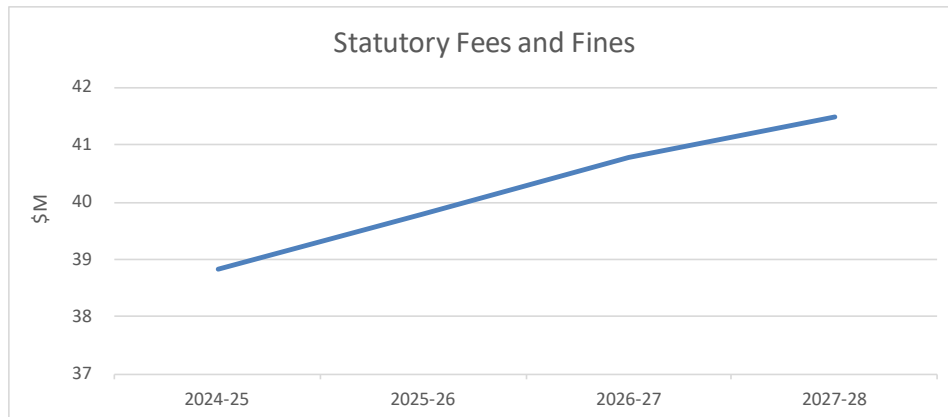
Rates are necessary to keep our city running. Our teams work around the clock to deliver essential services – from waste and recycling collections to road works and street cleaning, public health and safety, and keeping our parks and gardens in great shape for everyone to enjoy.

It is important to note, the actual rate increases experienced by individual ratepayers may differ from the 2.75% increase due to revaluations. Rate increases are impacted by the average rate increase (2.75%) and the property valuation increases (or decreases) of individual properties relative to the average across the municipality.

Any ratepayers experiencing financial hardship can apply for rate relief through the City of Yarra Rates Financial Hardship Policy.

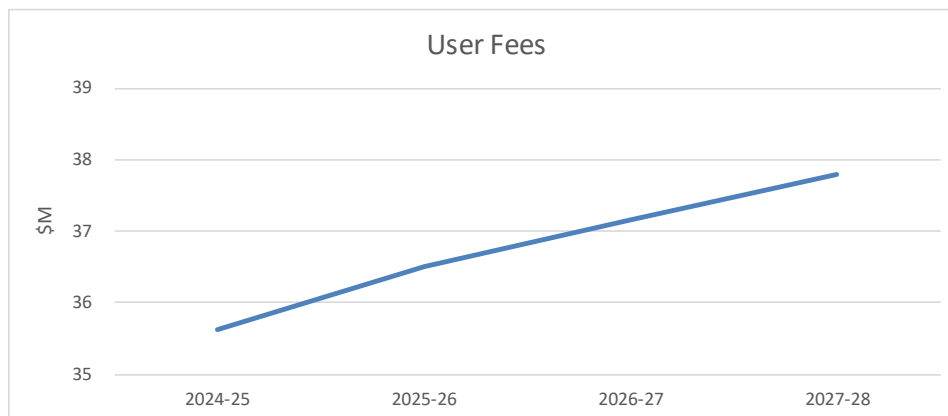
Total revenue from rates and charges is projected to be \$139.2m which incorporates the average rate increase of 2.75%. This is in line with the Fair Go Rates System (FGRS) which caps rates increase by Victorian councils for the 2024/25 financial year.

#### 4. Statutory Fees and Fines



Statutory Fees and Fines are established by legislation. Revenue from Statutory Fees and Fines for 2024-25 budget is expected to be \$38.8m.

#### 5. User Fees



Our Budget projects revenue of \$35.6 million in User fees and charges – an increase of only \$0.411 million or 1.2% (well below the rate cap of 2.75%) compared with 2023/24 budget.

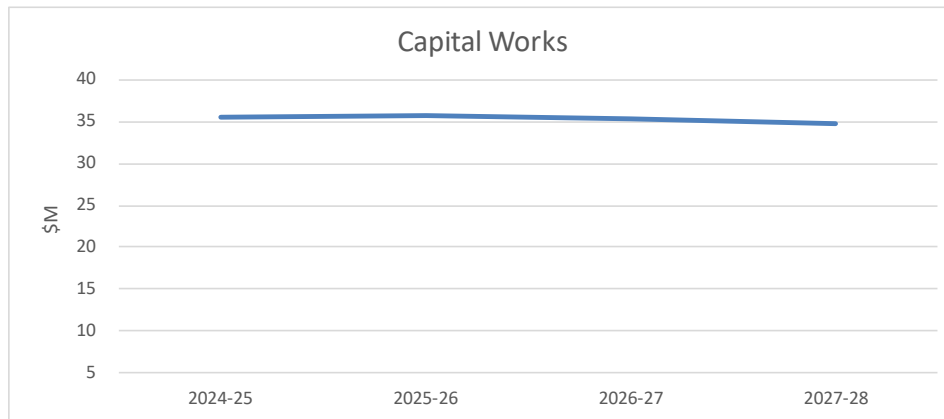
Yarra City Council is not proposing to introduce new user fees for 2024/25, in fact some fees were restructured or reclassified for simplification and improved customer experience. This is in addition to 135 (18%) of fees having no movement in price or were decreased or discontinued.

Officers reviewed fees and charges with the intention to:

- Continue to provide excellent service to the community;
- Align our products;
- Have consistency with fees and charges, and

- Have a logical decision-making process (including benchmarking with M9 councils) for any increases beyond CPI.

## 6. Capital Works



Council is pleased to provide a community focused budget in capital investment across the next four years. The proposed Capital Works Program (as detailed in section 4.5) is a comprehensive asset renewal, upgrade and new works program of \$35.5m. Capital works investment has been assessed on the basis of community need, deliverability and affordability.

## 7. Borrowing

Council borrowed \$32.5m in 2013/14 to settle the Vision Super unfunded defined benefit liability and fund major capital projects, including acquisition of 345 Bridge Road, Richmond. This borrowing was interest only and the full principal amount was refinanced in February 2022 through Treasury Corporation Victoria (a principal and interest facility) for a term of 10 years.

An additional loan of \$13.5 million was drawn down in 2016/17 to fund the construction of Bargoonga Nganjin, North Fitzroy Library. This loan is funded on a principal and interest basis and will be repaid in 2027.

The 2024/25 budget has been prudently developed to ensure no new borrowings are required, in fact borrowings have reduced from 2023/24 to 2024/25.

The implementation of the FSS assesses the capacity to repay borrowings earlier and also assess the need for borrowings over the medium to longer term. Should the principles of the FSS not be fully implemented, then the risk for borrowings to pay for operations costs will increase significantly and this is not preferred option of the FSS.

The FSS considers borrowing as a final option and when sources of funds are required for capital works only. While it is not always an optimum solution, because of the interest costs involved, it does have benefits. It matches the consumption of the asset with the future generations of the community using the asset. In order to be able to meet the infrastructure needs of a growing city Council will need to assess its level of borrowings over the next decade.

## Budget Influences

The Budget 2024/25 is based on a number of influences and assumptions, which are likely to impact funding for the delivery of services provided by Council.

The financial sustainability of local governments across Australia continues to be a challenge, with increasing community demand for services, population growth and rising costs associated with maintenance and renewal of ageing infrastructure.

Council commits to serving the best interests of the community and is driven to provide community value whilst remaining financially sustainable.

The 2021-25 Council Plan includes commitment on financial stewardship in strategy objective 6: 'Manage our finances responsibly and improve long-term financial management planning'.

Yarra city Council adopted a Financial Sustainability Strategy in December 2023 (FSS).

In summary, the FSS seeks to:

- reduce borrowings to ensure capacity for future years;
- establish and invest in new cash reserves for to enable future investment in community infrastructure and to address risk for unforeseen events;
- maintain Yarra's asset base at a standard that can service the needs of our community now and into the future;
- ensure new community infrastructure investment is informed by evidence of need and is undertaken in a financially sustainable manner with the right blend of renewals and new infrastructure;
- ensure the right level of services are provided to the community and effectively plan for future and changing community needs;
- optimise revenue generating assets (including property) and services;
- ensure user fees and charges reflect the true cost of service (that is, rates funding is not unreasonably subsidising services that provide private benefit);
- improve operational efficiencies through technology, process, procurement, and project planning and delivery improvements;
- take a careful and fiscally responsible approach towards the use of reserves for strategic property acquisitions and major projects that will provide intergenerational community benefit;
- strengthen Yarra's advocacy and partnerships to achieve a better share of, and weather the storm of declining, government grants and subsidies, and
- achieve an overall 'low-risk' rating on all Victorian Auditor General's (VAGO) financial sustainability indicators.

The four years represented within the Budget are 2024/25 through to 2027/28. In preparing the 2024/25 budget, a number of influences have been taken into consideration. These are outlined below:

The City of Yarra is a vibrant inner metropolitan municipality which is home to a diverse community.

- **Population Growth** – Drawing upon ABS data and other sources, id@ consulting estimates that as of 2023, the City of Yarra has an estimated resident population of 97,448 and 47,988 households. 2021 Census data: The average household size is 2.02 people compared with Greater Melbourne at 2.6. Half of these households (51%) rent their home which is well above the Greater Melbourne average (29%). Eight per cent of Yarra's residents live in social housing, well above the Greater Melbourne rate at 2.3%. Almost 4 in 10 Yarra households (38%) are in the highest income quartile earning over \$2,947 per week. Around 1 in 5 households (18.5%) are in the lowest quartile group earning up to \$881 per week. 29% of Yarra's residents were born overseas. By 2041, the population for the City of Yarra is forecast to increase to 149,137 residents.

- **Location** – Yarra's 19.5 square kilometres include the suburbs of: Abbotsford, Alphington (south of Heidelberg Road), Burnley, Carlton North, Clifton Hill, Collingwood, Cremorne, Fairfield (south of Heidelberg Road), Fitzroy, Fitzroy North, Princes Hill and Richmond.

Yarra City Council has the second highest population density in the state, has infrastructure and buildings generally older than those of most other Council's and has the largest number of heritage listed buildings in Victoria. Whilst recognising the impact of these challenges, Council is committed to continue with the delivery of high levels of community services and asset maintenance and upgrades.

- **Coronavirus** – COVID-19 - whilst COVID-19 significantly impacted Council's financial position, pre-existing budgetary structural issues have also contributed to Council's ability to generate adequate its own cash flow to fund community services, capital work programs and reduce debt levels.

Council does not generate enough annual surpluses to fully fund the wide service delivery model and the capital works program. Annual service reviews are ongoing to ensure services align to community benefit. Investment in capital programs will be informed by the asset plan and strategy and alignment with the Council Plan.

- **Rising inflation** - Expenses such as cost of construction materials, service contracts, utilities costs etc present a risk to Council's budget outcomes given the global and local impacts of events over the past four years and uncertainties with the future economic outlook.
- **Waste Disposal Costs** – The Environment Protection Agency (EPA) regulation has a sustained impact on Council with regards to compliance with existing and past landfills sites. Waste disposal costs are also impacted by industry changes such as levies and negotiation of contracts e.g. recycling sorting and acceptance.

The financial cost of waste and recycling services has risen dramatically. The State Government's circular economy plan, Recycling Victoria: A New Economy, includes positive measures to reduce waste and stimulate the local recycling industry but this comes at a cost. In accordance with the Plan, Council must provide a standardised kerbside service which includes a fourth bin for food and garden organic (FOGO) by 2030.

The rising costs to provide existing and mandated waste services to the community are also due to several factors, including:

(a) Market volatility due to limited players in processing and remanufacturing as well as end markets for the recycle product;

(b) yearly % increase of logistic contracts due to increased fuel and supply chain costs;

(c) increased landfill levy (90% over the last 3 years),

(d) any increase in service levels, additional services and/or innovation in embedding circular principles, and

(e) encouraging recycling and reducing contamination of recycling stream.

- **Cost shifting** - Cost shifting has been a major financial issue for many years and poses a risk on the ability for Council to deliver services and our financial sustainability. Cost-shifting occurs where local government provides a service to the community on behalf of the State and Federal Government. Over time the funds received by local government do not increase in line with real cost increases.

Cost shifting can occur in the following ways:

- (a) Provision of grant funding to commence a new service (and then withdrawing those funds at a later stage leaving Council to fully fund the service);
- (b) Inadequate growth or indexation of funding provided to services;
- (c) Legislative transfer of responsibilities to Local Government;
- (d) Removal of services at one level of Government leaving Local Government as the only service provider, and
- (e) Increasing the expectations of service delivery without a commensurate increase in grant funding.

Rate revenue is commonly used by councils to cover funding shortfalls and to meet increasing service demands, new government policy, rising costs and community expectations.

For example public libraries were originally funded 50:50 by State and local government. Victorian Government funding has since declined to just 17 per cent of public library operating costs, with councils now contributing 83 per cent of the total cost.

- **Enterprise Agreement (EA)** – The next EA is due to be completed by the end of 2025. The impacts of the new EA cannot be accurately predicted.
- **Superannuation** – Council has an ongoing obligation to fund any investment shortfalls in the Defined Benefits Scheme, which has been closed to new members since 1993. The last call on Local Government was in the 2012/13 financial year where Council was required to pay \$11.3m to top up its share of the Defined Benefits Scheme. The amount and timing of any liability is dependent on the global investment market. At present the actuarial ratios are at a level that additional calls from Local Government are not expected in the next 12 months.
- **Financial Assistance Grants** – The largest source of government funding to Council is through the annual Victorian Grants Commission allocation. The overall state allocation is determined by the Federal Financial Assistance Grant.
- **Capital Grant Funding** – Capital grant opportunities arise continually and council is proactive in seeking grant support for its projects and services. Only confirmed capital grants are included in the budget.
- **Rate Capping** – The Victorian State Government continues to apply a cap on rate increases. The cap for 2024/25 has been set at 2.75 %, lower than the current CPI of 3.5%. (*ABS Mar quarter 2024*)

Councils have limited sources of revenue to deliver on community needs with funding derived from:

- (a) Rates and charges; (b) Grants and contributions; (c) User fees and charges, and (d) Statutory fees and fines.

Rates are the most significant revenue source for Council and make up approximately 55 per cent of annual income. The ability for Council to levy rates is controlled by the Government's 'Fair Go Rating System' which provides that the Minister for Local Government will set an annual cap above which rates cannot be increased without the permission of the Essential Services Commission.

Since its inception, the 'Fair Go Rates System' has challenged all Victorian councils long-term financial sustainability and it continues to restrict local governments ability to raise revenue to maintain service delivery levels and invest in community assets.

In recent years, the Essential Services Commission has recommended that the rate cap be set equal to the CPI forecast. However, the CPI does not accurately reflect increases in costs faced by local councils, because they have a significantly different composition of expenditure compared to



households. Key council expenditures (wages, construction, utilities, etc.) required to provide council services and deliver infrastructure projects have been increasing faster than the CPI.

- **Supplementary Rates** – Supplementary rates are additional rates received after the budget is adopted each year, for the part of the year when a property value increases in value (e.g. due to improvements made or change in land class), or new residents become assessable. Importantly, supplementary rates recognises that new residents require services on the day they move into the municipality and Council is committed to providing these. Supplementary rates income is based on historical and forecast data and is set at anticipated levels. Supplementary rates become part of the general rates in the following year.
- **Development Contributions** – The rate of growth and flow of development contributions income depends on land sales and the desire of developers to construct new developments within the municipality. As Yarra's Development Contribution scheme commenced in early 2021, development contributions income is based on forecast data and is set at anticipated levels.

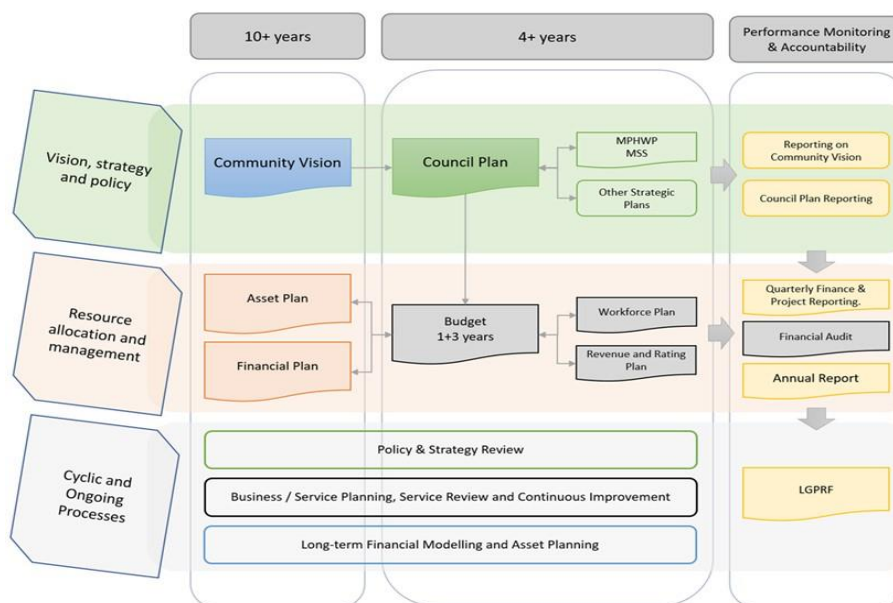
## Budget Reports

### 1.Link to the Integrated Strategic Planning and Reporting Framework

This section describes how the Budget links to the achievement of the Community Vision and Council Plan within an overall integrated strategic planning and reporting framework. This framework guides the Council in identifying community needs and aspirations over the long term (Community Vision and Financial Plan), medium term (Council Plan, Workforce Plan, and Revenue and Rating Plan) and short term (Budget) and then holding itself accountable (Annual Report).

#### 1.1. Legislative planning and accountability framework

The Budget is a rolling four-year plan that outlines the financial and non-financial resources that Council requires to achieve the strategic objectives described in the Council Plan. The diagram below depicts the integrated strategic planning and reporting framework that applies to local government in Victoria. At each stage of the integrated strategic planning and reporting framework there are opportunities for community and stakeholder input. This is important to ensure transparency and accountability to both residents and ratepayers.



Source: Department of Jobs, Precincts and Regions

The timing of each component of the integrated strategic planning and reporting framework is critical to the successful achievement of the planned outcomes. Councils planning and accountability framework

ensures integrated policy and strategy development to help plan and guide the municipality into the future.

## 1.2. Key planning considerations

### Service level planning

Although councils have a legal obligation to provide some services— such as animal management, local roads, food safety and statutory planning—most council services are not legally mandated, including some services closely associated with councils, such as libraries, building permits and sporting facilities. Further, over time, the needs and expectations of communities can change. Therefore, councils need to have robust processes for service planning and review to ensure all services and service levels offered continue to provide value for money and are in line with community expectations. In doing so, councils should engage with communities according to the Community Engagement Policy and Public Transparency Policy to determine how to prioritise resources and balance service provision against other responsibilities such as asset maintenance and capital works. Yarra City Council recently underwent a deliberative engagement process with a representative sample of community members to define service planning and review principles. These principles need to be considered when planning any services or changes to services.

## 1.3. Our purpose

### Our Vision

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

### Our values

We aim to achieve the greatest outcomes for the community through delivering our Council Plan and working with, and for, all in Yarra. Our values guide our conduct and working relationships with colleagues and the community.

#### Accountability

We own what we do and expect others to do as well.

#### Respect

We include all. Diversity is our strength.

#### Courage

We are intentional in our actions. We seek the brave path.

### 1.4. Strategic objectives

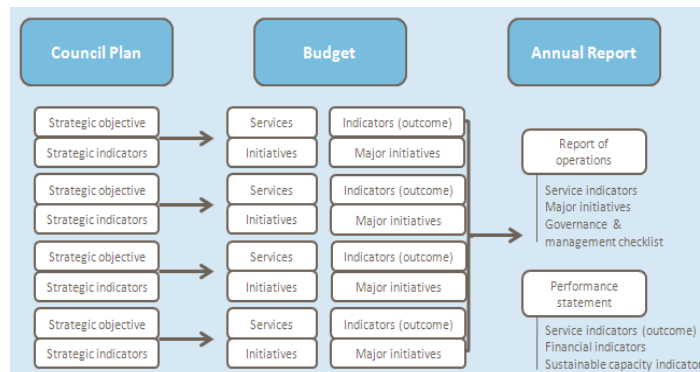
Council delivers services and initiatives across a number of Branches and Business Units. Each contributes to the achievement of one of the Strategic Objectives as set out in the Council Plan incorporating the Municipal Public Health and Wellbeing Plan for the years 2021-25.

The following table lists the six Strategic Objectives as described in the Council Plan 2021-25.

Strategic Objective	Description
1 Climate and environment	Yarra urgently mitigates climate change while also adapting to its impacts and developing resilience in everything we do. The community, business and industry are supported and encouraged to do the same.
2 Social equity and health	Yarra's people have equitable access and opportunities to participate in community life. They are empowered, safe and included.
3 Local economy	Yarra's neighbourhoods and major activity centres, nightlife and employment precincts are thriving, accessible and connected. They support and inspire diverse creative communities, cultural activities, businesses, and local employment.
4 Place and nature	Yarra's public places, streets and green open spaces bring our community together. They are planned to manage growth, protect our unique character and focus on people and nature.
5 Transport and movement	Yarra's transport network is sustainable and recognises that streets are important shared public spaces. Transport and movement is accessible, safe and well connected.
6 Democracy and governance	Yarra is smart, innovative and sustainable. Our decisions and advocacy are built on evidence and meaningful engagement. Good governance is at the heart of our processes and decision-making.

## 2. Services and service performance indicators

This section provides a description of the services and initiatives to be funded in the Budget for the 2024/25 year and how these will contribute to achieving the strategic objectives outlined in the Council Plan. It also describes several initiatives and service performance outcome indicators for key areas of Council's operations. Council is required by legislation to identify major initiatives, initiatives and service performance outcome indicators in the Budget and report against them in their Annual Report to support transparency and accountability. The relationship between these accountability requirements in the Council Plan, the Budget and the Annual Report is shown below



Source: Department of Jobs, Precincts and Regions

### 2.1. Strategic Objective 1 - Climate and environment

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

#### Services

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
Sustainability	<i>Inc</i>	112	400	265
Services	<i>Exp</i>	3,458	4,558	4,231
	<b>Surplus/(deficit)</b>	<b>(3,346)</b>	<b>(4,158)</b>	<b>(3,966)</b>

#### Description of services provided

Sustainability Services delivers overarching environment and sustainability policy, programs, engagement and communications, focused strongly on responding to the climate emergency.

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
City Works	<i>Inc</i>	18	67	4
	<i>Exp</i>	26,221	26,280	28,751
	<b>Surplus/(deficit)</b>	<b>(26,203)</b>	<b>(26,213)</b>	<b>(28,747)</b>

### Description of services provided

City Works oversees the delivery of all waste services, including waste minimisation.

#### Key Services:

- Waste minimisation and recycling services, policy and planning
- Cleansing Services
- Open space maintenance
- Biodiversity and Urban agriculture
- Fleet

### Major Initiatives - Climate and Environment

- 1) Collingwood Leisure Centre gas removal - (\$0.600m)
- 2) Accelerating Zero Carbon Homes - (\$0.150m)  
Continue to lead the strategic direction, project delivery, and engagement with residential sector to broad and specific household types and 'ownership' types in Yarra to take necessary action to reduce emissions and go all Electric
- 3) Accelerating Zero Carbon Business - (\$0.145m)  
Continue to lead the strategic direction, project delivery, and engagement for commercial and industrial entities in Yarra to reduce emissions and electrify.
- 4) Implementation of new Climate Emergency Strategy - (\$0.200m)
- 5) Implementation of actions identified in the new Climate Emergency Plan (due for Council endorsement mid-2024)

### Service Performance Outcome Indicators - Climate and Environment

Service	Indicator	2022/23 Actual	2023/24 Forecast	2024/25 Target
Waste management*	Waste diversion	33%	30%	34%

\* refer to table at end of section 2.6 for information on the calculation of Service Performance Outcome Indicators

## 2.2. Strategic Objective 2 – Social Equity and Health

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

### Services

Service area		2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Aboriginal Partnerships	<i>Inc</i>	-	-	-
	<i>Exp</i>	129	137	280
	<b>Surplus(deficit)</b>	<b>(129)</b>	<b>(137)</b>	<b>(280)</b>

### Description of services provided

Aboriginal Partnerships connects Yarra City Council to the Yana Ngargna Advisory Group, the Wurundjeri Woi Wurrung Corporation and the broader Aboriginal and Torres Strait Islander community,

brokering relationships and embedding Aboriginal community issues within Council policy, programs and practice.

*Key Services:*

- *Development and implementation of the Yana Ngargna Plan*
- *Support for Yana Ngargna Advisory Group and other networks*
- *Promotion and celebration of Aboriginal and Torres Strait Islander cultures*

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
Building and	<i>Inc</i>	1,626	2,096	1,607
Asset	<i>Exp</i>	8,121	8,308	7,465
Management				
	<b>Surplus/(deficit)</b>	<b>(6,495)</b>	<b>(6,212)</b>	<b>(5,858)</b>

**Description of services provided**

Building and Asset Management is responsible for Council's building assets as well as coordinating asset management and capital works planning and reporting activities across all of Council's asset classes.

*Key Services:*

- *Strategic Asset Management*
- *Capital Works planning, development, delivery, monitoring, and reporting*
- *Buildings and Facilities Maintenance*
- *Building Projects delivery*
- *Development Contribution Plan administration*

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
Aged and	<i>Inc</i>	3,871	4,310	4,575
Disability	<i>Exp</i>	5,871	5,673	6,865
	<b>Surplus/(deficit)</b>	<b>(2,001)</b>	<b>(1,364)</b>	<b>(2,290)</b>

**Description of services provided**

Aged and Disability Services provide a range of services to assist older adults and people with disabilities to live independently in their homes. The services include home care, personal care, home maintenance, social support groups, meals and social support to older people, younger people with disability and their carers. The Branch carries out community development and strategic planning roles to support the inclusion of older adults and people with disability in community life, through the renewal of our Access and Inclusion plan to ensure that Yarra is an inclusive and accessible community and a place where everyone can live well and the renewal of our commitments to Ageing Well in Yarra to enable people who are aged 50+ opportunities to actively participate and connect.

*Key Services:*

- *Delivering community care and social inclusion services*
- *Community Development*
- *Support for Older Persons Groups*
- *Strategy planning and development for Disability, Access and Inclusion and Active Ageing*
- *Community Transport*

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
Community	<i>Inc</i>	20	-	-
Development	<i>Exp</i>	3,339	3,545	3,942
	<b>Surplus/(deficit)</b>	<b>(3,319)</b>	<b>(3,545)</b>	<b>(3,942)</b>

#### Description of services provided

Community Development strengthens civic participation, social inclusion and cohesion and supports community groups and organisations through programs including Council's Community Grants Program, Neighbourhood Houses Partnership Strategy, Social Justice Charter, Homelessness & Rough Sleeping Engagement, Volunteering Strategy, Multicultural Partnerships Plan and Community Strengthening Policy Framework.

##### Key Services:

- Community capacity building initiatives
- Supports multicultural community networks
- Manages relationships and funding agreements with Neighbourhood Houses and community centres
- Grant making through management of Council's significant Community Grants Program
- Engagement with people experiencing homelessness and service coordination

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
Compliance	<i>Inc</i>	5,453	5,015	5,424
Services	<i>Exp</i>	6,868	6,902	7,035
	<b>Surplus/(deficit)</b>	<b>(1,415)</b>	<b>(1,887)</b>	<b>(1,611)</b>

#### Description of services provided

Compliance Services is responsible for a range of statutory enforcement services to maximise the health, safety and harmony of the City.

##### Key services:

- Animal Management
- Local Laws Enforcement
- School Crossing Management
- Temporary Liquor Licensing referrals
- Local Law permits
- Litter Enforcement
- Construction Enforcement
- Planning Enforcement
- Health Protection

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
Family, Youth and Children's	<i>Inc</i>	11,584	13,518	13,878
	<i>Exp</i>	20,231	20,797	20,611
	<b>Surplus/(deficit)</b>	<b>(8,647)</b>	<b>(7,279)</b>	<b>(6,733)</b>



**Description of services provided**

Family, Youth and Children's Services provide a diverse range of contemporary, affordable, responsive and accessible quality frontline services to children, young people and families aged 0-25 years and is also responsible for municipal wide planning for children and young people. Areas of key advocacy include: responding to the early year's reforms of increasing access to free three-Year-old kindergarten hours across Yarra including the refurbishment and re-activation of the new 44-place Atherton Gardens Kindergarten and provide specific programs/activities for young people aged from 12 to 25 years, which seek empower young people to have a greater voice through youth led and supported action.

*Key services:*

- *Early years services, including childcare and kindergarten*
- *Maternal & Child Health*
- *Family Support and Programs including maternal and child health*
- *Youth & Middle Years support programs*
- *Connie Benn Community Hub*

Service area		2022/23	2023/24	2024/25
		Actual	Forecast	Budget
		\$'000	\$'000	\$'000
Library Services	<i>Inc</i>	854	1,239	710
	<i>Exp</i>	6,355	6,349	6,732
	<b><i>Surplus/(deficit)</i></b>	<b>(5,501)</b>	<b>(5,109)</b>	<b>(6,022)</b>

**Description of services provided**

Library Services are provided through 5 branches located in Carlton, Collingwood, Fitzroy, North Fitzroy and Richmond including outreach programs. These enable community access to build life skills, connect through digital and physical channels and utilise collections, programs and partnership events that positively impact literacy, learning and creativity.

Service area		2022/23	2023/24	2024/25
		Actual	Forecast	Budget
		\$'000	\$'000	\$'000
Property and Leisure Services	<i>Inc</i>	11,647	11,094	12,269
	<i>Exp</i>	14,767	13,205	13,555
	<b><i>Surplus/(deficit)</i></b>	<b>(3,120)</b>	<b>(2,111)</b>	<b>(1,286)</b>

**Description of services provided**

Management of Council's property portfolio, three major leisure Services and aquatic facilities, a public golf course and a community gymnasium and provides a range of high quality facilities and programs that encourage participation from a broad cross section of the community. The branch is also responsible for developing and maintaining multiple sporting facilities, grounds and pavilions and Property Services.

*Key Services:*

- *Leisure Centres*
- *Burnley Golf Course*
- *Recreation planning, club development and sports field allocation*

Service area		2022/23	2023/24	2024/25
		Actual	Forecast	Budget
		\$'000	\$'000	\$'000
Social Strategy	<i>Inc</i>	10	39	-
	<i>Exp</i>	825	892	744
	<b>Surplus/(deficit)</b>	<b>(815)</b>	<b>(853)</b>	<b>(744)</b>

#### Description of services provided

Social Strategy has responsibility for developing and implementing strategies on public, social and affordable housing and homelessness, alcohol and other drugs, gambling, community safety and population health and wellbeing.

##### Key services:

- Social policy advice
- Strategic advocacy
- Qualitative and quantitative survey research
- Demography and population forecasts, social and health statistics
- Geospatial analysis
- Literature reviews

#### Major Initiatives – Social Equity and Health

- 1) Provide backbone and practical support to the Yarra Zero program, a collective and collaborative initiative addressing homelessness and rough sleeping in Yarra
- 2) With partner agencies, create a framework for improved data systems and collaborative models to promote public amenity, support individuals with complex needs who inject drugs, and promote community safety
- 3) Leveraging existing facilities and local services, trial pop-up heatwave cooling relief centres for people experiencing homelessness and people from other at-risk communities within the municipality, improving both safety and inclusion.
- 4) Yarra Youth Advocacy Group - (\$0.050m)  
To provide leadership training to the Yarra Youth Advocacy Group, and other interested young people to support their facilitation of community workshops on topics of relevance to the young people, including establishing youth entrepreneurship, youth justice and community safety

#### Service Performance Outcome Indicators - Social Equity and Health

Service	Indicator	2022/23 Actual	2023/24 Forecast	2024/25 Target
Animal Management*	Health and safety	100%	100%	100%
Aquatic Facilities*	Utilisation	7.0	7.0	7.0
Food Safety*	Health and safety	99%	100%	100%
Libraries	Participation	13.0	13.0	13.0
Maternal and Child Health*	Participation	92%	92%	92%
Maternal and Child Health*	Participation in the MCH service by Aboriginal children.	51%	51%	51%

\* refer to table at end of section 2.6 for information on the calculation of Service Performance Outcome Indicators

### 2.3. Strategic Objective 3 – Local Economy

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

#### Services

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
Arts, Culture and Venues	<i>Inc</i>	688	836	832
	<i>Exp</i>	5,122	4,228	3,482
	<b>Surplus/(deficit)</b>	<b>(4,434)</b>	<b>(3,393)</b>	<b>(2,650)</b>

#### Description of services provided

Arts, Culture and Venues facilitates creative, vibrant and connected communities through place making, community building, capacity building and direct service delivery.

##### Key services:

- Venues bookings
- Service delivery for the operation of three civic buildings and community spaces
- Events permits
- Parks and open spaces bookings
- Arts development
- Community arts
- Festivals and events
- Art and heritage collections
- Room to Create (creative spaces support) program
- Civic halls and events management

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
Economic Development	<i>Inc</i>	771	203	-
	<i>Exp</i>	1,453	1,335	1,128
	<b>Surplus/(deficit)</b>	<b>(683)</b>	<b>(1,133)</b>	<b>(1,128)</b>

#### Description of services provided

Economic Development develops programs to support Yarra’s economy and promote local businesses and key retail precincts.

##### Key Services:

- Providing advice, support, and services to local businesses
- Undertaking tourism and marketing programs
- Gleadell Street Market

**Major initiatives – Local Economy**

- 1) Implement the annual Leaps & Bounds Music Festival for its 12<sup>th</sup> year with a focus on supporting diverse artists and music workers, new programs, live music venues in Yarra and building audiences and local economy in the winter months when trade slows
- 2) Continued support for the Learning Bank Hub connecting with the Community in Victoria Street.
- 3) Commencement of the preparation of a Night Time Economy Strategy in partnership with adjacent Councils
- 4) Local Economy support, work with local trader groups and association to market and activate our commercial precincts

**Service Performance Outcome Indicators – Local Economy**

Service	Indicator	2022/23	2023/24	2024/25
		Actual	Forecast	Target
Governance*	Consultation and engagement	45%	50%	51%

\* refer to table at end of section 2.6 for information on the calculation of Service Performance Outcome Indicators

**2.4. Strategic Objective 4 – Place and Nature**

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

**Services**

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
Building Services	<i>Inc</i>	575	709	852
	<i>Exp</i>	1,875	2,242	2,281
	<b>Surplus/(deficit)</b>	<b>(1,300)</b>	<b>(1,532)</b>	<b>(1,429)</b>

**Description of services provided**

Building Services ensures the safety of the public in the built environment, maintains building permit documentation and fulfils Councils statutory functions under the Building Act.

Key services:

- Statutory Compliance for buildings and structures
- Building Customer Service
- Manage Combustible Cladding across the municipality

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
City Strategy	<i>Inc</i>	140	(80)	-
	<i>Exp</i>	3,427	3,708	4,412
	<b>Surplus/(deficit)</b>	<b>(3,287)</b>	<b>(3,788)</b>	<b>(4,412)</b>

**Description of services provided**

City Strategy plans for Yarra’s future growth, sustainability and liveability, guides the design of key public spaces and increases and improves Yarra’s open space network.

Key Services:

- Strategic Planning
- Urban Design and Place Making
- Open Space Planning and Design

Service area		2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Heritage	<i>Inc</i>	0	-	-
	<i>Exp</i>	311	268	252
	<b>Surplus/(deficit)</b>	<b>(310)</b>	<b>(268)</b>	<b>(252)</b>

**Description of services provided**

Heritage Services covers all aspects of cultural heritage and heritage places and includes sites, buildings (including interiors), landscapes, streets, laneways, objects, collections, documents and records of the City.

Key services:

- Providing strategic advice to Council
- Managing the Heritage Restoration Fund
- Heritage Strategy development and implementation
- Coordination of the Heritage Advisory Committee

Service area		2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Open Space	<i>Inc</i>	286	170	160
	<i>Exp</i>	7,169	7,734	7,633
	<b>Surplus/(deficit)</b>	<b>(6,882)</b>	<b>(7,564)</b>	<b>(7,473)</b>

**Description of services provided**

City Works oversees the delivery of all street cleaning, open space maintenance and urban agriculture.

Key Services:

- Street cleaning
- Open space maintenance
- Services improvement
- Biodiversity and Urban Agriculture

Service area		2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Statutory	<i>Inc</i>	7,842	7,627	8,144
	<i>Exp</i>	6,984	6,943	6,697
	<b>Surplus/(deficit)</b>	<b>857</b>	<b>684</b>	<b>1,448</b>

**Description of services provided**

Statutory Planning makes balanced and reasonable decisions about the use and development of land which give effect to state and local planning policies and manages change to respect the liveability of the city. These decisions are to be based on clear procedures, appropriate public participation and coordination with other Branches of Council and the policies and controls outlined with the Yarra Planning Scheme.

*Key Services:*

- *Planning Applications*
- *VCAT and Panel Hearings*
- *Advice on planning and specialist heritage and environmental sustainability issues*
- *Subdivision compliance*

**Major Initiatives - Place and Nature**

- 1) Brunswick Street Oval Project - Design and Year 1 partial construction of new sports pavilion - (\$1.000m)
- 2) Yambla Pavilion redesign and build - (\$1.000m)
- 3) Roseneath Street Clifton Hill; Flood mitigation works - (\$0.500m)
- 4) Charles Evans Reserve park upgrade, including playground - (\$0.900m)
- 5) Yambla Reserve renewal of Turf irrigation and drainage - (\$0.800m)
- 6) Improvements to public realm in activity centre, pavement, plantings, furniture, drainage, irrigation, civil works
- 7) Tree Planting Project - (\$0.500m)
- 8) Infill planting of new street and park trees
- 9) Ongoing development of land use and development controls across the municipality to appropriately manage growth. Continue to work with the State Government to gain approval for existing planning scheme amendments
- 10) Development of a Community Infrastructure Plan - (\$0.100m)
- 11) The Open Space Strategy identified a gap in open space in this precinct of Richmond, Allocation of (\$1.900m) for the construction of Charlotte Street Park
- 12) Streetscape Improvement - Corner of Gertrude and Brunswick Streets, northeast corner new public space - (\$0.600m)
- 13) Continued Design and Feasibility work including community engagement through 2024-25 for the establishment of two new open space areas within the road reserve - (\$0.480m)

**Service Performance Outcome Indicators – Place and Nature**

Service	Indicator	2022/23 Actual	2023/24 Forecast	2024/25 Target
Statutory Planning*	Service standard	46%	42%	44%

\* refer to table at end of section 2.6 for information on the calculation of Service Performance Outcome Indicators

## 2.5. Strategic Objective 5 - Transport and movement

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

### Services

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
Infrastructure, Traffic and Civil Engineering	<i>Inc</i>	7,150	7,951	7,912
	<i>Exp</i>	6,445	6,507	6,469
	<b>Surplus/(deficit)</b>	<b>705</b>	<b>1,444</b>	<b>1,443</b>

#### Description of services provided

Infrastructure, Traffic and Civil Engineering provides technical assessment, planning, community consultation, design and project management of all road infrastructure and development works throughout the municipality.

##### Key Services:

- Road Services
- Development and Civil Engineering
- Capital project delivery
- Drainage and Stormwater
- Traffic - including Local Area Place Making (LAPMs)
- Construction Management

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
Parking	<i>Inc</i>	35,712	38,235	38,831
	<i>Exp</i>	14,055	13,639	13,458
	<b>Surplus/(deficit)</b>	<b>21,657</b>	<b>24,596</b>	<b>25,374</b>

#### Description of services provided

Parking Services is responsible for a range of statutory enforcement services to maximise the safety, compliance and harmony of the city and for the management of limited parking resources.

##### Key Services:

- Parking Enforcement Program
- Processing Parking Infringements
- Parking Permit Scheme
- Prosecutions

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
Strategic Transport	<i>Inc</i>	102	227	-
	<i>Exp</i>	664	675	1,666
	<b>Surplus/(deficit)</b>	<b>(561)</b>	<b>(448)</b>	<b>(1,666)</b>

**Description of services provided**

Strategic Transport focuses on advocacy and policy and delivers cycling infrastructure projects.

*Key Services:*

- *Advocating for improved public transport services*
- *Improving bicycle infrastructure*
- *Developing initiatives to increase number of cyclists*
- *Delivering road safety projects for cyclists and pedestrians*

**Major Initiatives - Transport and Movement**

- 1) Road Safety - Miller Street - Slow point improvement construction - (\$0.500m)
- 2) Upgrade slow points with full width speed humps and bicycle cut throughs. Expands garden beds where applicable
- 3) New Deal for Cycling Spot Improvements (seed funding) - (\$0.470m)
- 4) Seed funding for projects to deliver options assessment, data collection, concept designs, initial service checking, evaluation, any consultation, and early approvals:
  - Nicholson/Victoria St Intersection Upgrade Design
  - Coppin St Intersection Upgrades
  - Elizabeth St Intersection Upgrades Design and Corridor Design
  - Johnson/Victoria St Intersection Upgrade
  - Langridge St Corridor Study
  - Wellington/Johnston Street (North) Intersection Upgrade
  - Balmain/Cotter/Church St Intersection Upgrade
  - Minor upgrades to the New Deal Network
  - Minor Upgrades to the Neighbourhood Network
- 5) New Deal for Walking Spot Improvements (seed funding) - (\$0.110m)
- 6) New Deal for Cycling corridor studies (\$0.300m):
  - Wellington Street (Clifton Hill) Stages 3 & 4
  - Johnson/Baker (Richmond) - Elizabeth Street extension; and
  - Coppin Street (Richmond)
- 7) Seed funding for projects to deliver;
  - Clifton Hill Bus Interchange Priority Crossing and Lighting Upgrade
  - New Deal for Walking Audit Study
- 8) Minor pedestrian upgrades design works
- 9) New Deal for Schools (seed funding) - (\$0.100m) Seed funding for projects to deliver the New Deal for Schools. Program development, evaluation, promotion and implementation.
- 10) Continuation of work on the Kerbside and Parking Strategy

**Service Performance Outcome Indicators – Transport and Movement**

Service	Indicator	2022/23 Actual	2023/24 Forecast	2024/25 Target
Roads*	Condition	97%	95%	94%

\* refer to table at end of section 2.6 for information on the calculation of Service Performance Outcome Indicators



## 2.6. Strategic Objective 6 - Democracy and Governance

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

### Services

Service area		2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Advocacy and Engagement	<i>Inc</i>	-	-	-
	<i>Exp</i>	3,370	3,956	3,533
	<b>Surplus/(deficit)</b>	<b>(3,370)</b>	<b>(3,956)</b>	<b>(3,533)</b>

#### Description of services provided

Advocacy and Engagement provides an end-to-end communications function (internal, external, media, brand, digital channels, civic events, brand management, marketing, graphic design, speeches, consultation).

#### Key Services:

- *Communications and engagement*
- *Digital communications and marketing*
- *Strategic advocacy*

Service area		2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Customer Service	<i>Inc</i>	-	-	-
	<i>Exp</i>	2,982	3,104	3,320
	<b>Surplus/(deficit)</b>	<b>(2,982)</b>	<b>(3,104)</b>	<b>(3,320)</b>

#### Description of services provided

The Customer Service Branch is responsible for engaging and assisting customers/community with information, issues and business transactions across all corporate channels.

#### Key Services:

- *Customer Service*
- *Customer Relationship Management system and Customer Experience Strategy*
- *Records management*

Service area		2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Corporate Planning and Performance	<i>Inc</i>	-	-	-
	<i>Exp</i>	884	360	414
	<b>Surplus/(deficit)</b>	<b>(884)</b>	<b>(360)</b>	<b>(414)</b>

#### Description of services provided

The Corporate Planning and Performance provides leadership and resources to support and enable the organisation to achieve Council's service delivery objectives, legislative requirements and strategic objectives. A key purpose of the Branch is to support Councillors and the community to develop their

long and medium term strategic direction, through the Community Vision and Council Plan, and achieve their stated goals and outcomes.

**Key Services:**

- Corporate planning and reporting
- Community Vision and Council Plan development
- Council Plan development, monitoring and implementation

Service area		2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Digital and Technology Services	<i>Inc</i>	-	-	-
	<i>Exp</i>	11,779	16,087	21,771
	<b>Surplus/(deficit)</b>	<b>(11,779)</b>	<b>(16,087)</b>	<b>(21,771)</b>

**Description of services provided**

Digital and Technology Services facilitates the acquisition, maintenance, retirement and usage of all information systems maintained or used by the operations and staff of the City of Yarra including fixed and mobile hardware, installed and cloud sourced software and telecommunications equipment.

**Key Services:**

- Business Analysis
- Support of business applications and process improvements
- Administration and maintenance of the IS Infrastructure
- Geospatial (GIS) Administration

Service area		2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Finance	<i>Inc</i>	4,614	1,944	3,435
	<i>Exp</i>	5,206	4,772	4,925
	<b>Surplus/(deficit)</b>	<b>(592)</b>	<b>(2,828)</b>	<b>(1,490)</b>

**Description of services provided**

The Finance Branch provides high quality financial services across Council, ensuring that robust systems and processes are in place to safeguard the integrity of Council's assets and to ensure the long-term financial sustainability of Council.

**Key Services:**

- Management Accounting
- Revenue Management
- Rates and Valuation Services
- Financial Accounting
- Financial Audit
- Contracts and Procurement

Service area		2022/23 Actual \$'000	2023/24 Forecast \$'000	2024/25 Budget \$'000
Governance and Integrity	<i>Inc</i>	1,375	1,470	1,526
	<i>Exp</i>	6,101	5,589	6,838
	<b>Surplus/(deficit)</b>	<b>(4,726)</b>	<b>(4,119)</b>	<b>(5,312)</b>

**Description of services provided**

Governance and Integrity includes the Governance and Support Office and the Office of Mayor and Councillors. It is responsible for a range of professional services to internal and external clients, with an emphasis on governance related issues including compliance, regulation, transparency probity and Internal Audit. It is also responsible for managing Councils property portfolio including leases, licences and management agreements. Internal Audit ensures the organisation has policies and procedures in place to manage its risks and engender confidence in our corporate governance. It is responsible for oversight of the organisation's Internal Audit Program and provides the Secretariat function for Council's Audit Committee.

**Key Services:**

- Council agendas and minutes
- Freedom of Information
- Internal ombudsman
- Mayor and Councillors Office
- Place naming
- Property Management
- Public Registers
- Management of Legal Services
- Audit Committee
- Internal Audit program

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
People and Culture	<i>Inc</i>	3	2	-
	<i>Exp</i>	3,676	3,533	3,521
	<b>Surplus/(deficit)</b>	<b>(3,673)</b>	<b>(3,532)</b>	<b>(3,521)</b>

**Description of services provided**

People and Culture work with leadership, individuals, teams and across the whole of Yarra to ensure that Yarra offers a safe, vibrant and inclusive culture where everyone can make a positive difference in our community. It also manages the employee lifecycle (this includes, on boarding and off boarding) and administering employee benefits whilst enabling the organisation to get the most out of their employees and enhance the overall employee experience.

**Key Services:**

- Diversity & Inclusion
- Safeguarding Children & Young People
- Culture & Organisational Development
- Leadership, Learning & Development
- HR Business Partnering
- Industrial Relations
- Payroll

Service area		2022/23	2023/24	2024/25
		Actual \$'000	Forecast \$'000	Budget \$'000
Risk and Safety	<i>Inc</i>	-	-	-
	<i>Exp</i>	3,386	3,614	4,265
	<b>Surplus/(deficit)</b>	<b>(3,386)</b>	<b>(3,614)</b>	<b>(4,265)</b>

**Description of services provided**

The Risk and Safety team provides both strategic and operational guidance, advice and resources to support and enable the organisation in minimising risk and safety exposure in Council's service delivery objectives, legislative requirements and strategic objectives.

*Key Services:*

- Risk Management
- Occupational Health and Safety
- Emergency Management

**Major Initiatives - Democracy and Governance**

- 1) VEC Council election - (\$0.600m)
- 2) Implementation of an Enterprise Resource Planning technology system
- 3) Deliberative Engagement for the new Council Plan and other plans/strategies as required by legislation

**Service Performance Outcome Indicators – Democracy and governance**

Service	Indicator	2022/23 Actual	2023/24 Forecast	2024/25 Target
Governance*	Satisfaction	45%	50%	51%

\* refer to table at end of section 2.6 for information on the calculation of Service Performance Outcome Indicators

**Summary of All Service Performance Outcome Indicators**

Service	Indicator	Performance Measure	Computation
Governance	Consultation and engagement	Satisfaction with community consultation and engagement. (Community satisfaction rating out of 100 with the consultation and engagement efforts of Council)	Community satisfaction rating out of 100 with how Council has performed on community consultation and engagement
Statutory planning	Service standard	Planning applications decided within required timeframes (percentage of regular and VicSmart planning application decisions made within legislated timeframes)	[Number of planning application decisions made within 60 days for regular permits and 10 days for VicSmart permits / Number of planning application decisions made] x100
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)	[Number of kilometres of sealed local roads below the renewal intervention level set by Council / Kilometres of sealed local roads] x100
Libraries	Participation	Library membership (Percentage of the population that are registered library members)	[Number of registered library members / Population] x100
Waste management	Waste diversion	Kerbside collection waste diverted from landfill. (Percentage of recyclables and green organics collected from kerbside bins that is 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
Aquatic Facilities	Utilisation	Utilisation of aquatic facilities. (Number of visits to aquatic facilities per head of population)	Number of visits to aquatic facilities / Population
Animal Management	Health and safety	Animal management prosecutions. (Percentage of animal management prosecutions which are successful)	Number of successful animal management prosecutions / Total number of animal management prosecutions
Food safety	Health and safety	Critical and major non-compliance outcome notifications. (Percentage of critical and major non-compliance outcome notifications that are followed up by Council)	[Number of critical non-compliance outcome notifications and major non-compliance outcome notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance outcome notifications about food premises] x100
Maternal and Child Health	Participation	Participation in the MCH service. (Percentage of children enrolled who participate in the MCH service)	[Number of children who attend the MCH service at least once (in the financial year) / Number of children enrolled in the MCH service] x100
		Participation in the MCH service by Aboriginal children. (Percentage of Aboriginal children enrolled who participate in the MCH service)	[Number of Aboriginal children who attend the MCH service at least once (in the financial year) / Number of Aboriginal children enrolled in the MCH service] x100

## 2.7. Reconciliation with budgeted operating result

	Surplus/ (Deficit) \$'000	Expenditure \$'000	Income / Revenue \$'000
Climate and environment	(32,713)	32,982	269
Social equity and health	(28,766)	67,229	38,463
Local economy	(3,777)	4,609	832
Place and nature	(12,118)	21,274	9,156
Transport and movement	25,150	21,593	46,744
Democracy and governance	(43,626)	48,587	4,961
<b>Total</b>	<b>(95,849)</b>	<b>196,274</b>	<b>100,425</b>
<b>Expenses added in:</b>			
Depreciation	(25,477)		
Amortisation - right of use assets	(1,298)		
Finance costs - Borrowings	(788)		
Finance costs - Leases	(185)		
Other Expenses	(6,908)		
<b>Surplus/(Deficit) before funding sources</b>	<b>(130,505)</b>		
<b>Funding sources added in:</b>			
Rates and charges revenue		117,357	
Waste charge revenue		21,920	
Capital Grants		2,764	
Other Income		4,207	
<b>Total funding sources</b>		<b>146,248</b>	
<b>Operating surplus/(deficit) for the year</b>			<b>15,743</b>

### 3. Financial Statements

This section presents information in regard to the Financial Statements and Statement of Human Resources. The budget information for the year 2024/25 has been supplemented with projections to 2027/28.

This section includes the following financial statements prepared in accordance with the Local Government Act 2020 and the Local Government (Planning and Reporting) Regulations 2020.

Comprehensive Income Statement

Balance Sheet

Statement of Changes in Equity

Statement of Cash Flows

Statement of Capital Works

Statement of Human Resources

## 3.1. Comprehensive Income Statement

For the four years ending 30 June 2028

NOTES	Forecast/ Actual	Budget	Projections			
	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000	
<b>Income / Revenue</b>						
Rates and charges	4.1.1	132,121	139,277	141,078	145,740	150,630
Statutory fees and fines	4.1.2	38,135	38,816	39,787	40,781	41,495
User fees	4.1.3	32,208	35,628	36,518	37,157	37,808
Grants - operating	4.1.4	18,159	18,751	19,220	19,701	20,045
Grants - capital	4.1.4	3,542	2,764	8,573	259	259
Contributions - monetary	4.1.5	7,320	6,879	6,925	6,974	7,008
Net gain (or loss) on disposal of property, infrastructure, plant and		584	260	50	50	50
Other income	4.1.6	6,424	4,298	2,721	2,744	2,760
<b>Total income / revenue</b>		<b>238,493</b>	<b>246,673</b>	<b>254,872</b>	<b>253,405</b>	<b>260,055</b>
<b>Expenses</b>						
Employee costs	4.1.7	102,443	103,263	109,181	113,081	116,468
Materials and services	4.1.8	82,006	94,983	97,751	100,665	102,113
Depreciation	4.1.9	25,578	25,477	27,189	28,900	30,611
Depreciation - right of use assets	4.1.10	1,215	1,298	1,409	1,418	1,418
Allowance for impairment losses		2,949	4,184	4,000	5,000	5,000
Borrowing costs		894	788	661	519	397
Finance costs - leases		160	185	185	215	141
Other expenses	4.1.12	730	752	771	791	820
<b>Total expenses</b>		<b>215,974</b>	<b>230,930</b>	<b>241,146</b>	<b>250,588</b>	<b>256,967</b>
<b>Surplus/(deficit) for the year</b>		<b>22,518</b>	<b>15,743</b>	<b>13,726</b>	<b>2,817</b>	<b>3,088</b>
<b>Other comprehensive income</b>						
<b>Items that will not be reclassified to surplus or deficit in future periods</b>						
Net asset revaluation gain /(loss)		-	-	77,585	-	81,251
<b>Total other comprehensive income</b>		<b>-</b>	<b>-</b>	<b>77,585</b>	<b>-</b>	<b>81,251</b>
<b>Total comprehensive result</b>		<b>22,518</b>	<b>15,743</b>	<b>91,311</b>	<b>2,817</b>	<b>84,339</b>



## 3.2. Balance Sheet

For the four years ending 30 June 2028

NOTES	Forecast	Budget	Projections			
	Actual 2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000	
<b>Assets</b>						
<b>Current assets</b>						
	104,805	105,993	100,913	92,387	83,727	
	24,666	24,829	27,040	27,669	28,329	
	2,148	2,148	2,148	2,148	2,148	
	147	147	147	147	147	
<b>Total current assets</b>	<b>4.2.1</b>	<b>131,766</b>	<b>133,116</b>	<b>130,247</b>	<b>122,350</b>	<b>114,351</b>
<b>Non-current assets</b>						
	5	5	5	5	5	
	1,929,633	1,939,629	2,025,240	2,031,275	2,116,212	
	4.2.4	3,483	2,292	1,459	41	4,064
<b>Total non-current assets</b>	<b>4.2.1</b>	<b>1,933,122</b>	<b>1,941,927</b>	<b>2,026,704</b>	<b>2,031,321</b>	<b>2,120,281</b>
<b>Total assets</b>		<b>2,064,888</b>	<b>2,075,043</b>	<b>2,156,951</b>	<b>2,153,671</b>	<b>2,234,632</b>
<b>Liabilities</b>						
<b>Current liabilities</b>						
	15,976	17,234	17,234	17,234	17,234	
	15,797	15,797	15,797	15,797	15,797	
	12,234	11,061	5,929	5,929	5,929	
	17,759	17,759	17,759	17,759	17,759	
	4.2.3	4,532	4,669	4,811	3,305	3,391
	4.2.4	1,140	1,177	1,434	1,523	1,492
<b>Total current liabilities</b>	<b>4.2.2</b>	<b>67,438</b>	<b>67,697</b>	<b>62,965</b>	<b>61,547</b>	<b>61,603</b>
<b>Non-current liabilities</b>						
	1,227	1,227	1,227	1,227	1,227	
	386	386	386	386	386	
	4.2.3	25,968	21,299	16,489	13,184	9,792
	4.2.4	2,455	1,279	1,417	43	-
<b>Total non-current liabilities</b>	<b>4.2.2</b>	<b>30,037</b>	<b>24,192</b>	<b>19,519</b>	<b>14,840</b>	<b>11,406</b>
<b>Total liabilities</b>		<b>97,476</b>	<b>91,888</b>	<b>82,484</b>	<b>76,387</b>	<b>73,009</b>
<b>Net assets</b>		<b>1,967,412</b>	<b>1,983,155</b>	<b>2,074,466</b>	<b>2,077,284</b>	<b>2,161,623</b>
<b>Equity</b>						
	694,767	710,547	724,273	727,091	730,179	
	1,272,645	1,272,608	1,350,193	1,350,193	1,431,444	
<b>Total equity</b>		<b>1,967,412</b>	<b>1,983,155</b>	<b>2,074,466</b>	<b>2,077,284</b>	<b>2,161,623</b>

## 3.3. Statement of Changes in Equity

For the four years ending 30 June 2028

	NOTES	Total \$'000	Accumulated Surplus \$'000	Revaluation Reserve \$'000	Other Reserves \$'000
<b>2024 Forecast Actual</b>					
Balance at beginning of the financial year		1,944,894	674,425	1,244,894	25,575
Surplus/(deficit) for the year		22,518	22,518	-	-
Net asset revaluation gain / (loss)		-	-	-	-
Transfers to other reserves		-	(4,800)	-	4,800
Transfers from other reserves		-	2,624	-	(2,624)
<b>Balance at end of the financial year</b>		<b>1,967,412</b>	<b>694,767</b>	<b>1,244,894</b>	<b>27,751</b>
<b>2025 Budget</b>					
Balance at beginning of the financial year		1,967,412	694,767	1,244,894	27,751
Surplus/(deficit) for the year		15,743	15,743	-	-
Net asset revaluation gain / (loss)		-	-	-	-
Transfers to other reserves	4.3.1	-	(5,000)	-	5,000
Transfers from other reserves	4.3.1	-	5,037	-	(5,037)
<b>Balance at end of the financial year</b>	4.3.2	<b>1,983,155</b>	<b>710,547</b>	<b>1,244,894</b>	<b>27,714</b>
<b>2026</b>					
Balance at beginning of the financial year		1,983,155	710,547	1,244,894	27,714
Surplus/(deficit) for the year		13,726	13,726	-	-
Net asset revaluation gain / (loss)		77,585	-	77,585	-
Transfers to other reserves		-	(5,000)	-	5,000
Transfers from other reserves		-	5,000	-	(5,000)
<b>Balance at end of the financial year</b>		<b>2,074,466</b>	<b>724,273</b>	<b>1,322,479</b>	<b>27,714</b>
<b>2027</b>					
Balance at beginning of the financial year		2,074,466	724,273	1,322,479	27,714
Surplus/(deficit) for the year		2,817	2,817	-	-
Net asset revaluation gain / (loss)		-	-	-	-
Transfers to other reserves		-	(5,000)	-	5,000
Transfers from other reserves		-	5,000	-	(5,000)
<b>Balance at end of the financial year</b>		<b>2,077,284</b>	<b>727,091</b>	<b>1,322,479</b>	<b>27,714</b>
<b>2028</b>					
Balance at beginning of the financial year		2,077,284	727,091	1,322,479	27,714
Surplus/(deficit) for the year		3,088	3,088	-	-
Net asset revaluation gain / (loss)		81,251	-	81,251	-
Transfers to other reserves		-	(5,000)	-	5,000
Transfers from other reserves		-	5,000	-	(5,000)
<b>Balance at end of the financial year</b>		<b>2,161,623</b>	<b>730,179</b>	<b>1,403,730</b>	<b>27,714</b>

### 3.4. Statement of Cash Flows

For the four years ending 30 June 2028

Notes	Forecast	Budget	Projections		
	Actual 2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000
	Inflows (Outflows)	<b>Inflows</b> <b>(Outflows)</b>	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)
<b>Cash flows from operating activities</b>					
Rates and charges	133,176	<b>139,114</b>	138,867	145,111	149,970
Statutory fees and fines	35,186	<b>34,633</b>	35,787	35,781	36,495
User fees	32,208	<b>35,628</b>	36,518	37,157	37,808
Grants - operating	17,372	<b>18,298</b>	16,654	19,701	20,045
Grants - capital	2,755	<b>2,311</b>	6,007	259	259
Contributions - monetary	7,320	<b>6,879</b>	6,925	6,974	7,008
Interest received	4,300	<b>3,400</b>	1,800	1,800	1,800
Other receipts	2,124	<b>898</b>	921	944	960
Employee costs	(102,443)	(103,263)	(109,181)	(113,081)	(116,468)
Materials and services	(73,218)	(93,725)	(97,751)	(100,665)	(102,113)
Other payments	(730)	(752)	(771)	(791)	(820)
<b>Net cash provided by/(used in) operating activities</b> 4.4.1	<b>58,050</b>	<b>43,419</b>	<b>35,777</b>	<b>33,191</b>	<b>34,945</b>
<b>Cash flows from investing activities</b>					
Payments for property, infrastructure, plant	(28,957)	(35,519)	(35,714)	(35,435)	(34,797)
Proceeds from sale of property,	770	305	550	550	550
<b>Net cash provided by/ (used in) investing activities</b> 4.4.2	<b>(28,187)</b>	<b>(35,214)</b>	<b>(35,164)</b>	<b>(34,885)</b>	<b>(34,247)</b>
<b>Cash flows from financing activities</b>					
Finance costs	(894)	(788)	(661)	(519)	(397)
Repayment of borrowings	(4,399)	(4,532)	(4,669)	(4,811)	(3,305)
Interest paid - lease liability	(160)	(185)	(185)	(215)	(141)
Repayment of lease liabilities	(1,124)	(1,246)	(179)	(1,286)	(5,515)
<b>Net cash provided by/(used in) financing activities</b> 4.4.3	<b>(6,577)</b>	<b>(6,751)</b>	<b>(5,694)</b>	<b>(6,831)</b>	<b>(9,357)</b>
Net increase/(decrease) in cash & cash equivalents	23,286	1,455	(5,081)	(8,526)	(8,660)
Cash and cash equivalents at the beginning of the financial year	81,124	104,410	105,864	100,784	92,258
<b>Cash and cash equivalents at the end of the financial year</b>	<b>104,410</b>	<b>105,864</b>	<b>100,784</b>	<b>92,258</b>	<b>83,599</b>

### 3.5. Statement of Capital Works

For the four years ending 30 June 2028

Notes	Forecast	Budget	Projections		
	Actual 2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000
<b>Property</b>					
Buildings	4,564	9,074	15,980	13,858	14,315
<b>Total buildings</b>	<u>4,564</u>	<u>9,074</u>	<u>15,980</u>	<u>13,858</u>	<u>14,315</u>
<b>Total property</b>	<u>4,564</u>	<u>9,074</u>	<u>15,980</u>	<u>13,858</u>	<u>14,315</u>
<b>Plant and equipment</b>					
Plant, machinery and equipment	412	940	690	690	690
Fixtures, fittings and furniture	191	165	135	285	140
Computers and telecommunications	323	1,440	1,342	1,400	1,325
Library books	600	600	600	600	600
<b>Total plant and equipment</b>	<u>1,526</u>	<u>3,145</u>	<u>2,767</u>	<u>2,975</u>	<u>2,755</u>
<b>Infrastructure</b>					
Roads	6,856	7,971	4,425	4,295	4,800
Bridges	-	-	-	150	150
Footpaths and cycleways	1,511	-	2,000	2,000	2,000
Drainage	2,495	4,000	3,500	3,500	3,500
Waste management	1,702	250	200	200	200
Parks, open space and streetscapes	7,465	7,930	4,945	6,790	5,480
Other infrastructure	2,836	3,149	1,897	1,667	1,597
<b>Total infrastructure</b>	<u>22,867</u>	<u>23,300</u>	<u>16,967</u>	<u>18,602</u>	<u>17,727</u>
<b>Total capital works expenditure 4.5.1</b>	<u>28,957</u>	<u>35,519</u>	<u>35,714</u>	<u>35,435</u>	<u>34,797</u>
<b>Represented by:</b>					
New asset expenditure	8,261	7,318	12,165	10,850	5,312
Asset renewal expenditure	19,322	18,992	15,299	15,090	15,215
Asset upgrade expenditure	1,374	9,209	8,250	9,495	14,270
<b>Total capital works expenditure 4.5.1</b>	<u>28,957</u>	<u>35,519</u>	<u>35,714</u>	<u>35,435</u>	<u>34,797</u>
<b>Funding sources represented by:</b>					
Grants	3,542	2,764	8,573	259	259
Contributions	2,624	5,037	5,000	5,000	5,000
Council cash	22,791	27,718	22,141	30,176	29,538
<b>Total capital works expenditure 4.5.1</b>	<u>28,957</u>	<u>35,519</u>	<u>35,714</u>	<u>35,435</u>	<u>34,797</u>

### 3.6. Statement of Human Resources

For the four years ending 30 June 2028

	Forecast	Budget	Projections		
	Actual	2024/25	2025/26	2026/27	2027/28
	2023/24	2024/25	2025/26	2026/27	2027/28
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Staff expenditure</b>					
Employee costs - operating	103,580	105,063	111,044	115,009	118,463
Employee costs - capital	(1,137)	(1,800)	(1,863)	(1,928)	(1,996)
<b>Total staff expenditure</b>	<b>102,443</b>	<b>103,263</b>	<b>109,181</b>	<b>113,081</b>	<b>116,468</b>
	FTE	FTE	FTE	FTE	FTE
<b>Staff numbers</b>					
Employees	932.0	896.2	896.2	896.2	896.2
Employee - Capital	(12.7)	(19.1)	(19.1)	(19.1)	(19.1)
<b>Total staff numbers</b>	<b>919.3</b>	<b>877.1</b>	<b>877.1</b>	<b>877.1</b>	<b>877.1</b>

A summary of human resources expenditure categorised according to the organisational structure of Council is included below:

Department	Budget 2024/25 \$'000	Comprises			
		Permanent		Casual	Temporary
		Full Time	Part time		
	\$'000	\$'000	\$'000	\$'000	\$'000
Chief Executive Office	627	627	-	-	-
Corporate Services and Transformation	13,065	12,503	414	-	148
City Sustainability and Strategy	22,744	20,014	1,903	710	113
Community Strengthening	31,871	21,257	8,893	1,370	341
Infrastructure and Environment	28,233	22,493	1,686	3,909	70
Governance, Communications and Customer Service	7,104	6,115	885	104	-
<b>Total permanent staff expenditure</b>	<b>103,643</b>	<b>83,010</b>	<b>13,781</b>	<b>6,093</b>	<b>672</b>
Other employee related expenditure	1,420				
Capitalised labour costs	(1,800)	(1,800)			
<b>Total expenditure</b>	<b>103,263</b>	<b>81,210</b>	<b>13,781</b>	<b>6,093</b>	<b>672</b>

A summary of the number of full time equivalent (FTE) Council staff in relation to the above expenditure is included below:

Department	Budget 2024/25	Permanent			
		Full Time	Part time	Casual	Temporary
Chief Executive Office	2.0	2.0	-	-	-
Corporate Services and Transformation	94.2	89.0	3.4	-	1.8
City Sustainability and Strategy	183.0	155.0	19.1	7.0	2.0
Community Strengthening	302.8	196.8	88.4	13.2	4.3
Infrastructure and Environment	235.2	191.0	19.4	41.9	2.0
Governance, Communications and Customer Service	59.9	49.0	9.9	1.0	-
<b>Total staff</b>	<b>877.1</b>	<b>682.8</b>	<b>140.3</b>	<b>63.1</b>	<b>10.1</b>

## Summary of Planned Human Resources Expenditure

For the four years ending 30 June 2028

	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000
<b>Chief Executive Office</b>				
<b>Permanent - Full time</b>	<b>627</b>	<b>663</b>	<b>687</b>	<b>708</b>
Women	627	663	687	708
Men	-	-	-	-
Persons of self-described gender	-	-	-	-
<b>Permanent - Part time</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Women	-	-	-	-
Men	-	-	-	-
Persons of self-described gender	-	-	-	-
<b>Total Chief Executive Office</b>	<b>627</b>	<b>663</b>	<b>687</b>	<b>708</b>
<b>Corporate Services and Transformation</b>				
<b>Permanent - Full time</b>	<b>11,171</b>	<b>11,811</b>	<b>12,233</b>	<b>12,599</b>
Women	5,668	5,993	6,207	6,393
Men	5,503	5,818	6,026	6,206
Persons of self-described gender	-	-	-	-
<b>Permanent - Part time</b>	<b>315</b>	<b>334</b>	<b>345</b>	<b>356</b>
Women	315	334	345	356
Men	-	-	-	-
Persons of self-described gender	-	-	-	-
<b>Total Corporate Services and Transformation</b>	<b>11,486</b>	<b>12,144</b>	<b>12,578</b>	<b>12,955</b>
<b>City Sustainability and Strategy</b>				
<b>Permanent - Full time</b>	<b>18,838</b>	<b>19,918</b>	<b>20,629</b>	<b>21,247</b>
Women	8,591	9,083	9,408	9,689
Men	10,248	10,835	11,222	11,558
Persons of self-described gender	-	-	-	-
<b>Permanent - Part time</b>	<b>1,477</b>	<b>1,562</b>	<b>1,618</b>	<b>1,666</b>
Women	741	784	812	836
Men	736	778	806	830
Persons of self-described gender	-	-	-	-
<b>Total City Sustainability and Strategy</b>	<b>20,316</b>	<b>21,480</b>	<b>22,247</b>	<b>22,913</b>
<b>Community Strengthening</b>				
<b>Permanent - Full time</b>	<b>18,531</b>	<b>19,593</b>	<b>20,293</b>	<b>20,900</b>
Women	14,278	15,096	15,635	16,103
Men	4,253	4,497	4,657	4,797
Persons of self-described gender	-	-	-	-
<b>Permanent - Part time</b>	<b>7,459</b>	<b>7,887</b>	<b>8,169</b>	<b>8,413</b>
Women	6,532	6,906	7,153	7,367
Men	928	981	1,016	1,046
Persons of self-described gender	-	-	-	-
<b>Total Community Strengthening</b>	<b>25,990</b>	<b>27,480</b>	<b>28,461</b>	<b>29,314</b>
<b>Infrastructure and Environment</b>				
<b>Permanent - Full time</b>	<b>20,598</b>	<b>21,778</b>	<b>22,556</b>	<b>23,231</b>
Women	5,875	6,212	6,434	6,627
Men	14,722	15,566	16,122	16,605
Persons of self-described gender	-	-	-	-
<b>Permanent - Part time</b>	<b>1,025</b>	<b>1,083</b>	<b>1,122</b>	<b>1,156</b>
Women	731	773	800	824
Men	294	311	322	331
Persons of self-described gender	-	-	-	-
<b>Total Infrastructure and Environment</b>	<b>21,622</b>	<b>22,861</b>	<b>23,678</b>	<b>24,387</b>
<b>Governance, Communications and Customer Service</b>				
<b>Permanent - Full time</b>	<b>5,404</b>	<b>5,713</b>	<b>5,918</b>	<b>6,095</b>
Women	4,075	4,309	4,463	4,596
Men	1,329	1,405	1,455	1,499
Persons of self-described gender	-	-	-	-
<b>Permanent - Part time</b>	<b>885</b>	<b>936</b>	<b>969</b>	<b>998</b>
Women	558	590	611	629
Men	327	346	358	369
Persons of self-described gender	-	-	-	-
<b>Total Governance, Communications and Customer S</b>	<b>6,289</b>	<b>6,649</b>	<b>6,886</b>	<b>7,093</b>
<b>Casuals, temporary and other expenditure</b>	<b>18,733</b>	<b>19,766</b>	<b>20,471</b>	<b>21,094</b>
<b>Capitalised labour costs</b>	<b>(1,800)</b>	<b>(1,863)</b>	<b>(1,928)</b>	<b>(1,996)</b>
<b>Total staff expenditure</b>	<b>103,263</b>	<b>109,181</b>	<b>113,081</b>	<b>116,468</b>

	2024/25	2025/26	2026/27	2027/28
	FTE	FTE	FTE	FTE
<b>Chief Executive Office</b>				
<b>Permanent - Full time</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>
Women	2.0	2.0	2.0	2.0
Men	0.0	0.0	0.0	0.0
Persons of self-described gender	0.0	0.0	0.0	0.0
<b>Permanent - Part time</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Women	0.0	0.0	0.0	0.0
Men	0.0	0.0	0.0	0.0
Persons of self-described gender	0.0	0.0	0.0	0.0
<b>Total Chief Executive Office</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>
<b>Corporate Services and Transformation</b>				
<b>Permanent - Full time</b>	<b>79.0</b>	<b>79.0</b>	<b>79.0</b>	<b>79.0</b>
Women	39.0	39.0	39.0	39.0
Men	40.0	40.0	40.0	40.0
Persons of self-described gender	0.0	0.0	0.0	0.0
<b>Permanent - Part time</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>
Women	2.6	2.6	2.6	2.6
Men	0.0	0.0	0.0	0.0
Persons of self-described gender	0.0	0.0	0.0	0.0
<b>Total Corporate Services and Transformation</b>	<b>81.6</b>	<b>81.6</b>	<b>81.6</b>	<b>81.6</b>
<b>City Sustainability and Strategy</b>				
<b>Permanent - Full time</b>	<b>145.0</b>	<b>145.0</b>	<b>145.0</b>	<b>145.0</b>
Women	66.0	66.0	66.0	66.0
Men	79.0	79.0	79.0	79.0
Persons of self-described gender	0.0	0.0	0.0	0.0
<b>Permanent - Part time</b>	<b>14.4</b>	<b>14.4</b>	<b>14.4</b>	<b>14.4</b>
Women	6.6	6.6	6.6	6.6
Men	7.8	7.8	7.8	7.8
Persons of self-described gender	0.0	0.0	0.0	0.0
<b>Total City Sustainability and Strategy</b>	<b>159.3</b>	<b>159.3</b>	<b>159.3</b>	<b>159.3</b>
<b>Community Strengthening</b>				
<b>Permanent - Full time</b>	<b>164.8</b>	<b>164.8</b>	<b>164.8</b>	<b>164.8</b>
Women	127.8	127.8	127.8	127.8
Men	37.0	37.0	37.0	37.0
Persons of self-described gender	0.0	0.0	0.0	0.0
<b>Permanent - Part time</b>	<b>72.1</b>	<b>72.1</b>	<b>72.1</b>	<b>72.1</b>
Women	61.9	61.9	61.9	61.9
Men	10.2	10.2	10.2	10.2
Persons of self-described gender	0.0	0.0	0.0	0.0
<b>Total Community Strengthening</b>	<b>236.9</b>	<b>236.9</b>	<b>236.9</b>	<b>236.9</b>
<b>Infrastructure and Environment</b>				
<b>Permanent - Full time</b>	<b>173.0</b>	<b>173.0</b>	<b>173.0</b>	<b>173.0</b>
Women	49.0	49.0	49.0	49.0
Men	124.0	124.0	124.0	124.0
Persons of self-described gender	0.0	0.0	0.0	0.0
<b>Permanent - Part time</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>
Women	7.5	7.5	7.5	7.5
Men	3.6	3.6	3.6	3.6
Persons of self-described gender	0.0	0.0	0.0	0.0
<b>Total Infrastructure and Environment</b>	<b>184.1</b>	<b>184.1</b>	<b>184.1</b>	<b>184.1</b>
<b>Governance, Communications and Customer Service</b>				
<b>Permanent - Full time</b>	<b>43.0</b>	<b>43.0</b>	<b>43.0</b>	<b>43.0</b>
Women	32.0	32.0	32.0	32.0
Men	11.0	11.0	11.0	11.0
Persons of self-described gender	0.0	0.0	0.0	0.0
<b>Permanent - Part time</b>	<b>9.9</b>	<b>9.9</b>	<b>9.9</b>	<b>9.9</b>
Women	6.1	6.1	6.1	6.1
Men	3.8	3.8	3.8	3.8
Persons of self-described gender	0.0	0.0	0.0	0.0
<b>Total Governance, Communications and Customer Service</b>	<b>52.9</b>	<b>52.9</b>	<b>52.9</b>	<b>52.9</b>
<b>Casuals and temporary staff</b>	<b>179.4</b>	<b>179.4</b>	<b>179.4</b>	<b>179.4</b>
<b>Capitalised labour</b>	<b>(19.1)</b>	<b>(19.1)</b>	<b>(19.1)</b>	<b>(19.1)</b>
<b>Total staff numbers</b>	<b>877.1</b>	<b>877.1</b>	<b>877.1</b>	<b>877.1</b>

## 4. Notes to financial statements

This section presents detailed information on material components of the financial statements. Council needs to assess which components are material, considering the dollar amounts and nature of these components.

### 4.1. Comprehensive Income Statement

#### 4.1.1. Rates and charges

Rates and charges are required by the Act and the Regulations to be disclosed in Council's budget.

As per the Local Government Act 2020, Council is required to have a Revenue and Rating Plan which is a four-year plan for how Council will generate income to deliver the Council Plan, program and services and capital works commitments over a four-year period.

In developing the Budget, rates and charges were identified as an important source of revenue. Planning for future rate increases has therefore been an important component of the financial planning process. The Fair Go Rates System (FGRS) sets out the maximum amount councils may increase rates in a year. For 2024/25 the FGRS cap has been set at 2.75%. The cap applies to both general rates and municipal charges and is calculated on the basis of council's average rates and charges.

The level of required rates and charges has been considered in this context, with reference to Council's other sources of income and the planned expenditure on services and works to be undertaken for the community.

To achieve these objectives while maintaining service levels and a strong capital expenditure program, the average general rate will increase by 2.75% in line with the rate cap.

This will raise total rates and charges for 2024/25 to \$139,276,517.

4.1.1(a) The reconciliation of the total rates and charges to the Comprehensive Income Statement is as follows:

	2023/24 Forecast Actual \$'000	2024/25 Budget \$'000	Change \$'000	%
General rates*	111,493	116,179	4,686	4.20%
Public waste rate	7,186	6,705	(481)	(6.69%)
Kerbside waste rate**	11,662	15,215	3,553	30.46%
Service rates and charges	53	55	2	3.04%
Special rates and charges	143	143	-	-
Supplementary rates and rate adjustments	987	1,000	13	1.29%
Interest on rates and charges	1,017	400	(617)	(60.65%)
Revenue in lieu of rates	39	40	1	2.73%
Less Council Pension Rebate	(439)	(439)	-	-
Cultural & Recreational Lands and EPU's	(21)	(21)	(1)	2.79%
<b>Total rates and charges</b>	<b>132,121</b>	<b>139,277</b>	<b>7,156</b>	<b>5.42%</b>

\*This item is subject to the rate cap established under the FGRS

\*\*The Kerbside waste rate for the 2024/25 budget includes the introduction of Food and Garden Organics (FOGO) service



4.1.1(b) The rate in the dollar to be levied as general rates under section 158 of the Act for each type or class of land compared with the previous financial year

	2023/24 cents/\$NAV	2024/25 cents/\$NAV	Change
General rate for rateable residential properties	0.032237540	<b>0.033808137</b>	<b>4.87%</b>
General rate for rateable commercial properties	0.032237540	<b>0.033808137</b>	<b>4.87%</b>
General rate for rateable industrial properties	0.032237540	<b>0.033808137</b>	<b>4.87%</b>

4.1.1(c) The estimated total amount to be raised by general rates in relation to each type or class of land, and the estimated total amount to be raised by general rates, compared with the previous financial year

Type or class of land	2023/24 \$'000	2024/25 \$'000	Change	
			\$'000	%
Residential	79,690	<b>82,747</b>	3,057	<b>3.84%</b>
Commercial	24,866	<b>26,523</b>	1,656	<b>6.66%</b>
Industrial	6,937	<b>6,910</b>	(27)	<b>(0.39%)</b>
<b>Total amount to be raised by general rates</b>	<b>111,493</b>	<b>116,179</b>	<b>4,686</b>	<b>4.20%</b>

4.1.1(d) The number of assessments in relation to each type or class of land, and the total number of assessments, compared with the previous financial year

Type or class of land	2023/24 Number	2024/25 Number	Change	
			Number	%
Residential	51,688	<b>52,065</b>	377	<b>0.73%</b>
Commercial	6,590	<b>6,686</b>	96	<b>1.46%</b>
Industrial	1,317	<b>1,286</b>	(31)	<b>(2.35%)</b>
<b>Total number of assessments</b>	<b>59,595</b>	<b>60,037</b>	<b>442</b>	<b>0.74%</b>

4.1.1(e) The basis of valuation to be used is the Net Annual Value (NAV).

4.1.1(f) The estimated total value of each type or class of land, and the estimated total value of land, compared with the previous financial year

Type or class of land	2023/24 \$'000	2024/25 \$'000	Change	
			\$'000	%
Residential	2,471,973	<b>2,492,249</b>	20,276	<b>0.82%</b>
Commercial	771,347	<b>737,731</b>	(33,616)	<b>(4.36%)</b>
Industrial	215,174	<b>206,453</b>	(8,721)	<b>(4.05%)</b>
<b>Total value of land</b>	<b>3,458,494</b>	<b>3,436,433</b>	<b>(22,061)</b>	<b>(0.64%)</b>

4.1.1(g) The municipal charge under Section 159 of the Act is \$Nil per ratable property (2023/24: \$Nil)

4.1.1(h) The estimated total amount to be raised by municipal charges is \$Nil (2023/24: \$Nil)

4.1.1(i) The rate or unit amount to be levied for each type of service rate or charge under Section 162 of the Act compared with the previous financial year

**Public Waste Rate**

Type or class of land	Budget	Proposed Budget	Change	
	2023/24 cents/\$NAV	2024/25 cents/\$NAV	\$	%
Residential	0.00207960	<b>0.00195119</b>	(0.00012841)	<b>(6.17%)</b>
Commercial	0.00207960	<b>0.00195119</b>	(0.00012841)	<b>(6.17%)</b>
Industrial	0.00207960	<b>0.00195119</b>	(0.00012841)	<b>(6.17%)</b>

**Kerbside Waste Rate**

Type or class of land	Budget	Proposed Budget	Change	
	2023/24 cents/\$NAV	2024/25 cents/\$NAV	\$	%
Residential	0.00464092	<b>0.00587900</b>	0.00123808	<b>26.68%</b>
Commercial	0.00464092	<b>0.00587900</b>	0.00123808	<b>26.68%</b>
Industrial	0.00464092	<b>0.00587900</b>	0.00123808	<b>26.68%</b>

**Non-Rateable Garbage charge**

Type of Charge	Per Rateable Property	Per Rateable Property	Change	
	2023/24 \$	2024/25 \$	\$	%
Non-Rateable Property	417.10	428.57	11.47	<b>2.75%</b>
<b>Total</b>	<b>417.10</b>	<b>428.57</b>	<b>11.47</b>	<b>2.75%</b>

4.1.1(j) The estimated total amount to be raised by each type of service rate or charge, and the estimated total amount to be raised by service rates and charges, compared with the previous financial year

**Public Waste Rate**

Type or class of land	Budget	Proposed Budget	Change	
	2023/24 \$'000	2024/25 \$'000	\$	%
Residential	5,141	<b>5,815</b>	674	<b>13.11%</b>
Commercial	1,604	<b>747</b>	(857)	<b>(53.45%)</b>
Industrial	447	<b>144</b>	(304)	<b>(67.90%)</b>
<b>Total</b>	<b>7,192</b>	<b>6,705</b>	<b>(487)</b>	<b>(6.77%)</b>

**Kerbside Waste Rate**

Type or class of land	Budget	Proposed Budget	Change	
	2023/24 \$'000	2024/25 \$'000	\$	%
Residential	9,861	<b>13,194</b>	3,334	<b>33.81%</b>
Commercial	1,474	<b>1,694</b>	220	<b>14.93%</b>
Industrial	539	<b>326</b>	(213)	<b>(39.56%)</b>
<b>Total</b>	<b>11,874</b>	<b>15,215</b>	<b>3,340</b>	<b>28.13%</b>

**Non-Rateable Garbage charge**

Type of Charge	2023/24	2024/25	Change	
	\$	\$	\$	%
Non-Rateable Property	53,376	55,286	1,910	3.58%
<b>Total</b>	<b>53,376</b>	<b>55,286</b>	<b>1,910</b>	<b>3.58%</b>

4.1.1(k) The estimated total amount to be raised by all rates and charges compared with the previous financial year

	2023/24	2024/25	Change	
	\$'000	\$'000	\$'000	%
Rates and Charges	132,121	139,277	7,156	5.42%
<b>Total Rates and charges</b>	<b>132,121</b>	<b>139,277</b>	<b>7,156</b>	<b>5.42%</b>

4.1.1(l) Fair Go Rates System Compliance

Victoria City Council is required to comply with the State Government's Fair Go Rates System (FGRS). The table below details the budget assumptions consistent with the requirements of the Fair Go Rates System.

	2023/24	2024/25
Total Rates	126,144,804	113,069,973
Number of rateable properties	59,595	60,037
Base Average Rate	2,116.70	1,883.34
Maximum Rate Increase (set by the State Government)	<b>3.50%</b>	<b>2.75%</b>
Capped Average Rate	2,190.79	1,935.13
Maximum General Rates and Municipal Charges Revenue	130,559,872	116,179,397
Budgeted General Rates and Municipal Charges Revenue	130,559,872	116,179,397
Budgeted Supplementary Rates	1,500,000	1,000,000
<b>Budgeted Total Rates and Municipal Charges Revenue</b>	<b>132,059,872</b>	<b>117,179,397</b>

4.1.1(m) Any significant changes that may affect the estimated amounts to be raised by rates and charges

There are no known significant changes which may affect the estimated amounts to be raised by rates and charges. However, the total amount to be raised by rates and charges may be affected by:

The making of supplementary valuations

The variation of returned levels of value (e.g. valuation appeals)

Changes of use of land such that rateable land becomes non-rateable land and vice versa

Changes of use of land such that residential land becomes business land and vice versa

4.1.2. Statutory fees and fines

	Forecast	Budget	Change	
	Actual 2023/24	2024/25	\$'000	%
	\$'000	\$'000	\$'000	%
Infringements and costs	31,523	32,602	1,079	3.42%
Court recoveries	4,200	4,050	(150)	(3.57%)
Permits	2,412	2,164	(248)	(10.27%)
<b>Total statutory fees and fines</b>	<b>38,135</b>	<b>38,816</b>	<b>681</b>	<b>1.79%</b>

4.1.3. User fees

	Forecast	Budget	Change	
	Actual 2023/24	2024/25	\$'000	%
	\$'000	\$'000	\$'000	%
Aged and health services	344	378	34	9.99%
Leisure centre and recreation	11,217	12,453	1,237	11.03%
Child care/children's programs	3,138	3,728	590	18.81%
Registration and other permits	4,500	4,853	353	7.84%
Building Services and Construction Management	7,605	8,310	706	9.28%
Statutory Planning	2,673	3,144	471	17.62%
Lease income	1,312	1,289	(23)	(1.75%)
Other fees and charges	1,420	1,472	52	3.67%
<b>Total user fees</b>	<b>32,208</b>	<b>35,628</b>	<b>3,420</b>	<b>10.62%</b>

Increases in user fees are largely attributed to benchmarking performed against other similar councils.

4.1.4. Grants

	Forecast	Budget	Change	
	Actual 2023/24 \$'000	2024/25 \$'000	\$'000	%
<b>Grants were received in respect of the following:</b>				
Summary of grants				
Commonwealth funded grants	10,268	12,304	2,036	19.83%
State funded grants	11,433	9,211	(2,221)	(19.43%)
<b>Total grants received</b>	<b>21,701</b>	<b>21,516</b>	<b>(185)</b>	<b>(0.85%)</b>
<b>(a) Operating Grants</b>				
<b>Recurrent - Commonwealth Government</b>				
Victorian Grants Commission	1,590	3,040	1,450	91.23%
Family, Youth & Children's Services	5,116	5,461	345	6.74%
Aged & Disability Services	3,174	3,285	112	3.51%
<b>Recurrent - State Government</b>				
Health Protection	35	37	3	8.11%
School crossing supervisors	434	434	-	-
Libraries	790	671	(119)	(15.05%)
Family, Youth & Children's Services	5,008	4,662	(346)	(6.91%)
Aged & Disability Services	792	912	119	15.09%
<b>Total recurrent grants</b>	<b>16,938</b>	<b>18,502</b>	<b>1,564</b>	<b>9.23%</b>
<b>Non-recurrent - State Government</b>				
Economic Development	576	-	(576)	(100.00%)
Statutory Planning	154	-	(154)	(100.00%)
Waste & Cleansing Services	58	-	(58)	(100.00%)
Library Services	20	-	(20)	(100.00%)
Family, Youth & Children Services	223	27	(196)	(87.89%)
Building Surveyor	86	202	116	134.88%
Infrastructure Traffic and Civil Engineering	65	20	(45)	(69.23%)
<b>Total non-recurrent grants</b>	<b>1,221</b>	<b>249</b>	<b>(972)</b>	<b>(79.61%)</b>
<b>Total operating grants</b>	<b>18,159</b>	<b>18,751</b>	<b>592</b>	<b>3.26%</b>
<b>(b) Capital Grants</b>				
<b>Recurrent - Commonwealth Government</b>				
Roads to recovery	259	259	(0)	(0.00%)
<b>Total recurrent grants</b>	<b>259</b>	<b>259</b>	<b>(0)</b>	<b>(0.00%)</b>
<b>Non-recurrent - Commonwealth Government</b>				
Roads to recovery	130	259	130	100.00%
<b>Non-recurrent - State Government</b>				
Buildings	1,787	1,916	130	7.25%
Other	1,173	330	(843)	(71.87%)
<b>Total non-recurrent grants</b>	<b>3,283</b>	<b>2,505</b>	<b>(777)</b>	<b>(23.68%)</b>
<b>Total capital grants</b>	<b>3,542</b>	<b>2,764</b>	<b>(777)</b>	<b>(21.95%)</b>
<b>Total Grants</b>	<b>21,701</b>	<b>21,516</b>	<b>(185)</b>	<b>(0.85%)</b>

## 4.1.5. Contributions

	Forecast	Budget	Change	
	Actual			
	2023/24	2024/25	\$'000	%
Monetary	7,320	6,879	(442)	(6.04%)
<b>Total contributions</b>	<b>7,320</b>	<b>6,879</b>	<b>(442)</b>	<b>(6.04%)</b>

## 4.1.6. Other income

	Forecast	Budget	Change	
	Actual			
	2023/24	2024/25	\$'000	%
Interest	4,300	3,400	(900)	(20.93%)
Reimbursements	1,199	351	(848)	(70.69%)
Other	925	547	(378)	(40.86%)
<b>Total other income</b>	<b>6,424</b>	<b>4,298</b>	<b>(2,126)</b>	<b>(33.09%)</b>

## 4.1.7. Employee costs

	Forecast	Budget	Change	
	Actual			
	2023/24	2024/25	\$'000	%
Wages and salaries	81,006	87,803	(6,797)	(8.39%)
Workcover	1,592	1,592	-	-
Superannuation	9,532	10,294	(763)	(8.00%)
Other	10,313	3,574	6,739	65.35%
<b>Total employee costs</b>	<b>102,443</b>	<b>103,263</b>	<b>(820)</b>	<b>(0.80%)</b>

## 4.1.8. Materials and services

	Forecast	Budget	Change	
	Actual			
	2023/24	2024/25	\$'000	%
Contract payments	24,886	28,134	(3,248)	(13.05%)
Building maintenance	5,887	6,318	(431)	(7.32%)
General maintenance	3,176	2,981	195	6.13%
Utilities	4,135	3,970	166	4.01%
Office administration	3,311	3,612	(301)	(9.09%)
Information technology	9,512	14,558	(5,047)	(53.06%)
Insurance	2,339	2,803	(464)	(19.84%)
Consultants	4,356	6,348	(1,992)	(45.74%)
Other materials and services	24,404	26,259	(1,855)	(7.60%)
<b>Total materials and services</b>	<b>82,006</b>	<b>94,983</b>	<b>(12,977)</b>	<b>(15.83%)</b>

## 4.1.9. Depreciation

	Forecast	Budget	Change	
	Actual			
	2023/24	2024/25	\$'000	%
Property	3,550	3,594	(43)	(1.22%)
Plant & equipment	4,059	3,215	844	20.80%
Infrastructure	17,968	18,669	(701)	(3.90%)
<b>Total depreciation</b>	<b>25,578</b>	<b>25,477</b>	<b>100</b>	<b>0.39%</b>

4.1.10. Amortisation - Intangible assets

	Forecast	Budget	Change	
	Actual 2023/24 \$'000	2024/25 \$'000	\$'000	%
Intangible assets	-	-	-	-
<b>Total amortisation - intangible assets</b>	-	-	-	-

4.1.11. Depreciation - Right of use assets

	Forecast	Budget	Change	
	Actual \$'000	2024/25 \$'000	\$'000	%
Right of use assets	1,215	1,298	(83)	(6.80%)
<b>Total depreciation - right of use assets</b>	1,215	1,298	(83)	(6.80%)

4.1.12. Other expenses

	Forecast	Budget	Change	
	Actual 2023/24 \$'000	2024/25 \$'000	\$'000	%
Auditors Remuneration	242	283	(42)	(17.22%)
Councillor Allowances	488	469	19	3.95%
<b>Total other expenses</b>	730	752	(22)	(3.06%)

4.2. Balance Sheet

4.2.1. Assets

Council's cash and cash equivalents will decrease from \$1059.93m to \$83.73m over the four years of the budget, this in part reflects the repayment of borrowings. Non-current assets of property, infrastructure, plant and equipment is expected to increase from \$1.94b to \$2.12b over the four years of the budget.

4.2.2. Liabilities

Council's current liabilities are expected to decrease marginally over the four years of the budget, decreasing from \$67.70m to \$61.60m. Council's non-current liabilities are expected to decrease from \$24.19m to \$11.41m, as Council continues to reduce its loan borrowings over the longer term.

#### 4.2.3. Borrowings

The table below shows information on borrowings specifically required by the Regulations.

	Forecast Actual 2023/24 \$	Budget 2024/25 \$	Projections 2025/26 \$	2026/27 \$	2027/28 \$
Amount borrowed as at 30 June of the prior year	30,500,772	25,831,841	21,157,431	17,994,844	13,097,114
Amount projected to be redeemed	(4,532,372)	(4,668,931)	(4,810,968)	(3,304,625)	(3,391,386)
<b>Amount of borrowings as at 30 June</b>	<b>25,968,400</b>	<b>21,162,910</b>	<b>16,346,463</b>	<b>14,690,219</b>	<b>9,705,727</b>

#### 4.2.4. Leases by category

As a result of the introduction of AASB 16 Leases, right-of-use assets and lease liabilities have been recognised as outlined in the table below.

	Forecast Actual 2023/24 \$	Budget 2024/25 \$
<b>Right-of-use assets</b>		
Plant and equipment	3,483,427	2,292,393
<b>Total right-of-use assets</b>	<b>3,483,427</b>	<b>2,292,393</b>
<b>Lease liabilities</b>		
<b>Current lease Liabilities</b>		
Plant and equipment	1,139,802	1,176,738
<b>Total current lease liabilities</b>	<b>1,139,802</b>	<b>1,176,738</b>
<b>Non-current lease liabilities</b>		
Plant and equipment	2,455,312	1,278,574
<b>Total non-current lease liabilities</b>	<b>2,455,312</b>	<b>1,278,574</b>
<b>Total lease liabilities</b>	<b>3,595,115</b>	<b>2,455,312</b>

Where the interest rate applicable to a lease is not expressed in the lease agreement, Council applies the average incremental borrowing rate in the calculation of lease liabilities. The current incremental borrowing rate is 6.0%.

### 4.3. Statement of changes in Equity

#### 4.3.1. Reserves

Within the equity section of the balance sheet, Council has Asset Revaluation Reserves, Statutory Reserves, and General Reserves. The asset revaluation reserve reflects movements in the value of Council's property and infrastructure assets. It is a non-cash reserve, backed by the value of Council's non-current property and infrastructure assets. The statutory reserves comprise funds received from external parties for specific purposes such as open space. They are restricted funds and cash backed.

#### 4.3.2. Equity

Council's equity will increase from \$1.98b to \$2.16b over the four years of the budget.



#### 4.4. Statement of Cash Flows

##### 4.4.1. Net cash flows provided by/used in operating activities

Council's net cash provided by operating activities will decrease from \$43.15m to \$34.94m over the four years of the budget.

##### 4.4.2. Net cash flows provided by/used in investing activities

Net cash outflows for investing activities is expected to decrease from \$35.21m to \$34.25m over the four years of the budget. The majority of this outflow is for the Capital Works program each year.

##### 4.4.3. Net cash flows provided by/used in financing activities

Net cash flow from financing activities is anticipated to change from a net outflow of \$6.75m to \$9.36m over the four years of the budget.

#### 4.5. Capital works program

This section presents a listing of the capital works projects that will be undertaken for the 2024/25 year, classified by expenditure type and funding source. Works are also disclosed as current budget or carried forward from prior year.

##### 4.5.1. Summary

	Forecast Actual 2023/24 \$'000	Budget 2024/25 \$'000	Change \$'000	%
Property	4,564	9,074	4,510	<b>98.81%</b>
Plant and equipment	1,526	3,145	1,619	<b>106.07%</b>
Infrastructure	22,867	23,300	433	<b>1.89%</b>
<b>Total</b>	<b>28,957</b>	<b>35,519</b>	<b>6,562</b>	<b>22.66%</b>

	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contrib. \$'000	Council cash \$'000
Property	9,074	2,055	4,082	2,937	2,175	320	6,579
Plant and equipment	3,395	230	2,550	615	-	-	3,395
Infrastructure	23,050	5,033	12,360	5,657	589	4,717	17,744
<b>Total</b>	<b>35,519</b>	<b>7,318</b>	<b>18,992</b>	<b>9,209</b>	<b>2,764</b>	<b>5,037</b>	<b>27,718</b>

4.5.2. Current Budget

Capital Works Area	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contrib. \$'000	Council cash \$'000
<b>PROPERTY</b>							
<b>Buildings</b>							
Brunswick St Oval project	1,000	1,000	-	-	1,000	-	-
Yambla Pavilion	1,000	1,000	-	-	94	200	706
Alphington Bowls Club	200	-	-	200	-	-	200
Ray Coverdale Pavilion gas removal	120	-	-	120	-	-	120
Richmond Town Hall electrification documentation	200	-	-	200	-	-	200
Collingwood Leisure Centre gas removal - Electrification of plant	600	-	-	600	-	-	600
Contaminated soil remediation	300	-	-	300	-	-	300
Fitzroy Union Bowls Club roof	50	-	50	-	-	-	50
Painting program	50	-	50	-	-	-	50
Fire indicator panels replacement	100	-	100	-	-	-	100
ESM compliance	102	-	102	-	-	-	102
Malcolm Graham Pavilion refurbishment	150	-	150	-	-	120	30
Designs for future programs	350	-	350	-	-	-	350
Fairfield amphitheatre	50	-	50	-	-	-	50
Public toilets minor renewals	310	-	310	-	259	-	51
Collingwood Town Hall waste water plumbing remediation	50	-	50	-	-	-	50
Depot renewal works	200	-	-	200	-	-	200
Coulson Pavilion redevelopment	130	-	-	130	-	-	130
Richmond Town Hall roof renewal and façade works	400	-	400	-	-	-	400
Asbestos remediation works	30	-	30	-	-	-	30
Various buildings renewal	600	-	600	-	-	-	600
Fairlea security	50	-	-	50	-	-	50
North Carlton Child Care roof and landing repairs	50	-	50	-	-	-	50
Fitzroy Town Hall crack investigations	20	-	20	-	-	-	20
Plumbing renewals and inspections	20	-	20	-	-	-	20
Switchboards replacement	50	-	50	-	-	-	50
Collingwood Leisure Centre renewal works - Auto doors, lighting and AC upgrades	34	-	34	-	-	-	34
Collingwood Leisure Centre renewal works - Pool hall air handling unit repairs to prevent condensation	20	-	20	-	-	-	20
Fitzroy Swimming Pool renewal works - Pool plant filters require roofing to protect pipes and filters from UV	30	30	-	-	-	-	30
Fitzroy Swimming Pool renewal works - Auto doors, PA system, AC units, lighting, alarm, handdryers, switchboard	51	-	51	-	-	-	51

Capital Works Area	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New	Renewal	Upgrade	Grants	Contrib.	Council cash
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Fitzroy Swimming Pool renewal works - Main building HVAC replacement	80	-	80	-	-	-	80
Collingwood Leisure Centre renewal works - Roof repair	15	-	15	-	-	-	15
Fitzroy Swimming Pool renewal works - Male changing rooms (COGEN) removal of cogen and design	40	-	-	40	-	-	40
Richmond Recreation Centre renewal works - Laserlite and movement (Upper roof section showing signs of corrosion)	400	-	400	-	-	-	400
Collingwood Leisure Centre renewal works - Repairs to pool hall roofing - polycarbonate gaps & rusted gutters	40	-	40	-	-	-	40
Collingwood Leisure Centre renewal works - Repair and replace broken external awnings that remove glare and deflect heat	20	-	20	-	-	-	20
Fitzroy Swimming Pool renewal works - Spa air handling system - condensation issues	20	-	20	-	-	-	20
Fitzroy Swimming Pool renewal works - Sauna internals require replacement due to age and wear & tear	30	-	30	-	-	-	30
Fitzroy Swimming Pool renewal works - Painting front of building	50	-	50	-	-	-	50
Richmond Recreation Centre renewal works - Currently floor is de-laminating every year and is a slip hazard. Monotek flooring recommended.	40	-	40	-	-	-	40
Richmond Recreation Centre renewal works - Blinds require replacement due to end of life and rips and freying. They prevent glare and heat.	10	-	10	-	-	-	10
Richmond Recreation Centre renewal works - Shower renewal	50	-	50	-	-	-	50
Richmond Recreation Centre renewal works - Investigate and report on the rust forming on the roof structure	10	-	10	-	-	-	10
Leisure mechanical plant and equipment - Replacement of various plant and equipment across all centres	300	-	300	-	-	-	300

Capital Works Area	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contrib. \$'000	Council cash \$'000
Leisure mechanical plant and equipment - Dry and wet side equipment including RRC pool blanket	140	-	140	-	-	-	140
Fitzroy Swimming Pool renewal works - Turning redundant cogen plant room into male change room	150	-	-	150	-	-	150
Fitzroy Swimming Pool renewal works - Emergency exit works	100	-	100	-	-	-	100
Fitzroy Swimming Pool renewal works - Repairs to roof and associated works	75	-	75	-	-	-	75
Richmond Recreation Centre renewal works - Led lighting upgrade in pool hall	50	-	50	-	-	-	50
Richmond Recreation Centre renewal works - Retile spa and steam room refit	75	-	75	-	-	-	75
Yarralea Kindergarten	25	25	-	-	-	-	25
Children Services building redevelopment works	50	-	-	50	-	-	50
Atherton Gardens Kindergarten	897	-	-	897	822	-	75
Childrens services buildings renewal works - Richmond and John St Kindergarten	90	-	90	-	-	-	90
<b>TOTAL PROPERTY</b>	<b>9,074</b>	<b>2,055</b>	<b>4,082</b>	<b>2,937</b>	<b>2,175</b>	<b>320</b>	<b>6,579</b>
<b>INFRASTRUCTURE</b>							
<b>Roads</b>							
Road safety - Design budget for next year construction	109	109	-	-	-	-	109
Capital City Trail - St Georges Road - Pedestrian Signal changes	180	-	-	180	-	-	180
Road safety - Yambala St/ Ramsden St, Clifton Hill	75	75	-	-	-	-	75
Road safety - Miller St, Richmond slow point improvement construction	500	500	-	-	-	-	500
Road pavement, footpath and kerb and channel works on Delbridge St from Rowe St to Mckean St (Refer to detail design )	120	-	120	-	-	-	120
Road pavement, footpath and kerb and channel works on McIlwraith St, Carlton North (Macpherson to Pigdon)	50	-	50	-	-	-	50
Footpath and kerb and channel works works on Lang St, Clifton Hill (Noone St to Entire Length)	10	-	10	-	-	-	10
Road pavement, footpath, kerb and channel and root barrier works on Belgium Ave, Richmond (Highett St to Vere St)	108	-	108	-	-	-	108

Capital Works Area	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contrib. \$'000	Council cash \$'000
Road pavement, footpath, kerb and channel and root barrier works on Fenwick St, Clifton Hill (Spensley St to Heidelberg Rd)	180	-	180	-	-	-	180
Road pavement, footpath, kerb and channel and root barrier works on Green St, Richmond (Electric St to Balmain St)	104	-	104	-	-	-	104
Road pavement, footpath, kerb and channel and root barrier works on Hull St, Richmond (Bank St to Thomas St)	93	-	93	-	-	-	93
Road pavement, footpath, kerb and channel and root barrier works on Taylor St, North Fitzroy (Glenlyon St to Miller St (TBC))	54	-	54	-	-	-	54
Delbridge St from Rowe St to Mckean St - road pavement, footpath and kerb and channel works.	141	-	141	-	-	-	141
Delbridge St from Rowe St to Mckean St - road pavement, footpath and kerb and channel works.	235	-	235	-	-	-	235
Hope St, North Fitzroy - road pavement, footpath and kerb and channel works.	79	-	79	-	-	-	79
Hope St, North Fitzroy - road pavement, footpath and kerb and channel works.	25	-	25	-	-	-	25
Lightfoot St, Richmond - road pavement, footpath and kerb and channel works.	60	-	60	-	-	-	60
Lightfoot St, Richmond - road pavement, footpath and kerb and channel works.	38	-	38	-	-	-	38
Mcllwraith St, Carlton North - road pavement, footpath and kerb and channel works.	90	-	90	-	-	-	90
Mcllwraith St, Carlton North - road pavement, footpath and kerb and channel works.	50	-	50	-	-	-	50
Bank St, Richmond - road pavement works.	77	-	77	-	-	-	77
Fenwick St, Carlton North - road pavement works.	147	-	147	-	-	-	147
Hotham St, Collingwood - road pavement works.	61	-	61	-	-	-	61
Strafford St, Richmond - road pavement and footpath works.	35	-	35	-	-	-	35

Capital Works Area	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contrib. \$'000	Council cash \$'000
Strafford St, Richmond - road pavement and footpath works.	32	-	32	-	-	-	32
Albert Pl, Fitzroy - road pavement, footpath, kerb and channel and root barrier works.	20	-	20	-	-	-	20
Albert Pl, Fitzroy - road pavement, footpath, kerb and channel and root barrier works.	17	-	17	-	-	-	17
Albert Pl, Fitzroy - road pavement, footpath, kerb and channel and root barrier works.	4	-	4	-	-	-	4
Belgium Ave, Richmond - road pavement, footpath, kerb and channel and root barrier works.	161	-	161	-	-	-	161
Belgium Ave, Richmond - road pavement, footpath, kerb and channel and root barrier works.	135	-	135	-	-	-	135
Belgium Ave, Richmond - road pavement, footpath, kerb and channel and root barrier works.	26	-	26	-	-	-	26
Fenwick St, Clifton Hill - road pavement, footpath, kerb and channel and root barrier works.	231	-	231	-	-	-	231
Fenwick St, Clifton Hill - road pavement, footpath, kerb and channel and root barrier works.	41	-	41	-	-	-	41
Fenwick St, Clifton Hill - road pavement, footpath, kerb and channel and root barrier works.	20	-	20	-	-	-	20
Green St, Richmond - road pavement, footpath, kerb and channel and root barrier works.	124	-	124	-	-	-	124
Green St, Richmond - road pavement, footpath, kerb and channel and root barrier works.	67	-	67	-	-	-	67
Green St, Richmond - road pavement, footpath, kerb and channel and root barrier works.	14	-	14	-	-	-	14
Hull St, Richmond - road pavement, footpath, kerb and channel and root barrier works.	86	-	86	-	-	-	86
Hull St, Richmond - road pavement, footpath, kerb and channel and root barrier works.	100	-	100	-	-	-	100

Capital Works Area	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New	Renewal	Upgrade	Grants	Contrib.	Council cash
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Hull St, Richmond - road pavement, footpath, kerb and channel and root barrier works.	40	-	40	-	-	-	40
Neptune St, Richmond - road pavement, footpath, kerb and channel and root barrier works.	202	-	202	-	202	-	-
Neptune St, Richmond - road pavement, footpath, kerb and channel and root barrier works.	221	-	221	-	-	-	221
Neptune St, Richmond - road pavement, footpath, kerb and channel and root barrier works.	199	-	199	-	-	-	199
Neptune St, Richmond - road pavement, footpath, kerb and channel and root barrier works.	60	-	60	-	57	-	3
Taylor St, North Fitzroy - road pavement, footpath, kerb and channel and root barrier works.	50	-	50	-	-	-	50
Taylor St, North Fitzroy - road pavement, footpath, kerb and channel and root barrier works.	72	-	72	-	-	-	72
Taylor St, North Fitzroy - road pavement, footpath, kerb and channel and root barrier works.	20	-	20	-	-	-	20
Yarraford Ave, Alphington - road pavement, footpath, kerb and channel and root barrier works.	66	-	66	-	-	-	66
Yarraford Ave, Alphington - road pavement, footpath, kerb and channel and root barrier works.	88	-	88	-	-	-	88
Yarraford Ave, Alphington - road pavement, footpath, kerb and channel and root barrier works.	54	-	54	-	-	-	54
Lang St, Clifton Hill - footpath and kerb and channel works.	51	-	51	-	-	-	51
Alexander St, Collingwood - footpath works and root barrier works.	138	-	138	-	-	-	138
Alexander St, Collingwood - footpath works and root barrier works.	35	-	35	-	-	-	35
Road pavement, footpath and kerb and channel works on Wall St, Richmond (Coppin to Lord)	38	-	38	-	-	-	38
Footpath and kerb and channel works on O'grady St, Clifton Hill VIC (Dwyer to The Esplanade)	10	-	10	-	-	-	10
Footpath, kerb and channel and root barrier works on Westgarth St, Fitzroy (George to Napier)	86	-	86	-	-	-	86



Capital Works Area	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contrib. \$'000	Council cash \$'000
Road pavement, footpath, kerb and channel and root barrier works on Fraser St, Richmond (Corsair to Boyd)	61	-	61	-	-	-	61
Road pavement, footpath, kerb and channel and root barrier works on Raphael St, Collingwood (Langridge to Bloomburg St )	71	-	71	-	-	-	71
Road pavement, footpath, kerb and channel and root barrier works on Westgarth St, Fitzroy (Napier to Young).	124	-	124	-	-	-	124
Wall St, Richmond - road pavement, footpath and kerb and channel works.	211	-	211	-	-	-	211
Wall St, Richmond - road pavement, footpath and kerb and channel works.	72	-	72	-	-	-	72
Gibson St, Alphington - road pavement works.	55	-	55	-	-	-	55
Fraser St, Richmond - road pavement, footpath, kerb and channel and root barrier works.	71	-	71	-	-	-	71
Fraser St, Richmond - road pavement, footpath, kerb and channel and root barrier works.	64	-	64	-	-	-	64
Fraser St, Richmond - road pavement, footpath, kerb and channel and root barrier works.	11	-	11	-	-	-	11
Raphael St, Collingwood - road pavement, footpath, kerb and channel and root barrier works.	25	-	25	-	-	-	25
Raphael St, Collingwood - road pavement, footpath, kerb and channel and root barrier works.	9	-	9	-	-	-	9
Raphael St, Collingwood - road pavement, footpath, kerb and channel and root barrier works.	6	-	6	-	-	-	6
Westgarth St, Fitzroy (George St to Napier St) - road pavement, footpath, kerb and channel and root barrier works	138	-	138	-	-	-	138
O'grady St, Clifton Hill VIC - footpath and kerb and channel works.	104	-	104	-	-	-	104
Tudor St, Richmond - footpath works.	50	-	50	-	-	-	50
Westgarth St, Fitzroy - footpath, kerb and channel and root barrier works (George to Napier).	28	-	28	-	-	-	28

Capital Works Area	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contrib. \$'000	Council cash \$'000
Westgarth St, Fitzroy (George St to Napier St) - footpath, kerb and channel and root barrier works.	31	-	31	-	-	-	31
Westgarth St, Fitzroy George St to Napier St) - road pavement, footpath, kerb and channel and root barrier works.	30	-	30	-	-	-	30
Church St civil (Stage 2 Nicholson to St Georges Rd) - road pavement, footpath and kerb and channel works.	70	-	70	-	-	-	70
Church St civil (Stage 2 Nicholson to St Georges Rd) - road pavement, footpath and kerb and channel works.	217	-	217	-	-	-	217
Church St civil (Stage 2 Nicholson to St Georges Rd) - road pavement, footpath and kerb and channel works.	151	-	151	-	-	-	151
Road pavement, footpath and kerb and channel works on Hope St, North Fitzroy (Rae St to Holden St (Full St))	40	-	40	-	-	-	40
Road pavement, footpath and kerb and channel works on Lightfoot St, Richmond (Tudor St to End Of St)	5	-	5	-	-	-	5
Road pavement, footpath, kerb and channel and root barrier works on Albert Pl, Fitzroy (Gore St to End Of St)	48	-	48	-	-	-	48
Road pavement, footpath, kerb and channel and root barrier works on Yarraford Ave, Alphington (from End Of St to Divided Road)	38	-	38	-	-	-	38
Westgarth St, Fitzroy (Napier St to Young St) - road pavement, footpath, kerb and channel and root barrier works.	30	-	30	-	-	-	30
Parkins Lane Richmond, Richmond	153	-	153	-	-	-	153
Lane Seal 72.6 from Walker St to Lane 72.4, Clifton Hill	147	-	147	-	-	-	147
Lane Seal 70.2 from Walker St to Lane 70.4, Clifton Hill	164	-	164	-	-	-	164
Lane Seal 1099 from Lane 1098 to Lane 1100, Richmond	131	-	131	-	-	-	131
Lane Seal 1100 from Lane 1099 to End Of Lane, Richmond	36	-	36	-	-	-	36
BS ROW off Fitzroy St, between Bell St and Greeves St (connects to ROW 1739), Fitzroy	92	-	92	-	-	-	92

Capital Works Area	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contrib. \$'000	Council cash \$'000
BS ROW off both Bell and Greeves St, Fitzroy	91	-	91	-	-	-	91
<b>Drainage</b>							
Drainage renewal project - Otter St and Bedford St, Collingwood (South side in Otter St and East end on Bedford St)	145	-	145	-	-	-	145
Drainage renewal project - Victoria St, Fitzroy between Fitzroy St and Brunswick St (sound side)	145	-	145	-	-	-	145
Gertrude St, Fitzroy Between Brunswick St and Young St - Section 1 and Section 2	265	-	265	-	-	-	265
Gertrude St, Fitzroy Between Brunswick St and Young St - Section 1 and Section 2	160	-	160	-	-	-	160
Drainage renewal project - Abinger St, Richmond - between Church St and Lyndhurst St, Richmond	210	-	210	-	-	-	210
Drainage renewal project - Gore St, Fitzroy - between Rose St and Kerr St, Fitzroy	135	-	135	-	-	-	135
Drainage renewal project - Westgarth St, Fitzroy - between Brunswick St and Fitzroy St, Fitzroy	145	-	145	-	-	-	145
Hanover St, Fitzroy - Between Fitzroy St and Brunswick St and laneway	220	-	220	-	-	-	220
Moor St, Fitzroy - Between Nicholson St to Pit 2595	175	-	175	-	-	-	175
Condell St, Fitzroy	165	-	165	-	-	-	165
Brunswick St / Palmer St, Fitzroy	250	-	250	-	-	-	250
Princess St, Fitzroy	185	-	185	-	-	-	185
Drainage and flood design - Mary St and Charles St, Richmond	60	-	-	60	-	-	60
Drainage and flood design - Moor St, Greeves St and St David St, Fitzroy	70	-	-	70	-	-	70
Drainage and flood design - Lucrene Cr, Alphington	60	-	-	60	-	-	60
Drainage and flood design - Cutter St and Farm St, Richmond	60	-	-	60	-	-	60
Brick drain renewal - 218 Hoddle St, Abbotsford	200	-	200	-	-	-	200
Brick drain renewal - Islington St, Collingwood - between Langridge St and Gipps St, Collingwood, west side stormwater drainage using Interline UV CIPP – Total Line Length 80m. New pit required at 60 Islington St, Collingwood	300	-	300	-	-	-	300

Capital Works Area	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contrib. \$'000	Council cash \$'000
Brick drain renewal - Cromwell St, Clifton Hill - from Gipps St to 77 Cromwell St	200	-	200	-	-	-	200
Flood mitigation works - Roseneath St, Clifton Hill	500	-	-	500	-	-	500
Brick drain renewal - Lennox St Richmond between Leeds St and Highett St	350	-	350	-	-	-	350
<b>Other Infrastructure</b>							
Climate emergency works placeholder	300	-	300	-	-	-	300
Solar upgrade	300	300	-	-	-	-	300
Street light renewal	25	-	25	-	-	-	25
Traffic light renewal	50	-	50	-	-	-	50
Balmain St pedestrian crossing works	50	-	-	50	-	-	50
Street furniture replacement project	40	-	40	-	-	-	40
Powerline undergrounding ground works	100	-	-	100	-	-	100
LGBTIQA+ memorial installation	30	30	-	-	-	-	30
Intersection treatment - Lennox St / Bridge Rd	60	-	-	60	-	-	60
Intersection treatment - Highett St / Lennox St	50	-	-	50	-	-	50
Undertake road safety studies	120	-	-	120	-	-	120
New Deal for Walking - Clifton Hill bus interchange	150	-	-	150	-	-	150
TAP - Road safety studies	50	-	-	50	-	-	50
Alphington design							
Bicycle hoops	30	30	-	-	-	-	30
Bike repair stations	40	40	-	-	-	-	40
Micromobility hub parking policy Implementation	60	-	-	60	-	-	60
Balmain/Cotter/Church St - intersection upgrade	300	-	-	300	-	-	300
Langridge/Hoddle St - intersection upgrade	250	-	-	250	-	-	250
Lennox/Swan St - intersection upgrade	140	-	-	140	-	-	140
Wellington/Gipps St - signals modification	100	-	-	100	-	-	100
New Deal for Walking - Alfred Cr priority crossing and lighting upgrade	250	-	-	250	-	-	250
Minor infrastructure works in response to community requests	50	-	-	50	-	-	50
Wellington/Johnston St (North) intersection upgrade	250	-	-	250	-	-	250
Weirtheim St, Richmond, contraflow bike lane and Best St bike ramp	80	-	-	80	-	-	80
Edmund St, Clifton Hill, footpath and pram crossing improvements - New deal for schools	160	160	-	-	-	-	160

Capital Works Area	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contrib. \$'000	Council cash \$'000
<b>Parks, open space and streetscapes</b>							
Roads to Parks project - Budd St, Collingwood and Kent St, Richmond	300	300	-	-	-	300	-
Charlotte St new park	1,900	1,900	-	-	-	1,900	-
Charles Evans Reserve park upgrade	900	-	-	900	-	900	-
Smith Reserve upgrade	440	-	-	440	300	140	-
Fairfield Park playground	160	-	-	160	-	160	-
Merri Creek Parklands - Quarries Park playground	220	-	-	220	-	220	-
Garryowen Reserve - park and playground upgrade	60	-	-	60	-	60	-
Cairns Reserve irrigation	60	-	-	60	-	48	12
Main Yarra Trail path upgrade	300	-	-	300	-	240	60
Flockart Reserve plantings	25	-	-	25	-	25	-
Irrigation - minor works project	50	-	50	-	-	-	50
Playground - minor works project	50	-	50	-	-	-	50
Pathway - minor works project	50	-	50	-	-	-	50
Furniture and horticulture - minor works project	150	-	150	-	-	-	150
Turf - minor works project	50	-	50	-	-	-	50
Lighting - minor works project	60	-	60	-	-	-	60
Walls and fences - minor works project	50	-	50	-	-	-	50
Signage - minor works project	30	-	30	-	-	-	30
Sports infrastructure - minor works project	75	-	75	-	-	-	75
Quarries Park dog park	30	30	-	-	30	-	-
Cambridge St Park	250	250	-	-	-	250	-
Coulson Reserve	200	-	-	200	-	-	200
Victoria Park	60	-	60	-	-	30	30
Yambla Reserve	800	-	800	-	-	160	640
Alphington Park Oval	80	-	80	-	-	56	24
Fletcher 1 Soccer Pitch	35	35	-	-	-	28	7
Streetscape improvement - Cnr Gertrude and Brunswick St, Fitzroy NE corner new public space	600	600	-	-	-	-	600
Tree planting project	500	500	-	-	-	50	450
Childcare playground works	75	-	75	-	-	-	75
<b>TOTAL INFRASTRUCTURE</b>	<b>22,299</b>	<b>4,859</b>	<b>12,085</b>	<b>5,355</b>	<b>589</b>	<b>4,567</b>	<b>17,143</b>

Capital Works Area	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contrib. \$'000	Council cash \$'000
<b>Plant and Equipment</b>							
<b>Computers and telecommunications</b>							
Network infrastructure replacement	430	-	430	-	-	-	430
Mobile phone replacement	160	-	160	-	-	-	160
Mobile tablet replacement	30	-	30	-	-	-	30
Laptop replacement	550	-	550	-	-	-	550
Desktop replacement	120	-	120	-	-	-	120
Meeting room audio equipment replacement	30	-	30	-	-	-	30
Printer and/or copier	120	-	120	-	-	-	120
<b>Library books</b>							
Digital library collection renewal	234	-	234	-	-	-	234
Physical library collection renewal	366	-	366	-	-	-	366
<b>Fixtures, fittings and furniture</b>							
Murals renewal	30	30	-	-	-	-	30
Whitegoods replacement	50	-	50	-	-	-	50
Furniture replacement	50	-	50	-	-	-	50
Signage and wayfinding	20	-	20	-	-	-	20
Security renewal program	15	-	-	15	-	-	15
<b>Plant, machinery and equipment</b>							
Passenger fleet electrification	50	-	-	50	-	-	50
Bus fleet renewal	150	-	150	-	-	-	150
Small truck electrification	350	-	-	350	-	-	350
EV charger project	150	150	-	-	-	-	150
Parking technology	200	-	-	200	-	-	200
Trade tools and equipment replacement	40	-	40	-	-	-	40
<b>Waste Management</b>							
Fixed bin replacement	200	-	200	-	-	-	200
Container deposit civil works	50	50	-	-	-	-	50
<b>TOTAL PLANT AND EQUIPMENT</b>	<b>3,395</b>	<b>230</b>	<b>2,550</b>	<b>615</b>	<b>-</b>	<b>-</b>	<b>3,395</b>
<b>TOTAL CAPITAL WORKS 2024-25</b>	<b>34,768</b>	<b>7,144</b>	<b>18,717</b>	<b>8,907</b>	<b>2,764</b>	<b>4,887</b>	<b>27,117</b>

## 4.5.3. Works carried forward from the 2023/24 year

Capital Works Area	Project Cost \$'000	Asset expenditure types			Summary of Funding Sources		
		New \$'000	Renewal \$'000	Upgrade \$'000	Grants \$'000	Contrib. \$'000	Council cash \$'000
<b>Infrastructure</b>							
<b>Roads</b>							
Road Safety - Blackspot - Wellington/Langridge St	267	-	-	267	-	-	267
<b>Other Infrastructure</b>							
Public artwork tribute to Archie Roach AC & Ruby Hunter installation	64	64	-	-	-	-	64
New Deal for Schools	50	50	-	-	-	-	50
<b>Parks, Open Space and Streetscapes</b>							
Golden Square Reserve playground design	26	-	26	-	-	-	26
Smith Reserve playground reconstruction	249	-	249	-	-	150	99
Brunswick St Activity Centre - Brunswick / Gertrude corner - new public space	35	-	-	35	-	-	35
Retention of 3 street trees at 91, 103 & 201 Swan St, Richmond	60	60	-	-	-	-	60
<b>TOTAL INFRASTRUCTURE</b>	<b>751</b>	<b>174</b>	<b>275</b>	<b>302</b>	<b>-</b>	<b>150</b>	<b>601</b>
<b>TOTAL CARRIED FORWARD CAPITAL WORKS 2023/24</b>	<b>751</b>	<b>174</b>	<b>275</b>	<b>302</b>	<b>-</b>	<b>150</b>	<b>601</b>

**Summary of Planned Capital Works Expenditure**

For the years ending 30 June 2026, 2027 & 2028

2025/26	Asset Expenditure Types				Funding Sources			
	Total	New	Renewal	Upgrade	Total	Grants	Contributions	Council Cash
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Property</b>								
Buildings	15,980	10,380	3,655	1,945	15,980	8,044	325	7,611
<b>Total Buildings</b>	<b>15,980</b>	<b>10,380</b>	<b>3,655</b>	<b>1,945</b>	<b>15,980</b>	<b>8,044</b>	<b>325</b>	<b>7,611</b>
<b>Total Property</b>	<b>15,980</b>	<b>10,380</b>	<b>3,655</b>	<b>1,945</b>	<b>15,980</b>	<b>8,044</b>	<b>325</b>	<b>7,611</b>
<b>Plant and Equipment</b>								
Plant, machinery and equipment	690	-	140	550	690	-	-	690
Fixtures, fittings and furniture	135	50	70	15	135	-	-	135
Computers and telecommunications	1,342	-	1,342	-	1,342	-	-	1,342
Library books	600	-	600	-	600	-	-	575
<b>Total Plant and Equipment</b>	<b>2,767</b>	<b>50</b>	<b>2,152</b>	<b>565</b>	<b>2,767</b>	<b>-</b>	<b>-</b>	<b>2,742</b>
<b>Infrastructure</b>								
Roads	4,425	298	4,127	-	4,425	259	-	4,166
Bridges	-	-	-	-	-	-	-	-
Footpaths and cycleways	2,000	-	2,000	-	2,000	-	-	2,000
Drainage	3,500	-	1,550	1,950	3,500	-	-	3,500
Waste Management	200	-	200	-	200	-	-	200
Parks, open space and streetscapes	4,945	1,060	1,500	2,385	4,945	270	4,675	0
Other infrastructure	1,897	377	115	1,405	1,897	-	-	1,897
<b>Total Infrastructure</b>	<b>16,967</b>	<b>1,735</b>	<b>9,492</b>	<b>5,740</b>	<b>16,967</b>	<b>529</b>	<b>4,675</b>	<b>11,763</b>
<b>Total Capital Works Expenditure</b>	<b>35,714</b>	<b>12,165</b>	<b>15,299</b>	<b>8,250</b>	<b>35,714</b>	<b>8,573</b>	<b>5,000</b>	<b>22,116</b>

2026/27	Asset Expenditure Types				Funding Sources			
	Total	New	Renewal	Upgrade	Total	Grants	Contributions	Council Cash
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Property</b>								
Buildings	13,858	7,538	2,415	3,905	13,858	-	325	11,230
<b>Total Buildings</b>	<b>13,858</b>	<b>7,538</b>	<b>2,415</b>	<b>3,905</b>	<b>13,858</b>	<b>-</b>	<b>325</b>	<b>11,230</b>
<b>Total Property</b>	<b>13,858</b>	<b>7,538</b>	<b>2,415</b>	<b>3,905</b>	<b>13,858</b>	<b>-</b>	<b>325</b>	<b>11,230</b>
<b>Plant and Equipment</b>								
Plant, machinery and equipment	690	100	140	450	690	-	-	690
Fixtures, fittings and furniture	285	50	220	15	285	-	-	285
Computers and telecommunications	1,400	-	1,400	-	1,400	-	-	1,400
Library books	600	-	600	-	600	-	-	575
<b>Total Plant and Equipment</b>	<b>2,975</b>	<b>150</b>	<b>2,360</b>	<b>465</b>	<b>2,975</b>	<b>-</b>	<b>-</b>	<b>2,950</b>
<b>Infrastructure</b>								
Roads	4,295	195	4,100	-	4,295	259	-	4,036
Bridges	150	-	150	-	150	-	-	150
Footpaths and cycleways	2,000	-	2,000	-	2,000	-	-	2,000
Drainage	3,500	-	1,250	2,250	3,500	-	-	3,500
Waste management	200	-	200	-	200	-	-	200
Parks, open space and streetscapes	6,790	2,690	2,500	1,600	6,790	-	4,675	2,115
Other infrastructure	1,667	277	115	1,275	1,667	-	-	1,667
<b>Total Infrastructure</b>	<b>18,602</b>	<b>3,162</b>	<b>10,315</b>	<b>5,125</b>	<b>18,602</b>	<b>259</b>	<b>4,675</b>	<b>13,668</b>
<b>Total Capital Works Expenditure</b>	<b>35,435</b>	<b>10,850</b>	<b>15,090</b>	<b>9,495</b>	<b>35,435</b>	<b>259</b>	<b>5,000</b>	<b>27,848</b>



2027/28	Asset Expenditure Types				Funding Sources			
	Total	New	Renewal	Upgrade	Total	Grants	Contributions	Council Cash
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Property</b>								
Buildings	14,315	2,695	3,880	7,740	14,315	-	325	13,990
<b>Total Buildings</b>	<b>14,315</b>	<b>2,695</b>	<b>3,880</b>	<b>7,740</b>	<b>14,315</b>	<b>-</b>	<b>325</b>	<b>13,990</b>
<b>Total Property</b>	<b>14,315</b>	<b>2,695</b>	<b>3,880</b>	<b>7,740</b>	<b>14,315</b>	<b>-</b>	<b>325</b>	<b>13,990</b>
<b>Plant and Equipment</b>								
Plant, machinery and equipment	690	-	140	550	690	-	-	690
Fixtures, fittings and furniture	140	50	75	15	140	-	-	140
Computers and telecommunications	1,325	-	1,325	-	1,325	-	-	1,325
Library books	600	-	600	-	600	-	-	575
<b>Total Plant and Equipment</b>	<b>2,755</b>	<b>50</b>	<b>2,140</b>	<b>565</b>	<b>2,755</b>	<b>-</b>	<b>-</b>	<b>2,730</b>
<b>Infrastructure</b>								
Roads	4,800	600	4,200	-	4,800	259	-	4,541
Bridges	150	-	150	-	150	-	-	150
Footpaths and cycleways	2,000	-	2,000	-	2,000	-	-	2,000
Drainage	3,500	-	1,250	2,250	3,500	-	-	3,500
Waste management	200	-	200	-	200	-	-	200
Parks, open space and streetscapes	5,480	1,590	1,280	2,610	5,480	-	4,675	805
Other infrastructure	1,597	377	115	1,105	1,597	-	-	1,597
<b>Total Infrastructure</b>	<b>17,727</b>	<b>2,567</b>	<b>9,195</b>	<b>5,965</b>	<b>17,727</b>	<b>259</b>	<b>4,675</b>	<b>12,793</b>
<b>Total Capital Works Expenditure</b>	<b>34,797</b>	<b>5,312</b>	<b>15,215</b>	<b>14,270</b>	<b>34,797</b>	<b>259</b>	<b>5,000</b>	<b>29,513</b>

## 5. Performance indicators

### 5a. Targeted performance indicators

The following tables highlight Council's current and projected performance across a selection of targeted service and financial performance indicators. These indicators provide a useful analysis of Council's intentions and performance and should be interpreted in the context of the organisation's objectives.

The targeted performance indicators below are the prescribed performance indicators contained in Schedule 4 of the Local Government (Planning and Reporting) Regulations 2020. Results against these indicators and targets will be reported in Council's Performance Statement included in the Annual Report.

#### Targeted performance indicators – Service

Indicator	Measure	Notes	Forecast	Target	Target Projections			Trend
			2023/24	2024/25	2025/26	2026/27	2027/28	+/-
<b>Governance</b>								
Consultation and engagement	Community satisfaction rating out of 100 with the consultation and engagement efforts of Council	1	50%	51%	53%	55%	56%	+
<b>Roads</b>								
Condition	Number of kms of sealed local roads below the renewal intervention level set by Council / Kms of sealed local roads	2	95%	94%	92%	90%	90%	o
<b>Statutory planning</b>								
Service standard	Number of planning application decisions made within the relevant required time / Number of decisions made	3	42%	44%	46%	48%	50%	+
<b>Waste management</b>								
Waste diversion	Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins	4	30%	34%	35%	35%	36%	+

**Targeted performance indicators - Financial**

Indicator	Measure	Notes	Forecast	Target	Target Projections			Trend
			2023/24	2024/25	2025/26	2026/27	2027/28	+/-
<b>Liquidity</b>								
Working Capital	Current assets / current liabilities	5	195.9%	196.8%	207.1%	199.0%	185.8%	o
<b>Obligations</b>								
Asset renewal	Asset renewal and upgrade expense / Asset depreciation	6	80.9%	110.7%	86.6%	85.1%	96.3%	-
<b>Stability</b>								
Rates concentration	Rate revenue / adjusted underlying revenue	7	56.2%	57.1%	57.3%	57.6%	58.0%	o
<b>Efficiency</b>								
Expenditure level	Total expenses / no. of property assessments	8	\$ 3,624	\$ 3,847	\$ 3,938	\$ 4,013	\$ 4,037	-

**5b. Financial performance indicators**

The following table highlights Council's current and projected performance across a range of key financial performance indicators. These indicators provide a useful analysis of Council's financial position and performance and should be interpreted in the context of the organisation's objectives.

The financial performance indicators below are the prescribed financial performance indicators contained in Part 3 of Schedule 3 of the Local Government (Planning and Reporting) Regulations 2020. Results against these indicators will be reported in Council's Performance Statement included in the Annual Report.

Indicator	Measure	Notes	Forecast	Budget	Projections			Trend
			2023/24	2024/25	2025/26	2026/27	2027/28	+/-
<b>Operating position</b>								
Adjusted underlying result	Adjusted underlying surplus (deficit) / Adjusted underlying	9	5.1%	2.6%	(0.7%)	(1.8%)	(1.7%)	-
<b>Liquidity</b>								
Unrestricted cash	Unrestricted cash / current liabilities	10	52.0%	55.2%	59.4%	46.9%	32.8%	-
<b>Obligations</b>								
Loans and borrowings	Interest bearing loans and borrowings / rate revenue	11	23.1%	18.6%	15.1%	11.3%	8.8%	+
Loans and borrowings	Interest and principal repayments on interest bearing loans and borrowings / rate		4.0%	3.8%	3.8%	3.7%	2.5%	+
Indebtedness	Non-current liabilities / own source revenue		32.0%	31.0%	28.5%	27.1%	26.4%	+
<b>Stability</b>								
Rates effort	Rate revenue / CIV of rateable properties in the municipality	12	0.2%	0.2%	0.2%	0.2%	0.2%	o
<b>Efficiency</b>								
Revenue level	General rates and municipal charges / no. of property assessments	13	\$ 2,215	\$ 2,318	\$ 2,301	\$ 2,331	\$ 2,364	+

Key to Forecast Trend:

- + Forecasts improvement in Council's financial performance/financial position indicator
- o Forecasts that Council's financial performance/financial position indicator will be steady
- Forecasts deterioration in Council's financial performance/financial position indicator

## Notes to indicators (5a)

### 1. Satisfaction with community consultation and engagement

The definition of engagement and consultation means different things to different people. Some think it's about how much their feedback is taken on board in the final decision, others think it's how responsive the Council is to community questions or feedback and others think it's about access to their elected representatives. All of these factors will influence individual satisfaction levels depending on an individual's interpretation of what they think constitutes engagement. Council is currently responding to feedback provided through the Municipal Monitors Report and has recently introduced a number of new engagement programs, particularly around community conversations with councillors.

### 2. Sealed local roads below the intervention level

Council aligns its condition audit methodology to Institute of Public Works Engineering Australasia Practice Notes and sector best practice. Council has adopted IPWEA recommends that councils should have 80% of their transport assets < condition 4. Council's asset management lifecycle activities for transport assets (operations, maintenance, renewal) are performing well at the current funding levels.

### 3. Planning applications decided within the relevant required time

Council has set improvement targets for this indicator.

### 4. Kerbside collection waste diverted from landfill

The forecasts are based on Council's current waste operations and recycling promotion programs. Council provides Food Organic and Green Organic waste services.

### 5. Working Capital

Sufficient working capital is required to meet Council's obligations as and when they fall due. A high or increasing level of working capital suggests an improvement in liquidity.

### 6. Asset renewal

This percentage indicates the extent of Council's renewal of assets against its depreciation charge (an indication of the decline in value of its existing capital assets). A percentage greater than 100% indicates Council is maintaining its existing assets, while a percentage less than 100% means its assets are deteriorating faster than they are being renewed and future capital expenditure will be required to renew assets.

### 7. Rates concentration

Revenue should be generated from a range of sources. Reflects extent of reliance on rate revenues to fund all of Council's ongoing services. A high or increasing range of revenue sources suggests an improvement in stability.

### 8. Expenditure level

Trend indicates an increase over the term of the financial plan, which is consistent with CPI forecasts.

## Notes to indicators (5b)

### 9. Adjusted underlying result

An indicator of the sustainable operating result required to enable Council to continue to provide core services and meet its objectives. Improvement in financial performance expected over the period, although continued losses means reliance on Council's cash reserves or increased debt to maintain services and invest in capital works.

**10. Unrestricted Cash**

Unrestricted cash is forecast to be maintained at existing levels to achieve the delivery of the capital works program as well as ensuring the open space reserve is cash backed.

**11. Debt compared to rates**

Trend indicates a reduced reliance on long term debt.

**12. Rates effort**

Rates effort is expected to stay steady over the term of the financial plan, due to the forecast increase in Rate Cap being in line with forecast increase in CIV of rateable properties.

**13. Revenue level**

Trend indicates an increase over the term of the financial plan, which is consistent with Rates cap forecasts.

## 6. Schedule of Fees and Charges

This appendix presents the fees and charges of a statutory/non-statutory nature which will be charged in respect to various goods and services during the financial year 2024/25. The non-statutory fees and charges are based on information available at the time of publishing and may vary during the financial year subject to any changes in Council's policy. The statutory fees are set by statute and are made in accordance with legislative requirements. These fees are updated as of 1 July 2024 and will be reflected on Council's website.

Fees and charges are based on information available at the time of publishing and may vary during the financial year subject to any changes in Council's policy or legislation.



Fees & Charges

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Yarra City Council

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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## City of Yarra

### Property & Rating Fees

0001	Land information certificates	Per Certificate	N	\$27.00	\$27.00	0.00%	\$0.00	Y
0002	Land information certificates – 24 hour turnaround (online application only)	Per Certificate	N	\$77.06	\$77.06	0.00%	\$0.00	N
0003	Non-Rateable Garbage Charge	Per service	N	\$419.12	\$428.47	2.23%	\$9.35	N
0004	Rate Notice reproduction	Per Notice	N	\$30.00	\$30.00	0.00%	\$0.00	N
0005	Debt Recovery Title Search	Per Search	N	\$35.00	\$35.00	0.00%	\$0.00	N
0006	Debt Recovery Company Search	Per Search	N	\$35.00	\$35.00	0.00%	\$0.00	N

### Governance Support

0007	FOI Application Search Charges	Per hour	N	\$23.00	\$23.00	0.00%	\$0.00	Y
per hour or part of an hour								
0008	FOI Inspection Supervision	Per hour	N	\$23.00	\$23.00	0.00%	\$0.00	Y
To be calculated per quarter hour or part of a quarter hour								
0009	Freedom of information requests		N	\$30.60	\$30.60	0.00%	\$0.00	Y

### Libraries

0010	Book delivery	per delivery	Y	\$15.84	\$16.50	4.17%	\$0.66	N
0011	Damaged / Lost Books	Per item	Y			Cost + \$13.00 (incl. GST)		N
						Min. Fee incl. GST: \$13.02		
0012	Damaged / Lost Magazines	Per item	Y			Cost + \$4.00 (incl. GST)		N
						Min. Fee incl. GST: \$4.40		
0013	Lost Card	Per item	Y	\$4.50	\$4.75	5.56%	\$0.25	N
0014	Inter Library Loan Academic Library Fee	Per item	Y			Cost + \$4.00 (incl. GST)		N
						Min. Fee incl. GST: \$13.06		

### Library Merchandise

0015	Library Bags	Per Bag	Y	\$5.01	\$5.20	3.79%	\$0.19	N
0016	Library USBs	Per USB	Y	\$10.00	\$10.40	4.00%	\$0.40	N
0017	Library Keep Cups	Per Cup	Y	\$17.50	\$17.50	0.00%	\$0.00	N

### Photocopies

0018	Photocopies A4	Per Copy	Y	\$0.21	\$0.25	19.05%	\$0.04	N
0019	Photocopies A3	Per Copy	Y	\$0.41	\$0.45	9.76%	\$0.03	N

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Photocopies** [continued]

0020	Photocopies A4 (colour)	Per Copy	Y	\$1.14	\$1.20	5.26%	\$0.06	N
0021	Photocopies A3 (colour)	Per Copy	Y	\$2.13	\$2.20	3.29%	\$0.07	N

**Book Sales**

0022	Book delivery	per delivery	N	\$15.84	\$16.45	3.85%	\$0.61	N
0023	Hardbacks	Per Sale	Y	\$3.07	\$3.20	4.23%	\$0.13	N
0024	Paperbacks	Per Sale	Y	\$1.61	\$1.65	2.48%	\$0.04	N
0025	Magazines	Per Sale	Y	\$0.51	\$0.55	7.84%	\$0.04	N
0026	Bag of Books	Per Bag	Y	\$5.10	\$5.30	3.92%	\$0.20	N

**Finance**

0027	Credit Card Surcharge	Per Transaction	Y	0.5% to payments made via Credit Card				N
0028	Dishonoured Cheque Administration Fee	Per Cheque	Y	\$40.00	\$40.00	0.00%	\$0.00	N
0029	Dishonoured Direct Debt Administration Fee	Per Cheque	Y	\$40.00	\$40.00	0.00%	\$0.00	N

**Aged & Disability Services****Home Care, Personal Care and Respite Care****Home Care General – Low Fee Range**

0030	Home Care General Low fee range – Single Up to \$28,605	Per hour	N	\$4.58	\$4.76	3.93%	\$0.19	N
0031	Home Care General Low fee range – Single \$28,605 to \$39,089	Per hour	N	\$7.02	\$7.30	3.99%	\$0.28	N
0032	Home Care General Low fee range – Couple Up to \$59,802	Per hour	N	\$7.07	\$7.35	3.96%	\$0.28	N
0033	Home Care General Low fee range – Family Up to \$66,009	Per hour	N	\$7.07	\$7.35	3.96%	\$0.28	N

**Home Care General – Medium Fee Range**

0034	Home Care General Medium fee range – Single \$39,089 to \$54,795	Per hour	N	\$10.04	\$10.44	3.98%	\$0.41	N
0035	Home Care General Medium fee range – Single \$54,795 to \$70,501	Per hour	N	\$13.00	\$13.52	4.00%	\$0.52	N
0036	Home Care General Medium fee range – Single \$70,501 to \$86,208	Per hour	N	\$15.86	\$16.49	3.97%	\$0.63	N

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Home Care General – Medium Fee Range** [continued]

0037	Home Care General Medium fee range – Couple \$59,802 to \$78,283	Per hour	N	\$11.80	\$12.27	3.98%	\$0.47	N
0038	Home Care General Medium fee range – Couple \$78,283 to \$96,764	Per hour	N	\$14.98	\$15.58	4.01%	\$0.60	N
0039	Home Care General Medium fee range – Couple \$96,764 to \$115,245	Per hour	N	\$17.68	\$18.39	4.02%	\$0.71	N
0040	Home Care General Medium fee range – Family \$66,009 to \$83,521	Per hour	N	\$11.80	\$12.27	3.98%	\$0.47	N
0041	Home Care General Medium fee range – Family \$83,521 to \$101,033	Per hour	N	\$14.98	\$15.58	4.01%	\$0.60	N
0042	Home Care General Medium fee range – Family \$101,033 to \$118,546	Per hour	N	\$17.68	\$18.39	4.02%	\$0.71	N

**Home Care General – High Fee Range**

0043	Home Care General High Range – Single Above \$86,208	Per hour	N	\$38.64	\$40.19	4.01%	\$1.55	N
0044	Home Care General High Range – Couple Above \$115,245	Per hour	N	\$38.64	\$40.19	4.01%	\$1.55	N
0045	Home Care General High Range – Family Above \$118,546	Per hour	N	\$38.64	\$40.19	4.01%	\$1.55	N

**Personal Care**

**Personal Care – Low Fee Range**

0046	Personal Care Low fee range – Single Up to \$28,605	Per hour	N	\$4.42	\$4.60	4.07%	\$0.18	N
0047	Personal Care Low fee range – Single \$28,605 to \$39,089	Per hour	N	\$5.25	\$5.46	4.00%	\$0.21	N
0048	Personal Care Low fee range – Couple Up to \$44,309	Per hour	N	\$4.42	\$4.60	4.07%	\$0.18	N
0049	Personal Care Low fee range – Couple \$44,309 to \$59,802	Per hour	N	\$5.25	\$5.46	4.00%	\$0.21	N
0050	Personal Care Low fee range – Family Up to \$44,309	Per hour	N	\$4.42	\$4.60	4.07%	\$0.18	N

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Personal Care – Low Fee Range** [continued]

0051	Personal Care Low fee range – Family \$44,309 to \$66,009	Per hour	N	\$5.25	\$5.46	4.00%	\$0.21	N
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**Personal Care – Medium Fee Range**

0052	Personal Care General Medium fee range – Single \$39,089 to \$54,795	Per hour	N	\$8.32	\$8.65	3.97%	\$0.33	N
0053	Personal Care General Medium fee range – Single \$54,795 to \$70,501	Per hour	N	\$8.74	\$9.09	4.00%	\$0.35	N
0054	Personal Care General Medium fee range – Single \$70,501 to \$86,208	Per hour	N	\$9.57	\$9.95	3.97%	\$0.38	N
0055	Personal Care General Medium fee range – Couple \$59,802 to \$78,283	Per hour	N	\$8.32	\$8.65	3.97%	\$0.33	N
0056	Personal Care General Medium fee range – Couple \$78,283 to \$96,764	Per hour	N	\$8.74	\$9.09	4.00%	\$0.35	N
0057	Personal Care General Medium fee range – Couple \$96,764 to \$115,245	Per hour	N	\$9.57	\$9.95	3.97%	\$0.38	N
0058	Personal Care General Medium fee range – Family \$66,009 to \$83,521	Per hour	N	\$8.32	\$8.65	3.97%	\$0.33	N
0059	Personal Care General Medium fee range – Family \$83,521 to \$101,033	Per hour	N	\$8.74	\$9.09	4.00%	\$0.35	N
0060	Personal Care General Medium fee range – Family \$101,033 to \$118,546	Per hour	N	\$9.57	\$9.95	3.97%	\$0.38	N

**Personal Care – High Fee Range**

0061	Personal Care General High Range – Single Above \$86,208	Per hour	N	\$43.16	\$44.89	4.01%	\$1.73	N
0062	Personal Care General High Range – Couple Above \$115,245	Per hour	N	\$43.16	\$44.89	4.01%	\$1.73	N
0063	Personal Care General High Range – Family Above \$118,546	Per hour	N	\$43.16	\$44.89	4.01%	\$1.73	N

RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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## Respite Care

### Respite Care – Low Fee Range

0064	Respite Care Low fee range – Single Up to \$28,605	Per hour	N	\$3.07	\$3.19	3.91%	\$0.12	N
0065	Respite Care Low fee range – Single \$28,605 to \$39,089	Per hour	N	\$3.54	\$3.68	3.95%	\$0.15	N
0066	Respite Care Low fee range – Couple Up to \$44,309	Per hour	N	\$3.07	\$3.19	3.91%	\$0.12	N
0067	Respite Care Low fee range – Couple \$44,309 to \$59,802	Per hour	N	\$3.54	\$3.68	3.95%	\$0.15	N
0068	Respite Care Low fee range – Family Up to \$44,309	Per hour	N	\$3.07	\$3.19	3.91%	\$0.12	N
0069	Respite Care Low fee range – Family \$44,309 to \$66,009	Per hour	N	\$3.54	\$3.68	3.95%	\$0.15	N

### Respite Care – Medium Fee Range

0070	Respite Care General Medium fee range – Single \$39,089 to \$54,795	Per hour	N	\$4.11	\$4.27	3.89%	\$0.17	N
0071	Respite Care General Medium fee range – Single \$54,795 to \$70,501	Per hour	N	\$5.04	\$5.24	3.97%	\$0.20	N
0072	Respite Care General Medium fee range – Single \$70,501 to \$86,208	Per hour	N	\$5.15	\$5.36	4.08%	\$0.21	N
0073	Respite Care General Medium fee range – Couple \$59,802 to \$78,283	Per hour	N	\$4.11	\$4.27	3.89%	\$0.17	N
0074	Respite Care General Medium fee range – Couple \$78,283 to \$96,764	Per hour	N	\$5.04	\$5.24	3.97%	\$0.20	N
0075	Respite Care General Medium fee range – Couple \$96,764 to \$115,245	Per hour	N	\$5.15	\$5.36	4.08%	\$0.21	N
0076	Respite Care General Medium fee range – Family \$66,009 to \$83,521	Per hour	N	\$4.11	\$4.27	3.89%	\$0.17	N
0077	Respite Care General Medium fee range – Family \$83,521 to \$101,033	Per hour	N	\$5.04	\$5.24	3.97%	\$0.20	N

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Respite Care – Medium Fee Range** [continued]

0078	Respite Care General Medium fee range – Family \$101,033 to \$118,546	Per hour	N	\$5.15	\$5.36	4.08%	\$0.21	N
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**Respite Care – High Fee Range**

0079	Respite Care General High Range – Single Above \$86,208	Per hour	N	\$39.88	\$41.48	4.01%	\$1.59	N
0080	Respite Care General High Range – Couple Above \$115,245	Per hour	N	\$39.88	\$41.48	4.01%	\$1.59	N
0081	Respite Care General High Range – Family Above \$118,546	Per hour	N	\$39.88	\$41.48	4.01%	\$1.59	N

**Home Maintenance**

**Home Maintenance – Low Fee Range**

0082	Home Maintenance Low fee range – Single Up to \$28,605	Per hour	N	\$4.99	\$5.19	4.01%	\$0.20	N
0083	Home Maintenance Low fee range – Single \$28,605 to \$39,089	Per hour	N	\$7.80	\$8.11	3.97%	\$0.31	N
0084	Home Maintenance Low fee range – Couple Up to \$44,309	Per hour	N	\$4.99	\$5.19	4.01%	\$0.20	N
0085	Home Maintenance Low fee range – Couple \$44,309 to \$59,802	Per hour	N	\$9.26	\$9.63	4.00%	\$0.37	N
0086	Home Maintenance Low fee range – Family Up to \$44,309	Per hour	N	\$4.99	\$5.19	4.01%	\$0.20	N
0087	Home Maintenance Low fee range – Family \$44,309 to \$66,009	Per hour	N	\$9.26	\$9.63	4.00%	\$0.37	N

**Home Maintenance – Medium Fee Range**

0088	Home Maintenance Medium Fee Range Single – \$39,089 to \$86,208	Per hour	N	\$19.34	\$20.11	3.98%	\$0.77	N
0089	Home Maintenance Medium Fee Range Couple – \$59,802 to \$115,245	Per hour	N	\$19.34	\$20.11	3.98%	\$0.77	N
0090	Home Maintenance Medium Fee Range Family – \$66,009 to \$118,546	Per hour	N	\$19.34	\$20.11	3.98%	\$0.77	N

RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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### Home Maintenance – High Fee Range

0091	Home Maintenance High Range – Single Above \$86,208	Per hour	N	\$55.64	\$57.87	4.01%	\$2.23	N
0092	Home Maintenance High Range – Couple Above \$115,245	Per hour	N	\$55.64	\$57.87	4.01%	\$2.23	N
0093	Home Maintenance – Family Above \$118,546	Per hour	N	\$55.64	\$57.87	4.01%	\$2.23	N

### Delivered / Centre Meals

#### Delivered / Centre Meals – Low Fee Range

0094	Delivered / Centre Meals Single Up to \$39,089	Per meal	N	\$7.28	\$7.57	3.98%	\$0.29	N
0095	Delivered / Centre Meals Couple Up to \$59,802	Per meal	N	\$7.28	\$7.57	3.98%	\$0.29	N
0096	Delivered / Centre Meals Family Up to \$66,009	Per meal	N	\$7.28	\$7.57	3.98%	\$0.29	N

#### Delivered / Centre Meals – Medium Fee Range

0097	Delivered / Centre Meals Single – \$39,089 to \$86,208	Per meal	N	\$9.46	\$9.84	4.02%	\$0.37	N
0098	Delivered / Centre Meals Couple – \$59,802 to \$115,245	Per meal	N	\$9.46	\$9.84	4.02%	\$0.37	N
0099	Delivered / Centre Meals Family – \$66,009 to \$118,546	Per meal	N	\$9.46	\$9.84	4.02%	\$0.37	N

#### Delivered / Centre Meals – High Fee Range

0100	Delivered / Centre Meals – Single Above \$86,208	Per meal	N	\$24.60	\$25.58	3.98%	\$0.99	N
0101	Delivered / Centre Meals – Couple Above \$115,245	Per meal	N	\$24.60	\$25.58	3.98%	\$0.99	N
0102	Delivered / Centre Meals – Family Above \$118,546	Per meal	N	\$24.60	\$25.58	3.98%	\$0.99	N

### Willowview

#### Willowview – High Care

##### Willowview – Outing Group

0103	Willowview – Low Fee Range Single Up to \$39,089	Per session	N	\$9.15	\$9.52	4.04%	\$0.36	N
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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Willowview – Outing Group** [continued]

0104	Willowview – Low Fee Range Couple Up to \$59,802	Per session	N	\$9.15	\$9.52	4.04%	\$0.36	N
0105	Willowview – Low Fee Range Family Up to \$66,009	Per session	N	\$9.15	\$9.52	4.04%	\$0.36	N
0106	Willowview – Medium Fee Range Single – \$39,089 to \$86,208	Per session	N	\$9.15	\$9.52	4.04%	\$0.36	N
0107	Willowview – Medium Fee Range Couple – \$59,802 to \$115,245	Per session	N	\$9.15	\$9.52	4.04%	\$0.36	N
0108	Willowview – Medium Fee Range Family – \$66,009 to \$118,546	Per session	N	\$9.15	\$9.52	4.04%	\$0.36	N
0109	Willowview – High Fee Range – Single Above \$86,208	Per session	N	\$22.93	\$23.85	4.01%	\$0.92	N
0110	Willowview – High Fee Range – Couple Above \$115,245	Per session	N	\$22.93	\$23.85	4.01%	\$0.92	N
0111	Willowview – High Fee Range – Family Above \$118,546	Per session	N	\$22.93	\$23.85	4.01%	\$0.92	N

**Community Transport**

0112	Social Support Group Outing	per session	N	\$1.04	\$1.08	3.85%	\$0.04	N
0113	Community Transport General	Per trip	N	\$1.04	\$1.08	3.85%	\$0.04	N

**Home Care Packages (HCP)**

0114	Community Transport	Per trip	Y	\$28.60	\$29.74	3.99%	\$1.14	N
0115	All Meals	Per meal	Y	\$22.82	\$23.74	4.03%	\$0.92	N
0116	Home/Personal/Respite Care (8.00am to 6.00pm Monday to Friday)	Per hour	Y	\$53.04	\$55.15	3.98%	\$2.12	N
0117	Home/Personal/Respite Care (6.00pm to 8.00am Monday to Friday)	Per hour	Y	\$112.84	\$117.36	4.01%	\$4.52	N
0118	Home/Personal/Respite Care (6.00pm Friday to 8.00am Monday)	Per hour	Y	\$112.84	\$117.36	4.01%	\$4.52	N
0119	Adult Day Care	Per session	Y	\$39.06	\$40.62	3.99%	\$1.57	N

\*Based upon HACC services used and other services as negotiated



RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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## Parking Services

### Parking Meter Rates

0120	Parking Fees – meters/ ticket machines (per hour) spread from 0.00 to \$15.00 max	per hour	N	\$ 0.00 - \$ 15.60 - default price \$5.40				N
				Last year fee \$ 0.00 - \$ 15.00 - default price \$5.20				
0121	All Day Parking (various locations)	Per Day	Y	\$15.00	\$15.60	4.00%	\$0.60	N
0122	Half Day Parking (4 Hours, various locations)	Per 4 Hours	Y	\$9.00	\$9.40	4.44%	\$0.40	N
0123	Night parking rate	Per Night	Y	\$15.00	\$15.60	4.00%	\$0.60	N

### Parking Permits

0126	Parking Permits – 1st Resident permit concession or 1st Visitor permit concession	Per permit	N	FREE				N
0128	Parking Permits – 2nd Resident permit concession or 2nd Visitor permit concession	Per permit	N	\$52.00	\$54.50	4.81%	\$2.50	N
0127	Parking Permits – 3rd Resident permits concession or 3rd Visitor permit concession	Per permit	N	\$52.00	\$54.50	4.81%	\$2.50	N
0125	Replacement Parking permit fee		N	\$20.80	\$22.00	5.77%	\$1.20	N
0124	Tradesperson permit monthly fee- non metered	Per bay	N	\$208.00	\$216.50	4.09%	\$8.50	N
0129	Parking Permits – 1st Resident permit	Per Permit	N	\$52.00	\$54.50	4.81%	\$2.50	N
0130	Parking Permits – 2nd Resident permits	Per Permit	N	\$126.90	\$132.00	4.02%	\$5.10	N
0131	Parking Permits – 3rd Resident permits	Per Permit	N	\$238.20	\$247.00	3.69%	\$8.80	N
0132	Parking Permits – Business – 1st permit	Per Permit	N	\$147.20	\$153.00	3.94%	\$5.80	N
0133	Parking Permits – Business – 2nd and subsequent permits	Per Permit	N	\$273.00	\$283.00	3.66%	\$10.00	N
0134	Parking Permits – Disabled	Per Permit	N	No Charge				N
0135	Parking Permits – 1st Visitor permit	Per Permit	N	\$52.00	\$54.50	4.81%	\$2.50	N
0136	Parking Permits – 2nd Visitor permits	Per Permit	N	\$126.90	\$132.00	4.02%	\$5.10	N
0137	Parking Permits – 3rd Visitor permits	Per Permit	N	\$238.20	\$247.00	3.69%	\$8.80	N

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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### Parking Permits [continued]

0138	Parking Permit – Car Share Bay	Per Permit	N	\$645.00	\$660.00	2.33%	\$15.00	N
0139	Installation of Car Share Bay	Per Bay	Y	\$700.00	\$735.00	5.00%	\$35.00	N
0140	Tradesperson permit per day- non metered	Per Bay	N	\$20.80	\$22.00	5.77%	\$1.20	N
0141	Tradesperson permit per week- non metered	Per Bay	N	\$62.40	\$65.00	4.17%	\$2.60	N

### Parking Occupation Fees

0142	Occupation of parking bays – parking meter/ first day – Non Commercial Street	Per Day	Y	\$83.20	\$85.00	2.16%	\$1.80	N
0143	Occupation of parking bays – parking meter/ subsequent day – Non Commercial Street	Per Day	Y	\$41.60	\$44.00	5.77%	\$2.40	N
0144	Occupation of parking bays – parking meter/ first day – Commercial Street	Per Day	Y	\$124.80	\$130.00	4.17%	\$5.20	N
0145	Occupation of parking bays – parking meter/ subsequent day – Commercial street	Per Day	Y	\$72.80	\$76.00	4.40%	\$3.20	N

### Towing & Impounding Fees

0146	Derelict vehicles/pound fee – abandoned/ unregistered vehicle	Per Vehicle	Y	\$478.40	\$500.00	4.52%	\$21.60	N
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### Parking Offence Fees

0147	Parking offences set out in Schedule 6 of the Road Safety (General) Regulations 2019	Of a Penalty Unit	N			0.5 of a penalty unit		N
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### Local Laws / Legislative Services

0150	Parklet Application and Inspection - Neighbourhood	Per application	N	\$300.00	\$325.00	8.33%	\$25.00	N
0149	Parklet Application and Inspection - Primary	Per application	N	\$300.00	\$325.00	8.33%	\$25.00	N
0152	Parklet Application and Inspection - Secondary	Per application	N	\$300.00	\$325.00	8.33%	\$25.00	N
0151	Parklet Permit 12 Month - Neighbourhood	Per permit	N	\$2,340.00	\$2,435.00	4.06%	\$95.00	N
0148	Parklet Permit 12 Month - Primary	Per Bay	N	\$5,200.00	\$5,408.00	4.00%	\$208.00	N
0155	Parklet Permit 12 Month - Secondary	Per permit	N	\$3,120.00	\$3,244.80	4.00%	\$124.80	N

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Local Laws / Legislative Services** [continued]

0156	Parklet Permit Summer 6 Month - Neighbourhood	Per permit	N	\$1,170.00	\$1,217.50	4.06%	\$47.50	N
0153	Parklet Permit Summer 6 Month - Primary	Per permit	N	\$2,600.00	\$2,704.00	4.00%	\$104.00	N
0154	Parklet Permit Summer 6 Month - Secondary	Per permit	N	\$1,560.00	\$1,622.40	4.00%	\$62.40	N
0157	Mobile Food Vans – Normal Rate	Per Van	N	\$2,825.00	\$2,938.00	4.00%	\$113.00	N
0158	Mobile Food Vans – Concession Rate (Yarra Resident Only)	Per Van	N	\$2,010.00	\$2,090.40	4.00%	\$80.40	N
0159	Mobile Food Van – small private events permit 1 day or less	Per Van	N	\$120.00	\$122.00	1.67%	\$2.00	N
0160	Mobile Food Van – Charity or Non for profit event	Per Van	N	\$0.00	\$0.00	0.00%	\$0.00	N
0161	Significant Tree Application fee (Non-refundable)	Per application	N	\$180.00	\$187.00	3.89%	\$7.00	N
0162	Significant Tree Permit – Removal	Per Permit	N	\$277.00	\$287.00	3.61%	\$10.00	N
0163	Significant Tree Permit – Pruning only	Per Permit	N	\$120.00	\$124.00	3.33%	\$4.00	N
0164	Excess Animal Permit – Application Fee (Non Refundable)	Per Permit	N	\$65.00	\$68.00	4.62%	\$3.00	N
0165	Cat trap – rental per week	Per Week	N	\$30.00	\$31.00	3.33%	\$1.00	N
0166	Commercial dog walking permit (annual permit)	Annual Permit	N	\$150.00	\$153.00	2.00%	\$3.00	N
0167	Excess Animal Permit – Fee	Annual Permit	N	\$63.00	\$65.52	4.00%	\$2.52	N
0168	Temporary Public Space Licence (prescribed event area) multi max 5 stalls/ promotional activities Charity or Non for profit	Per Permit	N	\$0.00	\$0.00	0.00%	\$0.00	N
0169	Temporary Public Space Licence (prescribed event area) multi max 5 stalls/ promotional activities	Per Permit	N	\$113.50	\$118.00	3.96%	\$4.50	N
0170	Temporary Public Space Licence (prescribed event area) each additional stall/ promotional activity over 5 for Charity or Non for profit	Per Permit	N	\$0.00	\$0.00	0.00%	\$0.00	N

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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### Local Laws / Legislative Services [continued]

0171	Temporary Public Space Licence (prescribed event area) each additional stall/ promotional activity over 5	Per Permit	N	\$35.00	\$38.00	8.57%	\$3.00	N
0172	Temporary Public Space Licences up to 7 days	Per Permit	N	\$76.00	\$80.00	5.26%	\$4.00	N
0173	Local law permit application fee (As required)	Annual Permit	N	\$62.00	\$65.00	4.84%	\$3.00	N
0174	Busking Permit (Monthly charge)	Per Month	N	\$16.50	\$17.00	3.03%	\$0.50	N
0175	Planter box/tubs – Laneway garden permit fee	Per Permit	N	\$61.50	\$64.00	4.07%	\$2.50	N
0176	General Local Law Permit	Per Permit	N	\$373.00	\$388.00	4.02%	\$15.00	N
0177	Temporary Public space permit – Promotional Short Term (1) 0-3 days	Per Permit	N	\$119.50	\$125.00	4.60%	\$5.50	N
0178	Temporary Public space permit – Promotional Short Term (2) 3-7 days where admin/detailed review required	Per Permit	N	\$190.50	\$200.00	4.99%	\$9.50	N
0179	Local Laws permit Inspection fee – After hours	Per Permit	N	\$178.00	\$185.00	3.93%	\$7.00	N
0180	Miscellaneous / Impound release Fee	Per item	N	\$123.50	\$130.00	5.26%	\$6.50	N
0181	Shopping Trolley Release fees	Per trolley	N	\$72.00	\$75.00	4.17%	\$3.00	N

### Public Space Licences

#### Items on Footpath

0182	Footpath Trading – Application/ Inspection fee (Non-refundable)	Per application	N	\$61.50	\$64.00	4.07%	\$2.50	N
0183	Footpath heaters	Annual fee-per heater	N	\$120.00	\$125.00	4.17%	\$5.00	N
0184	Footpath awning fee	Annual fee	N	\$237.00	\$247.00	4.22%	\$10.00	N
0185	Planter Box/Tubs (Excludes Tables & Chairs) Footpath trading only	Annual fee	N	\$62.00	\$65.00	4.84%	\$3.00	N
0186	Additional miscellaneous item Footpath trading	Per item	N	\$62.00	\$65.00	4.84%	\$3.00	N
0187	Advertising Sign – per sign (licensed)	Annual Permit	N	\$195.00	\$203.00	4.10%	\$8.00	N
0188	Advertising Sign – per sign (unlicensed)	Annual Permit	N	\$135.00	\$138.00	2.22%	\$3.00	N

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Items on Footpath [continued]

0189	Goods Display	Annual Permit	N	\$455.00	\$474.00	4.18%	\$19.00	N
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Tables & Chairs

0190	Licensed premises – per table over 800mm (Including benches)	Annual Permit- per table	N	\$100.00	\$104.00	4.00%	\$4.00	N
0191	Licensed Premises – per table up to 800mm	Annual Permit- per table	N	\$88.50	\$92.00	3.95%	\$3.50	N
0192	Licensed Premises – per chair (600mm = 1 Chair)	Annual Permit- per chair	N	\$81.50	\$85.00	4.29%	\$3.50	N
0193	Unlicensed Premises – per table over 800mm (including benches)	Annual Permit- per table	N	\$100.00	\$104.00	4.00%	\$4.00	N
0194	Unlicensed Premises – per table up to 800mm	Annual Permit- per table	N	\$88.50	\$92.00	3.95%	\$3.50	N
0195	Unlicensed Premises – per chair (600mm = 1 Chair)	Annual Permit- per chair	N	\$25.00	\$26.00	4.00%	\$1.00	N
0196	Real Estate Sign License	Annual Permit	N	\$872.00	\$900.00	3.21%	\$28.00	N
0197	Mobile Food Van (prescribed event area) multi max. 5 vans	Per Permit	N	\$373.00	\$388.00	4.02%	\$15.00	N
0198	Mobile Food Van (prescribed event area) each additional food van/stall over 5 vans	Per Permit	N	\$373.00	\$388.00	4.02%	\$15.00	N
0199	Mobile Food Van public land (once-off day rate)	Per Permit	N	\$373.00	\$388.00	4.02%	\$15.00	N

Kerb Market

0200	Gleadell Street Market (per stall)	Per Stall weekly charge	Y	\$99.00	\$103.00	4.04%	\$4.00	N
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Other

0201	Major Amplified Sound Permit	Per Permit	N	\$356.00	\$370.24	4.00%	\$14.24	N
0202	Major Amplified Sound Permit Concession	Per Concession	N	\$123.40	\$128.34	4.00%	\$4.94	N
0203	Miscellaneous / Impound Fee	Per item	Y	\$123.00	\$128.00	4.07%	\$5.00	N

Planning Enforcement

0204	Liquor Licensing Advice Requests	Per advise	Y	\$178.50	\$185.00	3.64%	\$6.50	N
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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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## Animal Control

### Community Amenity (Local Laws and Animal Control)

#### Dog Registration

0205	Standard Maximum Fee	Per dog	N	\$225.00	\$234.00	4.00%	\$9.00	N
0206	Standard Reduced Fee	Per dog	N	\$75.00	\$78.00	4.00%	\$3.00	N
0207	Foster care – Dog	Per dog	N	\$8.00	\$8.00	0.00%	\$0.00	Y
0208	Concessional Maximum Fee	Per dog	N	\$112.50	\$117.00	4.00%	\$4.50	N
0209	Dogs & cats currently registered at another Council – transfer and 1st registration	Per animal	N	No charge – 1st year only				N
0210	Dogs & Cats under 6mths of age	Per animal	N	No charge – 1st year only				N
0211	Concessional Reduced Fee	Per dog	N	\$22.50	\$23.40	4.00%	\$0.90	N
0212	Registration – Declared menacing, dangerous & restricted breed dogs	Per dog	N	\$360.00	\$372.00	3.33%	\$12.00	N

#### Cat Registration

0213	Standard Maximum Fee	Per cat	N	\$130.00	\$135.00	3.85%	\$5.00	N
0214	Standard Reduced Fee	Per cat	N	\$43.00	\$44.50	3.49%	\$1.50	N
0215	Concessional Maximum Fee	Per cat	N	\$65.00	\$67.50	3.85%	\$2.50	N
0216	Concessional Reduced Fee	Per cat	N	\$16.50	\$17.50	6.06%	\$1.00	N
0217	Foster care – Cat	Per cat	N	\$8.00	\$8.00	0.00%	\$0.00	Y
0218	Animal Registration refund	Per registration	N	50% refund prior to 1 October each year				N
0219	Replacement Animal Registration tag	Per tag	Y	\$7.00	\$7.50	7.14%	\$0.50	N

#### Animal Pound Release Fees

0220	Release fee – Dog	Per animal	Y	\$175.00	\$182.00	4.00%	\$7.00	N
0221	Release fee – Cat	Per animal	Y	\$120.00	\$125.00	4.17%	\$5.00	N
0222	Livestock (small)	Per animal	Y	\$200.00	\$208.00	4.00%	\$8.00	N
0223	Livestock (large)	Per animal	Y	\$272.00	\$283.00	4.04%	\$11.00	N

#### Registration of Domestic Animal Business

0224	Annual Registration Fee	Per animal	Y	\$455.00	\$473.50	4.07%	\$18.50	N
0225	Transfer Fee	Per Permit	Y	\$35.00	\$37.00	5.71%	\$2.00	N
0226	Request for copy of dog/cat registration certificate (per entry)	Per entry	Y	\$118.00	\$123.00	4.24%	\$5.00	N
0227	Service Requests – Animal Control	Per animal	Y	\$86.00	\$89.00	3.49%	\$3.00	N
0228	Inspection of Dog/Cat register (per entry)	Per entry	N	\$26.00	\$27.00	3.85%	\$1.00	N

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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## Registration of Domestic Animal Business [continued]

0229	Deposit Cat trap (Refundable)	Per trap	N	\$123.00	\$128.00	4.07%	\$5.00	N
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## Health Protection Registrations

- The annual registration period for all premises is 1 January to 31 December - The period for which registration lasts ranges from a minimum of 3 months to a maximum of 15 months (excludes temporary and mobile food premises)
- Pro rata of renewal fee – Registration in Q1 = full renewal fee, Q2 = 3/4 of renewal fee, Q3 = 1/2 renewal fee, Q4 = 1.25 x renewal fee where registration expires 31 December the following year (Max 15 months registration)
- Refund of annual renewal fee for registered premises that close before the registration expiry date - Business closes Q1 = refund 3/4 renewal fee, Q2 = refund 1/2 renewal fee, Q3 = refund 1/4 renewal fee, Q4 = no refund

## Food Premises

## Class 1 or Class 2 Food Premises

0230	Renewals	Annual Registration	N	\$650.00	\$676.00	4.00%	\$26.00	N
0231	Additional fee for each employee over 10 (Max fee is for 61+ employees)	Per employee > 10 (3PT=1FT)	N	\$32.50	\$33.80	4.00%	\$1.30	N
0232	New Registrations – Application fee	Per application	N	\$325.00	\$338.00	4.00%	\$13.00	N
0233	New Registrations – Registration fee	Per registration	N	Pro-rata of renewal fee				N
0234	Re-inspection Fee	Per inspection	N	\$162.50	\$169.00	4.00%	\$6.50	N
0235	Additional Assessment Fee (Section 19H)	Per assessment	N	\$325.00	\$338.00	4.00%	\$13.00	N

## Class 3 and Not for Profit Class 1 and 2 Food Premises

0236	Renewals	Per renewal	N	\$325.00	\$338.00	4.00%	\$13.00	N
0237	Additional fee for each employee over 10 (Max fee is for 61+ employees)	Per employee > 10 (3PT=1FT)	N	\$16.50	\$16.90	2.42%	\$0.40	N
0238	Seasonal (6 month operation) sporting clubs – Registration is for annual period	Per registration	N	\$162.50	\$169.00	4.00%	\$6.50	N
0239	New Registrations – Application fee	Per application	N	\$162.50	\$169.00	4.00%	\$6.50	N
0240	New Registrations – Registration fee	Per registration	N	Pro-rata of renewal fee				N
0241	Re-inspection Fee	Per inspection	N	\$81.50	\$84.50	3.68%	\$3.00	N
0242	Additional Inspection Fee Under 19(H)	Per inspection	N	\$162.50	\$169.00	4.00%	\$6.50	N

## Not for Profit Class 3 Food Premises

0243	Renewals	Per renewal	N	\$162.50	\$169.00	4.00%	\$6.50	N
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**Not for Profit Class 3 Food Premises** [continued]

0244	Additional fee for each employee over 10 (Max fee is for 61+ employees)	Per employee > 10 (3PT=1FT)	N	\$8.50	\$8.45	-0.59%	-\$0.05	N
0245	Seasonal (6 month operation) sporting clubs – Registration is for annual period	Per registration	N	\$81.50	\$84.50	3.68%	\$3.00	N
0246	New Registrations – Application fee	Per application	N	\$81.50	\$84.50	3.68%	\$3.00	N
0247	New Registrations – Registration fee	Per registration	N	Pro-rata of renewal fee				N
0248	Re-inspection Fee	Per inspection	N	\$81.50	\$84.50	3.68%	\$3.00	N
0249	Additional Inspection Fee Under 19(H)	Per inspection	N	\$162.50	\$169.00	4.00%	\$6.50	N

**Temporary and Mobile Food Premises**

Registered via "Streatrader" and Short Term Registrations of Food Premises (on request of proprietor)

**Once-off Events**

No more than two consecutive days operation.

Component/s (per component) attached to a fixed registered (not Class 4) premises.

0250	Class 1 and 2	Per Permit	N	\$81.50	\$84.50	3.68%	\$3.00	N
0251	Class 3	Per Permit	N	\$41.00	\$42.25	3.05%	\$1.25	N
0252	Not for profit organisations – all classes	Per Permit	N	No Charge				N

**Short Term Registrations**

Less than 12 months.

Note: new approval fee does not apply.

Temporary and mobile food premises that are not "once off" events or components of a fixed registered premises, components of notified (Class 4) premises.

0253	Registrations for a period of up to 3 months	Per registration	N	1/4 annual renewal fee				N
0254	Registrations for a period of 3 to 6 months	Per registration	N	1/2 annual renewal fee				N
0255	Registrations for a period of more than 6 months will be treated as a 12 month registration	Per registration	N	Full annual renewal fee				N
0256	Re-inspection Fee (temp and mobile food premises)	Per inspection	N	\$81.50	\$84.50	3.68%	\$3.00	N

**Aquatic Facilities**

0258	New registration - Application fee	Per registration	N	\$106.00	\$110.00	3.77%	\$4.00	N
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### Aquatic Facilities [continued]

0260	New registration fee	Per registration	N	Pro-rata of renewal fee				N
0259	Renewal - Additional fee for each additional facility in premises in excess of one (1)	Per additional facility >1	N	\$10.50	\$11.00	4.76%	\$0.50	N
0261	Renewal fee	Per renewal	N	\$212.00	\$220.00	3.77%	\$8.00	N
0257	Transfer fee	Per transfer	N	\$106.00	\$110.00	3.77%	\$4.00	N

### Prescribed Accommodation Premises

#### Commercial

0262	Renewal for premises accommodating not more than 5 persons	Per Person	N	\$325.00	\$338.00	4.00%	\$13.00	N
0263	Renewals - Additional fee for each additional person than can be accommodated in excess of 5 (Max fee for 61+ persons)	Per Person > 5 (Max fee based on 61+ persons)	N	\$16.50	\$16.90	2.42%	\$0.40	N
0264	New registrations - Application fee	Per registration	N	\$162.50	\$169.00	4.00%	\$6.50	N
0265	New registrations - Registration fee	Per Transfer	N	Pro-rata of renewal fee				N
0266	Transfers	Per Transfer	N	\$162.50	\$169.00	4.00%	\$6.50	N

#### Not For Profit

0267	Renewals for premises accommodating not more than 5 persons	Per renewal	N	\$162.50	\$169.00	4.00%	\$6.50	N
0268	Renewals - Additional fee for each additional person than can be accommodated in excess of 5 (Max fee for 61+ persons)	Per Person > 5 (Max fee based on 61+ persons)	N	\$8.50	\$8.45	-0.59%	-\$0.05	N
0269	New registrations - Application fee	Per application	N	\$81.50	\$84.50	3.68%	\$3.00	N
0270	New registrations - Registration fee	Per registration	N	Pro-rata of renewal fee				N
0271	Transfers	Per transfer	N	\$81.50	\$84.50	3.68%	\$3.00	N

### Premises Providing Personal Services

Hairdressers, Beauty Salons, Ear Piercing, Tattooing, Skin Penetration

If proprietor is a not for profit/charitable organisations above will be discounted by 50%. No current applicant are NFP.

0272	Renewals	Per renewal	N	\$211.50	\$220.00	4.02%	\$8.50	N
0273	New Registrations	Per registration	N	\$106.00	\$110.00	3.77%	\$4.00	N

Excluding low risk premises where the full renewal fee applies as registration is not subject to renewal.

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Premises Providing Personal Services** [continued]

0274	New registrations - Registration fee – higher risk services	Per registration	N				Pro-rata of renewal fee 15 fees raised YTD	N
0275	New registration - Registration fee – lower risk services (note that registration is not subject to renewal)	Per registration	N	\$211.50	\$220.00	4.02%	\$8.50	N
0276	Transfer Fee (transfers not applicable to lower risk services)	Per transfer	N	\$106.00	\$110.00	3.77%	\$4.00	N

**Other Fees**

0277	Overdue Registration Renewal Fee	Per late renewal	N	\$162.50	\$169.00	4.00%	\$6.50	N
0278	Waste Water System Approval	Per approval	N	\$325.00	\$338.00	4.00%	\$13.00	N

**Information/Service Fees**

0279	Copy of Certificate of Analysis for person from whom sample obtained	Per Copy of Certificate	Y				No Charge	N
0280	Extract of premises register	Per Extract	N				No Charge	N
0281	EHO hourly charge rate	Per Hour	Y	\$162.50	\$169.00	4.00%	\$6.51	N

**Recreation**

**Multi-purpose Sporting Facilities**

Casual Sports Ground B Hire

Casual Pavilion Hire

Casual Hire – Tennis, Netball, Basketball Court

**Pavilions**

Seasonal Fee Per Team

**Category A**

Graham, Johnson, Coulson, Ramsden, Fairfield, Burnley, Alfred Cres, Fitzroy Grandstand, Gillon

**Category B**

Yambla, Citizens, Bain and Alphington, George Knott

**Sportsgrounds**

Seasonal Fee Per Team

**Turf Cricket**

Loughnan, Citizens (Summer Turf Wicket)

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## Cricket Synthetic

## Football

## Soccer

## Registered Yarra Sports Clubs out of season hire

## Permit to hire Park for Commercial Fitness Trainers

## Casual Facility Hire

Commercial: Private hirers, non-Yarra based private schools and professional sporting clubs

Concession 1: Non-Yarra based not-for-profit community groups (inc. sports clubs), non-Yarra based government high schools and Yarra based private schools

Concession 2: Yarra based not-for-profit community groups (inc. sports clubs), Yarra based government high schools

Concession 3: Yarra based primary schools

## Sportsgrounds

## Premier Sportsground Hire - Victoria Park, Bastow 1

0282	Commercial fee	Per Hour	Y	\$310.00	\$322.40	4.00%	\$12.40	N
0283	Concession 1	Per Hour	Y	\$91.00	\$94.60	3.96%	\$3.59	N
0284	Concession 2	Per Hour	Y	\$42.00	\$43.70	4.05%	\$1.70	N
0285	Concession 3	Per Hour	Y	\$21.00	\$21.80	3.81%	\$0.80	N

## Community Sportsground Hire - All other sportsgrounds

0286	Commercial (ongoing) - Community Sports Ground Hire	Per Hour	Y	\$30.00	\$31.00	3.33%	\$1.00	N
0287	Commercial fee	Per Hour	Y	\$122.00	\$126.80	3.93%	\$4.81	N
0288	Concession 1	Per Hour	Y	\$30.00	\$31.00	3.33%	\$1.00	N
0289	Concession 2	Per Hour	Y	\$11.00	\$11.40	3.64%	\$0.40	N
0290	Concession 3	Per Hour	Y				No Charge	N

## Pavilions

## Pavilion Hire - Alfred, Alphington, Barkly Gardens, Burnley, Coulson, Fairfield, Fitzroy Grandstand, Gillon, Graham, Johnson, Ramsden, Sherrin Stand, Stanton Street Hall (table tennis)

0291	Commercial (ongoing) - Facility Hire	Per Hour	Y	\$36.00	\$37.40	3.89%	\$1.40	N
0292	Commercial fee	Per Hour	Y	\$122.00	\$126.90	4.02%	\$4.91	N
0293	Concession 1	Per Hour	Y	\$36.00	\$37.40	3.89%	\$1.40	N
0294	Concession 2	Per Hour	Y	\$29.00	\$30.20	4.14%	\$1.20	N
0295	Concession 3	Per Hour	Y	\$22.00	\$22.90	4.09%	\$0.90	N

## Tennis and Netball Court Hire

## Ryan's Reserve

0298	Commercial (off-peak)	Per Hour	Y	\$26.50	\$27.60	4.15%	\$1.10	N
0296	Commercial (off-peak) - ongoing	Per Hour	Y	\$23.85	\$24.80	3.98%	\$0.95	N
0297	Commercial (peak) - ongoing	Per Hour	Y	\$29.70	\$30.90	4.04%	\$1.20	N
0299	Commercial (Peak)	Per Hour	Y	\$33.00	\$34.30	3.94%	\$1.30	N

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## Ryan's Reserve [continued]

0300	Concession 1	Per Hour	Y	\$16.30	\$16.90	3.68%	\$0.60	N
0301	Concession 2	Per Hour	Y	\$6.50	\$6.70	3.08%	\$0.19	N
0302	Concession 3	Per Hour	Y				No Charge	N

## Mayors Park Tennis and Netball Centre

0305	Commercial (off-peak)	Per Hour	Y	\$26.50	\$27.60	4.15%	\$1.10	N
0308	Commercial (off-peak) - ongoing	Per Hour	Y	\$23.85	\$24.80	3.98%	\$0.95	N
0306	Commercial (peak)	Per Hour	Y	\$33.00	\$34.30	3.94%	\$1.30	N
0309	Commercial (peak) - ongoing	Per Hour	Y	\$29.70	\$30.90	4.04%	\$1.20	N
0303	Concession 1	Per Hour	Y	\$16.30	\$16.90	3.68%	\$0.60	N
0304	Concession 2	Per Hour	Y	\$6.50	\$6.70	3.08%	\$0.19	N
0307	Concession 3	Per Hour	N				No Charge	N

## Fairlea Reserve

0311	Commercial (off-peak)	Per Hour	Y	\$33.00	\$34.30	3.94%	\$1.30	N
0310	Commercial (off-peak) - ongoing	Per Hour	Y	\$29.70	\$30.90	4.04%	\$1.20	N
0314	Commercial (peak)	Per Hour	Y	\$40.00	\$41.60	4.00%	\$1.61	N
0315	Commercial (peak) - ongoing	Per Hour	Y	\$36.00	\$37.40	3.89%	\$1.40	N
0316	Concession 1	Per Hour	Y	\$25.00	\$26.00	4.00%	\$1.00	N
0312	Concession 2	Per Hour	Y	\$15.00	\$15.60	4.00%	\$0.59	N
0313	Concession 3	Per Hour	Y	\$5.00	\$5.20	4.00%	\$0.20	N

## Tennis and Netball Pavilion Hire

## Ryan's Reserve

0317	Commercial (ongoing) - Facility Hire	Per Hour	Y	\$36.00	\$37.40	3.89%	\$1.40	N
0318	Commercial - Facility Hire	Per Hour	Y	\$122.00	\$126.90	4.02%	\$4.91	N
0319	Concession 1 - Facility Hire	Per Hour	Y	\$36.00	\$37.40	3.89%	\$1.40	N
0320	Concession 2 - Facility Hire	Per Hour	Y	\$29.00	\$30.20	4.14%	\$1.20	N
0321	Concession 3 - Facility Hire	Per Hour	Y	\$22.00	\$22.90	4.09%	\$0.90	N

## Fairlea Reserve

0325	Commercial - Facility Hire	Per Hour	Y	\$122.00	\$126.90	4.02%	\$4.90	N
0324	Commercial (ongoing) - Facility Hire	Per Hour	Y	\$36.00	\$37.40	3.89%	\$1.40	N
0322	Concession 1 - Facility Hire	Per Hour	Y	\$36.00	\$37.40	3.89%	\$1.40	N
0323	Concession 2 - Facility Hire	Per Hour	Y	\$29.00	\$30.20	4.14%	\$1.21	N

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## Fairlea Reserve [continued]

0326	Concession 3 - Facility Hire	Per Hour	Y	\$22.00	\$22.90	4.09%	\$0.90	N
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## Seasonal and Annual Hire

## Pavilion Hire

0327	Pavilion Hire	Per Hour	Y	\$1.15	\$1.72	49.57%	\$0.57	N
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## Sportsgrounds

0328	Premier Sports Ground Hire	Per Hour	Y	\$2.89	\$4.33	49.83%	\$1.44	N
0329	Community 1 Sports Ground Hire	Per Hour	Y	\$2.53	\$3.80	50.20%	\$1.27	N
0330	Community 2 Sports Ground Hire	Per Hour	Y	\$2.30	\$3.45	50.00%	\$1.16	N
0331	Training Sports Ground Hire	Per Hour	Y	\$1.79	\$2.69	50.28%	\$0.90	N
0332	Sports Lighting Surcharge (after 5.30pm)	Per Hour	Y	\$5.76	\$5.76	0.00%	\$0.00	N
0333	Turf Wicket Recovery	Per Item	Y	\$2,500.00	\$2,500.00	0.00%	\$0.00	N
0334	Pre Season Training	Per Hour	Y	\$27.40	\$28.50	4.01%	\$1.10	N
0335	Practice Match	Per Hour	Y	\$98.80	\$102.70	3.95%	\$3.90	N
0336	Netball Court Hire (per court) - Tenant Sports Club (Fairlea Netball)	Per Hour	Y	\$7.50	\$7.80	4.00%	\$0.30	N
0337	Netball/Tennis Court Hire (per court) - Tenant Sports Club (Ryan Reserve/Mayors Park)	Per Hour	Y	\$2.40	\$2.50	4.17%	\$0.10	N

Premier Grounds : Bastow 1 Pitch , Victoria Park

Community 1 Grounds : Alphington Park Oval, Fairfield Park Oval, Fletcher 1 Pitch, Loughnan Oval, Peterson Oval, Ramsden Oval, Yambula Reserve

Community 2 Grounds : Alan Bain Reserve, Alfred Crescent Oval, Bastow 2 Soccer Pitch, Burnley Oval, Citizens Park, Coulson Reserve, Fletcher 2 Oval, George Knott Soccer Pitch

Training Grounds : Walker Street Reserve

## Personal Training

0338	Annual Licence Fee	Per Year	N	\$317.70	\$323.90	1.95%	\$6.20	N
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## Construction Management Support Unit

0339	Counter Fast Track Assessment Fee	Per Assessment	N	\$165.00	\$189.75	15.00%	\$24.75	N
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## Permit Inspections

0340	Private single dwelling and local shop traders	Per Inspection	Y	\$165.90	\$172.54	4.00%	\$6.64	N
0341	Commercial – includes house modules	Per Inspection	Y	\$295.90	\$325.49	10.00%	\$29.59	N
0342	Out of Hours	Per Inspection	Y	\$504.40	\$524.58	4.00%	\$20.18	N

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**Permit Inspections** [continued]

0343	Out of Hours Permit	Per Permit	Y	\$214.75	\$223.34	4.00%	\$8.59	N
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**Asset Protection Permit**

0344	Permit – Works up to \$10k*	Per Permit	Y				No Charge	N
0345	Permit – Works between \$10,001 and \$500K Application Fee*	Per Permit	Y	\$270.40	\$281.21	4.00%	\$10.81	N
0346	Permit – Works more than \$501K Application Fee*	Per Permit	Y	\$814.30	\$846.87	4.00%	\$32.57	N

\*Additional drainage inspection charges may apply

**Vehicle Crossing Permit**

0348	Inspection - Commercial/Industrial Vehicle Crossing	Per Permit	N	\$295.90	\$307.74	4.00%	\$11.84	N
0347	Inspection - Private single dwelling Vehicle Crossing	Per Permit	N	\$166.40	\$173.06	4.00%	\$6.66	N
0349	Permit – Private Single Dwelling Vehicle Crossing	Per Permit	N	\$174.70	\$181.69	4.00%	\$6.99	N
0350	Permit – Commercial/Industrial Vehicle Crossing	Per Permit	N	\$295.90	\$325.49	10.00%	\$29.59	N
0351	Profile Design Service	Per Permit	Y	\$395.20	\$411.00	4.00%	\$15.81	N

**Road / Footpath Occupation Permit**

0352	Permit – work area / public protection occupation	Per Permit	N	\$91.10	\$94.74	4.00%	\$3.64	N
0353	Occupancy Fee – Private single dwelling and local shop trader	Per Square Metre Per Week	Y	\$5.50	\$5.72	4.00%	\$0.22	N
0354	Occupancy Fee – Commercial License/ Occupancy	Per Square Metre Per Week	Y	\$12.00	\$13.20	10.00%	\$1.20	N
0355	Permit – Plant and Equipment – Private single dwelling and local shop traders.	Per Day	N	\$174.70	\$181.69	4.00%	\$6.99	N
0356	Permit – Plant and Equipment – Commercial – No road closure	Per Day	Y	\$295.90	\$325.49	10.00%	\$29.59	N
0357	Plant and Equipment Permit – Commercial – Local road – Full road closure	Per Day	Y	\$449.25	\$494.18	10.00%	\$44.93	N

RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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### Skip Bin Permit

0358	Skip Bin Permit – Skip placement – unmetered	Per Day	N	\$25.85	\$26.88	3.98%	\$1.03	N
0359	Skip Bin Permit – Skip placement – metered	Per Day	N	\$70.10	\$72.90	3.99%	\$2.81	N
0360	Skin Bin Permit – Container placement	Per Day	N	\$150.30	\$156.31	4.00%	\$6.01	N

### Filming & Commercial Still Photography Permit

0361	Application fee – Commercial Profit Making (non refundable)	Per Permit	Y	\$112.30	\$116.79	4.00%	\$4.50	N
0362	Commercial Profit Making – Film/Ad Producers – Major impact: Permit	Per Permit	Y	\$1,372.80	\$1,427.71	4.00%	\$54.91	N
0363	Filming (incl ads/still photography) inspection (Mon to Fri)	Per Inspection	Y	\$162.30	\$172.44	6.25%	\$10.14	N
0364	Filming inspection (incl ads/still photography) – Out of hours	Per Inspection	Y	\$504.90	\$524.58	3.90%	\$19.67	N
0365	Permit – Commercial Profit Making – Minor impact/small budget productions (incl films & ads)	Per Permit	Y	\$458.65	\$477.00	4.00%	\$18.35	N
0366	Permit – Student Filming (incl still photography)	Per Permit	N				No Charge	N
0367	Permit – Non Profit Making Filming (incl still photography)	Per Permit	N				No Charge	N

### Road / Footpath Openings

#### Consent (RMA 2004)

0368	Consent fee*	Per Consent	N	\$88.90	\$88.90	0.00%	\$0.00	Y
Minimum charge								
*Areas greater than 40m2 or greater than 30 lineal metres Council may consider a reduced charge								
0369	Inspection	Per Inspection	Y	\$165.90	\$172.54	4.00%	\$6.64	N
0370	Inspection – Out of hours	Per Inspection	Y	\$504.40	\$524.58	4.00%	\$20.18	N
Minimum charge								

#### Drainage Cleaning and Inspection

0371	Admin Fee – Organising CCTV inspection or drain cleaning for one occurrence	Per Inspection	Y	\$166.30	\$172.95	4.00%	\$6.65	N
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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Drainage Cleaning and Inspection** [continued]

0372	CCTV inspection (Traffic management not included)	Per Hour	Y	\$254.50	\$268.49	5.50%	\$13.99	N
Minimum charge \$800								
0373	Drain/Pit Cleaning – Jet/ Educator Cleaning (Traffic management and tipping fees not included)	Per Hour	Y	\$268.65	\$283.43	5.50%	\$14.78	N
Minimum charge \$800								

**Road Reinstatement**

In accordance with the Road Management Act 2004

0374	Road – deep lift asphalt/ concrete/bluestone	Per Square Metre	N	\$344.25	\$358.02	4.00%	\$13.77	N
Minimum charge \$800								
0375	Road – asphalt/concrete <100mm	Per Square Metre	N	\$229.85	\$239.04	4.00%	\$9.19	N
Minimum charge \$500								
0376	Footpath – residential – asphalt (as per YSD33 RAF) – less than 60mm	Per Square Metre	N	\$206.95	\$215.23	4.00%	\$8.28	N
Minimum charge \$500								
0377	Footpath – industrial – asphalt / concrete (as per YSD33 IAF & CF) greater than 60mm & less than equal to 100mm	Per Square Metre	N	\$287.55	\$299.05	4.00%	\$11.50	N
Minimum charge \$800								
0378	Footpath – industrial – concrete with asphalt surface (as per YSD33 ICAF) <=170mm	Per Square Metre	N	\$321.90	\$334.78	4.00%	\$12.88	N
Minimum charge \$800								
0379	Traffic Management	unit	N	\$575.10	\$598.10	4.00%	\$23.00	N
0380	Parking sensor removal/ reinstatement	Per Sensor	Y	\$113.00	\$117.52	4.00%	\$4.52	N
0381	Urgent removal/ reinstatement	Per Sensor	Y	\$160.00	\$166.39	3.99%	\$6.40	N

**Child Care**

**Late Fee – Childrens Services**

0382	Late Fee for Vac Care, ASC, LDC, Kinder	Initial 10mins	N	\$28.81	\$29.96	3.99%	\$1.15	N
0383	Late Fee for Vac Care, ASC, LDC, Kinder	Per Minute	N	\$1.40	\$1.46	4.29%	\$0.05	N



RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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### Outside School Hours Care

0386	Casual Booking Fee	per booking	N	\$2.08	\$2.16	3.85%	\$0.08	N
0385	Outside School Hours Care Fee	per hour	N	\$8.31	\$8.64	3.97%	\$0.33	N
0384	Vacation Care Excursion Fee	Per day	N	\$15.60	\$16.22	3.97%	\$0.62	N
0387	Vacation Care Fee – Late booking	Per day	N	\$10.40	\$10.82	4.04%	\$0.42	N

### Long Day Care

0388	Long Day Care	per hour	N	\$13.28	\$14.34	7.98%	\$1.06	N
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### Pre School 3 Year Olds

#### Funded Kindergarten

0389	July to December	Per Term	N	\$429.52	\$446.70	4.00%	\$17.18	N
0390	January to June	Per Term	N	\$437.84	\$455.35	4.00%	\$17.51	N
0391	Term Fee Concession	Per Term	N	\$0.00	\$0.00	0.00%	\$0.00	N

### Occasional Child Care

0392	Occasional Care	per hour	N	\$13.28	\$14.34	7.98%	\$1.06	N
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### Youth Services

0393	School Holiday Programs	Per Day	Y	\$22.49	\$23.30	3.60%	\$0.81	N
0394	School Holiday Programs – Concession	Per Day	Y	\$4.08	\$4.20	2.94%	\$0.12	N

### Hire of Meeting Rooms – Connie Benn Centre

#### Community Meeting Room

0395	Concessional Rate Half Day	Per Half Day	Y	\$35.40	\$36.85	4.10%	\$1.45	N
0396	Concessional Rate Full Day	Per Day	Y	\$58.90	\$61.30	4.07%	\$2.40	N
0397	Commercial Rate Half Day	Per Half Day	Y	\$118.00	\$123.00	4.24%	\$5.00	N
0398	Commercial Rate Full Day	Per Day	Y	\$212.00	\$220.50	4.01%	\$8.50	N

#### Community Kitchen

0399	Concessional Rate Half Day	Per Half Day	Y	\$47.10	\$49.00	4.03%	\$1.90	N
0400	Concessional Rate Full Day	Per Day	Y	\$82.50	\$85.80	4.00%	\$3.30	N
0401	Commercial Rate Half Day	Per Half Day	Y	\$118.00	\$123.00	4.24%	\$5.00	N
0402	Commercial Rate Full Day	Per Day	Y	\$212.00	\$220.50	4.01%	\$8.50	N

RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Training Room**

0403	Concessional Rate Half Day	Per Half Day	Y	\$58.90	\$61.30	4.07%	\$2.40	N
0404	Concessional Rate Full Day	Per Day	Y	\$118.00	\$123.00	4.24%	\$5.00	N
0405	Commercial Rate Half Day	Per Half Day	Y	\$118.00	\$123.00	4.24%	\$5.00	N
0406	Commercial Rate Full Day	Per Day	Y	\$212.00	\$220.50	4.01%	\$8.50	N

**Consultation Room**

0407	Concessional Rate per hour	Per Hour	Y	\$35.40	\$36.85	4.10%	\$1.45	N
0408	Concessional Rate Full Day	Per Day	Y	\$94.30	\$98.10	4.03%	\$3.80	N
0409	Commercial Rate per hour	Per Hour	Y	\$47.10	\$49.00	4.03%	\$1.90	N
0410	Commercial Rate Full Day	Per Day	Y	\$177.00	\$184.50	4.24%	\$7.50	N

**Playgroup Room 2**

0411	Concessional Rate per 2 hour session	Per 2hr Session	Y	\$47.10	\$49.00	4.03%	\$1.90	N
0412	Commercial Rate per hour	Per Hour	Y	\$35.40	\$36.85	4.10%	\$1.45	N
0413	Commercial Rate Full Day	Per Day	Y	\$177.00	\$184.50	4.24%	\$7.50	N

**Front Room**

0414	Concessional Rate Half Day	Per Half Day	Y	\$23.60	\$24.55	4.03%	\$0.95	N
0415	Concessional Rate Full Day	Per Day	Y	\$43.85	\$45.60	3.99%	\$1.75	N
0416	Commercial Rate Half Day	Per Half Day	Y	\$70.70	\$73.60	4.10%	\$2.90	N
0417	Commercial Rate Full Day	Per Day	Y	\$118.00	\$123.00	4.24%	\$5.00	N

**Foyer Room**

0418	Concessional Rate Half Day	Per Half Day	Y	\$70.70	\$73.60	4.10%	\$2.90	N
0419	Concessional Rate Full Day	Per Day	Y	\$118.00	\$123.00	4.24%	\$5.00	N
0420	Commercial Rate Half Day*	Per Half Day	Y	\$94.30	\$98.10	4.03%	\$3.80	N
0421	Commercial Rate Full Day	Per Day	Y	\$177.00	\$184.50	4.24%	\$7.50	N
0422	Groups auspiced by Council business units		Y				No Charge	N

\* Evening and weekend hire only

RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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## Hire of Community Facility - The Stables

### Top Floor

0429	After hours call out fee	per hour	Y	\$88.09	\$91.61	4.00%	\$3.52	N
0423	Commercial Rate hourly	per hour	Y	\$65.62	\$68.24	3.99%	\$2.62	N
0428	Community hall public liability insurance	per event	Y	\$35.46	\$36.88	4.00%	\$1.42	N
0426	Concession Rate hourly	per hour	Y	\$22.51	\$23.42	4.04%	\$0.90	N
0427	Groups out spaced by Council business units	per event	N	\$0.00	\$0.00	0.00%	\$0.00	N
0424	Late booking fee	per event	Y	\$51.54	\$53.60	4.00%	\$2.06	N
0425	Security deposit (bond)	per event	N	\$106.08	\$110.32	4.00%	\$4.24	N

\* Minimum \$100

## Immunisation

### Vaccine

0434	Bexsero	per vaccine	N	\$130.00	\$133.00	2.31%	\$3.00	N
0435	Boostrix	per vaccine	N	\$49.06	\$51.00	3.95%	\$1.94	N
0431	Engerix B Adult	per vaccine	N	\$29.00	\$29.45	1.55%	\$0.45	N
0433	Havrix Adult	per vaccine	N	\$70.01	\$72.80	3.99%	\$2.79	N
0430	Havrix Junior	per vaccine	N	\$52.20	\$54.30	4.02%	\$2.10	N
0437	Influenza vaccine	per vaccine	N	\$20.00	\$20.30	1.50%	\$0.31	N
0432	Nimenrix	per vaccine	N	\$75.00	\$76.15	1.53%	\$1.16	N
0436	Varilrix	Per Vaccine	N	\$70.00	\$71.05	1.50%	\$1.05	N
0438	Immunisation – vaccinations	Per vaccine	N	Fee varies with Vaccine				N
0439	Immunisation – alternative vaccinations	Per vaccine	N	Fee varies with Vaccine				N

## Planning & Subdivision

### Amendments to Planning Scheme

0440	Request to amend planning scheme	Per application	N	\$3,275.40	\$3,275.40	0.00%	\$0.00	Y
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- a) Considering a request to amend a planning scheme; and  
b) Taking action required by Division 1 of Part 3 of the Act; and  
c) Considering any submissions which do not seek a change to the amendment; and  
d) If applicable, abandoning the amendment

### Consideration of submissions to Amendment and reference to panel

0441	a) up to and including 10 submissions which seek a change to an amendment and where necessary referring the submissions to a panel	Per application	N	\$16,233.90	\$16,233.90	0.00%	\$0.00	Y
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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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### Consideration of submissions to Amendment and reference to panel [continued]

0442	b) 11 to (and including) 20 submissions which seek a change to an amendment and where necessary referring the submissions to a panel	Per application	N	\$32,436.00	\$32,436.00	0.00%	\$0.00	Y
0443	c) Submissions that exceed 20 submissions which seek a change to an amendment, and where necessary referring the submissions to a panel	Per application	N	\$43,359.30	\$43,359.30	0.00%	\$0.00	Y

### Other

0444	Notice/Advertising	Per Letter	Y	\$6.60	\$6.86	3.94%	\$0.26	N
0445	Adoption of an Amendment	Per application	N	\$516.80	\$516.80	0.00%	\$0.00	Y
0446	Approval of an Amendment	Per application	N	\$516.80	\$516.80	0.00%	\$0.00	Y
0447	Amendments under 20A	Per application	N	\$1,033.50	\$1,033.50	0.00%	\$0.00	Y
0448	Amendments under 20(4)	Per application	N	\$4,293.00	\$4,293.00	0.00%	\$0.00	Y

Under section 96A(4)(a) of the Act: The sum of the highest of the fees which would have applied if separate applications were made and 50% of each of the other fees which would have applied if separate applications

0449	For an agreement to a proposal to amend or end an agreement under section 173 of the Act	Per application	N	\$707.60	\$707.60	0.00%	\$0.00	Y
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For the first 12 months from commencement of the regulations (13 October 2016), the fees for planning scheme amendments will be charged at 50% of the fees set out in regulations

### Applications for permits Reg 9 Type of Permit Application

0450	Class 1 Use only/ reduction of car parking/ loading bay requirements/liquor licence	Per application	N	\$1,415.10	\$1,415.10	0.00%	\$0.00	Y
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### Reg 9 Single Dwellings

To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the cost of development is:

0451	Class 2 < \$10,000	Per application	N	\$214.70	\$214.70	0.00%	\$0.00	Y
0452	Class 3 > \$10,001 – \$100,000	Per application	N	\$675.80	\$675.80	0.00%	\$0.00	Y
0453	Class 4 > \$100,001 – \$500,000	Per application	N	\$1,383.30	\$1,383.30	0.00%	\$0.00	Y
0454	Class 5 > \$500,001 – \$1,000,000	Per application	N	\$1,494.60	\$1,494.60	0.00%	\$0.00	Y

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Reg 9 Single Dwellings** [continued]

0455	Class 6 > \$1,000,001 – \$2,000,000	Per application	N	\$1,605.90	\$1,605.90	0.00%	\$0.00	Y
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**Reg 9 VICSMART Applications**

0456	Class 7 < \$10,000	Per application	N	\$214.70	\$214.70	0.00%	\$0.00	Y
0457	Class 8 > \$10,000	Per application	N	\$461.10	\$461.10	0.00%	\$0.00	Y
0458	Class 9 VICSMART application to subdivide or consolidate land	Per application	N	\$214.70	\$214.70	0.00%	\$0.00	Y
0459	Class 10 VICSMART A permit that is a VicSmart Application (other than a Class 7, 8 or 9)	Per application	N	\$214.70	\$214.70	0.00%	\$0.00	Y

**Reg 9 Other Development**

0460	Class 11 < \$100,000	Per application	N	\$1,232.30	\$1,232.30	0.00%	\$0.00	Y
0461	Class 12 > \$100,001 – \$1,000,000	Per application	N	\$1,661.60	\$1,661.60	0.00%	\$0.00	Y
0462	Class 13 > \$1,000,001 – \$5,000,000	Per application	N	\$3,665.00	\$3,665.00	0.00%	\$0.00	Y
0463	Class 14 > \$5,000,001 – \$15,000,000	Per application	N	\$9,341.30	\$9,341.30	0.00%	\$0.00	Y
0464	Class 15 > \$15,000,001 – \$50,000,000	Per application	N	\$27,546.80	\$27,546.80	0.00%	\$0.00	Y
0465	Class 16 > \$50,000,001	Per application	N	\$61,914.60	\$61,914.60	0.00%	\$0.00	Y

**Reg 9 Subdivision**

0466	Class 17 Subdivide an existing building	Per application	N	\$1,415.10	\$1,415.10	0.00%	\$0.00	Y
0467	Class 18 Subdivide land into 2 lots	Per application	N	\$1,415.10	\$1,415.10	0.00%	\$0.00	Y
0468	Class 19 To effect a realignment of a common boundary between lots or to consolidate two or more lots	Per application	N	\$1,415.10	\$1,415.10	0.00%	\$0.00	Y
0469	Class 20 Subdivide land (per 100 lots created)	Per application	N	\$1,415.10	\$1,415.10	0.00%	\$0.00	Y
0470	Class 21	Per application	N	\$1,415.10	\$1,415.10	0.00%	\$0.00	Y

To:

- Create, vary a restriction within the meaning of the Subdivision Act 1988, or
- Create or remove a right of way; or
- Create, vary or remove an easement other than a right of way; or
- Vary or remove a condition in the nature of an easement (other than right of way) in a Crown grant

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Reg 9 Subdivision** [continued]

0471	Class 22 A permit not otherwise provided for in the regulation	Per application	N	\$1,415.10	\$1,415.10	0.00%	\$0.00	Y
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**Certification**

0472	Reg 6 Certification of a plan of subdivision	Per application	N	\$187.60	\$187.60	0.00%	\$0.00	Y
0473	Reg 7 Alteration of a plan under section 10 (2) of the Act	Per application	N	\$119.30	\$119.30	0.00%	\$0.00	Y

Any instance where Council requires a change to the plan to make it suitable for certification whether it be conditioned on the permit or prior

**Revised Plans Amend an application for a permit after notice has been given – Reg 12**

0474	Reg 12	Per application	N	40% of application fee for that class of application				Y
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a) Under section 57A(3)(a) of the Act the fee to amend an application for a permit after notice is given is 40% of the application fee for that class of permit set out in the Table at regulation 9 c)

If an application to amend an application for a permit or amend an application to amend a permit has the effect of changing the class of that permit to a new class, having a higher application fee set out in the Table to regulation 9, the applicant must pay an additional fee being the difference the original class of application and the amended class of permit

**Other Applicable Statutory Fees**

0475	Reg 15 Application for Certificate of Compliance	Per application	N	\$349.80	\$349.80	0.00%	\$0.00	Y
0476	Reg 18 Where a planning scheme specifies that a matter must be done to the satisfaction of a responsible authority, Minister, public authority or municipal council	Per application	N	\$349.80	\$349.80	0.00%	\$0.00	Y

Including lodging plans to comply if the first submission to Council was unsatisfactory

**Planning schedule of permit application revision fees under section 57a – Reg 12 Type of Permit Application**

0477	Class 1 Use only/ reduction of car parking/ loading bay requirements/liquor licence	Per application	N	\$566.00	\$566.00	0.00%	\$0.00	Y
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**Reg 12 Single Dwellings**

To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the cost of development is:

0478	Class 2 – Less than \$10,000	Per application	N	\$85.90	\$85.90	0.00%	\$0.00	Y
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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Reg 12 Single Dwellings** [continued]

0479	Class 3 – More than \$10,000 and not more than \$100,000	Per application	N	\$270.30	\$270.30	0.00%	\$0.00	Y
0480	Class 4 – More than \$100,000 and not more than \$500,000	Per application	N	\$553.30	\$553.30	0.00%	\$0.00	Y
0481	Class 5 – More than \$500,000 and not more than \$1,000,000	Per application	N	\$597.80	\$597.80	0.00%	\$0.00	Y
0482	Class 6 – More than \$1,000,000 and not more than \$2,000,000	Per application	N	\$642.40	\$642.40	0.00%	\$0.00	Y

**Reg 12 Other Development**

To develop land (incl single dwelling per lot) if the estimated cost of development is:

0483	Class 11 – Less than \$100,000	Per application	N	\$492.90	\$492.90	0.00%	\$0.00	Y
0484	Class 12 – More than \$100,000 and not more than \$1,000,000	Per application	N	\$664.60	\$664.60	0.00%	\$0.00	Y
0485	Class 13 – More than \$1,000,000 and not more than \$5,000,000	Per application	N	\$1,466.00	\$1,466.00	0.00%	\$0.00	Y
0486	Class 14 – More than \$5,000,000 and not more than \$15,000,000	Per application	N	\$3,736.50	\$3,736.50	0.00%	\$0.00	Y
0487	Class 15 – More than \$15,000,000 and not more than \$50,000,000	Per application	N	\$11,018.70	\$11,018.70	0.00%	\$0.00	Y
0488	Class 16 – More than \$50,000,000	Per application	N	\$24,765.80	\$24,765.80	0.00%	\$0.00	Y

**Reg 12 Subdivision**

0489	Class 17 To subdivide an existing building (other than a class 9 permit)	Per application	N	\$566.00	\$566.00	0.00%	\$0.00	Y
0490	Class 18 To subdivide land into two lots (other than a class 9 or class 17 permit)	Per application	N	\$566.00	\$566.00	0.00%	\$0.00	Y
0491	Class 19 To effect a realignment of a common boundary between lots or to consolidate two or more lots (other than a class 9 permit)	Per application	N	\$566.00	\$566.00	0.00%	\$0.00	Y
0492	Class 20 To subdivide land (other than a class 9, class 17, class 18 or class 19 permit)	Per application	N	\$544.3 per 100 lots created Min. Fee incl. GST: \$574.49				Y

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Reg 12 Subdivision** [continued]

0493	Class 21	Per application	N	\$566.00	\$566.00	0.00%	\$0.00	Y
<p>To:</p> <p>a) create, vary or remove a restriction within the meaning of the Subdivision Act 1988; or</p> <p>b) create or remove a right of way; or</p> <p>c) create, vary or remove an easement other than a right of way; or</p> <p>d) vary or remove a condition in the nature of an easement (other than right of way) in a Crown grant.</p>								
0494	Class 22 A permit not otherwise provided for in the regulation	Per application	N	\$566.00	\$566.00	0.00%	\$0.00	Y

**Reg 11 Permit Amendment Fees**

0495	Class 1 Use only/ reduction of car parking/ loading bay requirements/liquor licence	Per application	N	\$1,415.10	\$1,415.10	0.00%	\$0.00	Y
0496	Class 2 Application to amend a permit (other than a permit to develop land for a single dwelling per lot, use & develop land for a single dwelling per lot, or to undertake development ancillary to the use of land for a single dwelling per lot) to: To change the statement of what the permit allows or to change any or all of the conditions	Per application	N	\$1,415.10	\$1,415.10	0.00%	\$0.00	Y

**Reg 11 Single Dwellings**

To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the estimated cost of any additional development is:

0497	Class 3 Amendment to a Class 2, 3, 4, 5 or 6 permit – Less than \$10,000	Per application	N	\$214.70	\$214.70	0.00%	\$0.00	Y
0498	Class 4 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than \$10,000 and not more than \$100,000	Per application	N	\$675.80	\$675.80	0.00%	\$0.00	Y
0499	Class 5 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than \$100,000 and not more than \$500,000	Per application	N	\$1,383.30	\$1,383.30	0.00%	\$0.00	Y
0500	Class 6 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than \$500,000	Per application	N	\$1,494.60	\$1,494.60	0.00%	\$0.00	Y



RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Reg 11 VICSMART Applications which meet the VicSmart criteria**

0501	Class 7 Amendment to a Class 7 permit	Per application	N	\$214.70	\$214.70	0.00%	\$0.00	Y
If the estimated cost of any additional development is less than \$10,000								
0502	Class 8 Amendment to a Class 8 permit	Per application	N	\$461.10	\$461.10	0.00%	\$0.00	Y
If the estimated cost of any additional development is more than \$10,000								
0503	Class 9 Amendment to a Class 9 permit – Subdivide or consolidate land	Per application	N	\$214.70	\$214.70	0.00%	\$0.00	Y
0504	Class 10 Amendment to a Class 10 permit (other than a class 7, class 8 or class 9 permit)	Per application	N	\$214.70	\$214.70	0.00%	\$0.00	Y

**Reg 11 Other Development**

0505	Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – Less than \$100,000	Per application	N	\$1,232.00	\$1,232.00	0.00%	\$0.00	Y
0506	Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – More than \$100,000 and not more than \$1,000,000	Per application	N	\$1,661.60	\$1,661.60	0.00%	\$0.00	Y
0507	Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – More than \$1,000,000	Per application	N	\$3,665.00	\$3,665.00	0.00%	\$0.00	Y

**Reg 11 Subdivision**

0508	Class 14 – Class 19 Amendments	Per application	N	\$1,415.10	\$1,415.10	0.00%	\$0.00	Y
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**Reg 8 Recertification**

0509	Reg 8 Recertification of a plan of subdivision	Per application	N	\$151.10	\$151.10	0.00%	\$0.00	Y
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**Reg 12 Revised Plans Amend an application for an amendment to a permit after notice has been given**

0510	Fee to amend an application for a permit after notice is given	Per application	N	40% of application fee for that class of application			Y
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If an application to amend an application for a permit or amend an application to amend a permit has the effect of changing the class of that permit to a new class, having a higher application fee set out in the Table to regulation 9, the applicant must pay an additional fee being the difference the original class of application and the amended d class of permit

RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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### Other Applicable Statutory Fees

0511	Reg 16 For an agreement to a proposal to amend or end an agreement under S173 of the Act	Per application	N	\$707.60	\$707.60	0.00%	\$0.00	Y
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### Reg 12 Planning schedule of permit amendment revision fees under Section 57A Type of Permit Amendment

0512	Class 1 Use only/ reduction of car parking/ loading bay requirements/liquor licence	Per application	N	\$566.00	\$566.00	0.00%	\$0.00	Y
0513	Class 2 Application to amend a permit (other than a permit to develop land for a single dwelling per lot, use & develop land for a single dwelling per lot, or to undertake development ancillary to the use of land for a single dwelling per lot) to: To change the statement of what the permit allows or To change any or all of the conditions	Per application	N	\$566.00	\$566.00	0.00%	\$0.00	Y

### Reg 12 Single Dwellings

To develop land for a single dwelling per lot or use and develop land for a single dwelling per lot and undertake development ancillary to the use of land for a single dwelling per lot included in the application (other than a class 7 or 8 permit or a permit to subdivide or consolidate land) if the estimated cost of any additional development is:

0514	Class 3 Amendment to a Class 2, 3, 4, 5 or 6 permit – Less than \$10,000	Per application	N	\$85.90	\$85.90	0.00%	\$0.00	Y
0515	Class 4 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than \$10,000 and not more than \$100,000	Per application	N	\$270.30	\$270.30	0.00%	\$0.00	Y
0516	Class 5 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than \$100,000 and not more than \$500,000	Per application	N	\$553.30	\$553.30	0.00%	\$0.00	Y
0517	Class 6 Amendment to a Class 2, 3, 4, 5 or 6 permit – More than \$500,000	Per application	N	\$597.80	\$597.80	0.00%	\$0.00	Y

RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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### Reg 12 Other Development

0518	Class 10 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – Less than \$100,000	Per application	N	\$492.80	\$492.80	0.00%	\$0.00	Y
0519	Class 11 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – More than \$100,000 and not more than \$1,000,000	Per application	N	\$664.60	\$664.60	0.00%	\$0.00	Y
0520	Class 12 Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – More than \$1,000,000	Per application	N	\$1,466.00	\$1,466.00	0.00%	\$0.00	Y

### Reg 12 Subdivision

0521	Class 14 Amendment to a Class 17 permit – To subdivide an existing building (other than a class 9 permit)	Per application	N	\$566.00	\$566.00	0.00%	\$0.00	Y
0522	Class 15 Amendment to a Class 18 permit – To subdivide land into two lots (other than a class 9 or class 17 permit)	Per application	N	\$566.00	\$566.00	0.00%	\$0.00	Y
0523	Class 16 Amendment to a Class 19 permit – To effect a realignment of a common boundary between lots or to consolidate two or more lots (other than a class 9 permit)	Per application	N	\$566.00	\$566.00	0.00%	\$0.00	Y
0524	Class 17 Amendment to a Class 20 permit – To subdivide land (other than a class 9, class 17, class 18 or class 19 permit)	Per application	N	574.49 per 100 lots created Min. Fee incl. GST: \$574.49				Y
						<b>Last year fee</b> 544.30 per 100 lots created		
						Min. Fee incl. GST: \$566.00		
0525	Class 18 Amendment to a Class 21 permit - To: a) create, vary or remove a restriction within the meaning of the Subdivision Act 1988; or b) create or remove a right of way; or c) create, vary or remove an easement other than a right of way; or d) vary or remove a condition in the nature of an easement (other than right of way) in a Crown grant.	Per application	N	\$566.00	\$566.00	0.00%	\$0.00	Y

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Reg 12 Subdivision** [continued]

0526	Class 19 Amendment to a Class 22 permit – A permit not otherwise provided for in the regulation	Per application	N	\$566.00	\$566.00	0.00%	\$0.00	Y
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**Other Fees**

0527	Application for a planning certificate	Per request	N	\$23.90 (hard copy) or \$7.82 (Electronic)				Y
				Min. Fee incl. GST: \$7.82				
0528	Determination whether anything is to Council's satisfaction	Per request	N	\$349.80	\$349.80	0.00%	\$0.00	Y

**Request to extend expiry date of a permit**

0529	Vicsmart	Per request	Y	\$120.25	\$334.05	177.80%	\$213.80	N
0530	Single Dwelling	Per request	Y	\$515.31	\$535.93	4.00%	\$20.61	N
0531	2 to 0 Dwellings	Per request	Y	\$804.96	\$837.17	4.00%	\$32.20	N
0532	10 or more Dwellings	Per request	Y	\$1,076.40	\$1,371.36	27.40%	\$294.96	N
0533	Subdivision	Per request	Y	\$515.31	\$563.43	9.34%	\$48.11	N
0534	Use only	Per request	Y	\$515.31	\$571.13	10.83%	\$55.81	N
0535	Other Development less than 5M	Per request	Y	\$1,341.60	\$1,395.27	4.00%	\$53.67	N
0536	Other Development more than 5M	Per request	Y	\$2,147.60	\$2,233.50	4.00%	\$85.90	N

**Request to amend a permit/plans Secondary Consent (other than under s72)**

0537	De-scaling a project	Per request	Y	\$590.72	\$614.34	4.00%	\$23.62	N
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**If the estimated cost of any additional development to be permitted by the amendment is****Single Dwelling**

0538	Class 2 < \$10,000	Per request	Y	\$214.76	\$223.35	4.00%	\$8.59	N
0539	Class 3 > \$10,001 – \$100,000	Per request	Y	\$676.00	\$703.05	4.00%	\$27.04	N
0540	Class 4 > \$100,001 – \$500,00	Per request	Y	\$1,388.40	\$1,443.95	4.00%	\$55.54	N
0541	Class 5 > \$500,001 – \$1,000,000	Per request	Y	\$1,497.60	\$1,557.50	4.00%	\$59.90	N
0542	Class 6 > \$1,000,001 – \$2,000,000	Per request	Y	\$1,606.81	\$1,671.08	4.00%	\$64.27	N

**VicSmart**

0543	Class 7 < \$10,000	Per request	Y	\$214.76	\$223.35	4.00%	\$8.59	N
0544	Class 8 > \$10,000	Per request	Y	\$461.24	\$479.69	4.00%	\$18.45	N
0545	Class 9 VICSMART application to subdivide or consolidate land	Per request	Y	\$214.76	\$223.35	4.00%	\$8.59	N

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**VicSmart** [continued]

0546	Class 10 VICSMART A permit that is a VicSmart Application (other than a Class 7, 8 or 9)	Per request	Y	\$214.76	\$223.35	4.00%	\$8.59	N
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**Other Development**

0548	Amendment to a Development Plan Approval	Per Request	Y	\$3,603.60	\$3,747.74	4.00%	\$144.14	N
0547	Application for Development Plan Approval	Per Application	Y	\$3,603.60	\$3,747.74	4.00%	\$144.14	N
0549	Secondary Consent value \$100,000 or less	Per request	Y	\$1,232.40	\$1,281.69	4.00%	\$49.29	N
0550	Secondary Consent value more than \$100,001 and not more than \$1,000,000	Per request	Y	\$1,658.80	\$1,725.15	4.00%	\$66.35	N
0551	Secondary Consent value \$1,000,001 and above	Per request	Y	\$3,666.01	\$3,812.64	4.00%	\$146.64	N
0552	Subdivision	Per request	Y	\$1,419.60	\$1,476.39	4.00%	\$56.79	N
0553	Property enquiry	Per request	Y	\$340.60	\$354.23	4.00%	\$13.63	N
0554	Advertising Letters and Notices	Per requirement	Y	\$6.60	\$6.86	3.94%	\$0.26	N
0555	First on-site notice	Per requirement	Y	\$188.76	\$198.20	5.00%	\$9.44	N
0556	Subsequent on-site notice	Per application	Y	Subsequent on-site notice per application Min. Fee incl. GST: \$63.04				N
0557	Notice in a Newspaper	Per requirement	Y	\$1,331.20	\$1,384.46	4.00%	\$53.25	N
0558	Plans to comply with Condition 1 of the permit – Second and subsequent assessments	Per request	Y	\$349.96	\$363.96	4.00%	\$14.00	N
0559	Public Photocopier (per copy)	On demand	N	Standard Fee				N
0560	Plan photocopying (larger than A3)	On demand	Y	Standard Fee				N

**Planning Scheme Amendment****Archive Request**

0561	Residential	Per request	Y	\$160.67	\$167.10	4.00%	\$6.43	N
0562	Commercial	Per request	Y	\$429.51	\$446.70	4.00%	\$17.18	N

RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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## Building Control/Regulation

### Lodgement Fees (building work permit)

0563	Value \$5,000 and greater (Statutory fee)	Per application	N	\$123.70	\$123.70	0.00%	\$0.00	Y
0564	Building permit levy for a Building greater than \$10,000 (Statutory fee) – Residential Only	Per application	N	Cost x 0.00128				Y
0565	Certificate S327 (incl. Flood Certificate)	Per application	N	\$47.95	\$47.95	0.00%	\$0.00	Y
0566	Property information request (incl Solicitor 's request fee) (Statutory Fee) (incl inspections owner/builder projects)	Per application	N	\$47.95	\$47.95	0.00%	\$0.00	Y
0567	Urgent fee	Per certificate	N	\$98.18	\$102.11	4.00%	\$3.93	Y

### Building Permit Fees

#### Class 1 & 10

0568	Demolish – detached dwelling	Per application	Y	\$786.24	\$1,021.00	29.86%	\$234.76	N
0569	Demolish – attached dwelling	Per application	Y	\$898.55	\$1,167.00	29.88%	\$268.44	N
0570	Demolish – commercial building	Per application	Y	\$967.19	\$1,257.00	29.96%	\$289.81	N
Min \$500								
0571	Swimming Pools	Per application	Y	\$786.24	\$1,021.00	29.86%	\$234.76	N
0572	Fences (Class 10 Structure)	Per application	Y	\$561.60	\$729.00	29.81%	\$167.40	N
0573	Carports, Garages, Shed etc. (Class 10 Structure)	Per application	Y	\$786.24	\$943.00	19.94%	\$156.76	N
0574	Alterations & Additions – Up to \$10,000	Per application	Y	\$786.24	\$943.00	19.94%	\$156.76	N
0575	Alterations & Additions – \$10,001-\$20,000	Per application	Y	\$1,010.88	\$1,313.00	29.89%	\$302.12	N
0576	Alterations & Additions – \$20,001-\$100,000	Per application	Y	\$1,346.80	\$1,400.67	4.00%	\$53.87	N
0577	Alterations & Additions – \$100,001-\$300,000	Per application	Y	\$1,684.80	\$1,752.20	4.00%	\$67.39	N
0578	Alterations & Additions – \$300,001-\$400,000	Per application	Y	\$2,241.20	\$2,330.84	4.00%	\$89.64	N
0579	New dwellings: single	Per application	Y	\$2,022.80	\$2,103.70	4.00%	\$80.90	N
0580	New dwellings: 2 attached	Per application	Y	\$2,241.20	\$2,330.84	4.00%	\$89.64	N
0581	New Multiple Class 1 developments (Quotation)	Per application	Y	\$1,929.20	\$2,006.36	4.00%	\$77.16	N

RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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## Class 2, 3, 4, 5, 6, 7, 8 and 9

0582	Miscellaneous commercial work e.g. remove hydrant hose	Per application	Y	\$561.60	\$584.07	4.00%	\$22.47	N
0583	Up to \$30,000	Per application	Y	\$898.55	\$934.50	4.00%	\$35.94	N
0584	\$30,001-\$100,000	Per application	Y	\$1,684.80	\$1,752.20	4.00%	\$67.39	N
0585	\$100,001-\$300,000	Per application	Y	\$2,241.20	\$2,330.84	4.00%	\$89.64	N
0586	\$300,001-\$500,000	Per application	Y	\$3,369.59	\$3,504.38	4.00%	\$134.79	N
0587	Class 2 (Residential fit outs)	Per application	Y	\$1,123.20	\$1,168.13	4.00%	\$44.92	N
0588	Over \$500,000 (quotation based on consulting building surveyors schedule)	Per application	Y	Quotation + 14%				N
<b>Last year fee</b> Quotation + 10%								
0589	Extension of permit/ application 3/6/12 months	Per application	Y	\$500/\$600/\$700 Min. Fee incl. GST: \$550.00				N
<b>Last year fee</b> \$418/\$522/\$627 Min. Fee incl. GST: \$459.80								
0590	VBA cladding rectification levy Classes 2 – 8 (works \$800,000 to \$1M) (Statutory fee)	Per application	N	\$1.28/\$1,000 cost in works (\$0.00128 x cost of works)				Y
0591	VBA cladding rectification levy Classes 2 – 8 (works \$1M - \$1.5M) (Statutory fee)	Per application	N	\$2.56/\$1,000 cost in works (\$0.00256 x cost of works)				Y
0592	VBA cladding rectification levy Classes 2 – 8 (over \$1.5M) (Statutory fee)	Per application	N	\$8.20/\$1,000 cost in works (\$0.00820 x cost of works)				Y

## Miscellaneous

0593	Consent & Report applications (other than demolition) (Reg 116)	Per Application	N	\$299.10	\$299.10	0.00%	\$0.00	Y
0594	Building Record search Class 1 & 10	Per application	N	\$158.08	\$164.40	4.00%	\$6.32	N
0595	Building Record search Class 2-9	Per application	N	\$422.24	\$439.13	4.00%	\$16.89	N
0596	Consent & Report applications (other than demolition)	Per application	N	\$294.70	\$294.70	0.00%	\$0.00	Y
0597	Consent & Report applications Reg 116	Per application	N	\$306.49	\$306.49	0.00%	\$0.00	N

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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Miscellaneous [continued]

0598	Report and consent advertising	Per application	Y	\$105.25	\$109.46	4.00%	\$4.21	N
0599	Consulting charge out rate p/hr i.e. dilapidation surveys	Per application	Y	\$228.80	\$237.95	4.00%	\$9.15	N
0600	Variation to Building Permit (change of details)	Per application	Y	\$336.97	\$350.44	4.00%	\$13.48	N
0601	Variation to Building Permit (amended documentation)	Per application	Y	\$560.56	\$582.98	4.00%	\$22.42	N
Minimum charge								
0602	Additional Occupancy Permits	Per application	Y	\$165.88	\$172.52	4.00%	\$6.64	N
0603	Siting Approval Public Entertainment Fast – Track Assessment Fee (<10 business days notice)	Per application	Y	\$529.36	\$550.54	4.00%	\$21.18	N
0604	Siting Approval Public Entertainment – 1 Structure	Per application	Y	\$434.93	\$452.33	4.00%	\$17.40	N
0605	Siting Approval Public Entertainment – 2-5 Structures	Per application	Y	\$1,040.00	\$1,081.59	4.00%	\$41.60	N
0606	Siting Approval Public Entertainment – 6-9 Structures	Per application	Y	\$1,560.00	\$1,622.40	4.00%	\$62.40	N
0607	Siting Approval Public Entertainment – 10+ Structures	Per application	Y	\$2,646.80	\$2,752.68	4.00%	\$105.88	N
0608	Public Entertainment Permits Fast Track Fee Assessment Fee (<10 business days notice)	Per application	Y	\$780.00	\$811.20	4.00%	\$31.20	N
0609	Public Entertainment Permits (temporary) Site up to 1,000m2 (Max. 5 structures. Max 2hrs inspection time)	Per application	Y	\$1,040.00	\$1,081.59	4.00%	\$41.60	N
0610	Public Entertainment Permits (temporary) Site 1,001 m2 to 5,000m2 (Max. 5 structures. Max 2hrs inspection time)	Per application	Y	\$1,560.00	\$1,622.40	4.00%	\$62.40	N
0611	Public Entertainment Permits (temporary) Site 5,001 m2 to 15,000m2 (Max. 5 structures 2. Max 3hrs inspection time)	Per application	Y	\$2,600.00	\$2,704.00	4.00%	\$104.00	N
0612	Public Entertainment Permits (temporary) Site 15,001m2+ (Max.30 structures. Max. 4 hrs inspection time)	Per application	Y	\$4,160.00	\$4,326.39	4.00%	\$166.39	N

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Attachment 1 Attachment 1 - Budget 2024/25

RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
0613	Public Entertainment Permits (temporary) Site 25,001m2+ (Max.50 structures. Max. 6 hrs inspection time)	Per application	Y	\$6,266.00	\$6,516.64	4.00%	\$250.64	N
0614	Public Entertainment Permits (temporary) additional Inspection per hour	Per Hour	Y	\$150.80	\$156.83	4.00%	\$6.03	N
0615	Public Entertainment Permits (temporary) additional Inspection per hour (out of hours)	Per Hour	Y	\$260.00	\$270.40	4.00%	\$10.40	N
0616	Public Entertainment Permits – Charity or other Council specific endorsed Public Entertainment events	Per application	Y	No Charge				N
0617	Liquor Licence Reports (site check and measure up to 500m2 of building)	Per application	Y	\$1,352.00	\$1,406.08	4.00%	\$54.08	N
0618	Change of Use/ Combined Allotment Statements	Per application	Y	Quotation + 14%				N
				<b>Last year fee</b> Quotation + 10%				
0619	A1 Copies – per copy	Per Copy	Y	\$18.36	\$19.10	4.03%	\$0.74	N
0620	A3 Copies – per copy	Per Copy	Y	\$2.19	\$2.28	4.11%	\$0.09	N
0621	A4 Copies – per copy	Per Copy	Y	\$0.88	\$0.92	4.55%	\$0.03	N
0622	Emergency work/cost recovery	Per submission	Y	Cost + 24%				N
				<b>Last year fee</b> Cost + 20%				
0623	Additional Consulting Services re Building Permits	Per application	Y	Quotation + 14%				N
				<b>Last year fee</b> Quotation + 10%				
0624	Final Inspection – (Class 1 & 10) Lapsed Building Permit – No Works	Per application	Y	\$437.84	\$455.36	4.00%	\$17.51	N
0625	Final Inspection – (Class 2-9) Lapsed Building Permit – No Works	Per application	Y	\$605.28	\$629.49	4.00%	\$24.21	N
0626	Inspection – per inspection	Per Inspection	Y	\$220.48	\$229.30	4.00%	\$8.82	N
0627	Inspection – per inspection (out of hours)	Per Inspection (out of hrs)	Y	\$455.52	\$473.74	4.00%	\$18.22	N
0628	Computation checking	Per application	Y	Quotation + 14%				N
				<b>Last year fee</b> Quotation + 10%				

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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## Miscellaneous [continued]

0629	Certification fee	Per application	Y	\$4,186.00	\$4,353.43	4.00%	\$167.44	N
Building Permit fee x 350% with a minimum charge of \$3,896.75 – Refer C.O.W								
0630	Adjoining Property Owners Details (search)	Per property	Y				\$30.00/property Min. Fee incl. GST: \$30.01	N
							<b>Last year fee</b> \$10.00/property Min. Fee incl. GST: \$10.00	
0631	Alternative Solution/ Dispensation/ Change of Use determination	Per application and item	Y	\$750.00 for first determination + \$80.00 per additional item			Min. Fee incl. GST: \$825.00	N
							<b>Last year fee</b> \$694.30 for first determination + \$69.55 per additional item Min. Fee incl. GST: \$694.30	

## Pool &amp; Spa Register related fees

0632	Registration & Search Fee for each pool/spa built before 1 November 2020	Per registration	N	\$80.30	\$80.30	0.00%	\$0.00	Y
0633	Registration Fee for each pool/spa built after 1 November 2020	Per registration	N	\$32.30	\$32.30	0.00%	\$0.00	Y
0634	Lodgement of each certificate of pool and spa barrier compliance	Per lodgement	N	\$20.70	\$20.70	0.00%	\$0.00	Y
0635	Lodgement of each certificate of pool and spa barrier non-compliance	Per lodgement	N	\$390.80	\$390.80	0.00%	\$0.00	Y

## Hire of Town Halls

0636	Overtime - past 2am	per hour	N	\$520.00	\$540.00	3.85%	\$20.00	N
0637	Hourly hire – Full (min 3 hourly hire)	Per Hour	Y	\$282.00	\$293.00	3.90%	\$11.00	N
0640	NEW sound system package - full day (8 hours)	Per Day	Y	\$0.00	\$600.00	∞	\$600.00	N

package price includes equipment and staff AV support. Full Day 8 hours

0639	NEW sound system package - half day (4 hours)	Per Day	Y	\$0.00	\$340.00	∞	\$340.00	N
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package price includes equipment and staff AV support. Half Day 4 hours

0641	NEW Hourly hire – Concession (min 3 hourly hire)	Per hour	Y	\$0.00	\$117.00	∞	\$117.00	N
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40% of full rate. students, indiv carers, indiv seniors, community groups, business start ups

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**Hire of Town Halls** [continued]

0638	NEW Venue Support Officer (per hour)	Per hour	Y	\$0.00	\$59.00	∞	\$59.00	N
0642	Hourly hire – Not-for-Profit (min 3 hourly hire)	Per Hour	Y	\$136.00	\$141.00	3.68%	\$5.00	N
0643	Kitchen Use Only – per day	Per Day	Y	\$299.00	\$310.00	3.68%	\$11.00	N
0644	Balcony (per day)	Per Day	Y	\$472.00	\$490.00	3.81%	\$18.00	N
0645	Security Deposit (Bond)	Per Event	N	\$1,000.00	\$1,000.00	0.00%	\$0.00	N

\* Minimum value \$1,000

0646	Town Hall Public Liability Insurance (per day)	Per Day	Y	\$92.00	\$95.00	3.26%	\$3.00	N
0647	Late Booking Fee	Per Event	Y	\$53.00	\$50.00	-5.66%	-\$3.00	N
0648	Sound Technician (per hour)	Per Hour	Y	\$57.00	\$59.00	3.51%	\$2.00	N
0649	Hire of Inbuilt Projector - per day	Per Day	Y	\$170.00	\$177.00	4.12%	\$7.00	N
0650	Hire of Portable Projector (per day)	Per Day	Y	\$58.00	\$61.00	5.17%	\$3.00	N
0651	Hire of Piano - per day	Per Day	Y	\$170.00	\$177.00	4.12%	\$7.00	N
0652	Site Induction (additional)	Per Occurrence	Y	\$87.00	\$90.00	3.45%	\$3.00	N
0653	After Hours Call-Out Fee per hour	Per Hour	Y	\$88.00	\$88.00	0.00%	\$0.00	N

**Community Halls**

**Small Community Spaces**

Library meeting rooms, Williams Reserve Community Room, Hugo Wertheim Room, Radio Room

0656	Hourly hire – Full	Per Hour	Y	\$37.00	\$38.50	4.05%	\$1.50	N
0654	NEW Hourly hire – Concession (min 3 hourly hire)	Per hour	Y	\$7.70	\$7.70	0.00%	\$0.00	N

20% of full rate. Eligibility: indiv students, indiv carers, indiv seniors, community groups, business start ups

0655	NEW Venue Support Officer (per hour)	Per hour	Y	\$59.30	\$59.30	0.00%	\$0.00	N
0657	Hourly hire – Not-for-Profit	Per Hour	Y	\$8.00	\$11.90	48.75%	\$3.90	N
0658	Groups auspice by Council business units		Y				No Charge	N
0659	Security Deposit (Bond)	Per Event	N	\$100.00	\$100.00	0.00%	\$0.00	N

^Minimum value \$100

0660	Community Hall Public Liability Insurance (per day)	Per Day	Y	\$36.00	\$40.00	11.11%	\$4.00	N
0661	After Hours Call-Out Fee per hour	Per Hour	Y	\$88.00	\$88.00	0.00%	\$0.00	N
0662	Late Booking Fee	Per Event	Y	\$53.00	\$50.00	-5.66%	-\$3.00	N

RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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### Medium Community Spaces

0665	Hourly hire – Full (min 3 hourly hire)	Per Hour	Y	\$67.00	\$70.00	4.48%	\$3.00	N
0663	NEW Hourly hire – Concession (min 3 hourly hire)	Per hour	Y	\$13.50	\$14.00	3.70%	\$0.51	N
20% of full rate. Eligibility: students, carer, senior, community groups, small business								
0664	NEW Venue Support Officer (per hour)	Per hour	Y	\$59.30	\$59.30	0.00%	\$0.00	N
0666	Hourly hire – Not-for-Profit (min 3 hourly hire)	Per Hour	Y	\$23.00	\$24.00	4.35%	\$1.00	N
0667	Groups auspiced by Council business units		N				No Charge	N
0668	Security Deposit (Bond)	Per Event	N	\$100.00	\$100.00	0.00%	\$0.00	N
^ Minimum value \$100								
0669	Community Hall Public Liability Insurance - per day	Per Day	Y	\$37.00	\$39.00	5.41%	\$2.00	N
0670	After Hours Call-Out Fee per hour	Per Hour	Y	\$88.00	\$88.00	0.00%	\$0.00	N
0671	Late Booking Fee	Per Event	Y	\$52.00	\$50.00	-3.85%	-\$2.00	N

### Large Community Spaces

0674	Hourly hire – Full (min 3 hourly hire)	Per Hour	Y	\$75.00	\$78.00	4.00%	\$3.00	N
0672	NEW Hourly hire – Concession (min 3 hourly hire)	Per hour	Y	\$19.50	\$19.00	-2.56%	-\$0.51	N
25% of full rate. Eligibility: students, indiv carers, indiv seniors, community groups, business start ups 25% of full rate. Eligibility: students, indiv carers, indiv seniors, community groups, business start ups								
0673	NEW Venue Support Officer (per hour)	Per hour	Y	\$59.30	\$59.00	-0.51%	-\$0.30	N
0675	Hourly hire – Not-for-Profit (min 3 hourly hire)	Per Hour	Y	\$27.00	\$28.00	3.70%	\$1.00	N
0676	Groups auspiced by Council business units		Y				No Charge	N
0677	Security Deposit (Bond)	Per Event	N	\$100.00	\$100.00	0.00%	\$0.00	N
* ** Minimum value \$100								
0678	Community Hall Public Liability Insurance (per day)	Per Day	Y	\$37.00	\$39.00	5.41%	\$2.00	N
0679	Sound Technician - per hour	Per Hour	Y	\$57.00	\$59.00	3.51%	\$2.00	N
0680	After Hours Call-Out Fee per hour	Per Hour	Y	\$88.00	\$88.00	0.00%	\$0.00	N
0681	Site Induction (additional)	Per Occurrence	Y	\$87.00	\$90.00	3.45%	\$3.00	N
0682	Late Booking Fee	Per Event	Y	\$52.00	\$50.00	-3.85%	-\$2.00	N

RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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### Performance Spaces (Richmond Theatrette)

0683	Hourly Hire - Full rate	Per Hour	N	\$70.00	\$73.00	4.29%	\$3.00	N
0684	Hourly Rate - Non for profit	Per Hour	N	\$20.00	\$21.00	5.00%	\$1.00	N
0685	Day Rate – Full	Per Day	Y	\$775.00	\$807.00	4.13%	\$32.00	N
0686	Day Rate – Not-for-Profit	Per Day	Y	\$200.00	\$208.00	4.00%	\$8.00	N
0687	7 Day Rate – Full	Per Week	Y	\$5,000.00	\$5,200.00	4.00%	\$199.99	N
0688	7 Day Rate – Not-for-Profit	Per Week	Y	\$1,350.00	\$1,400.00	3.70%	\$50.01	N
0689	Security Deposit (Bond)	Per Event	N	\$200.00	\$200.00	0.00%	\$0.00	N

\* Minimum value \$200

0690	Community Hall Public Liability Insurance - per day	Per Day	Y	\$35.00	\$36.95	5.57%	\$1.95	N
0691	Sound Technician - per hour	Per Hour	Y	\$54.00	\$49.95	-7.50%	-\$4.05	N
0692	Site Induction (additional)	Per Occurrence	Y	\$84.00	\$90.00	7.14%	\$6.00	N
0693	Late Booking Fee	Per Event	Y	\$50.00	\$50.00	0.00%	\$0.00	N

### Parks and Open Space

#### Site Fees, Occupation Charges & Other Usage Charges

0694	Site fee for use of Parks, Reserve or Rotunda – Full	Per Day	Y	\$178.36	\$185.50	4.00%	\$7.14	N
0695	Site fee for use of Parks, Reserve or Rotunda – Concession	Per day	Y	\$57.00	\$59.28	4.00%	\$2.28	N
0696	Occupation of public land (parks, roads, footpaths etc.) for events (commercial)	For every 5m2	Y	\$4.06	\$4.22	3.94%	\$0.16	N
0697	Power	Per Day	Y	\$115.44	\$120.06	4.00%	\$4.62	N
0698	Event Inspection Charge	Per Event	Y	\$263.63	\$274.18	4.00%	\$10.55	N

### Fairfield Amphitheatre

0702	Amphitheatre Hire (per hour)	Per hour	Y	\$0.00	\$77.00	∞	\$77.00	N
0703	Amphitheatre Hire (per hour) - Concession	Per hour	Y	\$0.00	\$24.20	∞	\$24.20	N
0699	Change Rooms (per hour)	Per event	Y	\$0.00	\$117.44	∞	\$117.44	N
0700	Kiosk (per hour)	Per event	Y	\$0.00	\$117.44	∞	\$117.44	N
0701	Power (per hour)	Per event	Y	\$0.00	\$132.07	∞	\$132.07	N
0704	Bond	Per Event	N				From \$100	N
Min. Fee incl. GST: \$100.00								

RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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### Burnley Circus Site

0707	Day Rate – Concession (Not-for-Profit)	Per day	Y	\$572.00	\$594.88	4.00%	\$22.88	N
0706	Weekly Rate - Concession (Not-for-Profit)	Per Week	Y	\$2,860.00	\$2,974.40	4.00%	\$114.40	N
0705	Weekly Rate - Full (Commercial)	Per Week	Y	\$8,580.00	\$8,923.20	4.00%	\$343.20	N
0708	Day Rate – Full (Commercial)	Per Day	Y	\$1,716.00	\$1,784.64	4.00%	\$68.64	N
0709	Power	Per Day	Y	\$115.44	\$120.06	4.00%	\$4.62	N
0710	Bond	Per Event	N				Up to \$10,000	N

### Permits

0711	Minor Sound Permit Concession	Per Permit	N	\$19.00	\$19.75	3.95%	\$0.75	N
0712	Event Application Fee	Per Event	Y	\$69.89	\$72.68	3.99%	\$2.79	N
0713	Event Permit Application Fee for events of 500 or more persons or with significant structures or risks, as assessed by council officer, less than 12 weeks prior to event	Per Event	Y	\$274.05	\$285.00	4.00%	\$10.96	N
0714	Market Permit (One Off fee) – Full	Per Event	Y	\$459.16	\$477.52	4.00%	\$18.36	N
0715	Market Permit (One Off fee) – Concession	Per Event	Y	\$184.08	\$191.45	4.00%	\$7.37	N
0716	Minor Sound Permit	Per Event	Y	\$57.10	\$59.39	4.01%	\$2.29	N

### Event Permit – Up to 100 persons with no structures and minimum risks

0717	Small Event Permit (per event day) – Full	Per Event	Y	\$120.63	\$125.46	4.00%	\$4.83	N
0718	Small Event Permit (per event day) – Concession	Per Event	Y	\$41.00	\$42.64	4.00%	\$1.64	N

### Event Permit – 100 persons 500 or with minimal structures and risks

0719	Medium Event Permit (per event day) – Full	Per Event	Y	\$298.48	\$310.42	4.00%	\$11.94	N
0720	Medium Event Permit (per event day) – Concession	Per Event	Y	\$120.63	\$125.46	4.00%	\$4.83	N

### Event Permit – 500 or more persons or with significant structures or risks, as assessed by Council Officer

0721	Major Event Permit (per event day) – Full	Per Event	Y	\$825.00	\$857.73	3.97%	\$32.73	N
0722	Major Event Permit (per event day) – Concession	Per Event	Y	\$125.84	\$130.87	4.00%	\$5.03	N

RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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## Yarra Leisure Centres

### Casual Entry

0724	Adult Swim, Spa & Sauna	Per Adult	Y	\$14.60	\$15.20	4.11%	\$0.60	N
0725	Centre Visit Pass	Per Visit	Y	\$0.00	\$29.20	∞	\$29.20	N
0723	Centre Visit Pass Concession	Per visit	Y	\$0.00	\$17.50	∞	\$17.50	N
0727	Child Swim	Per Child	Y	\$5.10	\$5.20	1.96%	\$0.10	N
0728	Concession Swim	Per individual	Y	\$5.10	\$5.20	1.96%	\$0.10	N
0731	Family Swim	Per Family	Y	\$20.80	\$21.60	3.85%	\$0.80	N
0726	Gym Consultation	Per Consultation	Y	\$0.00	\$51.90	∞	\$51.90	N
0732	Locker	Per Locker	Y	\$3.00	\$3.00	0.00%	\$0.00	N
0729	Supervising Adult Fee		Y	\$0.00	\$4.00	∞	\$4.00	N
0730	Swim, Spa & Sauna (concession)	Per Individual	Y	\$8.70	\$9.10	4.60%	\$0.41	N
0733	Adult Swim	Per Adult	Y	\$8.40	\$8.70	3.57%	\$0.30	N

### Bulk Tickets

0738	10 Adult Swims	10 Visits	Y	\$75.60	\$78.30	3.57%	\$2.69	N
0735	10 Child Swims	10 Visits	Y	\$45.90	\$46.80	1.96%	\$0.90	N
0736	10 Concession Swim	10 Visits	Y	\$45.90	\$46.80	1.96%	\$0.90	N
0734	25 Adult Swims	25 Visits	Y	\$168.00	\$195.80	16.55%	\$27.80	N
0737	25 Adult Swims Concession	25 Visits	Y	\$102.00	\$117.00	14.71%	\$15.00	N
0739	25 Child Swims	25 Visits	Y	\$102.00	\$117.00	14.71%	\$15.00	N
0740	10 Swim, Spa, Sauna & Steam	10 Visits	Y	\$131.40	\$136.80	4.11%	\$5.40	N
0741	10 Swim, Spa, Sauna & Steam Concession	10 Visits	Y	\$78.30	\$81.90	4.60%	\$3.60	N
0742	25 Swim, Spa, Sauna & Steam	25 Visits	Y	\$292.00	\$342.00	17.12%	\$50.00	N
0743	25 Swim, Spa, Sauna & Steam Concession	25 Visits	Y	\$174.00	\$204.80	17.70%	\$30.80	N
0744	10 Group Fitness	10 Visits	Y	\$168.30	\$180.00	6.95%	\$11.70	N
0745	10 Group Fitness Concession	10 Visits	Y	\$100.80	\$108.00	7.14%	\$7.20	N
0746	25 Group Fitness	25 Visits	Y	\$374.00	\$450.00	20.32%	\$76.00	N
0747	25 Group Fitness Concession	25 Visits	Y	\$224.00	\$270.00	20.54%	\$46.00	N

### Lane Hire

0748	Commercial Lane Hire 25 metres (per hour)	Per lane	Y	\$66.00	\$68.60	3.94%	\$2.60	N
0749	Community Groups Lane Hire 25 Metres (per hour)	Per lane	Y	\$44.50	\$46.30	4.04%	\$1.80	N
0750	Commercial Lane Hire 50 metres (per hour)	Per lane	Y	\$88.40	\$91.90	3.96%	\$3.50	N

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**Lane Hire** [continued]

0751	Community Groups Lane Hire 50 Metres (per hour)	Per lane	Y	\$60.00	\$62.40	4.00%	\$2.40	N
0752	Commercial Lane Hire Learn to Swim Pool (per hour)	Per lane	Y	\$51.00	\$53.00	3.92%	\$2.00	N
0753	Community Groups Lane Hire Learn to Swim Pool (per hour)	Per lane	Y	\$36.40	\$37.90	4.12%	\$1.50	N
0754	Commercial Pool Hire 25 metres (per hour)	Per booking	Y	\$286.00	\$396.00	38.46%	\$110.00	N
0755	Community Groups Pool Hire 25 Metres (per hour)	Per booking	Y	\$228.80	\$267.00	16.70%	\$38.20	N
0756	Commercial Pool Hire 50 metres (per hour)	Per booking	Y	\$311.00	\$530.40	70.55%	\$219.40	N
0757	Community Groups Pool Hire 50 Metres (per hour)	Per booking	Y	\$285.00	\$360.00	26.32%	\$75.00	N
0758	Commercial Pool Hire Learn to Swim Pool (per hour)	Per booking	Y	\$103.00	\$107.10	3.98%	\$4.10	N
0759	Community Groups Pool Hire Learn to Swim Pool (per hour)	Per booking	Y	\$78.00	\$81.10	3.97%	\$3.10	N

**Program Classes**

0760	Group Fitness	Per class	Y	\$18.70	\$20.00	6.95%	\$1.29	N
0761	Group Fitness (Concession)	Per class	Y	\$11.20	\$12.00	7.14%	\$0.80	N

**Gym**

0763	10 x Empower sessions	10 Sessions	Y	\$93.60	\$97.20	3.85%	\$3.60	N
0765	10 x Empower sessions concession	10 Sessions	Y	\$55.80	\$58.50	4.84%	\$2.70	N
0767	10 x Move for Life Sessions	10 Sessions	Y	\$93.60	\$97.20	3.85%	\$3.60	N
0778	10 x Move for Life Sessions Concession	10 Sessions	Y	\$55.80	\$58.50	4.84%	\$2.70	N
0776	25 x Empower Sessions	25 Sessions	Y	\$208.00	\$243.00	16.83%	\$35.00	N
0769	25 x Empower sessions concession	25 Sessions	Y	\$124.00	\$146.30	17.98%	\$22.30	N
0773	25 x Move for Life Sessions	25 Sessions	Y	\$208.00	\$243.00	16.83%	\$35.00	N
0771	25 x Move for Life Sessions Concession	25 Sessions	Y	\$124.00	\$146.30	17.98%	\$22.30	N
0762	Empower + Session	Per Sessions	Y	\$10.40	\$10.80	3.85%	\$0.40	N
0779	Empower + Session Concession	Per Session	Y	\$6.20	\$6.50	4.84%	\$0.30	N
0766	Empower Session	Per Session	Y	\$10.40	\$10.80	3.85%	\$0.40	N

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Gym** [continued]

0770	Empower Session Concession	Per Session	Y	\$6.20	\$6.50	4.84%	\$0.30	N
0764	Gym Casual Access	Per Session	Y	\$22.90	\$23.80	3.93%	\$0.90	N
0774	Gym Casual Access Concession	Per Session	Y	\$13.70	\$14.30	4.38%	\$0.61	N
0768	Gym Facility Hire	Per Session	Y	\$113.40	\$117.90	3.97%	\$4.50	N
0772	Move for Life and Empower Programs Initial Assessment Fee	Per Assessment	Y	\$49.90	\$51.90	4.01%	\$2.00	N
0777	Move for life session	Per Session	Y	\$10.40	\$10.80	3.85%	\$0.40	N
0775	Move for life session concession	Per Session	Y	\$6.20	\$6.50	4.84%	\$0.30	N

**Personal Training**

0780	½ hr (Casual)	Per 1/2 Hour	Y	\$58.90	\$61.30	4.07%	\$2.40	N
0781	½ hr (Member)	Per 1/2 Hour	Y	\$49.60	\$51.60	4.03%	\$2.00	N
0782	45 Minutes (Casual)	Per Hour	Y	\$95.40	\$92.00	-3.56%	-\$3.40	N
0783	45 Minutes (Member)	Per Hour	Y	\$76.30	\$77.40	1.44%	\$1.10	N
0784	10 Visit Pass Casual – 1/2 Hr	10 Visits	Y	\$530.10	\$551.70	4.07%	\$21.60	N
0785	10 Visit Pass Member – 1/2 Hr	10 Visits	Y	\$446.40	\$464.40	4.03%	\$18.00	N
0786	10 Visit Pass Casual – 45 Minutes	10 Visits	Y	\$860.00	\$828.00	-3.72%	-\$32.00	N
0787	10 Visit Pass Member – 45 Minutes	10 Visits	Y	\$690.00	\$696.60	0.96%	\$6.60	N

**Swim Lessons**

0788	Member - Stroke Improvement Course	Per Course	N	\$133.10	\$138.50	4.06%	\$5.40	N
0789	Non-Member Stroke Improvement	Per Course	N	\$145.60	\$151.50	4.05%	\$5.90	N
0790	Swim Lessons Child - per lesson	Per Lesson	N	\$22.00	\$22.90	4.09%	\$0.90	N
0791	Child – Concession per lesson	Per Lesson	N	\$13.20	\$13.70	3.79%	\$0.50	N
0792	One on One Lessons	Per Lesson	Y	\$61.40	\$63.90	4.07%	\$2.50	N
0793	Two on One Lessons	Per Lesson	Y	\$92.60	\$96.30	4.00%	\$3.70	N
0794	Swim Lesson Child Fortnightly Debit**	Per Lesson	N	\$45.01	\$45.80	1.76%	\$0.79	N
0795	School Lessons	Per Lesson	N	\$13.90	\$14.50	4.32%	\$0.60	N
0796	School Lessons Concession	Per Lesson	N	\$8.30	\$8.70	4.82%	\$0.40	N

**Miscellaneous**

0797	Replacement RFID band/key fob (New fee)	Per band	Y	\$6.20	\$6.40	3.23%	\$0.20	N
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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Miscellaneous** [continued]

0798	Lost Locker RFID key fob	Per Key Fob	Y	\$11.90	\$12.40	4.20%	\$0.50	N
0799	Shower	Per visit	Y	\$4.10	\$4.30	4.88%	\$0.20	N

**Burnley Golf Course**

0800	18 Holes Weekend Concession	Per Session	Y	\$20.00	\$20.80	4.00%	\$0.80	N
0802	9 Hole Midweek	Per Session	Y	\$26.00	\$27.00	3.85%	\$1.00	N
0801	9 Hole Midweek Concession	Per Session	Y	\$15.60	\$16.20	3.85%	\$0.60	N
0804	9 Holes Weekend Concession	Per Session	Y	\$17.50	\$18.20	4.00%	\$0.70	N
0805	Community Golf (Affiliated Organisations)		N	\$0.00	\$0.00	0.00%	\$0.00	N
0803	Junior 9 Holes	Per Session	Y	\$15.60	\$16.20	3.85%	\$0.60	N
0806	18 Hole Midweek	Per Adult	Y	\$30.10	\$31.30	3.99%	\$1.20	N
0807	18 Holes Midweek Concession	Per Junior	Y	\$17.80	\$18.80	5.62%	\$0.99	N
0808	9 Holes – Weekend	9 holes	Y	\$29.10	\$30.30	4.12%	\$1.20	N
0809	18 Holes Weekend	18 holes	Y	\$33.30	\$34.60	3.90%	\$1.29	N
0810	1 Hour Lesson	Per Hour	Y	\$124.00	\$129.00	4.03%	\$4.99	N
0811	1/2 Hour Lesson	Per 1/2 Hour	Y	\$61.10	\$64.50	5.56%	\$3.40	N
0812	6 Lesson Voucher	Per pass	Y	\$305.00	\$317.20	4.00%	\$12.20	N
0813	Clinic	Per clinic	Y	\$124.00	\$129.00	4.03%	\$5.00	N
0814	Mini Clinic	Per clinic	Y	\$22.30	\$23.20	4.04%	\$0.90	N
0815	Buggy Hire	One cart	Y	\$5.90	\$6.10	3.39%	\$0.20	N
0816	9 Hole Cart Hire	9 holes	Y	\$30.70	\$31.90	3.91%	\$1.20	N
0817	9 Hole Single Cart Hire	9 holes	Y	\$20.90	\$21.70	3.83%	\$0.80	N
0818	18 Hole Cart Hire	18 holes	Y	\$51.50	\$53.60	4.08%	\$2.10	N
0819	18 Hole Single Cart Hire	18 holes	Y	\$34.40	\$35.80	4.07%	\$1.40	N
0820	Practice Fees	Per visit	Y	\$5.20	\$5.40	3.85%	\$0.20	N
0821	Hire Set	Per set	Y	\$16.50	\$26.00	57.58%	\$9.50	N

**Fortnightly Direct Debit Membership Fees**

0822	Bronze Concession - Fortnightly debit	Per Fortnight	Y	\$23.00	\$23.90	3.91%	\$0.90	N
0833	Bronze Full - Fortnightly debit	Per Fortnight	Y	\$38.40	\$39.90	3.91%	\$1.50	N
0836	Burnley Concession Membership - Fortnightly debit	Per Fortnight	Y	\$33.50	\$34.80	3.88%	\$1.31	N
0823	Burnley Full Membership - Fortnightly debit	Per Fortnight	Y	\$55.80	\$58.00	3.94%	\$2.20	N

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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### Fortnightly Direct Debit Membership Fees [continued]

0827	Burnley Golf Course membership add-on Concession - Leisure centre members - Fortnightly debit	Per Fortnight	Y	\$12.00	\$12.50	4.17%	\$0.50	N
0832	Burnley Golf Course membership add-on Full - Leisure centre members - Fortnightly debit	Per Fortnight	Y	\$20.00	\$20.80	4.00%	\$0.80	N
0828	Burnley Intermediate Membership - Fortnightly debit	Per Fortnight	Y	\$33.50	\$34.80	3.88%	\$1.31	N
0824	Burnley Junior Membership - Fortnightly debit	Per Fortnight	Y	\$16.70	\$17.40	4.19%	\$0.70	N
0829	Burnley Practise Membership – (Annual fee)	Per Annum	Y	\$145.60	\$151.40	3.98%	\$5.80	N
0838	Corporate Burnley Golf Course membership - Fortnightly debit	Per Fortnight	Y	\$41.90	\$43.50	3.82%	\$1.60	N
0825	Corporate Leisure + Burnley membership - Fortnightly debit	Per Fortnight	Y	\$62.90	\$63.60	1.11%	\$0.70	N
0837	Corporate Leisure Centre membership - Fortnightly debit	Per Fortnight	Y	\$47.90	\$48.00	0.21%	\$0.10	N
0835	Gold Concession - Fortnightly debit	Per Fortnight	Y	\$38.40	\$38.40	0.00%	\$0.00	N
0826	Gold Full - Fortnightly debit	Per Fortnight	Y	\$64.00	\$64.00	0.00%	\$0.00	N
0834	Silver Concession - Fortnightly debit	Per Fortnight	Y	\$30.70	\$30.70	0.00%	\$0.00	N
0830	Silver Full - Fortnightly debit	Per Fortnight	Y	\$51.20	\$51.20	0.00%	\$0.00	N
0831	Yarra Youth - Fortnightly debit	Per Fortnight	Y	\$23.00	\$23.90	3.91%	\$0.90	N

### Engineering Planning

0839	Traffic Surveys – classified counts	Per count	N	\$287.60	\$299.10	4.00%	\$11.50	N
0840	Parking signs – sign changes	Per sign	Y	\$212.70	\$221.22	4.01%	\$8.51	N

### Drainage Fees (Levy)

0841	Drainage information Report (DIR)	Per application	Y	\$144.70	\$144.70	0.00%	\$0.00	N
0846	Drainage Plan Approval (10-20 Lot Development)	Per application	Y	\$862.00	\$862.00	0.00%	\$0.00	N
0843	Drainage Plan Approval (20+ Lot Development)	Per application	Y	\$1,295.00	\$1,295.00	0.00%	\$0.00	N

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RefNo	Name	Unit	GST	Year 23/24 Fee (incl. GST)	Year 24/25 Fee (incl. GST)	Increase %	Increase \$	S
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**Drainage Fees (Levy)** [continued]

0844	Drainage Plan Approval (2-3 Lot Development)	Per application	Y	\$366.00	\$366.00	0.00%	\$0.00	N
0845	Drainage Plan Approval (4-9 Lot Development)	Per application	Y	\$550.00	\$550.00	0.00%	\$0.00	N
0842	Drainage Plan Approval (Single or Extension)	Per application	Y	\$156.90	\$156.90	0.00%	\$0.00	N
0847	0-400m2	Per m2	N	\$14.15	\$14.36	1.48%	\$0.21	N
0848	401-500m2	Per m2	N	\$18.55	\$18.83	1.51%	\$0.28	N
0849	501-600m2	Per m2	N	\$23.45	\$23.80	1.49%	\$0.36	N
0850	601-700m2	Per m2	N	\$25.25	\$25.63	1.50%	\$0.38	N
0851	701-800m2	Per m2	N	\$27.75	\$28.17	1.51%	\$0.42	N
0852	801-900m2	Per m2	N	\$29.60	\$30.04	1.49%	\$0.44	N
0853	901-1,000m2	Per m2	N	\$30.80	\$31.26	1.49%	\$0.47	N
0854	1,001m2 + (negotiable fee)	Per m2	N	\$30.80	\$31.26	1.49%	\$0.47	N

**Subdivision Developments**

0855	Plan Checking Subdivisions	By Works value	N			0.75% by works value		N
0856	Subdivision Supervision	By works value	N			2.50% by works value		N

**Waste Management**

0857	Garbage 80lt MGB (non-rateable additional bin)	Per Bin	N	\$126.89	\$131.97	4.00%	\$5.08	N
0858	Garbage 120lt MGB (non-rateable additional bin)	Per Bin	N	\$167.98	\$174.70	4.00%	\$6.72	N
0859	Garbage 240lt MGB (non-rateable additional bin)	Per Bin	N	\$298.51	\$310.45	4.00%	\$11.94	N
0860	Relocation of Street Litter Bins	Per Bin	Y	\$537.68	\$559.19	4.00%	\$21.51	N

**Urban Agriculture**

0861	Footpath/nature strip garden permit fee	Per Permit	Y	\$22.00	\$22.88	4.00%	\$0.88	N
0862	Footpath/nature strip planter box yearly rental fee	Per year	Y	\$61.15	\$63.60	4.01%	\$2.45	N
0863	Footpath/nature strip planter box yearly rental fee – concession	Per year	Y	\$30.11	\$31.31	3.99%	\$1.20	N

Fee Name	Parent Name	Page
<b>Index of all Fees</b>		
<b>0</b>		
0-400m2	[Drainage Fees (Levy)]	54
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1 Hour Lesson	[Burnley Golf Course]	52
1,001m2 + (negotiable fee)	[Drainage Fees (Levy)]	54
1/2 Hour Lesson	[Burnley Golf Course]	52
10 Adult Swims	[Bulk Tickets]	49
10 Child Swims	[Bulk Tickets]	49
10 Concession Swim	[Bulk Tickets]	49
10 Group Fitness	[Bulk Tickets]	49
10 Group Fitness Concession	[Bulk Tickets]	49
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10 Swim, Spa, Sauna & Steam	[Bulk Tickets]	49
10 Swim, Spa, Sauna & Steam Concession	[Bulk Tickets]	49
10 Visit Pass Casual – 1/2 Hr	[Personal Training]	51
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10 Visit Pass Member – 45 Minutes	[Personal Training]	51
10 x Empower sessions	[Gym]	50
10 x Empower sessions concession	[Gym]	50
10 x Move for Life Sessions	[Gym]	50
10 x Move for Life Sessions Concession	[Gym]	50
18 Hole Cart Hire	[Burnley Golf Course]	52
18 Hole Midweek	[Burnley Golf Course]	52
18 Hole Single Cart Hire	[Burnley Golf Course]	52
18 Holes Midweek Concession	[Burnley Golf Course]	52
18 Holes Weekend	[Burnley Golf Course]	52
18 Holes Weekend Concession	[Burnley Golf Course]	52
<b>2</b>		
2 to 0 Dwellings	[Request to extend expiry date of a permit]	38
25 Adult Swims	[Bulk Tickets]	49
25 Adult Swims Concession	[Bulk Tickets]	49
25 Child Swims	[Bulk Tickets]	49
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25 Group Fitness Concession	[Bulk Tickets]	49
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25 x Empower Sessions	[Gym]	50
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25 x Move for Life Sessions	[Gym]	50
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<b>4</b>		
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6 Lesson Voucher	[Burnley Golf Course]	52
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7 Day Rate – Full	[Performance Spaces (Richmond Theatrette)]	47
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701-800m2	[Drainage Fees (Levy)]	54
<b>8</b>		
801-900m2	[Drainage Fees (Levy)]	54
<b>9</b>		
9 Hole Cart Hire	[Burnley Golf Course]	52
9 Hole Midweek	[Burnley Golf Course]	52
9 Hole Midweek Concession	[Burnley Golf Course]	52
9 Hole Single Cart Hire	[Burnley Golf Course]	52
9 Holes – Weekend	[Burnley Golf Course]	52
9 Holes Weekend Concession	[Burnley Golf Course]	52
901-1,000m2	[Drainage Fees (Levy)]	54
<b>A</b>		
a) up to and including 10 submissions which seek a change to an amendment and where necessary referring the submissions to a panel	[Consideration of submissions to Amendment and reference to panel]	29
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A3 Copies – per copy	[Miscellaneous]	43
A4 Copies – per copy	[Miscellaneous]	43
Additional Assessment Fee (Section 19H)	[Class 1 or Class 2 Food Premises]	17
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Additional fee for each employee over 10 (Max fee is for 61+ employees)	[Class 1 or Class 2 Food Premises]	17
Additional fee for each employee over 10 (Max fee is for 61+ employees)	[Class 3 and Not for Profit Class 1 and 2 Food Premises]	17
Additional fee for each employee over 10 (Max fee is for 61+ employees)	[Not for Profit Class 3 Food Premises]	18
Additional Inspection Fee Under 19(H)	[Class 3 and Not for Profit Class 1 and 2 Food Premises]	17
Additional Inspection Fee Under 19(H)	[Not for Profit Class 3 Food Premises]	18
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Additional Occupancy Permits	[Miscellaneous]	42
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Adult Swim	[Casual Entry]	49
Adult Swim, Spa & Sauna	[Casual Entry]	49
Advertising Letters and Notices	[Other Development]	39
Advertising Sign – per sign (licensed)	[Items on Footpath]	14
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After Hours Call-Out Fee per hour	[Hire of Town Halls]	45
After Hours Call-Out Fee per hour	[Small Community Spaces]	45
After Hours Call-Out Fee per hour	[Medium Community Spaces]	46
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Alterations & Additions – \$100,001-\$300,000	[Class 1 & 10]	40
Alterations & Additions – \$20,001-\$100,000	[Class 1 & 10]	40
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Amendment to a Class 11, 12, 13, 14, 15 or 16 permit – More than \$100,000 and not more than \$1,000,000	[Reg 11 Other Development]	35
Amendment to a Development Plan Approval	[Other Development]	39

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Amendments under 20A	[Other]	30
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Amphitheatre Hire (per hour) - Concession	[Fairfield Amphitheatre]	47
Animal Registration refund	[Cat Registration]	16
Annual Licence Fee	[Personal Training]	23
Annual Registration Fee	[Registration of Domestic Animal Business]	16
Application fee – Commercial Profit Making (non refundable)	[Filming & Commercial Still Photography Permit]	25
Application for a planning certificate	[Other Fees]	38
Application for Development Plan Approval	[Other Development]	39
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<b>B</b>		
b) 11 to (and including) 20 submissions which seek a change to an amendment and where necessary referring the submissions to a panel	[Consideration of submissions to Amendment and reference to panel]	30
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Bexsero	[Vaccine]	29
Bond	[Fairfield Amphitheatre]	47
Bond	[Burnley Circus Site]	48
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Book delivery	[Book Sales]	4
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Bronze Concession - Fortnightly debit	[Fortnightly Direct Debit Membership Fees]	52
Bronze Full - Fortnightly debit	[Fortnightly Direct Debit Membership Fees]	52
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Burnley Concession Membership - Fortnightly debit	[Fortnightly Direct Debit Membership Fees]	52
Burnley Full Membership - Fortnightly debit	[Fortnightly Direct Debit Membership Fees]	52
Burnley Golf Course membership add-on	[Fortnightly Direct Debit Membership Fees]	53
Concession - Leisure centre members - Fortnightly debit		
Burnley Golf Course membership add-on Full - Leisure centre members - Fortnightly debit	[Fortnightly Direct Debit Membership Fees]	53
Burnley Intermediate Membership - Fortnightly debit	[Fortnightly Direct Debit Membership Fees]	53
Burnley Junior Membership - Fortnightly debit	[Fortnightly Direct Debit Membership Fees]	53
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<b>C</b>		
c) Submissions that exceed 20 submissions which seek a change to an amendment, and where necessary referring the submissions to a panel	[Consideration of submissions to Amendment and reference to panel]	30
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Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	[Planning schedule of permit application revision fees under section 57a – Reg 12 Type of Permit Application]	32

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Class 1 Use only/reduction of car parking/loading bay requirements/liquor licence	[Reg 12 Planning schedule of permit amendment revision fees under Section 57A Type of Permit Amendment]	36
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Class 10 VICSMART A permit that is a VicSmart Application (other than a Class 7, 8 or 9)	[Reg 9 VICSMART Applications]	31
Class 10 VICSMART A permit that is a VicSmart Application (other than a Class 7, 8 or 9)	[VicSmart]	39
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Class 13 > \$1,000,001 – \$5,000,000	[Reg 9 Other Development]	31
Class 14 – Class 19 Amendments	[Reg 11 Subdivision]	35
Class 14 – More than \$5,000,000 and not more than \$15,000,000	[Reg 12 Other Development]	33
Class 14 > \$5,000,001 – \$15,000,000	[Reg 9 Other Development]	31
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Class 15 – More than \$15,000,000 and not more than \$50,000,000	[Reg 12 Other Development]	33
Class 15 > \$15,000,001 – \$50,000,000	[Reg 9 Other Development]	31
Class 15 Amendment to a Class 18 permit – To subdivide land into two lots (other than a class 9 or class 17 permit)	[Reg 12 Subdivision]	37
Class 16 – More than \$50,000,000	[Reg 12 Other Development]	33
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Class 17 To subdivide an existing building (other than a class 9 permit)	[Reg 12 Subdivision]	33
Class 18 Amendment to a Class 21 permit - To: a) create, vary or remove a restriction within the meaning of the Subdivision Act 1988; or b) create or remove a right of way; or c) create, vary or remove an easement other than a right of way; or d) vary or remove a condition in the nature of an easement (other than right of way) in a Crown grant.	[Reg 12 Subdivision]	37
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Class 18 To subdivide land into two lots (other than a class 9 or class 17 permit)	[Reg 12 Subdivision]	33
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Class 19 To effect a realignment of a common boundary between lots or to consolidate two or more lots	[Reg 9 Subdivision]	31
Class 19 To effect a realignment of a common boundary between lots or to consolidate two or more lots (other than a class 9 permit)	[Reg 12 Subdivision]	33

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Class 2 (Residential fit outs)	[Class 2, 3, 4, 5, 6, 7, 8 and 9]	41
Class 2 < \$10,000	[Reg 9 Single Dwellings]	30
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Class 2 Application to amend a permit (other than a permit to develop land for a single dwelling per lot, use & develop land for a single dwelling per lot, or to undertake development ancillary to the use of land for a single dwelling per lot) to: To change the statement of what the permit allows or To change any or all of the conditions	[Reg 12 Planning schedule of permit amendment revision fees under Section 57A Type of Permit Amendment]	36
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Major Event Permit (per event day) – Concession	[Event Permit – 500 or more persons or with significant structures or risks, as assessed by Council Officer]	48
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Market Permit (One Off fee) – Concession	[Permits]	48
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Mobile Food Van – Charity or Non for profit event	[Local Laws / Legislative Services]	13
Mobile Food Van – small private events permit 1 day or less	[Local Laws / Legislative Services]	13
Mobile Food Van (prescribed event area) each additional food van/stall over 5 vans	[Tables & Chairs]	15
Mobile Food Van (prescribed event area) multi max. 5 vans	[Tables & Chairs]	15
Mobile Food Van public land (once-off day rate)	[Tables & Chairs]	15
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New dwellings: single	[Class 1 & 10]	40
NEW Hourly hire – Concession (min 3 hourly hire)	[Hire of Town Halls]	44
NEW Hourly hire – Concession (min 3 hourly hire)	[Small Community Spaces]	45
NEW Hourly hire – Concession (min 3 hourly hire)	[Medium Community Spaces]	46
NEW Hourly hire – Concession (min 3 hourly hire)	[Large Community Spaces]	46
New Multiple Class 1 developments (Quotation)	[Class 1 & 10]	40
New registration - Application fee	[Aquatic Facilities]	18
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New registration fee	[Aquatic Facilities]	19

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New Registrations	[Premises Providing Personal Services]	19
New registrations - Application fee	[Commercial]	19
New registrations - Application fee	[Not For Profit]	19
New Registrations – Application fee	[Class 1 or Class 2 Food Premises]	17
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New Registrations – Application fee	[Not for Profit Class 3 Food Premises]	18
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New Registrations – Registration fee	[Class 1 or Class 2 Food Premises]	17
New Registrations – Registration fee	[Class 3 and Not for Profit Class 1 and 2 Food Premises]	17
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Occasional Care	[Occasional Child Care]	27
Occupancy Fee – Commercial License/ Occupancy	[Road / Footpath Occupation Permit]	24
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Occupation of parking bays – parking meter/first day – Non Commercial Street	[Parking Occupation Fees]	12
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Personal Care General Medium fee range – Family \$101,033 to \$118,546	[Personal Care – Medium Fee Range]	6
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Personal Care General Medium fee range – Single \$39,089 to \$54,795	[Personal Care – Medium Fee Range]	6
Personal Care General Medium fee range – Single \$54,795 to \$70,501	[Personal Care – Medium Fee Range]	6
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Personal Care Low fee range – Couple \$44,309 to \$59,802	[Personal Care – Low Fee Range]	5
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Respite Care General Medium fee range – Single \$70,501 to \$86,208	[Respite Care – Medium Fee Range]	7
Respite Care Low fee range – Couple \$44,309 to \$59,802	[Respite Care – Low Fee Range]	7
Respite Care Low fee range – Couple Up to \$44,309	[Respite Care – Low Fee Range]	7
Respite Care Low fee range – Family \$44,309 to \$66,009	[Respite Care – Low Fee Range]	7
Respite Care Low fee range – Family Up to \$44,309	[Respite Care – Low Fee Range]	7
Respite Care Low fee range – Single \$28,605 to \$39,089	[Respite Care – Low Fee Range]	7
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Willowview – Medium Fee Range Couple – \$59,802 to \$115,245	[Willowview – Outing Group]	10
Willowview – Medium Fee Range Family – \$66,009 to \$118,546	[Willowview – Outing Group]	10
Willowview – Medium Fee Range Single – \$39,089 to \$86,208	[Willowview – Outing Group]	10
<b>Y</b>		
Yarra Youth - Fortnightly debit	[Fortnightly Direct Debit Membership Fees]	53
<b>Other</b>		
\$100,001-\$300,000	[Class 2, 3, 4, 5, 6, 7, 8 and 9]	41
\$30,001-\$100,000	[Class 2, 3, 4, 5, 6, 7, 8 and 9]	41
\$300,001-\$500,000	[Class 2, 3, 4, 5, 6, 7, 8 and 9]	41
½ hr (Casual)	[Personal Training]	51
½ hr (Member)	[Personal Training]	51



# Long Term Financial Plan

2024/25 to 2033/34

For Adoption at Council Meeting  
on 18 June 2024





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

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## Executive Summary

Yarra City Council has prepared this updated Long Term Financial Plan 2024/25 to 2033/34 (the Financial Plan) to support the Community Vision and Council Plan. Through the development of the Vision, the community has told us about their desire for Yarra City Council to be financially sustainable to support a strong and vibrant community. The Council Plan includes actions to deliver on this vision with a focused investment in new and renewed assets and community-valued services.

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

We have committed to updating the Financial Plan annually in conjunction with the Budget. This updated Financial Plan is keeping with that commitment.

The Financial Plan is developed in the context of the following strategic planning principles as required under section 89 of the Local Government Act 2020:

- **Integrated approach to planning, monitoring, and performance reporting** - The Financial Plan has been developed alongside the Council Plan and in alignment with the Community Vision and other core strategic plans to ensure integration.
- **Addresses the Community Vision** - The Financial Plan addresses the Community Vision by outlining the resources and funding required to deliver the planned services, initiatives and capital works projects over the next 10 years working towards achieving Yarra's 2036 Community Vision;
- **Takes into account the resources needed for effective implementation** - The Financial Plan statements incorporate the financial resources necessary to implement the Council Plan objectives and strategies over the next 4 years and to work towards achieving the Community Vision over the next 10 years.
- **Identifies and addresses the risks to effective implementation** - Council's strategic planning principles identify and address the risks to effective implementation of the Financial Plan.
- **Provides for ongoing monitoring of progress and regular reviews to identify and address changing circumstances** - Council reports on its financial performance and position on a quarterly basis and a review of strategic documents is conducted regularly to ensure they remain current.

The Financial Plan is a continuation of Council's responsible financial program and aims to:

- Increase Council's commitment to sustainable asset renewal and maintenance of the community's assets;
- Improve Council's cash position for financial sustainability;
- Improve long-term financial sustainability including, cost containment and transformation programs;
- Include rate and fee increases that are both manageable and sustainable, and
- Provide a framework to deliver balanced budgets including sustainable annual underlying surpluses to fund community service levels, capital work programs and debt repayment.

Yarra's Financial Plan outlines the resources required to deliver the Council Plan and ensure we are investing in assets the community values; our services meet the needs and expectations of the community, are affordable and accessible for the community; and our organisation remains financially sustainable.

Drawing upon ABS data and other sources, it is estimated that as of 2023, the City of Yarra has an estimated resident population of 97,448 and 47,988 households.

2021 Census data: The average household size is 2.02 people compared with Greater Melbourne at 2.6. Half of these households (51%) rent their home which is well above the Greater Melbourne average (29%). Eight per cent of Yarra's residents live in social housing, well above the Greater Melbourne rate at 2.3%. Almost 4 in 10 Yarra households (38%) are in the highest income quartile earning over \$2,947 per week. Around 1 in 5 households (18.5%) are in the lowest quartile group earning up to \$881 per week. 29% of Yarra's residents were born overseas. By 2041, the population for the City of Yarra is forecast to increase to 149,137 residents.

The local government sector continues to face significant financial pressures including rate capping and cost shifting. Constant changes to the economic landscape have compounded these challenges with no real reduction of the general level of prices (despite declining inflation) and significant increases to the cost of materials and services and labour. At the same time, Yarra's population is set to almost double by 2041, putting increasing pressure on services and infrastructure.

These financial pressures have significantly contributed to Council's ability to generate adequate cash flow to fund a large scope of community services, capital work programs and reduce debt levels.

The reality for Yarra City Council (and the whole sector) is that increases in the price of services in real terms are significantly higher than the rate cap. This has been the case year on year since the rate cap system was introduced.

In addition, we have limited untied reserves in the bank as a result of the COVID pandemic, legacy commitments on superannuation, and interest on borrowings. That means less funds available to pay for roads, footpaths, parks and other open space assets and to repay borrowings.

As part of our commitment to improve Council's financial health, in December 2023 we adopted a Financial Sustainability Strategy (FSS). Financial sustainability is achieved when service and infrastructure levels and standards are delivered according to a long-term plan without the need to significantly increase rates or significantly reduce services.

The FSS looks at the predicted numbers in our Long-Term Financial Plan (LTFP) and identifies ways to address them. It also identifies reforms and provides direction on how to achieve a healthy long-term financial position.

In the last 12 months, significant gains have already been made towards financial sustainability and Council is committed to the consistent focus required to ensure we can provide for our community now and into the future.

Yarra must continue to reinvest in our existing assets so our roads, parks, gardens, pools, and buildings that we value stay in a condition we are proud of. As we bring on new assets, to remain sustainable we must also review the assets we already have to ensure community meeting spaces, service buildings and facilities evolve and adapt to reflect the changing needs of our diverse community, continue to maximise the use of unused public spaces, and increase availability and usability of open spaces to address existing shortages and respond to population growth.

Services also evolve, and Council will assess the performance and future for current services to understand whether they are relevant and whether Yarra needs to continue to deliver them or whether there is a role for an alternative delivery model. To remain sustainable over the life of this plan, some Yarra services may have to change.

## Financial Plan Context

This section describes the context, principles and considerations in determining the 10-year financial projections and assumptions.

### 1.1. Introduction

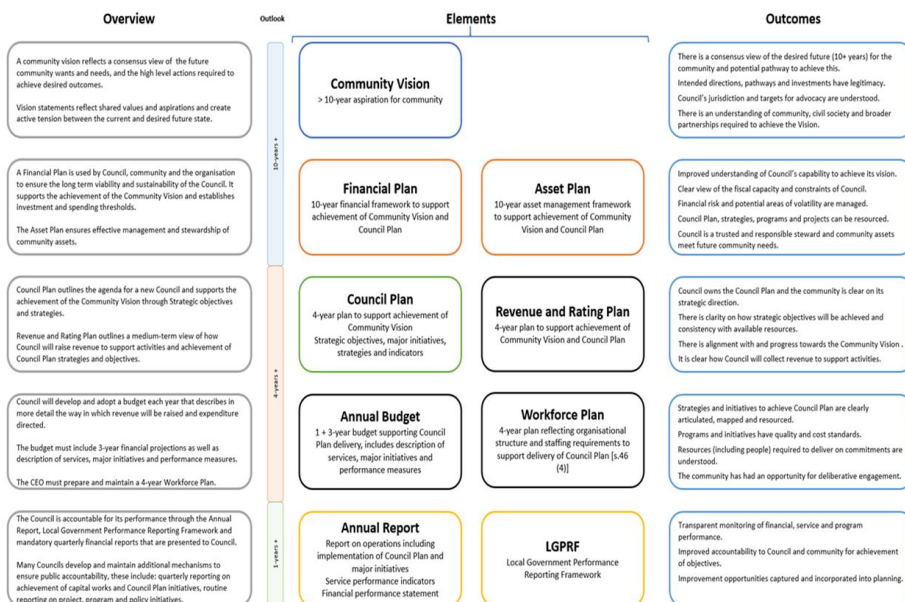
The Long-Term Financial Plan 2021-22 to 2030-31 was required to be developed through the *Local Government Act 2020 (LGA)* and provided a ten year financially sustainable projection regarding how the actions of the Council Plan 2021-2025 may be funded to achieve the aspirations in Yarra 2036 Community Vision.

Council is committed to a transparent and accountable budget and financial plan process. Whilst not required under the LGA, Council is updating the Financial Plan document annually as part of the budget preparation process. Together with the budget document, it is subject to ongoing review and may be updated during the budget year through a revised budget process. This updated Long Term Financial Plan 2024-25 to 2033-34 is keeping with that commitment.

This section describes how the Financial Plan links to the achievement of the Community Vision and the Council Plan within the Integrated Strategic Planning & Reporting framework. This framework guides the Council in identifying community needs and aspirations over the long term (Community Vision), medium term (Council Plan) and short term (Annual Budget) and then holding itself accountable (Annual Report).

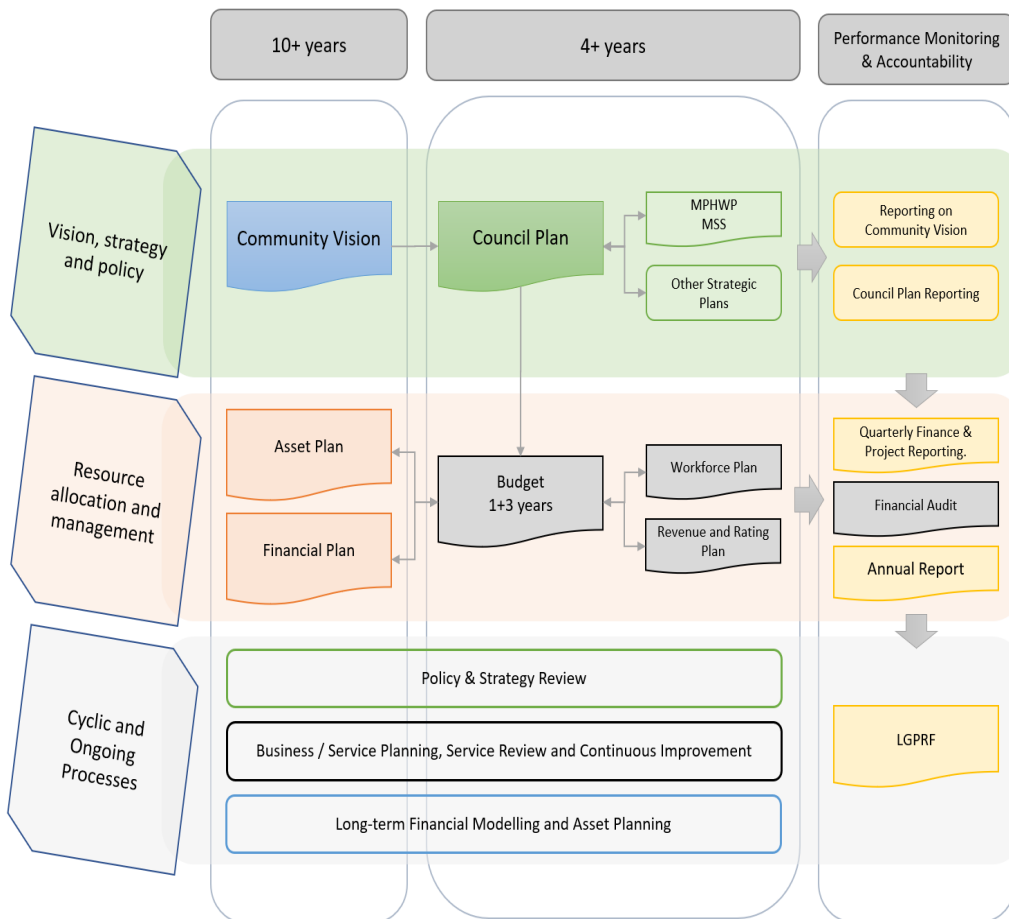
### 1.2. Integrated Strategic Planning & Reporting Framework

Part 4 of the LGA addresses planning and financial management and Division 1 covers strategic planning. The Financial Plan is one of the strategic plans subject to the Strategic planning principles. Section 89 of the Act sets out the Strategic planning principles and the following diagram provides an



overview of the core legislated elements of an integrated strategic planning and reporting framework and outcomes.

The following figure demonstrates how each element might inform or be informed by other parts of the integrated framework.



### 1.3. Engagement Principles

Yarra has implemented the following consultation process to obtain input and feedback from stakeholders to help inform the development of the Financial Plan:

The Community Vision informs all planning and decision making for Council and our community. It informs our Council Plan (effective from 1 July 2021 to 30 June 2025) and our 10-year financial and asset management plans. The community engagement on the 2024/25 Budget and Financial Plan was delivered in line with our Community Engagement Policy.

The development of the 2024/25 budget and the financial plan aligns to the Financial Sustainability Strategy. The strategy is a representation of Council's commitment to the responsible management of ratepayer's funds. By making this move we're ensuring that we can meet the service and infrastructure needs of our community, now and into the future.

The Strategy identifies two main levers for change to ensure Council's long term financial sustainability:

1. Strategic levers - to ensure that future investment decisions are based on need, underpinned by evidence and guided by informed strategies including detailed asset management plans, contemporary property management and community infrastructure planning and an ongoing program of service reviews.
2. Systemic levers - to manage expenditure, prudent debt management, operational efficiencies, and capital works delivery management among others.

The Strategy will guide future decision-making so Council can transparently, proactively and prudently plan to be financially sustainable. It will ensure financial sustainability remains consistent with maximizing our community impact and delivering efficient and effective services and infrastructure and meet our financial obligations both today and in the future.

In the long term, the Financial Sustainability Strategy aims are:

- 0-2 years: Maintain a net positive position by delivering a surplus, ensure our operating activities no longer relies on borrowings, hold costs and start to build cash reserves for specified purposes;
- 3-5 years: Achieve a financial position where Council has sufficient cash reserves to repay borrowings, generate new revenue, can cover all known operating expenses without borrowing, deliver a long-term financial plan that more reliably reflects future financial requirements ('unknown risks'), and have approximately \$20m available in cash reserves for risk and strategic growth; and
- Within 10 years: Ensure that Council has sufficient cash reserves (approximately \$30m) to meet unforeseen or emergency expenses and support population growth without relying on borrowing or compromising essential services.

The proposed engagement approach including promotion will aim to reach the diverse community and will include:

- (a) Online survey via the Your Say Yarra project page;
- (b) Two in person 'pop-up' sessions with Bi-cultural Liaison Officers at relevant sessions, and hardcopy surveys available;
- (c) Your Say Yarra email newsletter;
- (d) News item via Corporate website;
- (e) Yarra Life newsletter;
- (f) Yarra News;
- (g) Digital Screens in customer service centres, libraries and leisure centres;
- (h) Postcards (for pop-up sessions and at customer service centres);
- (i) Social media;
- (j) Hard copy surveys and postcards distributed to key Council locations;
- (k) FAQs on Your Say Yarra project page; and
- (l) Email to past budget participants.

#### 1.4. Service Performance Principles

Yarra seeks to provide services on a community needs and value for money basis. The service performance principles are listed below:

Services are provided in an equitable manner and are responsive to the diverse needs of the community. The Council Plan is designed to identify the key services and projects to be delivered to the community. The Financial Plan shows how the service aspirations within the Council Plan may be funded;

- Services are available to the relevant users within the community;
- Yarra delivers quality services seeking to provide value for money to the community. The Local Government Performance Reporting Framework (LGPRF) is designed to communicate Council's performance regarding the delivery of services; and
- Yarra has a Feedback and Complaints Policy and a Community Engagement Policy enabling Council to consider and respond to community feedback and complaints regarding service provision and provides opportunities to be involved in planning and decision-making respectively. Community involvement in planning and decision making improves Council's planning and delivery of services.

### 1.5. Financial Management Principles

Financial strategy principles have been developed and provide the framework for the development of Council's Long Term Financial Plan and Annual Budget. The principles enable consistent and informed decision-making by Council. The Financial Strategy Principles as outlined below aim to ensure a balanced and sustainable budget for the Council:

- To ensure significant forecast in population underpinning high levels of development can be provided in a financially sustainable manner;
- To ensure the right level of services are provided to the community and effectively plan for future and changing community needs;
- To ensure that Council can maintain its asset base at a standard that can effectively service the needs of our community now and into the future;
- To achieve our desired financial sustainability targets whilst minimising the impact on our ratepayers;
- To achieve sufficient annual operational surpluses to fund capital work programs;
- To have a deliverable capital construction program with the right blend of renewal, upgrade and new works in alignment to community preference;
- To improve cash levels to enable future investment;
- Any borrowings are directed towards funding of inter-generational growth infrastructure special projects and major asset renewal that support growth;
- Trust funds and statutory reserves are fully cash backed, and
- Improved integrated strategic planning (including asset management) underpinned by efficiency, evaluation, and ongoing service reviews

### 1.6. Asset Plan Integration

Integration to the Asset Plan is a key principle of the Council's strategic financial planning principles. The purpose of this integration is designed to ensure that future funding is allocated in a manner that supports service delivery in terms of the plans and the effective management of Council's assets into the future.

The Asset Plan identifies the operational and strategic practices which will ensure that Council manages assets across their life cycle in a financially sustainable manner. The Asset Plan, and associated asset management policies, provide council with a sound base to understand the risk associated with managing its assets for the community's benefit.

The Asset Plan is designed to inform the 10-year Financial Plan by identifying the amount of capital renewal, backlog and maintenance funding that is required over the life of each asset category. The



level of funding will incorporate knowledge of asset need and condition, the risk assessment issues as well as the impact of reviewing and setting intervention and service levels for each asset class.

In addition to identifying the operational and strategic practices that ensure that Council manages assets across their life cycle in a financially sustainable manner, the Asset Plan quantifies the asset portfolio and the financial implications of those practices. Together the Financial Plan and Asset Plan seek to balance projected investment requirements against projected budgets.

### 1.7. Financial Policy Statements

This section defines the measures that demonstrate Council's financial sustainability in order to fund the aspirations of the Community Vision and the Council Plan.

Measure	Target	Forecast / Actual										
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
<b>Adjusted underlying result</b>												
Adjusted underlying surplus (deficit) / Adjusted underlying revenue	> 5.0%	5.1%	2.6%	(0.7%)	(1.8%)	(1.7%)	(2.9%)	(3.8%)	(5.2%)	(6.6%)	(8.4%)	(9.4%)
<b>Working Capital</b>												
Current Assets/ Current Liabilities	>1.4	2.0	2.0	2.1	2.0	1.9	1.8	1.7	1.5	1.4	1.2	1.0
<b>Asset renewal</b>												
Asset renewal and upgrade expenses/ Depreciation	> or = 1.0	0.8	1.1	0.9	0.9	1.0	0.9	0.9	0.8	0.8	0.9	0.8
<b>Indebtedness</b>												
Non-current liabilities/ own source revenue	<40.0%	32.2%	31.0%	28.6%	27.2%	26.5%	26.0%	25.3%	24.4%	22.8%	22.3%	21.8%

#### Adjusted underlying result

An indicator of the sustainable operating result required to enable Council to continue to provide core services and meet its objectives. Improvement in financial performance expected over the period within the Financial Plan, as adjusted underlying deficit means reliance on Councils' cash reserves or increased debt to maintain services and invest in capital works.

In our view, the gap between the rate cap and inflation, rising construction costs, and the expectation of future wage increases has presented major cost pressures on councils going forward.

#### Working Capital

Sufficient working capital is required to meet Council's obligations as and when they fall due. A high or increasing level of working capital suggests an improvement in liquidity. Council is targeting a working capital ratio of above 1.4.

**Asset renewal**

Allocate adequate funds towards renewal and upgrade capital in order to replace assets and infrastructure as they reach the end of their service life. Council is targeting an asset renewal ratio of above 1.0.

**Indebtedness**

Council applies loan funding to new capital and maintains total noncurrent liabilities in line with own source revenue and growth of the municipality. Debt servicing and debt redemption will be maintained within the financial capacity of Council reflected in a cap on indebtedness of less than 40.

**1.8. Assumptions to the financial plan statements**

This section presents information regarding the assumptions to the Comprehensive Income Statement for the 10 years from 2024/25 to 2033/34. The assumptions comprise the annual escalations/movement for each line items of the Comprehensive Income Statement.

The escalation factors are the main drivers of future estimates of each revenue and expense items. Further adjustments are made for specific movements or factors when needed. CPI fluctuates through the Financial Plan period; however, Yarra City Council has applied a consistent and conservative indicators across the 10 year period.

Escalation Factors % movement	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Rates and charges	2.75%	2.50%	2.50%	2.50%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%
Statutory fees, fines and User Fees	3.50%	2.50%	2.50%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%
User fees	4.00%	2.50%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%
Operating Grants	2.75%	2.50%	2.50%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%
Employee costs	2.00%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%
Materials, services & Other	3.50%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%
Depreciation & Amortisation	1.71m	1.71m	1.71m	1.71m	1.71m	1.71m	1.71m	1.71m	1.71m	1.71m

### 1.9. Financial Plan Overview and Strategic Actions

The Financial Plan includes a ten-year projection of Council's financial performance and position, cash flows, capital works program, and planned human resources outlining the expected resources that will be required to achieve the Community Vision 2036 and Council Plan 2021-2025. It also includes information about Council's financial management principles, assumptions, strategies, and other influences that have had a significant impact on these projections.

Council is deeply committed to serving the best interests of the community and recognises that consistent effort will be required to ensure that we remain financially sustainable and make the most effective use of public funds.

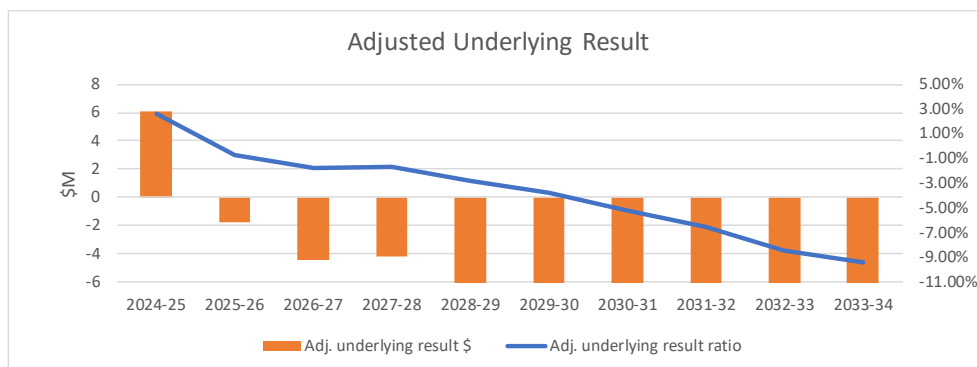
The Financial Plan does not incorporate future growth in FTE numbers. Requirements to fulfill statutory obligations or increased customer demand in a rate capped environment will be a challenge and Yarra will continue (as achieved in 2022/23) and for 2023/24 identify efficiency gains in the operating budget to hold costs and increase revenue without impacting community service levels.

#### 1.9.1 Adjusted Underlying Result

The Adjusted underlying result is an important indicator as it measures the level of sustainable operating results, critical to ensure Council can provide core services and meet its objectives. To continue to deliver what our community wants and expects, as well as continuing to deliver on Yarra's vision.

Financial Performance improved during 2023/24 and 2024/25 because of achieved improved operational efficiencies and holding of costs, despite persistent inflation and sector wide legacy structural issues. Medium and long term trends present escalating uncontrollable costs and restrained income levels as a result of the impact of the rate cap.

Lower than target and negative net results will not also result in the inability to provide core services and meet its objectives but also reduce unrestricted cash significantly.



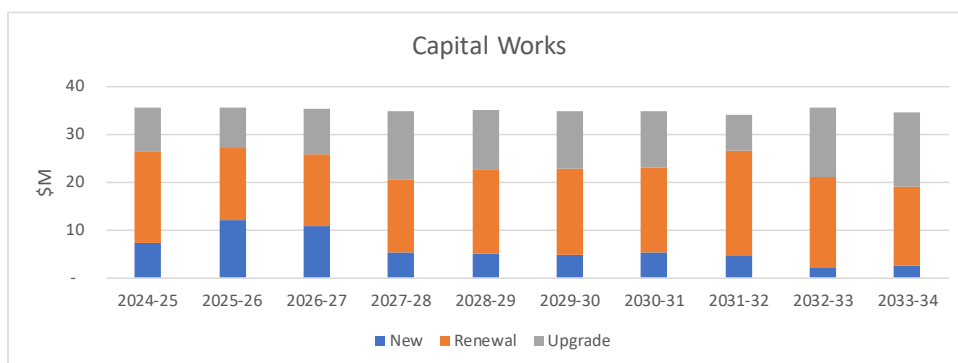
#### 1.9.2 Asset Renewal, New and Upgrade expenditure

Council intends to spend approximately \$35m annually to renew, improve and create new community facilities and infrastructure over the next 10 years. This will be funded by a mix of rates, reserves and external funding sources including grants, contributions, and proceeds of sale from assets assessed as no longer required.

Information from Council's Asset Management Plans determines Council's capital expenditure priorities. Funding for capital expenditure is primarily sourced from rates. In addition, Council utilises a Developer Contribution Plan which will contribute towards capital works projects. Contribution levels will depend on land sales and the desire of developers to construct new developments within the municipality. A strategic effort is also undertaken continuously to fund capital projects utilising other funding sources such as grants.

The financial sustainability strategy will focus on the capturing, processing and monitoring of data and making informed decisions in alignment to community benefit.

In addition, as part of Council's approach to responsible and sustainable asset management, Council's 10 Year Capital Works Program assigns funding priority to the renewal and upgrade of existing infrastructure over the creation of new assets.



Sustainable asset management is necessary for Council to meet its responsibilities to:

- Provide sustainable services to current and future generations;
- Provide and maintain necessary sustainable community infrastructure, and
- Encourage and support the economic and social development of the area.

Council's approach to asset management includes:

- The application of Yarra's Asset Management Strategy and Plan;
- Defining sustainable service levels that meet sustainable community expectations;
- An organisational wide information system for asset data management, reporting and works planning, and
- A planned and fully funded approach to timely asset renewal driven by a lifecycle management practices.

### 1.9.3 Council property

In 2018, Council adopted a Property Strategy, which provides a comprehensive framework for the management of all Council property assets and establishes guiding principles for the alignment of Council's property portfolio with its future community and service delivery requirements. As part the Financial Sustainability Strategy Council will review and evaluate its property portfolio to ensure that public value is maximised.

### 1.9.4 Rates and Other Revenue

#### Rates

Rate increases in accordance with the Fair Go Rates framework (Rate Cap) and Council's Revenue and Rating Plan.

The Minister for Local Government has declared the rate cap level for 2024/25 at 2.75%. This follows rate caps of 3.5% in 2023/24, 1.75% in 2022/23, 1.5% in 2021/22, 2.0% in 2020/21, 2.50% in 2019/20, and 2.25% in 2018/19. As the rate cap is lower than CPI, this will continue to put pressure on price, level and delivery of services.

Council separates waste and recycling costs from general rates. (First introduced through the adopted budget 2023/24). General rates are now reduced by the same amount to ensure that total revenue is within the rate cap. Waste service charges are not subject to the rate cap however, as it is for cost recovery only, it is capped by the cost of providing waste and recycling services.

Separating the waste charge from general rates is a critical component to ensuring Council's future financial sustainability is not eroded further.

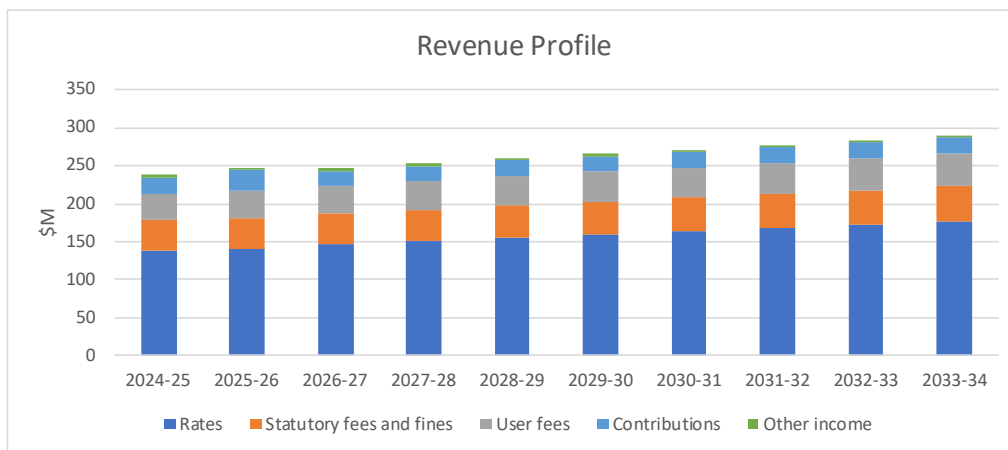
All other councils in Victoria have taken this into consideration of their financial future and have either separated or made the decision to separate waste services charges. Yarra was the last Council in Victoria to make the decision to separate waste charges from general rates.

#### Other Revenue

User fees and charges are reviewed annually with consideration given to a range of factors such as cost of service, community access, equity and affordability and market forces. A list of fees and charges are included within the Budget each year.

Council will continue to develop partnerships (which are beneficial to Council and community) to source external grants and grow its own-sourced revenue, which includes contributions, interest, asset sales and other income. Council will pro-actively advocate to other levels of government for grant funding support to deliver infrastructure and service outcomes for the community.

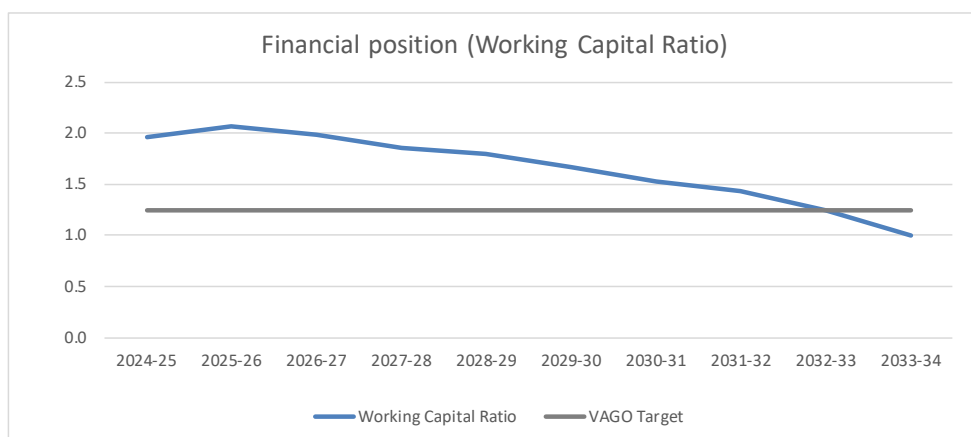
Council collects revenue from the application of statutory fees and fines under the direction of legislation or other government directions. These can be: Planning and subdivision fees, Building and Inspection fees, infringements and fines and land information certificate fees.



The Financial Plan is reviewed annually as part of Council's budget deliberations and future rate increases will be considered in light of prevailing economic conditions, community needs and the rate cap ordered by the Minister for Local Government.

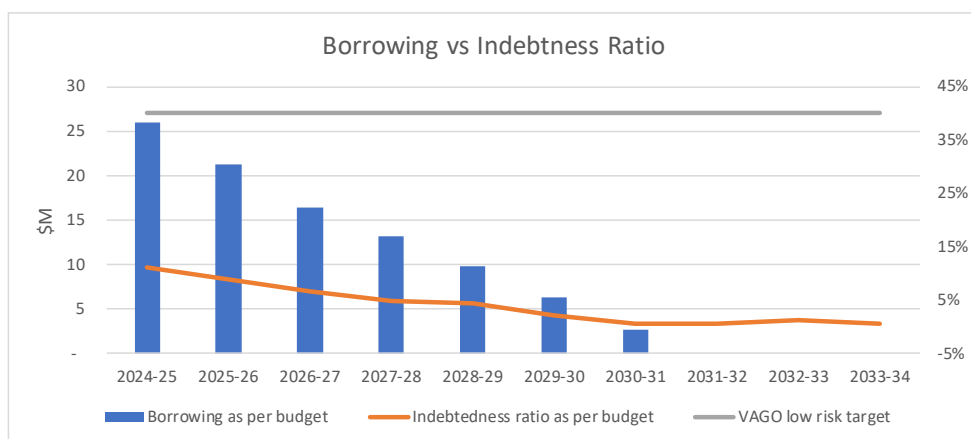
**1.9.5 Financial position (Working Capital Ratio)**

Despite adequate levels of working capital throughout the Financial Plan, Council is still at risk of not generating sufficient funds to maintain existing (and plan for future) levels of service, maintain and improve Council facilities and infrastructure through the Capital Works Program and re-pay debt.



**1.9.6 Borrowings**

The introduction of rate capping as well as debt required to be repaid in the short term, has had a significant impact on the Financial Plan and challenged Council's financial position. Existing debt is serviced by a \$32.5m principal and interest loan, due to be repaid by 2031/32 and a \$13.5m principal and interest loan due to be repaid by 2027.



The Victorian Auditor-General has indicated through its recommendation on financial ratios that Indebtedness (Non-current liabilities/Own sourced revenue) above 40% places Council in the medium risk category and above 60% in the high risk category. The indebtedness ratio in the Financial Plan is

expected to be 14% at the end of the current 2023/24 budget year and will continue to decrease during the life of the Financial Plan, to reduce the already low risk to Council.

## **2. Financial Plan Statements**

This section presents information regarding the Financial Plan Statements for the 10 years from 2024/25 to 2033/34.

Comprehensive Income Statement

Balance Sheet

Statement of Cash Flows

Statement of Capital Works

Statement of Human Resources

Statement of Changes in Equity



## 2.1. Comprehensive Income Statement

	Assump- tions	Forecast/ Actual										
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
		\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Income / Revenue</b>												
Rates and charges	4.1.1	132,121	139,277	141,078	145,740	150,630	155,656	159,849	164,134	168,512	172,987	177,561
Statutory fees and fines	4.1.2	38,135	38,816	39,787	40,781	41,495	42,221	42,960	43,712	44,477	45,255	46,047
User fees	4.1.3	32,208	35,628	36,518	37,157	37,808	38,469	39,142	39,827	40,524	41,234	41,955
Grants - operating	4.1.4	18,159	18,751	19,220	19,701	20,045	20,396	20,753	21,116	21,486	21,862	22,244
Grants - capital	4.1.4	3,542	2,764	8,573	259	259	259	259	259	259	259	259
Contributions - monetary	4.1.5	7,320	6,879	6,925	6,974	7,008	7,043	7,079	7,115	7,152	7,190	7,228
Net gain (or loss) on disposal of property, infrastructure, plant and equipment		584	260	50	50	50	50	50	50	50	50	50
Other income	4.1.6	6,424	4,298	2,721	2,744	2,760	2,777	2,794	2,812	2,829	2,847	2,866
<b>Total income / revenue</b>		<b>238,493</b>	<b>246,673</b>	<b>254,872</b>	<b>253,405</b>	<b>260,055</b>	<b>266,872</b>	<b>272,887</b>	<b>279,025</b>	<b>285,290</b>	<b>291,684</b>	<b>298,211</b>
<b>Expenses</b>												
Employee costs	4.1.7	102,443	103,263	109,181	113,081	116,468	120,650	124,979	129,458	134,095	138,893	143,828
Materials and services	4.1.8	82,006	94,983	97,751	100,665	102,113	106,200	108,655	112,622	116,738	122,209	125,197
Depreciation	4.1.9	25,578	25,477	27,189	28,900	30,611	32,322	34,033	35,744	37,455	39,166	40,877
Depreciation - right of use assets	4.1.9	1,215	1,298	1,409	1,418	1,418	1,606	1,610	1,610	1,698	1,829	1,829
Allowance for impairment losses		2,949	4,184	4,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Borrowing costs	4.1.10	894	788	661	519	397	310	221	129	36	-	-
Finance Costs - leases	4.1.10	160	185	185	215	141	53	292	208	110	162	289
Other expenses	4.1.11	730	752	771	791	820	850	882	914	948	983	1,019
<b>Total expenses</b>		<b>215,974</b>	<b>230,930</b>	<b>241,146</b>	<b>250,588</b>	<b>256,967</b>	<b>266,990</b>	<b>275,671</b>	<b>285,686</b>	<b>296,080</b>	<b>308,241</b>	<b>318,038</b>
<b>Surplus/(deficit) for the year</b>		<b>22,518</b>	<b>15,743</b>	<b>13,726</b>	<b>2,817</b>	<b>3,088</b>	<b>(119)</b>	<b>(2,785)</b>	<b>(6,661)</b>	<b>(10,790)</b>	<b>(16,557)</b>	<b>(19,828)</b>
<b>Other comprehensive income</b>												
Net asset revaluation gain /(loss)		-	-	77,585	-	81,251	-	84,743	-	88,088	-	91,301
<b>Total other comprehensive income</b>		<b>-</b>	<b>-</b>	<b>77,585</b>	<b>-</b>	<b>81,251</b>	<b>-</b>	<b>84,743</b>	<b>-</b>	<b>88,088</b>	<b>-</b>	<b>91,301</b>
<b>Total comprehensive result</b>		<b>22,518</b>	<b>15,743</b>	<b>91,311</b>	<b>2,817</b>	<b>84,339</b>	<b>(119)</b>	<b>81,959</b>	<b>(6,661)</b>	<b>77,298</b>	<b>(16,557)</b>	<b>71,473</b>

2.2. Balance Sheet

	Forecast /											
	Actual	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Assets</b>												
<b>Current assets</b>												
Cash and cash equivalents	104,805	105,993	100,913	92,387	83,727	80,257	71,155	60,844	50,600	39,468	23,792	
Trade and other receivables	24,666	24,829	27,040	27,669	28,329	29,007	29,573	30,151	30,741	31,345	31,962	
Other financial assets	2,148	2,148	2,148	2,148	2,148	2,148	2,148	2,148	2,148	2,148	2,148	
Inventories	147	147	147	147	147	147	147	147	147	147	147	
<b>Total current assets</b>	<b>131,766</b>	<b>133,116</b>	<b>130,247</b>	<b>122,350</b>	<b>114,351</b>	<b>111,558</b>	<b>103,022</b>	<b>93,289</b>	<b>83,636</b>	<b>73,108</b>	<b>58,049</b>	
<b>Non-current assets</b>												
Investments in associates, joint arrangements and subsidiaries	5	5	5	5	5	5	5	5	5	5	5	
Property, infrastructure, plant & equipment	1,929,633	1,939,629	2,025,240	2,031,275	2,116,212	2,118,583	2,203,575	2,202,201	2,286,531	2,282,522	2,367,035	
Right-of-use assets	3,483	2,292	1,459	41	4,064	4,064	4,064	4,064	4,064	4,064	4,064	
<b>Total non-current assets</b>	<b>1,933,122</b>	<b>1,941,927</b>	<b>2,026,704</b>	<b>2,031,321</b>	<b>2,120,281</b>	<b>2,122,651</b>	<b>2,207,644</b>	<b>2,206,269</b>	<b>2,290,600</b>	<b>2,286,591</b>	<b>2,371,104</b>	
<b>Total assets</b>	<b>2,064,888</b>	<b>2,075,043</b>	<b>2,156,951</b>	<b>2,153,671</b>	<b>2,234,632</b>	<b>2,234,209</b>	<b>2,310,666</b>	<b>2,299,559</b>	<b>2,374,236</b>	<b>2,359,698</b>	<b>2,429,152</b>	
<b>Liabilities</b>												
<b>Current liabilities</b>												
Trade and other payables	15,976	17,234	17,234	17,234	17,234	17,634	17,634	17,634	17,634	17,634	17,634	
Trust funds and deposits	15,797	15,797	15,797	15,797	15,797	15,797	15,797	15,797	15,797	15,797	15,797	
Contract and other liabilities	12,234	11,061	5,929	5,929	5,929	5,929	5,489	5,489	5,489	5,489	5,489	
Provisions	17,759	17,759	17,759	17,759	17,759	17,759	17,759	17,759	17,759	17,759	17,759	
Interest-bearing liabilities	4,532	4,669	4,811	3,305	3,391	3,480	3,572	2,740	-	-	-	
Lease liabilities	1,140	1,177	1,434	1,523	1,492	1,581	1,679	1,724	1,743	1,851	1,743	
<b>Total current liabilities</b>	<b>67,438</b>	<b>67,697</b>	<b>62,965</b>	<b>61,547</b>	<b>61,603</b>	<b>62,181</b>	<b>61,930</b>	<b>61,143</b>	<b>58,422</b>	<b>58,530</b>	<b>58,422</b>	
<b>Non-current liabilities</b>												
Provisions	1,227	1,227	1,227	1,227	1,227	1,227	1,227	1,227	1,227	1,227	1,227	
Other liabilities	386	386	386	386	386	386	386	386	386	386	386	
Interest-bearing liabilities	25,968	21,299	16,489	13,184	9,792	6,312	2,740	-	-	-	-	
Lease liabilities	2,455	1,279	1,417	43	-	2,599	920	-	100	2,011	100	
<b>Total non-current liabilities</b>	<b>30,037</b>	<b>24,192</b>	<b>19,519</b>	<b>14,840</b>	<b>11,406</b>	<b>10,524</b>	<b>5,273</b>	<b>1,613</b>	<b>1,713</b>	<b>3,625</b>	<b>1,713</b>	
<b>Total liabilities</b>	<b>97,476</b>	<b>91,888</b>	<b>82,484</b>	<b>76,387</b>	<b>73,009</b>	<b>72,705</b>	<b>67,203</b>	<b>62,756</b>	<b>60,136</b>	<b>62,155</b>	<b>60,136</b>	
<b>Net assets</b>	<b>1,967,412</b>	<b>1,983,155</b>	<b>2,074,466</b>	<b>2,077,284</b>	<b>2,161,623</b>	<b>2,161,504</b>	<b>2,243,463</b>	<b>2,236,802</b>	<b>2,314,100</b>	<b>2,297,544</b>	<b>2,369,017</b>	
<b>Equity</b>												
Accumulated surplus	694,767	710,547	724,273	727,091	730,179	730,060	727,276	720,615	709,825	693,268	673,441	
Reserves	1,272,645	1,272,608	1,350,193	1,350,193	1,431,444	1,431,444	1,516,187	1,516,187	1,604,275	1,604,275	1,695,576	
<b>Total equity</b>	<b>1,967,412</b>	<b>1,983,155</b>	<b>2,074,466</b>	<b>2,077,284</b>	<b>2,161,623</b>	<b>2,161,504</b>	<b>2,243,463</b>	<b>2,236,802</b>	<b>2,314,100</b>	<b>2,297,544</b>	<b>2,369,017</b>	

### 2.3. Statement of Changes in Equity

	Total	Accumulated Surplus	Revaluation Reserve	Other Reserves
	\$'000	\$'000	\$'000	\$'000
<b>2024 Forecast Actual</b>				
Balance at beginning of the financial year	1,944,894	674,425	1,244,894	25,575
Surplus/(deficit) for the year	22,518	22,518	-	-
Net asset revaluation gain/(loss)	-	-	-	-
Transfers to other reserves	-	(4,800)	-	4,800
Transfers from other reserves	-	2,624	-	(2,624)
<b>Balance at end of the financial year</b>	<b>1,967,412</b>	<b>694,767</b>	<b>1,244,894</b>	<b>27,751</b>
<b>2025</b>				
Balance at beginning of the financial year	1,967,412	694,767	1,244,894	27,751
Surplus/(deficit) for the year	15,743	15,743	-	-
Net asset revaluation gain/(loss)	-	-	-	-
Transfers to other reserves	-	(5,000)	-	5,000
Transfers from other reserves	-	5,037	-	(5,037)
<b>Balance at end of the financial year</b>	<b>1,983,155</b>	<b>710,547</b>	<b>1,244,894</b>	<b>27,714</b>
<b>2026</b>				
Balance at beginning of the financial year	1,983,155	710,547	1,244,894	27,714
Surplus/(deficit) for the year	13,726	13,726	-	-
Net asset revaluation gain/(loss)	77,585	-	77,585	-
Transfers to other reserves	-	(5,000)	-	5,000
Transfers from other reserves	-	5,000	-	(5,000)
<b>Balance at end of the financial year</b>	<b>2,074,466</b>	<b>724,273</b>	<b>1,322,479</b>	<b>27,714</b>
<b>2027</b>				
Balance at beginning of the financial year	2,074,466	724,273	1,322,479	27,714
Surplus/(deficit) for the year	2,817	2,817	-	-
Net asset revaluation gain/(loss)	-	-	-	-
Transfers to other reserves	-	(5,000)	-	5,000
Transfers from other reserves	-	5,000	-	(5,000)
<b>Balance at end of the financial year</b>	<b>2,077,284</b>	<b>727,091</b>	<b>1,322,479</b>	<b>27,714</b>
<b>2028</b>				
Balance at beginning of the financial year	2,077,284	727,091	1,322,479	27,714
Surplus/(deficit) for the year	3,088	3,088	-	-
Net asset revaluation gain/(loss)	81,251	-	81,251	-
Transfers to other reserves	-	(5,000)	-	5,000
Transfers from other reserves	-	5,000	-	(5,000)
<b>Balance at end of the financial year</b>	<b>2,161,623</b>	<b>730,179</b>	<b>1,403,730</b>	<b>27,714</b>

	Total	Accumulated Surplus	Revaluation Reserve	Other Reserves
	\$'000	\$'000	\$'000	\$'000
<b>2029</b>				
Balance at beginning of the financial year	2,161,623	730,179	1,403,730	27,714
Surplus/(deficit) for the year	(119)	(119)	-	-
Net asset revaluation gain/(loss)	-	-	-	-
Transfers to other reserves	-	(5,000)	-	5,000
Transfers from other reserves	-	5,000	-	(5,000)
<b>Balance at end of the financial year</b>	<b>2,161,504</b>	<b>730,060</b>	<b>1,403,730</b>	<b>27,714</b>
<b>2030</b>				
Balance at beginning of the financial year	2,161,504	730,060	1,403,730	27,714
Surplus/(deficit) for the year	(2,785)	(2,785)	-	-
Net asset revaluation gain/(loss)	84,743	-	84,743	-
Transfers to other reserves	-	(5,000)	-	5,000
Transfers from other reserves	-	5,000	-	(5,000)
<b>Balance at end of the financial year</b>	<b>2,243,463</b>	<b>727,276</b>	<b>1,488,473</b>	<b>27,714</b>
<b>2031</b>				
Balance at beginning of the financial year	2,243,463	727,276	1,488,473	27,714
Surplus/(deficit) for the year	(6,661)	(6,661)	-	-
Net asset revaluation gain/(loss)	-	-	-	-
Transfers to other reserves	-	(5,000)	-	5,000
Transfers from other reserves	-	5,000	-	(5,000)
<b>Balance at end of the financial year</b>	<b>2,236,802</b>	<b>720,615</b>	<b>1,488,473</b>	<b>27,714</b>
<b>2032</b>				
Balance at beginning of the financial year	2,236,802	720,615	1,488,473	27,714
Surplus/(deficit) for the year	(10,790)	(10,790)	-	-
Net asset revaluation gain/(loss)	88,088	-	88,088	-
Transfers to other reserves	-	(5,000)	-	5,000
Transfers from other reserves	-	5,000	-	(5,000)
<b>Balance at end of the financial year</b>	<b>2,314,100</b>	<b>709,825</b>	<b>1,576,561</b>	<b>27,714</b>
<b>2033</b>				
Balance at beginning of the financial year	2,314,100	709,825	1,576,561	27,714
Surplus/(deficit) for the year	(16,557)	(16,557)	-	-
Net asset revaluation gain/(loss)	-	-	-	-
Transfers to other reserves	-	(5,000)	-	5,000
Transfers from other reserves	-	5,000	-	(5,000)
<b>Balance at end of the financial year</b>	<b>2,297,544</b>	<b>693,268</b>	<b>1,576,561</b>	<b>27,714</b>
<b>2034</b>				
Balance at beginning of the financial year	2,297,544	693,268	1,576,561	27,714
Surplus/(deficit) for the year	(19,828)	(19,828)	-	-
Net asset revaluation gain/(loss)	91,301	-	91,301	-
Transfers to other reserves	-	(5,000)	-	5,000
Transfers from other reserves	-	5,000	-	(5,000)
<b>Balance at end of the financial year</b>	<b>2,369,017</b>	<b>673,441</b>	<b>1,667,862</b>	<b>27,714</b>

2.4. Statement of Cash Flows

	Forecast / Actual										
	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000	2028/29 \$'000	2029/30 \$'000	2030/31 \$'000	2031/32 \$'000	2032/33 \$'000	2033/34 \$'000
	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)
<b>Cash flows from operating activities</b>											
Rates and charges	133,176	139,114	138,867	145,111	149,970	154,978	159,283	163,555	167,921	172,383	176,944
Statutory fees and fines	35,186	34,633	35,787	35,781	36,495	37,221	37,960	38,712	39,477	40,255	41,047
User fees	32,208	35,628	36,518	37,157	37,808	38,469	39,142	39,827	40,524	41,234	41,955
Grants - operating	17,372	18,298	16,654	19,701	20,045	20,396	20,441	21,116	21,486	21,862	22,244
Grants - capital	2,755	2,311	6,007	259	259	259	259	259	259	259	259
Contributions - monetary	7,320	6,879	6,925	6,974	7,008	7,043	7,079	7,115	7,152	7,190	7,228
Interest received	4,300	3,400	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800
Other receipts	2,124	898	921	944	960	977	994	1,012	1,029	1,047	1,066
Net GST refund / payment	-	-	-	-	-	-	-	-	-	-	-
Employee costs	(102,443)	(103,263)	(109,181)	(113,081)	(116,468)	(120,650)	(124,979)	(129,458)	(134,095)	(138,893)	(143,828)
Materials and services	(73,218)	(93,725)	(97,751)	(100,665)	(102,113)	(105,800)	(108,655)	(112,622)	(116,738)	(122,209)	(125,197)
Short-term, low value and Other payments	(730)	(752)	(771)	(791)	(820)	(850)	(882)	(914)	(948)	(983)	(1,019)
<b>Net cash provided by/(used in) operating activities</b>	<b>58,050</b>	<b>43,419</b>	<b>35,777</b>	<b>33,191</b>	<b>34,945</b>	<b>33,843</b>	<b>32,444</b>	<b>30,402</b>	<b>27,868</b>	<b>23,946</b>	<b>22,499</b>
<b>Cash flows from investing activities</b>											
Payments for property, infrastructure, Proceeds from sale of property, infrastructure, plant and equipment	(28,957)	(35,519)	(35,714)	(35,435)	(34,797)	(35,192)	(34,782)	(34,869)	(34,197)	(35,657)	(34,589)
	770	305	550	550	550	550	550	550	550	550	550
<b>Net cash provided by/(used in) investing activities</b>	<b>(28,187)</b>	<b>(35,214)</b>	<b>(35,164)</b>	<b>(34,885)</b>	<b>(34,247)</b>	<b>(34,642)</b>	<b>(34,232)</b>	<b>(34,319)</b>	<b>(33,647)</b>	<b>(35,107)</b>	<b>(34,039)</b>
<b>Cash flows from financing activities</b>											
Finance costs	(894)	(788)	(661)	(519)	(397)	(310)	(221)	(129)	(36)	-	-
Repayment of borrowings	(4,399)	(4,532)	(4,669)	(4,811)	(3,305)	(3,391)	(3,480)	(3,572)	(2,740)	-	-
Interest paid - lease liability	(160)	(185)	(185)	(215)	(141)	(53)	(292)	(208)	(110)	(162)	(289)
Repayment of lease liabilities	(1,124)	(1,246)	(179)	(1,286)	(5,515)	1,082	(3,191)	(2,485)	(1,579)	191	(3,848)
<b>Net cash provided by/(used in) financing activities</b>	<b>(6,577)</b>	<b>(6,751)</b>	<b>(5,694)</b>	<b>(6,831)</b>	<b>(9,357)</b>	<b>(2,672)</b>	<b>(7,185)</b>	<b>(6,394)</b>	<b>(4,465)</b>	<b>29</b>	<b>(4,137)</b>
<b>Net increase/(decrease) in cash &amp; cash equivalents</b>	<b>23,286</b>	<b>1,455</b>	<b>(5,081)</b>	<b>(8,526)</b>	<b>(8,660)</b>	<b>(3,471)</b>	<b>(8,973)</b>	<b>(10,311)</b>	<b>(10,244)</b>	<b>(11,132)</b>	<b>(15,676)</b>
Cash and cash equivalents at the beginning of the financial year	81,124	104,410	105,864	100,784	92,258	83,599	80,128	71,155	60,844	50,600	39,468
<b>Cash and cash equivalents at the end of the financial year</b>	<b>104,410</b>	<b>105,864</b>	<b>100,784</b>	<b>92,258</b>	<b>83,599</b>	<b>80,128</b>	<b>71,155</b>	<b>60,844</b>	<b>50,600</b>	<b>39,468</b>	<b>23,792</b>

2.5. Statement of Capital Works

	Forecast /										
	Actual										
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Buildings	4,564	9,074	15,980	13,858	14,315	14,350	12,635	11,340	10,680	13,410	12,820
<b>Total buildings</b>	<b>4,564</b>	<b>9,074</b>	<b>15,980</b>	<b>13,858</b>	<b>14,315</b>	<b>14,350</b>	<b>12,635</b>	<b>11,340</b>	<b>10,680</b>	<b>13,410</b>	<b>12,820</b>
<b>Total property</b>	<b>4,564</b>	<b>9,074</b>	<b>15,980</b>	<b>13,858</b>	<b>14,315</b>	<b>14,350</b>	<b>12,635</b>	<b>11,340</b>	<b>10,680</b>	<b>13,410</b>	<b>12,820</b>
<b>Plant and equipment</b>											
Plant, machinery and equipment	412	940	690	690	690	840	840	1,130	940	1,090	940
Fixtures, fittings and furniture	191	165	135	285	140	100	110	260	240	60	170
Computers and telecommunications	323	1,440	1,342	1,400	1,325	1,690	1,400	1,407	1,400	1,840	439
Library books	600	600	600	600	600	600	600	600	600	600	600
<b>Total plant and equipment</b>	<b>1,526</b>	<b>3,145</b>	<b>2,767</b>	<b>2,975</b>	<b>2,755</b>	<b>3,230</b>	<b>2,950</b>	<b>3,397</b>	<b>3,180</b>	<b>3,590</b>	<b>2,149</b>
<b>Infrastructure</b>											
Roads	6,856	7,971	4,425	4,295	4,800	4,200	4,800	4,950	4,880	4,970	5,200
Bridges	-	-	-	150	150	-	-	-	1,000	-	-
Footpaths and cycleways	1,511	-	2,000	2,000	2,000	2,500	2,500	2,500	2,500	2,500	2,500
Drainage	2,495	4,000	3,500	3,500	3,500	3,500	4,500	5,000	5,000	4,800	4,800
Waste management	1,702	250	200	200	200	200	200	300	300	300	300
Parks, open space and streetscapes	7,465	7,930	4,945	6,790	5,480	5,535	5,520	6,005	5,280	5,120	4,930
Other infrastructure	2,836	3,149	1,897	1,667	1,597	1,677	1,677	1,377	1,377	967	1,890
<b>Total infrastructure</b>	<b>22,867</b>	<b>23,300</b>	<b>16,967</b>	<b>18,602</b>	<b>17,727</b>	<b>17,612</b>	<b>19,197</b>	<b>20,132</b>	<b>20,337</b>	<b>18,657</b>	<b>19,620</b>
<b>Total capital works expenditure</b>	<b>28,957</b>	<b>35,519</b>	<b>35,714</b>	<b>35,435</b>	<b>34,797</b>	<b>35,192</b>	<b>34,782</b>	<b>34,869</b>	<b>34,197</b>	<b>35,657</b>	<b>34,589</b>
<b>Represented by:</b>											
New asset expenditure	8,261	7,318	12,165	10,850	5,312	5,167	4,747	5,285	4,517	1,997	2,600
Asset renewal expenditure	19,322	18,992	15,299	15,090	15,215	17,355	18,025	17,755	22,035	18,970	16,554
Asset upgrade expenditure	1,374	9,209	8,250	9,495	14,270	12,670	12,010	11,830	7,645	14,690	15,435
<b>Total capital works expenditure</b>	<b>28,957</b>	<b>35,519</b>	<b>35,714</b>	<b>35,435</b>	<b>34,797</b>	<b>35,192</b>	<b>34,782</b>	<b>34,869</b>	<b>34,197</b>	<b>35,657</b>	<b>34,589</b>
<b>Funding sources represented by:</b>											
Grants	3,542	2,764	8,573	259	259	259	259	259	259	259	259
Contributions	2,624	5,037	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Council cash	22,791	27,718	22,141	30,176	29,538	29,933	29,523	29,610	28,938	30,398	29,330
<b>Total capital works expenditure</b>	<b>28,957</b>	<b>35,519</b>	<b>35,714</b>	<b>35,435</b>	<b>34,797</b>	<b>35,192</b>	<b>34,782</b>	<b>34,869</b>	<b>34,197</b>	<b>35,657</b>	<b>34,589</b>

2.6. Statement of Human Resources

Staff expenditure	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Staff expenditure</b>											
Employee costs - operating	103,580	105,063	111,044	115,009	118,463	122,716	127,116	131,671	136,385	141,263	146,281
Employee costs - capital	(1,137)	(1,800)	(1,863)	(1,928)	(1,996)	(2,066)	(2,138)	(2,213)	(2,290)	(2,370)	(2,453)
<b>Total staff expenditure</b>	<b>102,443</b>	<b>103,263</b>	<b>109,181</b>	<b>113,081</b>	<b>116,468</b>	<b>120,650</b>	<b>124,979</b>	<b>129,458</b>	<b>134,095</b>	<b>138,893</b>	<b>143,828</b>

Staff numbers	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
	FTE	FTE	FTE	FTE	FTE	FTE	FTE	FTE	FTE	FTE	FTE
<b>Staff numbers</b>											
Employees	932.0	896.2	896.2	896.2	896.2	896.2	896.2	896.2	896.2	896.2	896.2
Employees -Capital	(12.7)	(19.1)	(19.1)	(19.1)	(19.1)	(19.1)	(19.1)	(19.1)	(19.1)	(19.1)	(19.1)
<b>Total staff numbers</b>	<b>919.3</b>	<b>877.1</b>	<b>877.1</b>	<b>877.1</b>	<b>877.1</b>	<b>877.1</b>	<b>877.1</b>	<b>877.1</b>	<b>877.1</b>	<b>877.1</b>	<b>877.1</b>

A summary of human resources expenditure categorised according to the organisational structure of Council is included below:

Department	Total \$'000	Comprises			
		Permanent		Casual \$'000	Tempora ry \$'000
		Full Time \$'000	Part Time \$'000		
Chief Executive Office	627	627	-	-	-
Corporate Services and	13,065	12,503	414	-	148
City Sustainability and	22,744	20,014	1,903	710	113
Community Strengthening	31,871	21,257	8,893	1,370	341
Infrastructure and	28,233	22,493	1,686	3,909	70
Governance, Communications and	7,104	6,115	885	104	-
<b>Total permanent staff</b>	<b>103,643</b>	<b>83,010</b>	<b>13,781</b>	<b>6,093</b>	<b>672</b>
Other employee related	1,420				
Capitalised labour costs	(1,800)	(1,800)			
<b>Total staff expenditure</b>	<b>103,263</b>	<b>81,210</b>	<b>13,781</b>	<b>6,093</b>	<b>672</b>

A summary of the number of full time equivalent (FTE) Council staff in relation to the above expenditure is included below:

Department	Total	Comprises			
		Permanent		Casual	Temporary
		Full Time	Part Time		
Chief Executive Office	2.0	2.0	-	-	-
Corporate Services and	94.2	89.0	3.4	-	1.8
City Sustainability and	183.0	155.0	19.1	7.0	2.0
Community Strengthening	302.8	196.8	88.4	13.2	4.3
Infrastructure and	235.2	191.0	19.4	41.9	2.0
Governance, Communications and Customer Service	59.9	49.0	9.9	1.0	-
<b>Total staff</b>	<b>877.1</b>	<b>682.8</b>	<b>140.3</b>	<b>63.1</b>	<b>10.1</b>



2.7. Summary of Planned Human Resources Expenditure For the ten years ended 30 June 2034

	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000	2028/29 \$'000	2029/30 \$'000	2030/31 \$'000	2031/32 \$'000	2032/33 \$'000	2033/34 \$'000
<b>Chief Executive Office</b>										
Permanent - Full time	627	663	687	708	733	759	787	815	844	874
Women	627	663	687	708	733	759	787	815	844	874
Men	-	-	-	-	-	-	-	-	-	-
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
<b>Total Chief Executive Office</b>	<b>627</b>	<b>663</b>	<b>687</b>	<b>708</b>	<b>733</b>	<b>759</b>	<b>787</b>	<b>815</b>	<b>844</b>	<b>874</b>
<b>Corporate Services and Transformation</b>										
Permanent - Full time	11,171	11,811	12,233	12,599	13,052	13,520	14,004	14,506	15,025	15,559
Women	5,668	5,993	6,207	6,393	6,622	6,860	7,106	7,360	7,624	7,895
Men	5,503	5,818	6,026	6,206	6,429	6,660	6,899	7,146	7,401	7,664
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
Permanent - Part time	315	334	345	356	369	382	395	410	424	439
Women	315	334	345	356	369	382	395	410	424	439
Men	-	-	-	-	-	-	-	-	-	-
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
<b>Total Corporate Services and Transformation</b>	<b>11,486</b>	<b>12,144</b>	<b>12,578</b>	<b>12,955</b>	<b>13,420</b>	<b>13,902</b>	<b>14,400</b>	<b>14,916</b>	<b>15,449</b>	<b>15,998</b>
<b>City Sustainability and Strategy</b>										
Permanent - Full time	18,838	19,918	20,629	21,247	22,010	22,800	23,617	24,463	25,338	26,239
Women	8,591	9,083	9,408	9,689	10,037	10,397	10,770	11,156	11,555	11,966
Men	10,248	10,835	11,222	11,558	11,973	12,402	12,847	13,307	13,783	14,273
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
Permanent - Part time	1,477	1,562	1,618	1,666	1,726	1,788	1,852	1,918	1,987	2,057
Women	741	784	812	836	866	897	930	963	997	1,033
Men	736	778	806	830	860	890	922	955	990	1,025
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
<b>Total City Sustainability and Strategy</b>	<b>20,316</b>	<b>21,480</b>	<b>22,247</b>	<b>22,913</b>	<b>23,736</b>	<b>24,588</b>	<b>25,469</b>	<b>26,381</b>	<b>27,325</b>	<b>28,296</b>
<b>Community Strengthening</b>										
Permanent - Full time	18,531	19,593	20,293	20,900	21,651	22,428	23,232	24,064	24,925	25,810
Women	14,278	15,096	15,635	16,103	16,682	17,280	17,900	18,541	19,204	19,886
Men	4,253	4,497	4,657	4,797	4,969	5,148	5,332	5,523	5,721	5,924
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
Permanent - Part time	7,459	7,887	8,169	8,413	8,715	9,028	9,352	9,687	10,033	10,390
Women	6,532	6,906	7,153	7,367	7,632	7,905	8,189	8,482	8,786	9,098
Men	928	981	1,016	1,046	1,084	1,123	1,163	1,204	1,248	1,292
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
<b>Total Community Strengthening</b>	<b>25,990</b>	<b>27,480</b>	<b>28,461</b>	<b>29,314</b>	<b>30,366</b>	<b>31,456</b>	<b>32,583</b>	<b>33,750</b>	<b>34,958</b>	<b>36,200</b>
<b>Infrastructure and Environment</b>										
Permanent - Full time	20,598	21,778	22,556	23,231	24,066	24,929	25,823	26,747	27,704	28,689
Women	5,875	6,212	6,434	6,627	6,865	7,111	7,366	7,630	7,903	8,183
Men	14,722	15,566	16,122	16,605	17,201	17,818	18,457	19,118	19,802	20,505
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
Permanent - Part time	1,025	1,083	1,122	1,156	1,197	1,240	1,285	1,331	1,378	1,427
Women	731	773	800	824	854	884	916	949	983	1,018
Men	294	311	322	331	343	356	368	382	395	409
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
<b>Total Infrastructure and Environment</b>	<b>21,622</b>	<b>22,861</b>	<b>23,678</b>	<b>24,387</b>	<b>25,263</b>	<b>26,169</b>	<b>27,107</b>	<b>28,078</b>	<b>29,083</b>	<b>30,116</b>
<b>Governance, Communications and Customer Service</b>										
Permanent - Full time	5,404	5,713	5,918	6,095	6,314	6,540	6,775	7,017	7,268	7,527
Women	4,075	4,309	4,463	4,596	4,761	4,932	5,109	5,292	5,481	5,676
Men	1,329	1,405	1,455	1,499	1,552	1,608	1,666	1,725	1,787	1,851
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
Permanent - Part time	885	936	969	998	1,034	1,071	1,109	1,149	1,190	1,232
Women	558	590	611	629	651	675	699	724	750	777
Men	327	346	358	369	382	396	410	425	440	456
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
<b>Total Governance, Communications and Customer Service</b>	<b>6,289</b>	<b>6,649</b>	<b>6,886</b>	<b>7,093</b>	<b>7,347</b>	<b>7,611</b>	<b>7,884</b>	<b>8,166</b>	<b>8,458</b>	<b>8,759</b>
<b>Casuals, temporary and other expenditure</b>	<b>18,733</b>	<b>19,766</b>	<b>20,471</b>	<b>21,094</b>	<b>21,850</b>	<b>22,632</b>	<b>23,441</b>	<b>24,279</b>	<b>25,146</b>	<b>26,038</b>
<b>Capitalised labour cost</b>	<b>(1,800)</b>	<b>(1,863)</b>	<b>(1,928)</b>	<b>(1,996)</b>	<b>(2,066)</b>	<b>(2,138)</b>	<b>(2,213)</b>	<b>(2,290)</b>	<b>(2,370)</b>	<b>(2,453)</b>
<b>Total staff expenditure</b>	<b>103,263</b>	<b>109,181</b>	<b>113,081</b>	<b>116,468</b>	<b>120,650</b>	<b>124,979</b>	<b>129,458</b>	<b>134,095</b>	<b>138,893</b>	<b>143,828</b>

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
	FTE	FTE	FTE	FTE	FTE	FTE	FTE	FTE	FTE	FTE
<b>Chief Executive Office</b>										
Permanent - Full time	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Women	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Men	-	-	-	-	-	-	-	-	-	-
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
<b>Total Chief Executive Office</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>
<b>Corporate Services and Transformation</b>										
Permanent - Full time	79.00	79.00	79.00	79.00	79.00	79.00	79.00	79.00	79.00	79.00
Women	39.00	39.00	39.00	39.00	39.00	39.00	39.00	39.00	39.00	39.00
Men	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
Permanent - Part time	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63
Women	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63
Men	-	-	-	-	-	-	-	-	-	-
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
<b>Total Corporate Services and Transformation</b>	<b>81.63</b>	<b>81.63</b>	<b>81.63</b>	<b>81.63</b>	<b>81.63</b>	<b>81.63</b>	<b>81.63</b>	<b>81.63</b>	<b>81.63</b>	<b>81.63</b>
<b>City Sustainability and Strategy</b>										
Permanent - Full time	144.95	144.95	144.95	144.95	144.95	144.95	144.95	144.95	144.95	144.95
Women	66.00	66.00	66.00	66.00	66.00	66.00	66.00	66.00	66.00	66.00
Men	78.95	78.95	78.95	78.95	78.95	78.95	78.95	78.95	78.95	78.95
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
Permanent - Part time	14.39	14.39	14.39	14.39	14.39	14.39	14.39	14.39	14.39	14.39
Women	6.64	6.64	6.64	6.64	6.64	6.64	6.64	6.64	6.64	6.64
Men	7.75	7.75	7.75	7.75	7.75	7.75	7.75	7.75	7.75	7.75
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
<b>Total City Sustainability and Strategy</b>	<b>159.34</b>	<b>159.34</b>	<b>159.34</b>	<b>159.34</b>	<b>159.34</b>	<b>159.34</b>	<b>159.34</b>	<b>159.34</b>	<b>159.34</b>	<b>159.34</b>
<b>Community Strengthening</b>										
Permanent - Full time	164.80	164.80	164.80	164.80	164.80	164.80	164.80	164.80	164.80	164.80
Women	127.80	127.80	127.80	127.80	127.80	127.80	127.80	127.80	127.80	127.80
Men	37.00	37.00	37.00	37.00	37.00	37.00	37.00	37.00	37.00	37.00
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
Permanent - Part time	72.11	72.11	72.11	72.11	72.11	72.11	72.11	72.11	72.11	72.11
Women	61.88	61.88	61.88	61.88	61.88	61.88	61.88	61.88	61.88	61.88
Men	10.23	10.23	10.23	10.23	10.23	10.23	10.23	10.23	10.23	10.23
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
<b>Total Community Strengthening</b>	<b>236.91</b>	<b>236.91</b>	<b>236.91</b>	<b>236.91</b>	<b>236.91</b>	<b>236.91</b>	<b>236.91</b>	<b>236.91</b>	<b>236.91</b>	<b>236.91</b>
<b>Infrastructure and Environment</b>										
Permanent - Full time	173.00	173.00	173.00	173.00	173.00	173.00	173.00	173.00	173.00	173.00
Women	49.00	49.00	49.00	49.00	49.00	49.00	49.00	49.00	49.00	49.00
Men	124.00	124.00	124.00	124.00	124.00	124.00	124.00	124.00	124.00	124.00
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
Permanent - Part time	11.09	11.09	11.09	11.09	11.09	11.09	11.09	11.09	11.09	11.09
Women	7.54	7.54	7.54	7.54	7.54	7.54	7.54	7.54	7.54	7.54
Men	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
<b>Total Infrastructure and Environment</b>	<b>184.09</b>	<b>184.09</b>	<b>184.09</b>	<b>184.09</b>	<b>184.09</b>	<b>184.09</b>	<b>184.09</b>	<b>184.09</b>	<b>184.09</b>	<b>184.09</b>
<b>Governance, Communications and Customer Service</b>										
Permanent - Full time	43.00	43.00	43.00	43.00	43.00	43.00	43.00	43.00	43.00	43.00
Women	32.00	32.00	32.00	32.00	32.00	32.00	32.00	32.00	32.00	32.00
Men	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
Permanent - Part time	9.87	9.87	9.87	9.87	9.87	9.87	9.87	9.87	9.87	9.87
Women	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05	6.05
Men	3.82	3.82	3.82	3.82	3.82	3.82	3.82	3.82	3.82	3.82
Persons of self-described gender	-	-	-	-	-	-	-	-	-	-
<b>Total Governance, Communications and Customer Service</b>	<b>52.87</b>	<b>52.87</b>	<b>52.87</b>	<b>52.87</b>	<b>52.87</b>	<b>52.87</b>	<b>52.87</b>	<b>52.87</b>	<b>52.87</b>	<b>52.87</b>
<b>Casuals and temporary staff</b>	<b>179.37</b>	<b>179.37</b>	<b>179.37</b>	<b>179.37</b>	<b>179.37</b>	<b>179.37</b>	<b>179.37</b>	<b>179.37</b>	<b>179.37</b>	<b>179.37</b>
<b>Capitalised labour cost</b>	<b>(19.1)</b>	<b>(19.1)</b>	<b>(19.1)</b>	<b>(19.1)</b>	<b>(19.1)</b>	<b>(19.1)</b>	<b>(19.1)</b>	<b>(19.1)</b>	<b>(19.1)</b>	<b>(19.1)</b>
<b>Total staff numbers</b>	<b>877.06</b>	<b>877.06</b>	<b>877.06</b>	<b>877.06</b>	<b>877.06</b>	<b>877.06</b>	<b>877.06</b>	<b>877.06</b>	<b>877.06</b>	<b>877.06</b>

### 3. Financial performance indicators

The following table highlights Council's projected performance across a range of key financial performance indicators. These indicators provide an analysis of Council's 10 year financial projections and should be interpreted in the context of the organisation's objectives and financial management principles.

Indicator	Measure	Notes	Forecast/Actual										Trend	
			2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33		2033/34
<b>Operating position</b>														
<b>Adjusted underlying result</b> (an adjusted underlying surplus is generated in the ordinary course of business)	<b>Adjusted underlying surplus (or deficit)</b> Adjusted underlying surplus (deficit) / Adjusted underlying revenue	1	5.1%	2.6%	(0.7%)	(1.8%)	(1.7%)	(2.9%)	(3.8%)	(5.2%)	(6.6%)	(8.4%)	(9.4%)	-
<b>Liquidity</b>														
<b>Working Capital</b> (sufficient working capital is available to pay bills as and when they fall due)	<b>Current assets compared to current liabilities</b> Current assets / current liabilities	2	195.9%	196.8%	207.1%	199.0%	185.8%	179.6%	166.4%	152.6%	143.2%	124.9%	99.4%	-
<b>Unrestricted cash</b> (sufficient cash that is free of restrictions is available to pay bills as and when they fall due)	<b>Unrestricted cash compared to current liabilities</b> Unrestricted cash / current liabilities	3	52.0%	55.2%	59.4%	46.9%	32.8%	26.9%	12.9%	(3.8%)	(21.5%)	(40.5%)	(67.4%)	-
<b>Obligations</b>														
<b>Loans and borrowings</b> (level of interest bearing loans and borrowings is appropriate to the size and nature of Council's activities)	<b>Loans and borrowings compared to rates</b> Interest bearing loans and borrowings / rate revenue	4	23.1%	18.6%	15.1%	11.3%	8.8%	6.3%	3.9%	1.7%	-	-	-	+
<b>Loans and borrowings</b> (level of interest bearing loans and borrowings is appropriate to the size and nature of Council's activities)	<b>Loans and borrowings repayments compared to rates</b> Interest and principal repayments on interest bearing loans and borrowings / rate revenue	5	4.0%	3.8%	3.8%	3.7%	2.5%	2.4%	2.3%	2.3%	1.7%	-	-	+
<b>Indebtedness</b> (level of long term liabilities is appropriate to the size and nature of a Council's activities)	<b>Non-current liabilities compared to own-source revenue</b> Non-current liabilities / own source revenue	6	32.0%	31.0%	28.5%	27.1%	26.4%	25.9%	25.3%	24.4%	22.8%	22.3%	21.8%	+
<b>Asset renewal</b> (assets are renewed as planned)	<b>Asset renewal compared to depreciation</b> Asset renewal and upgrade expense / Asset depreciation	7	80.9%	110.7%	86.6%	85.1%	96.3%	92.9%	88.3%	82.8%	79.2%	85.9%	78.3%	-
<b>Stability</b>														
<b>Rates concentration</b> (revenue is generated from a range of sources)	<b>Rates compared to adjusted underlying revenue</b> Rate revenue / adjusted underlying revenue	8	56.2%	57.1%	57.3%	57.6%	58.0%	58.4%	58.6%	58.9%	59.1%	59.4%	59.6%	+
<b>Rates effort</b> (rating level is set based on the community's capacity to pay)	<b>Rates compared to property values</b> Rate revenue / CIV of rateable properties in the municipality	9	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	o

**Key to Forecast Trend:**

- + Forecasts improvement in Council's financial performance/financial position indicator
- o Forecasts that Council's financial performance/financial position indicator will be steady
- Forecasts deterioration in Council's financial performance/financial position indicator

Indicator	Measure	Notes	Forecast												Trend
			Actual	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	
<b>Efficiency</b>															
<b>Expenditure level</b> (resources are used efficiently in the delivery of services)	<b>Expenses per property assessment</b> Total expenses/ no. of property assessments	10	\$3,624	\$3,847	\$3,938	\$4,013	\$4,037	\$4,116	\$4,172	\$4,246	\$4,323	\$4,423	\$4,486	-	
<b>Revenue level</b> (resources are used efficiently in the delivery of services)	<b>Average rate per property assessment</b> General rates and municipal charges / no. of property assessments	11	\$2,215	\$2,318	\$2,301	\$2,331	\$2,364	\$2,398	\$2,417	\$2,438	\$2,458	\$2,480	\$2,502	+	

**Key to Forecast Trend:**

- + Forecasts improvement in Council's financial performance/financial position indicator
- o Forecasts that Council's financial performance/financial position indicator will be steady
- Forecasts deterioration in Council's financial performance/financial position indicator

**Notes to indicators**

**1. Adjusted underlying result**

An indicator of the sustainable operating result required to enable Council to continue to provide core services and meet its objectives. Improvement in financial performance expected over the period, although continued losses mean reliance on Councils' cash reserves or increased debt to maintain services and invest in capital works.

**2. Working Capital**

Sufficient working capital is required to meet Council's obligations as and when they fall due. A high or increasing level of working capital suggests an improvement in liquidity.

**3. Unrestricted Cash**

Unrestricted cash is forecast to improve to achieve the delivery of the capital works program as well as ensuring the open space reserve is cash backed.

**4. Loans and borrowings to rates**

Trend indicates Council's reducing reliance on debt against its annual revenue through redemption of long-term debts. The level of long-term liabilities is reasonable to the size and nature of a council's activities. A low or decreasing level of long-term liabilities suggests an improvement in the capacity to meet long-term obligations.

**5. Loans and borrowings repayments to rates**

Trend indicates a reduced reliance on long term debt and forecast increasing rates base.

**6. Indebtedness**

Trend indicates a reduced reliance on long term debt and increasing own source revenue.

**7. Asset renewal**

This percentage indicates the extent of Council's renewal of assets against its depreciation charge (an indication of the decline in value of its existing capital assets). A percentage greater than 100% indicates Council is maintaining its existing assets, while Council has achieved greater than 100% in the past, forward planning of less than 100% is still sustainable whilst ensuring assets are not deteriorating faster than they are being renewed

**8. Rates concentration**

Revenue should be generated from a range of sources. Reflects extent of reliance on rate revenues to fund all of Council's ongoing services. A high or increasing range of revenue sources suggests an improvement in stability

**9. Rates effort**

Rates effort is expected to stay steady over the term of the financial plan, due to the forecast increase in Rate Cap being in line with forecast increase in CIV of rateable properties.

**10. Expenditure level**

Trend indicates an increase over the term of the financial plan, which is consistent with CPI forecasts.

**11. Revenue level**

Trend indicates an increase over the term of the financial plan, which is consistent with Rates cap forecasts.

## 4. Strategies and Plans

This section describes the strategies and plans that support the 10 year financial projections included to the Financial Plan.

### 4.1. Borrowing Strategy

#### 4.1.1 Current Debt Position

Council recognises that long term borrowings can be a useful tool for funding renewal of existing and major new assets. It also recognises that while borrowings enhance the capacity of Council's short term capital program, debt repayment and borrowing costs may potentially limit the capacity of future capital programs. It is, therefore, important that the utilisation of debt as a funding tool is applied judiciously.

Council borrowed \$32.5m in 2013/2014 to settle the Vision Super unfunded defined benefit liability and fund major capital projects, including acquisition of 345 Bridge Road Richmond. This borrowing was an interest only loan and repaid in full in November 2021. In February 2022, Council re-borrowed \$32.5m through Treasury Corporation Victoria (a principal and interest facility) for a term of 10 years. An additional loan of \$13.5 million was drawn down in 2016/17 to fund the construction of Bargoonga Nganjin, North Fitzroy Library. This loan is funded on a principal and interest basis and will be repaid by the end of the Financial Plan.

Council cash levels are currently supplemented by borrowings. The FSS key strategy is to reduce debt and increase cash levels. This has been achieved for 2024/25 through careful management of costs and improved cash flow management. However, for the medium- and longer-term Council must generate additional cash flows to ensure delivery significant program of capital works. The FSS defines the requirements of borrowings and strategies for improved generation of cash flows.

This Financial Plan assumes Council will repay principal and interest on all borrowed funds (new and renewed) on an annual basis with a long-term reduction in borrowings across the next ten years. Our principal repayments will allow us, depending on prevailing circumstances in the future, to have capacity to borrow further in later years, should that be required.

The following table highlights Council's projected loan balance, including new loans and loan repayments for the 10 years of the Financial Plan.

#### 4.1.2 Future Borrowing Requirements

	Forecast / Actual											
	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Opening balance</b>	30,501	25,832	21,157	17,995	13,097	9,703	6,221	3,572	2,740	-	-	-
Plus New loans	-	-	-	-	-	-	-	-	-	-	-	-
Less Principal repayment	(4,532)	(4,669)	(4,811)	(3,305)	(3,391)	(3,480)	(3,572)	(2,740)	-	-	-	-
<b>Closing balance</b>	<b>25,968</b>	<b>21,163</b>	<b>16,346</b>	<b>14,690</b>	<b>9,706</b>	<b>6,223</b>	<b>2,649</b>	<b>832</b>	<b>2,740</b>	-	-	-
Interest payment	894	788	661	519	397	310	221	129	36	-	-	-

## 4.2. Reserves Strategy

Performance Indicator	Target	Forecast / Actual										
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
		%	%	%	%	%	%	%	%	%	%	%
Total borrowings / Rate revenue	Below 60%	23.09%	18.65%	15.10%	11.31%	8.75%	6.29%	3.95%	1.67%	0.00%	0.00%	0.00%
Debt servicing / Rate revenue	Below 5%	0.68%	0.68%	0.57%	0.47%	0.36%	0.26%	0.20%	0.14%	0.08%	0.02%	0.00%
Debt commitment / Rate revenue	Below 10%	4.11%	3.92%	3.88%	2.62%	2.51%	2.44%	2.37%	1.75%	0.02%	0.00%	0.00%
Indebtedness / Own source revenue	Below 60%	32.19%	31.01%	28.60%	27.18%	26.47%	26.00%	25.30%	24.41%	22.79%	22.31%	21.76%

#### 4.2.1 Current Reserves

##### Open Space Reserve

The Open Space Reserve is a statutory reserve holding funds contributed by developers for the purpose of acquiring, developing and improving public open space and recreational facilities within the Municipality. Funds are contributed in accordance with section 18 of the Subdivision Act and transfers are restricted to the purpose of creating open space such as parks, playgrounds, pavilions and other such items where it is deemed that these works should occur at a later point in time than the initial development.

Movements (transfers) to the reserve (inflows) comprise contribution income from subdividers in lieu of the Open Space Requirement. Transfers from the reserve (outflows) are applied to fund Open Space capital projects on an annual basis.

The Yarra Open Space Strategy 2020 was adopted by council on 1 September 2020. The strategy guides how Council manages Yarra's open space network for the next 15 years. Through the implementation of this strategy, open space projects will be identified, prioritised and funded from the Open Space Reserve. Those projects and reserve funding will be reflected in the LTFP accordingly upon the implementation of the Open Space Strategy.

**4.2.2 Reserve Usage Projections**

The table below discloses the balance and annual movement for each reserve over the 10-year life of the Financial Plan. Total amount of reserves, for each year, is to align with the Statement of Changes in Equity.

Reserves	Restricted / Discretionary	2023/24 \$000's	2024/25 \$000's	2025/26 \$000's	2026/27 \$000's	2027/28 \$000's	2028/29 \$000's	2029/30 \$000's	2030/31 \$000's	2031/32 \$000's	2032/33 \$000's	2033/34 \$000's
<b>Public Open Space Reserve</b>	<b>Restricted</b>											
<b>Opening balance</b>		25,575	27,751	27,714	27,714	27,714	27,714	27,714	27,714	27,714	27,714	27,714
Transfer to reserve		4,800	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Transfer from reserve		(2,624)	(5,037)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)	(5,000)
<b>Closing balance</b>		<b>27,751</b>	<b>27,714</b>	<b>27,714</b>	<b>27,714</b>	<b>27,714</b>	<b>27,714</b>	<b>27,714</b>	<b>27,714</b>	<b>27,714</b>	<b>27,714</b>	<b>27,714</b>



# 2024/25 Draft Budget Community Engagement Report



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This report details the specifics of the 2024/25 Draft Budget community engagement and evaluates the participation. The consultation opened on Friday 12 April 2024 and was live until 5pm on Friday 10 May 2024.

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## Why we ran this consultation?

Every year Council develops a Budget that outlines funding for the next financial year and how it will benefit Yarra's community.

The Budget includes funding for waste and recycling, roads, parks and infrastructure upgrades, local wildlife and biodiversity, the running of our libraries and leisure centres, and support for local businesses and community.

As part of this process, we must exhibit the draft document for community to get feedback on the projects proposed for funding within the next financial year. These comments are collated and provided to decision-makers before the Budget is finalised in June 2024.

## Objectives of this engagement

1. Provide an opportunity for the community to comment on the draft Budget 2024/25 and identify any potential items that Council may need to consider for funding.
2. Highlight items proposed within the draft Budget that have a direct and visible impact to the community to demonstrate Council's importance and value.
3. Ensure groups at risk of underrepresentation are provided with opportunities to contribute. This includes young people, older residents and people from culturally and linguistically diverse backgrounds.

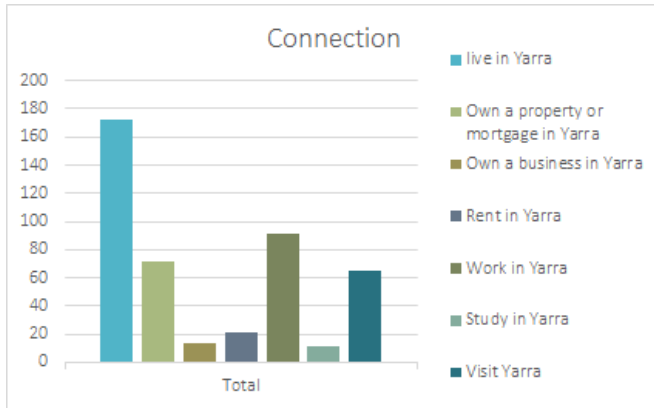
## The consultation was promoted through the following channels

- Social media channels including social media advertisements reaching over 16,000 people.
- Council email newsletters including Yarra Life, Your Say Yarra email newsletter, Yarra Business News, Yarra Leisure news and Yarra Libraries email newsletter.
- One-page spread in the April/May edition of Yarra News distributed to every household in Yarra.
- News Item that was featured on the home page of the corporate website.
- Postcards and other printed collateral available at events and postcards were distributed to 18 Council venues. These include town halls, neighbourhood houses, seniors' centres, libraries and leisure centres. Two in-person pop up information sessions at Otter Street Pocket Park and Gleadell Street Market. The session was also promoted as part of our "Talking Yarra" councillor engagement sessions.
- Radio advertisement through 3ZZZ in 5 languages: Vietnamese, Chinese, Italian, Greek, and Arabic.
- Promoted the consultation in the Richmond Housing Estate newsletter (Yarra Estates).

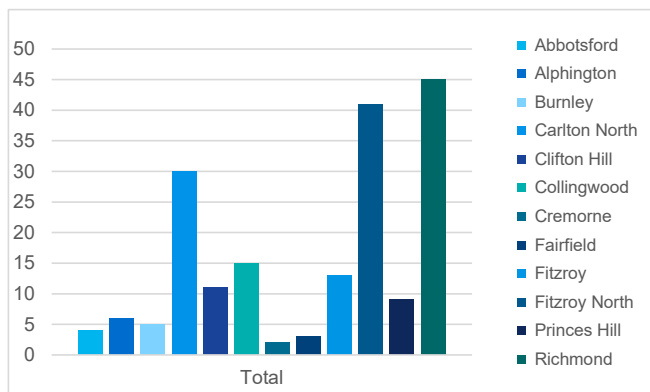
Who did we hear from?

260 community members provided feedback on the Draft Budget, as part of that feedback participants were asked to respond to questions on their connection to Yarra and other demographic data.

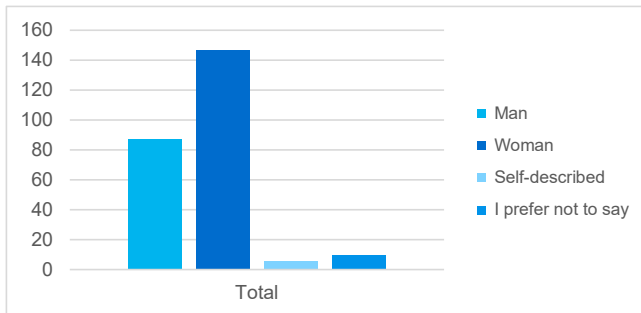
Connection with Yarra City Council



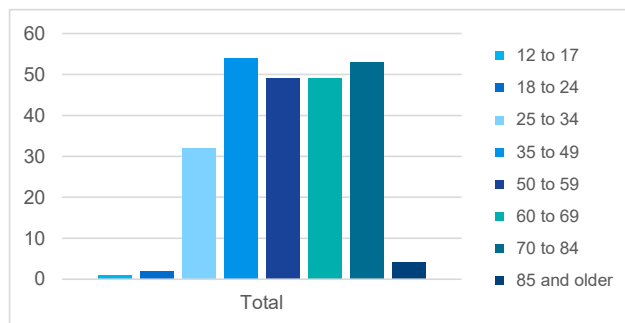
Place of residence



Identify as



Age profile



## What did we hear?

266 community members provided feedback on the Draft Budget; a summary of the issues raised by the community can be found in the table below. Notable trends include the following:

176 community members opposed the reduction (2.5%) in funding for Neighbourhood Houses.

21 community members expressed support for active transport initiatives, many requesting more bike lanes.

15 community members provided feedback in support of the funding for traffic calming and active transport measures for Miller Street, North Fitzroy.

17 community members calling for Council to reduce Council costs.

The remaining issues consist of low levels of community support or trend numbers and include 31 single issues.

Table 1 provides a summary of the 54 different issues raised from the feedback and the level of support each issue received.

Summary of issues raised by community.

Table 1

Themes and Issues	Count of Issue
<b>Climate change</b>	<b>6</b>
Support climate change initiatives	5
Oppose climate change initiatives	1
<b>Community amenity</b>	<b>3</b>
Improve street cleaning	2
Improve street and path lighting	1
<b>Community events</b>	<b>4</b>
Support for the arts	3
Support music festivals	1
<b>Community facilities</b>	<b>198</b>
Fitzroy pool entrance shade structure	1
Improve facility maintenance	2
Improve leisure centre facilities	3
Improve public toilet facilities	1
Installation of scoreboard Ramsden St Oval	1
Support social equity and inclusion programs	1
Ramsden Oval exclusive use request	1
Oppose reduction in Neighbourhood Houses funding	176
Oppose reduction in Social Inclusion programs	1
Reduce Community facility cost	4
Advocate for community services	2
Improve child care	1
Oppose social inclusion programs	2
Improve utilisation	1
Alphington Bowls Club lighting	1
<b>Economic development</b>	<b>2</b>
Improve Victoria Street precinct	1
Reduce permit fees	1
<b>Financial management</b>	<b>24</b>
Reduce Council costs	17
Council integrity	1
Reduce waste service costs	3
Support for Draft Budget	2
Change rating system	1
<b>Health and wellbeing</b>	<b>2</b>
Install sun shades Fitzroy pool	1
Increase Golf membership fees	1
<b>Open space</b>	<b>16</b>
More green spaces	10
Open space sports equipment	1
Oppose pocket parks	4
More spaces for adolescents	1
<b>Safe injecting facility</b>	<b>3</b>

Relocate Richmond safe injecting room	2
State Government to fund community needle cleanup	1
<b>Social equity</b>	<b>4</b>
Oppose social inclusion programs	2
Support social equity and inclusion programs	1
Reduce family services costs	1
<b>Transport</b>	<b>56</b>
Improve public transport	2
Increase traffic management measures	6
More electric vehicle charging facilities	2
Reduce bike lane spending	1
Reduce on street parking	1
Reduce traffic on residential streets	1
Support active transport investment	21
Support Miller Street traffic treatments	15
Increase parking fees	6
Reduce spending on active transport investment	1
<b>Waste service</b>	<b>4</b>
Oppose food organics service	2
Reduce waste service costs	2
Waste charge services cost breakdown	1
<b>Public safety</b>	<b>1</b>
Richmond Housing Estate safety	1
<b>Grand Total</b>	<b>324</b>

## 7.2 2024/25 Annual Plan

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<b>Reference</b>	D24/208968
<b>Author</b>	Emily Woodin - Coordinator Business Planning and Performance
<b>Authoriser</b>	Chief Financial Officer
<b>Disclosure</b>	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.

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### Purpose

1. To present the 2024/25 Annual Plan (Annual Plan) to Council for adoption.

### Critical analysis

#### History and background

2. Council develops an Annual Plan alongside each year's Budget, setting out specific projects and activities that Council will undertake towards achieving the Strategic Objectives in the Council Plan.
3. The Annual Plan is the organisation's annual response to Initiatives contained in the four-year Council Plan. Initiatives are significant projects and activities that are proposed to be worked on over the term of the Council Plan.
4. The Annual Plan should monitor and report on the progress of major projects and Initiatives that support Council's commitment to the Strategic Objectives.
5. The 2024/25 Annual Plan responds to the Council Plan 2021-25, which is in its fourth and final year.

#### Discussion

6. The Annual Plan (Attachment 1) includes 38 actions and was developed following a rigorous cross organisational process.
7. The Annual Plan is built primarily from Initiatives in the adopted Council Plan 2021-25. Noting that the Council Plan is a four-year document, not all Initiatives will feature in every Annual Plan over its four-year term.
8. Actions in the Annual Plan are funded in the 2024/25 Budget (Annual Budget). Any change to the Annual Budget may have a consequent change in the Annual Plan.
9. Progress of the Annual Plan is monitored and reported to Council in the Quarterly Community Report.
10. To ensure the integrity and transparency of the Annual Plan, once endorsed by Council, actions including their descriptions and milestones can only be changed by resolution of Council.
11. The Annual Plan includes 11 Actions that are working towards the goals of the Financial Sustainability Strategy (FSS). They are indicated on page 5 and throughout the document by 'FSS' noted in the Action title.

#### Options

12. This report does not consider any options.

## Community and stakeholder engagement

13. The Annual Plan is informed by Initiatives in the adopted Council Plan 2021-25 and community engagement was undertaken during the development of the Council Plan 2021-25.
14. Consideration is given to the community feedback received during the Annual Draft Budget community feedback.
15. Projects in the Annual Plan are subject to community consultation and engagement on a project-by-project basis.

## Policy analysis

### Alignment to Community Vision and Council Plan

16. The structure of the Annual Plan is aligned to the six Strategic Objectives of the Council Plan 2021-25 that respond to Yarra 2036 Community Vision.
17. Actions in the Annual Plan are closely aligned to Initiatives in the Council Plan.

### Climate emergency and sustainability implications

18. The Council Plan 2021-25 includes a Strategic Objective 'Climate and environment' that addresses climate emergency and sustainability implications. The Annual Plan includes three actions that respond to Initiatives in this Strategic Objective.
19. Actions in the Annual Plan include work to deliver a new Climate Emergency Plan and support community to take climate action, work towards a Zero Carbon Yarra and Expand the Library of Things to support circular economy strategies.
20. The Council Plan 2021-25 includes a Strategic Objective 'Transport and movement' that is an integral part of our climate emergency response to reduce transport emissions. The Annual Plan include six actions that respond to Initiatives in this Strategic Objective.

### Community and social implications

21. The Council Plan 2021-25 includes a Strategic Objective 'Social equity and health' that addresses community and social implications. The Annual Plan includes twelve Actions that respond to Initiatives in this Strategic Objective.
22. Actions in the Annual Plan include Improving Access and Inclusion, Ageing Well in Yarra, Youth Engagement and Open Library Program.
23. The Council Plan 2021-25 includes a Strategic Objective 'Place and nature' which recognises the important role that public places, streets and green open space have in bringing our community together. The Annual Plan includes eight Actions that respond to Initiatives in this Strategic Objective.
24. Actions in the Annual Plan include Commencement of a new Community Infrastructure Plan, Greening Yarra new open space and urban design projects and Rewilding Yarra – Bringing Nature back to Yarra initiative.

### Economic development implications

25. The Council Plan 2021-25 includes a Strategic Objective 'Local economy' that addresses economic development implications. The Annual Plan includes five Actions that respond to Initiatives in this Strategic Objective.
26. Actions in the Annual Plan include Implement Leaps and Bounds Cultural Music Festival, Precinct Activation Program and Night Time Economy Action Plan.

### Human rights and gender equality implications

27. The Council Plan 2021-25 includes a Strategic Objective 'Social equity and health' that addresses human rights and gender equality implications.

28. Actions in the Annual Plan under this Strategic Objective include Celebrating Cultural Diversity, LGBTIQ+ and Women Making Waves.

### Operational analysis

#### Financial and resource impacts

29. Actions in the Annual Plan are funded in the Annual Budget. Any change to the Annual Budget may have a consequent change in the Annual Plan.

#### Legal Implications

30. There are no legal implications.

### Conclusion

31. The 2024/25 Annual Plan responds to Initiatives in the Council Plan 2021-25 and is presented to Council for endorsement.

## RECOMMENDATION

1. That:
  - (a) Council adopts the 2024/25 Annual Plan.

## Attachments

- 1 [↓](#) Attachment 1 - 2024-25 Annual Plan





**2024/25**

**Annual Plan**



## 2024/25 Annual Plan

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## Introduction

Yarra City Council produces an Annual Plan alongside each year’s Budget, setting out specific projects and activities that Council will undertake towards achieving the Council Plan Strategic Objectives. This includes priority projects, actions in response to initiatives in the Council Plan and other Council strategies and plans.

The Council Plan 2021-25 was adopted on 19 October 2021 and addresses the aspirations and priorities identified in the Yarra 2035 Community Vision. For information about how the Council Plan Strategic Objectives respond to the Community Vision Themes please see [Council Plan 2021-25](#).

The Council Plan 2021-25 is an important strategic document that guides all planning and decision making for Council over the Council Plan term as we work towards the Community Vision. It contains Strategic Objectives, Strategies, Initiatives and Indicators.

Council has committed to 38 projects and activities (Actions) in the 2024/25 Annual Plan, from a broad range of services, and contains some but not all Initiatives from the Council Plan 2021-25. The Annual Plan aligns these Actions with one of the six Strategic Objectives in the Council Plan 2021-25.

The following Strategic Objectives represent our Strategic Direction over the Council Plan term:

<b>Climate and environment</b>	Yarra urgently mitigates climate change while also adapting to its impacts and developing resilience in everything we do. The community
<b>Social equity and health</b>	Yarra’s people have equitable access and opportunities to participate in community life. They are empowered, safe and included.
<b>Local economy</b>	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.
<b>Place and nature</b>	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.
<b>Transport and movement</b>	Yarra’s transport network is sustainable and recognises that streets are important shared public spaces. Transport and movement is accessible, safe and well connected.
<b>Democracy and governance</b>	Yarra is smart, innovative and sustainable. Our decisions and advocacy are built on evidence and meaningful engagement. Good governance is at the heart of our processes and decision-making.

Progress of the Actions will be reported in the *2024/25 Quarterly Community Reports*.

**Financial Sustainability**

Council adopted the [Yarra Financial Sustainability Strategy](#) (FSS) at the 12 December 2023 Council Meeting. This marked a major milestone recognising Yarra’s leadership in achieving long term sustainability.

The FSS provides an assessment of macro-economic trends, the current financial landscape, long-term financial goals, and importantly, outlines a roadmap to achieve these objectives. It will guide Council on how to best manage our resources for the long-term in the best interests of our community and identifies a program of solutions to find innovative ways to deliver services more cost-effectively, streamline processes through technology and transformation, assess non-essential programs, identify cost-saving measures, and explore alternative revenue sources or partnerships to bridge funding gaps. The underlying goal is to improve Council’s unrestricted cash position and build cash reserves for strategic purposes, enabling community infrastructure for a growing population and to respond to unforeseen events.

The 2024/25 Annual Plan includes 11 Actions that are working towards the goals of the FSS and these are indicated throughout the document by ‘(FSS)’ noted in the Action title. They are also listed in the below table:

<b>Actions working towards the goals of the Financial Sustainability Strategy</b>
Deliver a new Climate Emergency Plan and support community to take climate action (FSS)
National aged care reforms (FSS)
Planning for our future kindergarten infrastructure (FSS)
Commence development of a new Community Infrastructure Plan (FSS)
Parking services systematic review (FSS)
Compliance and parking digitalisation (FSS)
Kerbside strategy (FSS)
Active transport – cycling and public transport (FSS)
Procurement excellent and governance (FSS)
Review the service landscape program (FSS)
Develop a new Property Strategy (FSS)

## Climate and environment

### Deliver a new Climate Emergency Plan and support community to take climate action (FSS)

Branch: Sustainability

Endorse and implement a new climate emergency plan that builds on the success of the last plan, incorporates current best practice, and builds from a foundation of deep community engagement undertaken in 2023/24. Deliver targeted programs and activities to key sectors in our community to take climate action.

#### Quarterly milestones:

Q1. Endorse a new Climate Emergency Plan.

Q1. Promote the Climate Action Grants to the Yarra community, seeking strong community-led projects which will continue to build community-led climate action across the municipality.

Q1. Work in collaboration with the Yarra Neighbourhood House Network to implement their Climate Action & Resilience Plan (2023), supporting predominately at-risk Yarra residents.

Q2. Complete annual Climate Active process and submission to remain a certified Carbon Neutral organisation.

Q2. Implement targeted programs to support increased solar uptake, electrification, and emissions reductions for apartments and renters to improve sustainability individually and/or whole building retrofit opportunities, representing a significant proportion of Yarra residents and emissions.

Q3. Deliver a program to engage and work with local sports clubs to support their communities to take climate action, noting the significant reach and social license they have in the community, as well as the potential impact of future climate change on sports and continue to support teams to understand and deliver on their Climate emergency roles and actions.

Q4. Review and update how we will support our communities to understand and prepare for the climate risks, based on implementation to date.

Q4. Implement programs which support young people to respond to the climate emergency.

### Zero Carbon Yarra

Branch: Sustainability

Support community uptake of renewable energy and transition to electrification and battery storage in Yarra. Engage and support Yarra businesses and partners to electrify and transition to circular economy and zero emissions, as a key action towards a zero emissions municipality.

#### Quarterly milestones:

Q1. Finalise the next group procurement for the Business Renewables Buying Group, supporting businesses in Yarra and other municipalities to collectively purchase renewable energy.

Q1. Promotion of CitySwitch, Solar Savers, and other opportunities to support Yarra residents and business to electrify and transition to circular economy and zero emissions increase uptake of renewable energy and electrification in Yarra.

Q2. Undertake recruitment for next collective buying group of businesses to participate in the Business Renewables Buying Group.

Q2. Deliver event for local businesses to support electrification, circular economy, and transition to zero emissions.

Q2. Complete the State Government funded PowerLink - Linking council assets to Neighbourhood Batteries project (with Merri-bek Council).

Q3. Continue to deliver and grow the Sustainable Business Yarra Working Group of local businesses engaged in taking action, as well as the Sustainable Business Newsletter.

Q3. Review the future of the Business Renewables Buying Group and update Councillors on progress and next steps.

Q3. Review potential to deliver a significantly expanded program linking accelerated solar and battery uptake together with to a local renewable energy uptake offer that reduces costs and is targeted to at-risk residents and/or those otherwise locked out of the renewables market.

Q4. Deliver event for local businesses to support electrification, and transition to circular economy and zero emissions.

Q4. Report on number of commercial solar installations on percentage of dwellings with solar installations.

Q4. Report on Number of businesses engaged in programs and activities on renewable energy power purchase agreements, plastic free campaigns, and circular economy waste initiatives.

### Expand the Library of Things program to support circular economy strategies.

Branch: Libraries Arts and Events

Curb consumer consumption and reduce landfill by supporting the lending of additional objects (tools, gadgets, etc).

#### Quarterly milestones:

Q1. Project plan including community consultation scoped.

Q2. Monitor loans and report on the user experience and feedback on new items added to the initiative.

Q3. Resources acquired and catalogued.

Q4. Objects available and actively loaned by library users.

## Social equity and health

### Improving access and inclusion

Branch: Aged and Disability Services

Strengthen Council's commitment to improve access and inclusion for people with disability, including the development of a renewed Access and Inclusion plan and associated actions informed by community engagement undertaken in FY24.

#### Quarterly milestones:

Q2. Develop a draft Access and Inclusion plan to guide Council's ongoing commitment to the community, which details Council's approach to developing an accessible and inclusive city.

Q3. Present the draft plan to Council for endorsement.

Q3. Develop the action plan to implement the Access and Inclusion plan to respond to needs identified by the community.

Q4. Commence the implementation of actions identified in the action plan.

### Ageing Well in Yarra

Branch: Aged and Disability Services

Amplify Council's commitment to promoting ageing well in Yarra, to enable people who are aged 50+ opportunities to actively participate and connect.

Develop an Ageing Well plan, detailed goals and actions in response to identified issues, consistent with Council's commitment to the Age Friendly Cities framework promoted through the World Health Organisation and informed by community engagement undertaken in FY24 and Council's endorsed role in aged care (approved March 2024 Council meeting).

#### Quarterly milestones:

Q2. Develop an Ageing Well plan to guide Council's ongoing commitment to the community and Council's approach to deliver an age friendly city.

Q3. Present the draft plan Council for endorsement.

Q3. Develop the action plan that identifies key actions in response to the Ageing Well policy and responds to needs identified by the community.

Q4. Commence implementation of actions identified for the first phase of the action plan.

### National aged care reforms (FSS)

Branch: Aged and Disability Services

Develop plans in response to the Commonwealth's aged care reforms in the context of the implementation of the new Commonwealth Support at Home program model, informed by the needs of older people and their families. Identify areas where Council can develop and enhance services that meet the needs of older people, with a focus on actions that support social connections, participation and promote independence.

#### Quarterly milestones:

Q1. Implement plans to transition home care clients to Mercy Health.

Q2. Develop and improve a range of aged care services and supports, which align with Council's commitment to enhance social support, prevent social isolation, and build community resilience, such as, community transport, meals and nutritional support, and social support groups.

Q3. Develop a model to provide a Community Connector function to support people access the My Aged Care system, other health and well-being services and linking with locally based support services.

Q3. Continue to monitor and advocate in the interests of older residents in accessing the national My Aged Care system – from the introduction of the single assessment service to the staged introduction of the Support at Home program.



### Planning for our future Kindergarten reforms (FSS)

Branch: Family Youth and Childrens Services

Prepare an updated Kindergarten Infrastructure Service Plan that incorporates current and future supply and demand, population forecasting and updated policy direction of the State Government's Best Start, Best Life kindergarten reform. Respond to the future demands for kindergarten places in Yarra, by undertaking the refurbishment and re-activation of the new 44-place Atherton Gardens Kindergarten.

#### Quarterly milestones:

Q1. Undertake a review and update the supply and demand data to 2032, to inform our future municipal kindergarten and service planning and Capital Works Program.

Q1. Commencement of building construction phase at Atherton Gardens kindergarten by Homes Victoria.

Q2. Prepare and finalise our Kindergarten Infrastructure Services Plan.

Q2. Building construction and handover of Atherton Gardens kindergarten site to Council completed.

Q3. Atherton Gardens Kindergarten service to be operational including license approval, and room(s) fitted out.

Q4. Advocate to the State Government for increased funding and kindergarten infrastructure opportunities, as evidenced in our Kindergarten Infrastructure Services Plan and aligned to Council's Advocacy Action Plan (2023).

### Youth engagement

Branch: Family Youth and Childrens Services

Provide specific programs/activities in partnership with other agencies, for young people aged from 12 to 25 years, which seek empower young people to have a greater voice through youth led and supported action, including establishing youth entrepreneurship, youth justice and community safety.

Continue to operate the Richmond Youth Hub, providing targeted services to vulnerable young people who access the North Richmond estate, and complete the implementation of the recommendations of the 2023 evaluation.

#### Quarterly milestones:

Q1. Evaluate the Yarra Youth Advocacy to inform potential improvements/changes and external grant application(s) for youth led advocacy and engagement.

Q1. Funding, lease and performance agreements established for the management of the Richmond Youth Hub.

Q2. Assess youth participation and engagement activities auspiced by Yarra Youth Services.

Q2. Assess and measure youth participation and engagement in the Richmond Youth Hub.

Q3. Assess community partnerships that support youth participation and engagement in Yarra.

Q3. Continue to assess and measure youth participation and engagement in the Richmond Youth Hub.

Q4. Report on youth participation and engagement, auspiced by Yarra Youth Services.

Q4. Report on the community engagement and partnership outcomes achieved via the Richmond Youth Hub Reference Group and associated youth activities.

### Digital literacy - library programs and services

Branch: Libraries, Arts and Events

Continue to bridge the digital divide through impactful learning programs and services that improve the digital literacy and confidence of community members in using technology to actively participate in modern life.

Deliver programs and services across all five libraries and outreach locations.

#### Quarterly milestones:

Q1. NA

Q2. Report on the number and outcomes of digital technology group sessions and individual sessions delivered across five branches with a focus on life-long learning outcomes for older people, school groups and young adults, and at-risk community members.

Q4. Full year report on the number and outcomes of digital technology group sessions and individual sessions delivered across five branches with a focus on life-long learning outcomes for older people, school groups and young adults, and at-risk community members.

### Open Library program

Branch: Libraries Arts and Events

Fully implement the Open Library program at Collingwood Library and conduct and implement the findings of a review of opening hours across all five library locations.

#### Quarterly milestones:

Q2. Review on the impact of Open Library program conducted.

Q3. N/A

Q4. Implement review findings and ongoing service improvements.

### Aboriginal Partnerships

Branch: Equity and Community Development

The Victorian First Peoples Assembly will soon negotiate a statewide Treaty and will also empower Traditional Owner groups to negotiate local Treaties, as outlined by the Victoria Treaty Authority and other Treaty Elements Act 2022.

Whilst the timing of local Treaties is not yet known, Council will undertake respectful participation in advancing treaty negotiations with the Wurundjeri Corporation. This includes the potential to partner with Wurundjeri and neighbouring Councils. Further, the dedication to truth-telling and recognition continues through the Yoorrook Justice Commission, which will inform Council's role and provide important context for the successor strategy to the Yana Ngargna Plan. Guided by the Principal Advisor for Aboriginal Partnerships, and the Yana Ngargna Advisory Group, Council will continue to be intensively focused on building core cultural capabilities and strengthening community partnerships.

Throughout FY25, Council will develop the successor strategy of the Yana Ngargna Plan, with strong input from Yana Ngargna Advisory Group.

#### Quarterly milestones:

Q1. Evaluate the Yana Ngargna Plan, engage with stakeholders and the community to gather feedback, and document insights for strategic planning.

Q1. Commence discussions with Wurundjeri regarding Council's role in relation to treaty.

Q2. Initiate development of the successor plan to Yana Ngargna, assembling a project team to outline scope and commence drafting based on earlier feedback.

Q2. Continue to develop plans with Wurundjeri regarding treaty.

Q3. Advance the drafting of the successor plan, hold consultation sessions for validation and amendment, and communicate progress through interim reports.

Q3. Continue to develop plans with Wurundjeri regarding treaty.

Q4. Complete and refine the strategy document, review it with stakeholders, and seek final endorsement from the Council to exhibit Draft Plan.

Q4. Continue to develop plans with Wurundjeri regarding treaty.

### Celebrating Cultural Diversity

Branch: Equity and Community Development

Elevate and celebrate cultural diversity and the ways in which people from refugee and asylum-seeking backgrounds have enriched our community, by offering material and in-kind support for a range of local community-led activities and events for Cultural Diversity Week and World Refugee Day. Advocate and make a stand against racism by collaborating with health, social support, law enforcement, and human rights partners in a workshop aimed at addressing racial and religious vilification in Yarra.

#### Quarterly milestones:

Q1. Consult with community to determine activities.

Q1. Provide an update regarding the Multicultural Partnership Policy.

Q2. Provide an update regarding the Multicultural Partnership Policy.

Q3. Create and share information about Cultural Diversity Week activities in Yarra, with an additional focus on the UN International Day for the Elimination of Racial Discrimination on 21 March.

Q3. Provide an update regarding the Multicultural Partnership Policy.

Q4. Deliver event for World Refugee Week.

Q4. Provide an update on outcomes of the 'Speak Out Against Racism' project.

Q4. Provide an update regarding the Multicultural Partnership Policy.

### LGBTIQA+ Partnerships

Branch: Equity and Community Development and Strategic Planning

Collaborate with community stakeholders to assess the impact of the Yarra LGBTIQA+ Strategy 2021–24 and develop a policy framework to replace and build upon the current strategy and ensure the long-term effectiveness and sustainability of Council's partnerships with Yarra's LGBTIQA+ community.

#### Quarterly milestones:

Q1. Collaborate with stakeholders to evaluate the outputs and outcomes of the existing LGBTIQ+ strategy.

Q1. The completed LGBTIQ+ cultural heritage study presented to Council for adoption.

Q2. Finalise the heritage background work and plan for the future Planning Scheme Amendment.

Q3. Use the evaluation to consult the Rainbow Advisory Committee and the wider community about the Yarra LGBTIQ+ community's needs and aspirations, focusing on how the Council can enhance its support for the community through its programs, statutory remit, and strategic advocacy.

Q4. Produce a revised policy framework, including new positions, objectives, and goals, for the consideration of Council.

### Women Making Waves

Property and Leisure

Review and refresh the Women Making Waves program. This program provides subsidised and exclusive access for women to gym access, casual swimming, aqua classes, open lap lanes and swimming lessons to women of all ages, cultures and abilities.

#### Quarterly milestones:

Q1. Generate a survey for current users and engage with community groups in program review.

Q2. Establish recommendations to improve program delivery and attendance.

Q2. Report on attendance levels and increases over first 6 months.

Q3. Continue delivery of program for existing users.

Q4. Implementation of program recommendations.

Q4. Report on satisfaction in program delivery by users.

### Public, Social and Affordable Housing

Branch: Equity and Community Development

Monitor the Victorian Government's policies and programs, regarding the implementation of the 2023 Housing Statement, leverage partnerships, and undertake strategic advocacy to mitigate negative impacts on public housing residents and ensure the future viability of public housing.

#### Quarterly milestones:

Q1. Engage with stakeholders, including peak bodies, and other Councils and levels of government, through relevant networks and seminars, and respond to advocacy opportunities as relevant.

Q3. Provide an update on progression of policy and advocacy positions concerning public, community and affordable housing.

Q4. Report on the impact of relevant networks in responding to advocacy opportunities as relevant.

## Local Economy

### Implement Leaps & Bounds Cultural Music Festival

Branch: Libraries, Arts and Events

Implement the annual Leaps & Bounds Cultural Music Festival for its 12<sup>th</sup> year with a focus on supporting diverse artists and music workers, new programs, live music venues in Yarra and building audiences and local economy in the winter months when trade slows.

#### Quarterly milestones:

- Q1. Scope, consult and develop the 2025 festival framework and project plan.
- Q2. Run the Expression of Interest process for venue programs and funding.
- Q3. Finalise the program and key marketing delivery.
- Q4. Deliver and evaluate festival.

### Review of Triennial Major Cultural Event Partnerships program

Branch: Libraries, Arts and Events

Undertake a review of the Triennial Major Event Partnerships program, including scoping investment and delivery models regarding impacts and outcomes of major events Yarra.

While undertaking the review, continue to support community organisations to deliver key major events with a significant cultural, historical and economic impact in Yarra.

#### Quarterly milestones:

- Q1. Review parameters and scope defined and determine dates of festivals and formalise funding agreements.
- Q2. Commence review, research and scoping of models including scheduling of stakeholder meetings and permit schedule.
- Q3. Support and ensure the delivery of the festivals.
- Q4. Review outcomes assessed and proposed recommendations determined for Council's consideration.

### Precinct Activation Program

Branch: City Strategy

Continue to work with trader groups and associations to co-design and deliver 4 projects/campaigns within Yarra's retail and services precincts. This program creates awareness, drives visitation, increase spend and revitalise our main streets.

#### Quarterly milestones:

- Q1. Deliver Program 1 – Smith Street.
- Q2 Deliver Program 2 – Brunswick Street.
- Q3 Deliver Program 3 – Queens Parade.
- Q4 Deliver Program 4 – Swan Street.

### Night Time Economy Action Plan

Branch: Economic Development

In collaboration with the Cities of Stonnington and Port Phillip develop a Night Time Economy Plan

#### Quarterly milestones:

- Q1. Prepare and agree on the scope of work and deliverables between the three Councils.
- Q2. Assist in the collection and analysis of data.
- Q3. Continue to help with data analysis and commence the preparation of a draft action plan.
- Q4. Finalisation of Action Plan crossing three LGA's and finalisation of Yarra's specific Action Plan.

### Update the Spatial Economic and Employment Strategy

Branch: Strategic Planning

Update the Spatial Economic and Employment Strategy 2018 to protect employment land and generally guide land uses across Yarra. The project will ensure Yarra retains sufficient employment land into the future for a diversity of businesses.

#### Quarterly milestones:

- Q1. Present outcomes of Stage 1 update to Council to consider adoption. Commence procurement to undertake Stage 2 update.
- Q2. Assist consultant to undertake Stage 2 analysis.
- Q3. Continue to assist consultant to undertake Stage 2 analysis.
- Q4. Present outcomes of Stage 2 update to Council to consider adoption.

## Place and nature

### Commence development of a new Community Infrastructure Plan (FSS)

Branch: City Strategy

A new Community Infrastructure Plan for Yarra will establish the strategic agreement between Council and the community about Council's approach to planning, delivering, and operating/maintaining community infrastructure for the purposes of meeting community needs. The new Community Infrastructure Plan will also inform Council's investment priorities through a comprehensive audit and analysis of community needs, service delivery and asset use and performance that will drive recommended priorities.

#### Quarterly milestones:

- Q1. Commence community services and infrastructure audit.
- Q2. Commence community engagement.
- Q3. Continue and finalise community engagement.
- Q4. Finalise strategic components of the Community Infrastructure Plan, and complete audit data collection.

### Zero carbon development planning scheme amendment

Statutory Planning

A key action in the Climate Emergency Plan, Council is pursuing a 'zero carbon development' planning scheme amendment and developing further environmentally sustainable development guidelines.

#### Quarterly milestones:

- Q1. Continue to advocate and engage with DTP and the Minister for Planning to support the progression of the amendment in conjunction with CASBE.
- Q2. If amendment is not authorised, continue to advocate and engage with DTP and the Minister for Planning to support the progression of the amendment in conjunction with CASBE. If authorised, request Council consent to place the amendment on exhibition.
- Q3. If amendment is not authorised, continue to advocate and engage with DTP and the Minister for Planning to support the progression of the amendment in conjunction with CASBE. If authorised, request Council consent to place the amendment on exhibition.
- Q4. If amendment is not authorised, continue to advocate and engage with DTP and the Minister for Planning to support the progression of the amendment in conjunction with CASBE. If authorised, request Council consent to place the amendment on exhibition.

### Greening Yarra new open space and urban design projects

Branch: City Strategy

Continue to increase the provision of open space by converting road space into open space, investigating opportunities to acquire land for open space and enhance our existing opens spaces and public realm.

#### Quarterly milestones:

- Q1. Complete Smith Reserve Play space construction, progress Charlotte Street road discontinuance (STCA), Commence process and installation of new pop-up space.

Q2. Complete Gertrude Street Brunswick Public Space Project design and documentation. Complete Charlotte Street Road discontinuance (STCA), complete Charles Evans Reserve design.

Q3. Complete Golden Square play space design and documentation. Commence Charlotte Street Roads to Parks construction (STCA) and Charles Evans Reserve construction. Commence process and installation of new pop-up space.

Q4. Complete Gertrude Street Brunswick Public Space Project and Charlotte Street Roads to Parks Construction (STCA).

### Built Form Provisions for Activity Centres and Employment Precincts

Branch: City Strategy

Several planning scheme amendments are being progressed to introduce design guidance and built form requirements to main streets and employment areas across Yarra. First, we are working on areas that currently are under the most significant development pressure and have no local permanent guidance. When completed and approved by the Minister for Planning, the amendments will assist to manage private development proposals.

#### Quarterly milestones:

Q1. C273 Heidelberg Road: Council to consider the Standing Advisory Committee report after the public hearing and seek approval from the Minister for Planning to introduce the new guidelines and requirements.

Q1. If authorised, C318 Cremorne and the Urban Design Framework: Council to consider submissions from the community after public exhibition and request referral to the Standing Advisory Committee.

Q2. If authorised C271 Fitzroy-Collingwood: Analyse community submissions after public exhibitions

Q2. Commence internal scoping for design and built form guidance and requirements for the Neighbourhood Activity Centres (dependent on progress of other amendments).

Q3. If able to be progressed C271 Fitzroy-Collingwood: Council to consider submissions from the community after public exhibition and request referral to the Standing Advisory Committee.

Q3. If able to be progressed C318 Cremorne and Urban Design Framework: Participate in the Standing Advisory Committee hearing which considers all submissions and expert opinions.

Q4. If able to be progressed C318 Cremorne and Urban Design Framework: Council to consider the Standing Advisory Committee report after the public hearing and seek approval from the Minister for Planning to introduce the new guidelines and requirements.

### Gipps Street Major Employment Precinct Local Area Plan

Branch: Strategic Planning

It is proposed to develop a local area plan for the Precinct to help guide and communicate desired changes in the precinct. It will consider land use and affordable workspace issues and transport, public realm, urban design and built form matters. During Phase 1, an issues and opportunities paper will be prepared in-house to inform engagement efforts and future detailed technical work.

#### Quarterly milestones:

Q1. Continue preparing an issues and opportunities paper to inform future engagement efforts and technical work.



Q2. Finalise the issues and opportunities paper, report to Council, prepare targeted engagement.

Q3. Undertake targeted engagement to inform issues, opportunities and future directions.

Q4. Report back on engagement findings and prepare procurement work to commence technical background work.

### Amendment to update Flood Mapping in Yarra

Branch: Strategic Planning

Commence an amendment to the Yarra Planning Scheme updating the flood mapping across Yarra.

#### Quarterly milestones:

Q1. Report to Council and confirm support for the MBS to designate Flood Areas and commence an amendment to the Yarra Planning Scheme updating flood mapping.

Q2. Prepare amendment documentation to update the stormwater flood mapping (Special Building Overlay) in Yarra and Council to seek authorisation from State Government to publicly exhibit the amendment, giving the community the opportunity to participate in the process.

Q3. Await authorisation from State Government, prepare public exhibition.

Q3. If authorised, exhibit the amendment.

Q4. If exhibition is completed, analyse submissions and prepare a report to Council to consider submissions from the community.

### Rewilding Yarra - Bringing Nature Back to Yarra initiative

Branch: City Works

Rewilding Yarra - Bringing Nature Back to Yarra initiative embodies a set of actions that encourage the return of local, native species, from soil bacteria to charismatic vertebrates, to areas within urban environments where they have become uncommon, rare, or locally extinct. A total of 100,000 ground and mid storey plants will be planted over the year.

#### Quarterly milestones:

Q1. Identify sites for planting for the new planting season and continue planting out areas for the existing planting season.

Q2. Prepare sites for planting including weeding and mulching of area and then plant out areas until planting season concludes in October 2024.

Q3. Purchase plant stock ready for new planting season.

Q4. Plant stock into ground and begin water/maintenance.

Q4. Report on number and diversity of indigenous ground cover, understory and trees planted annually in bushland areas.

### Protocol for mitigating combustible cladding risks

Branch: Yarra Building Services

Cladding Safe Victoria have adoption of a newly approved “Protocol for Mitigating Cladding Risk” to address residential buildings containing Combustible Cladding, in line with the new Minister’s Guideline 15. The aim of the Guideline is to give alternative rectification methods that can be implemented by a Council to address and resolve the current dangers associated with buildings containing “Combustible Cladding”.

#### Quarterly milestones:

Q1. NA

Q2. Continue to work with Cladding Safe Victoria to better understand and manage the frameworks of a risk-based/mitigation approach when attempting to resolve buildings containing Combustible Cladding.

Q3. Adopt the Cladding Safe Victoria Protocol for mitigation cladding risk methodology as a means/tools in resolving the remaining outstanding Combustible Cladding Buildings within our Municipality.

Q4. Continue to liaise with Building Owners, Body and Corporate Managers, in a concerted effort in resolving the current dangers associated with Combustible Cladding on residential buildings.

## Transport and movement

### Parking Services Systematic Review (FSS)

Branch: Compliance and Parking

Conduct a comprehensive review of current parking services to identify opportunities for innovation and improvement, ultimately enhancing the experience for the community. Specific target areas for review will include, but not limited to, parking availability and utilisation, technology integration, variable pricing and operations.

#### Quarterly milestones:

Q1. Gather data on current parking regulations, infrastructure, usage patterns, and traffic observations. Based on the collected data and analysis, identify areas for improvement, potential innovative solutions, and anticipated implementation challenges.

Q2. Establish clear parameters for the review, including timeframes, focus areas and specific aspects of parking service that can be innovated and improved.

Q3. Develop practical, actionable recommendations for improving parking services, considering feasibility, cost-effectiveness, and the community's needs.

Q4. Develop an implementation plan that outlines a phased approach to deliver the digital solutions considering budget, resources and timelines.

### Compliance and Parking Digitalisation (FSS)

Branch: Compliance and Parking

Undertake a project to streamline compliance and parking permits to improve accessibility, enhance functionality and user experience through digital solutions.

#### Quarterly milestones:

Q1. Complete a project feasibility assessment, undertake research and benchmarking to determine best approach practices that meets the needs of our community.

Q2. Develop an implementation plan that outlines a phased approach to deliver digital solutions considering budget, resources and timelines.

Q3. System creation and rollout with user acceptance training.

Q4. Ongoing monitoring and evaluation to ensure digital solutions are effective and adjusting as needed.

### Kerb Side Strategy (FSS)

Branch: Strategic Transport

Review and update the Parking Strategy and parking management approach (incorporating technology utilisation) with a view to reduce car dependency in Yarra and support a modal shift towards active and public transport.

#### Quarterly milestones:

Q1. Analyse detailed data set and produce mapping.

Q2. Analyse detailed data set and produce mapping.

Q3.

Q4. Determine next steps.

### Active transport - cycling and public transport (FSS)

Branch: Strategic Transport

Scope and Design active transport projects (cycling, pedestrian and public transport) aligning with the Yarra Transport Strategy and Transport Action Plan.

#### Quarterly milestones:

Q1. Scope allocated projects and commence preliminary design work.

Q2. Undertake design work for projects allocated in the Council budget as per agreed processes.

Q3. Finalise design work for projects allocated in the Council budget to be shovel ready.

Q4. Complete design projects and prepare projects list for design progressing in the 2025/26 budget.

### Micro mobility

Branch: Strategic Transport

Support shared micro-mobility, car share and ride share schemes.

#### Quarterly milestones:

Q1. Finalise an operational plan to guide decision making on e-scooter parking locations.

Q2. Implement operational plan and continue to work closely with neighbouring councils and state government.

Q3. Implement operational plan and continue to work closely with neighbouring councils and state government.

Q4. Implement operational plan and continue to work closely with neighbouring councils and state government.

### Expanding 30km/h Trial

Branch: Infrastructure Traffic and Civil Engineering

Council has begun the expansion of its 30km/h speed limit trial area in Fitzroy and Collingwood. The trial area has expanded the previous 30km/h area to cover the southern parts of Fitzroy and Collingwood from Johnston Street to Victoria Parade (excluding Johnston St itself). The next 2 years will focus on adjustments, monitoring and evaluation of this new trial area.

#### Quarterly milestones:

Q1. Continue monitoring the trial and make amendments as required.

Q2. Continue monitoring the trial and make amendments as required.

Q3. Update Councillors on progress of the trial and any amendments required and implemented.

Q4. Begin evaluation of the first year of the trial.

## Democracy and governance

### Procurement Excellence and Governance (FSS)

Branch: Finance

Review Council's procurement and contract management processes to ensure better value and hold costs.

#### Quarterly milestones:

- Q1. Develop a procurement excellence roadmap to strengthen overall strategy, ensuring efficiency and adherence to governance principles.
- Q2. Review overall strategy for utilising appointed Contract Panels to deliver value.
- Q3. Evaluate purchase card expenditures to review and strengthen the existing corporate credit card policy.
- Q4. Uplift Council's contract management practice by providing training and guidance to contract managers.

### Customer Experience (CX) Program

Branch: Customer Experience

Implement the CX Strategy's program of initiatives to support customer responsiveness and deliver the best service value for Yarra's customers, community, and internal teams.

#### Quarterly milestones:

- Q1. Develop a Voice of Customer Program to understand customer expectations, preferences, and pain points, informing continuous improvement strategies.
- Q2. NA
- Q3. Review and publish updated service response timeframes (SLAs).
- Q4. NA

### Review the Service Landscape Program (FSS)

Branch: Business Transformation

Commence a Service Review program which will identify opportunities to improve financial sustainability and better meet the needs of our community today and into the future.

#### Quarterly milestones:

- Q1. Using the agreed service review framework and prioritised triggers for change, identify 4 services that will best benefit from service review.
- Q2. Analyse service metrics for the 4 selected services.
- Q3. Analyse improvement opportunities for the 4 selected services and apply/address the service review principles that were developed through the 2024 deliberative engagement with community.
- Q4. Recommend improvement opportunities and an implementation plan for the 4 selected services.

### Develop a new Property Strategy (FSS)

Branch: Property and Leisure

Adopt and commence the implementation of a new Property Strategy. This strategy will aim to create a clear decision-making framework to ensure Council's property decisions are intentional, transparent and provide maximum value for our community. The strategy will also reflect the objectives of the Financial Sustainability Strategy and work towards achieving its outcomes.

#### Quarterly milestones:

Q1. Endorse the new Property Strategy.

Q2. Complete the internal onboarding to ensure all relevant stakeholders are well informed on the strategy and have clarity on their roles and responsibilities.

Q3. Continue to apply the property strategy's principles to all property transactions.

Q4. N/A

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## 7.3 Cambridge Street Reserve - Consultation Findings for Additional Play Equipment

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<b>Reference</b>	D24/162304
<b>Author</b>	Susan Stanes - Senior Coordinator Design and Place Making
<b>Authoriser</b>	General Manager City Sustainability and Strategy
<b>Disclosure</b>	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.

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### Purpose

1. In response to community feedback in relation to the Cambridge Street park, on 13 February 2024 Council resolved to:
  - (a) *continues to proactively investigate new opportunities to increase open space offerings in Collingwood, including potential new playgrounds in line with Yarra's soon to be adopted Play Space Strategy and opportunities for Joint Use Agreements with private and public land owners of open space and play equipment for broader use by the community (as mentioned at paragraph 44 of the report);*
  - (b) *notes the options outlined in this report for the installation of additional children's play equipment for the Reserve;*
  - (c) *resolves to put the following options to consultation:*
    - (i) *Revise Option 5 to:*
      - a. *remove the existing pull up / turnover bars and install two items of play equipment in this space beside the existing swing and*
      - b. *provide additional natural play elements, meandering linear detail and four square play; and*
    - (ii) *Alternative Option which is a hybrid of the Revised Option 2 and Option 5:*
      - a. *remove the existing pull up / turnover bars and install two items of play equipment in this space beside the existing swing;*
      - b. *provide additional natural play elements, meandering linear detail and four square play; and*
      - c. *provide additional play equipment in the existing grassed area, and ensuring the equipment and the fall zones occupy no more than 7% of the existing grassed space and reposition the existing balance beam outside this space. The choice of play equipment will be based on safety needs and the available area,*  
*and that both options consider disability access;*
  - (d) *resolves to undertake a range of onsite and online consultation options, including options available to children, on the above, including the type of equipment to be installed; and*
  - (e) *report back to Council on all of the above at the conclusion of the consultation period.*
2. This report outlines the results of the community engagement process.

## Critical analysis

### History and background

3. The Yarra Open Space Strategy 2020 (YOSS 2020) identified the lack of open space in Collingwood and recommended investigating the opportunity to increase the size of Cambridge Street Reserve to meet the needs of the increasing population.
4. Prior to the park's expansion, Council received a number of complaints from the community about antisocial behaviour due to the number of hiding places available within the playground equipment as well as dense plantings. In addition to this, the Reserve did not receive adequate sunlight and grass was difficult to establish and grow. The play equipment within the park only catered for very young children.
5. Council consulted with the community on a number of occasions and at various stages of the Cambridge Street Reserve Expansion Project. Consultation occurred from May 2020 until December 2022.
6. During these consultations with the community on the expansion of the reserve, the majority of participants indicated they wanted more open space for people to gather, relax and connect with nature.
7. Construction of the Cambridge Street Reserve expansion took place from 27 February to 17 October 2023 and the expanded Reserve is now open.







*Photos of Expanded Cambridge Street Reserve late 2023 to March 2024*

8. Current play opportunities in Cambridge Reserve include:
- (a) A basket swing which was selected due to its suitability for people of all ages, including children and adults. The swing can accommodate groups of children or carers and their children together. It encourages social interaction and sharing;
  - (b) A balance beam that allows all ages opportunity to develop balance, spatial awareness, and strength whilst also providing a support handrail for infants learning to walk;
  - (c) A turnover / pull up bar providing opportunities for most ages including activities such as climbing, sliding down a pole, hanging upside down and exercise; and

(d) Varying surfaces and level changes for walking, running, cycling, balance, play and interaction. The grassed surface (almost 600m<sup>2</sup>) with a mound provides a flexible space for informal recreation.

9. Whilst the current/new opportunities for play in the expanded Reserve are different to the playground that previously existed, the Reserve now provides for more flexible use over a greater age range and provides for a wide range of uses and users without excluding any particular community group.



*Photo of Cambridge Street Reserve prior to the expansion - December 2018*

10. Following the completion of the Cambridge Street Reserve expansion, feedback was received from members of the community who sought additional/more traditional play equipment for young children to be re-introduced into the park, in particular comparing the new play equipment to the previous play items that were originally at Cambridge Street Reserve.
11. At the Council Meeting on 13 February 2024, Council resolved to consult with the community again on play equipment and play element options.
12. In order to deliver an independent analysis of the engagement data and findings, Council engaged an external consultant, Capire Consulting Group (Capire), to collate and analyse community feedback gathered during the play space engagement, the findings of which are detailed in Attachment One.

### Discussion

#### 2020 – 2022 Cambridge Street Reserve Expansion Engagement

13. In December 2020, due to COVID-19 restrictions, Council's consultation was not in person, however feedback was sought via online surveys, online forums, emails and phone calls.
14. 83 people from the community indicated they used Cambridge Street Reserve to rest, relax and read. The top ideas people had for the space were to include dog-friendly spaces, exercise equipment and some nature play elements.
15. In November 2021, Council received over 170 pieces of feedback from a diverse section of the local community. The majority of the respondents said they wanted a park with lawns and spaces to sit in the sun. The central focus of the current design is a large expanse of grass where people can kick a ball or sit under a tree and read a book or socialise with friends.
16. At the time, play equipment was not prioritised by the community providing feedback on the design. Five people requested traditional play equipment during that round of consultation.

2024 Cambridge Street Reserve Play Space Consultation

17. Council delivered a community engagement program between 21 February – 25 March 2024, to understand community preferences regarding four concept plans for additional play equipment and play elements within the reserve which were informed by the following considerations:

- (a) Removing the existing pull-up and turnover bars and installing a four-way rocker and mini trampoline beside the existing swing.

This option is present in all four concept plans;

- (b) Providing additional natural play elements, meandering linear detail and four-square play.

This option is present in all four concept plans.

A further safety assessment has been undertaken and it has been determined that the location of the four-square line marking space is considered a safety risk and will be deleted;

- (c) Removing up to 7% of the existing grass area and installing additional play equipment. Councillors resolved to consult with the community on the option to set aside up to 7% of the grassed area for additional play equipment. The play equipment options provided as part of the consultation take that into consideration; and

- (d) Accessibility and inclusion were considered in the original design and met requirements such as path connections, sightlines, lighting, and flush-edged. The new designs include rubber surfacing to connect the path and the basket swing, which can be used by all ages and abilities.

Four Concept Plan Options Presented to the Community for Feedback (Figures 1-4 below)

18. Concept 1.c.i:

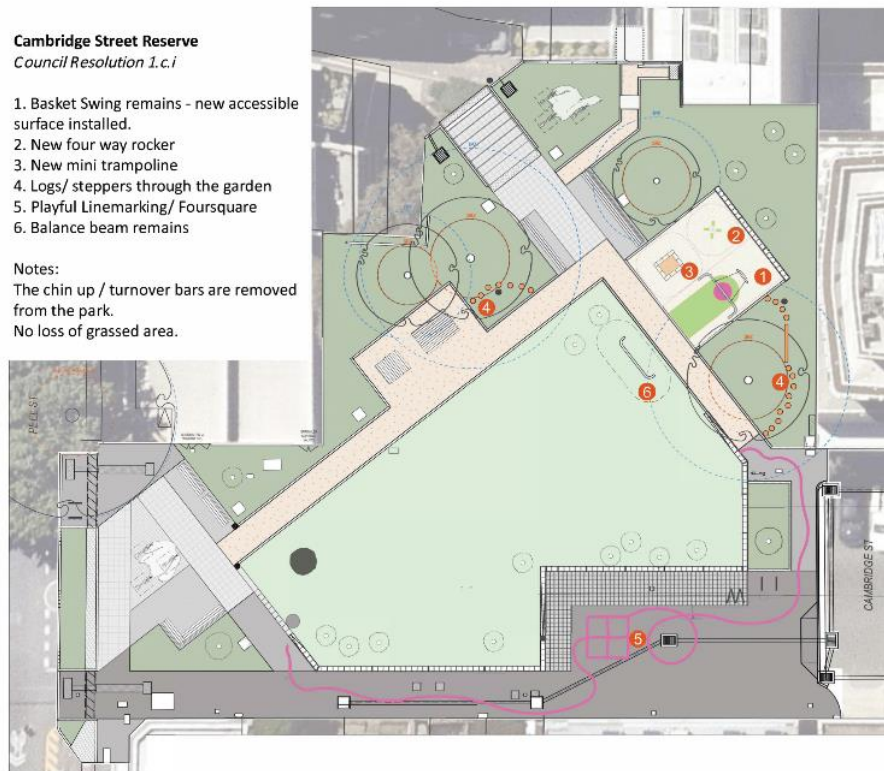


Figure 1: Council Resolution 1.c.i

19. Concept 1.c.ii – Figure 2 Slide variation:

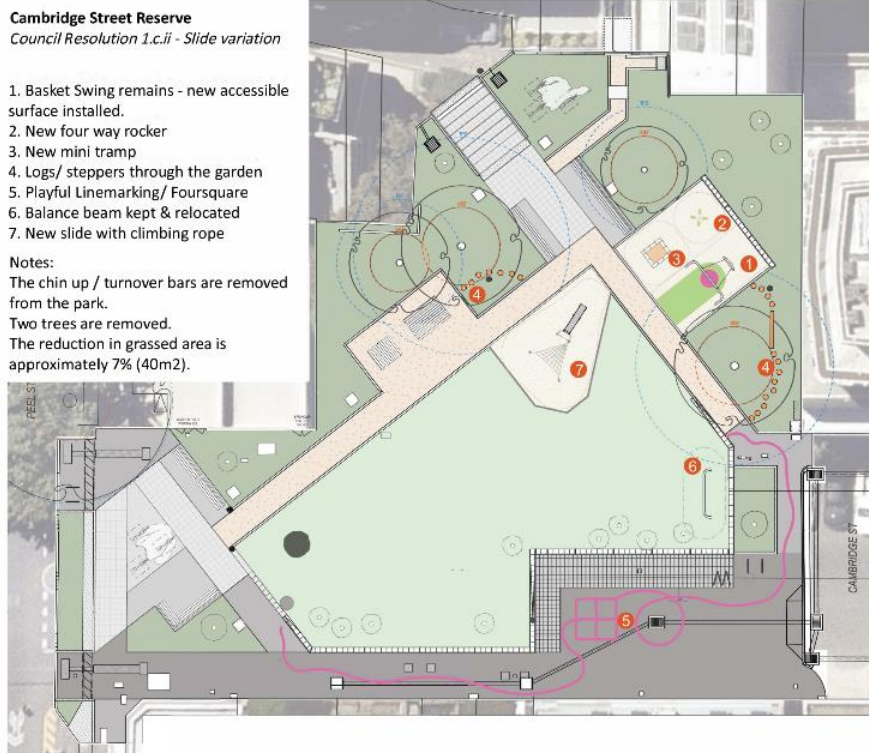


Figure 2: Council Resolution i.c.ii - Slide variation

20. Concept 1.c.ii- Figure 3 Spinner variation:

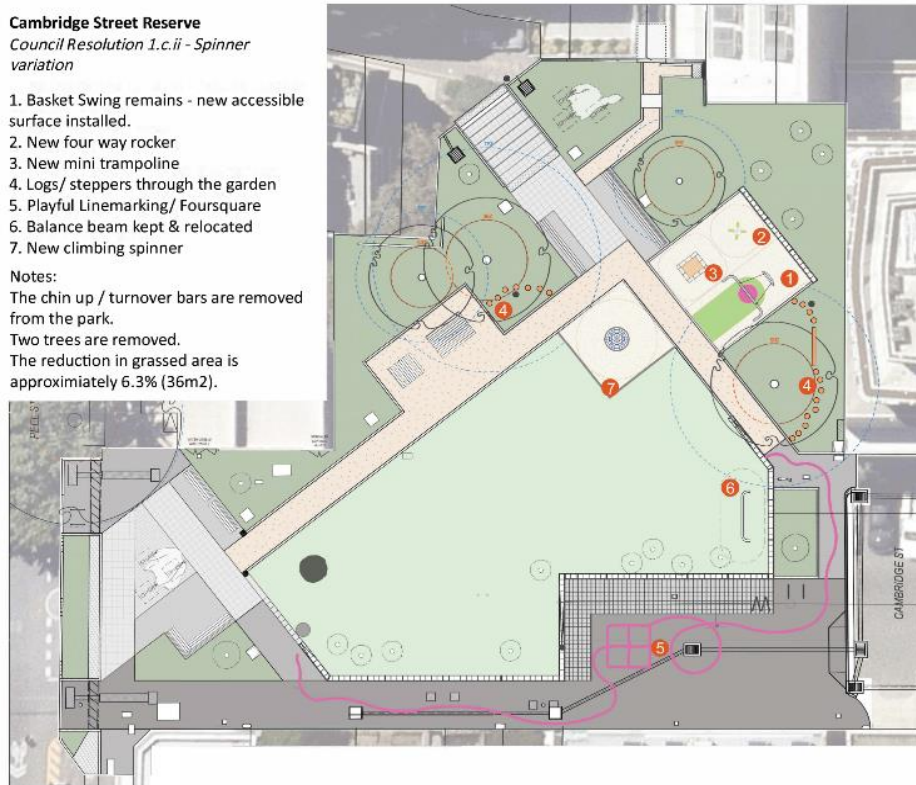


Figure 3: Council Resolution 1.c.ii - Spinner variation

21. Concept 1.c.ii – Figure 4 Climber variation:

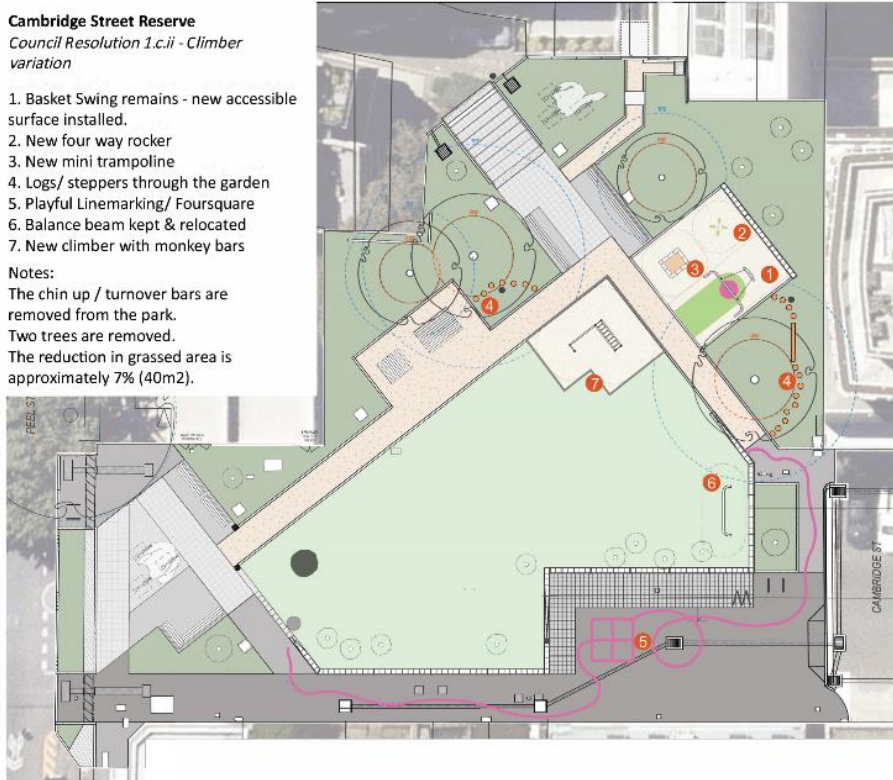


Figure 4: Council Resolution 1.c.ii - Climber variation

2024 Engagement Process - Cambridge Street Reserve Play Space



*In-person pop up session, March 2024*

22. The objectives of the 2024 engagement program were to:

- (a) Understand which of the four concept plans is preferred by the community and why;
- (b) Understand the types of play equipment and play elements that are preferred by the community and why; and
- (c) Hear perspectives and preferences from a diverse range of voices and cohorts who utilise the reserve including children, residents close to the reserve, and people who identify as having a disability.

23. Two methods of engagement were used including:
- (a) An online survey where participants were invited to select from the four concept plan options and to describe why they chose that option.  
Participants were also invited to provide any other comments relating to the play space and the Reserve. The survey also gathered demographic information; and
  - (b) Three in person pop up sessions at varying times of the day and week including Thursday 7 March 6 -7.30pm, Tuesday 12 March 11- 1pm, Saturday 16 March 10 – 12pm.
24. Various other tools and channels were used to provide the community with information about the project and to promote engagement opportunities. These included Your Say Yarra webpage, options for children, social media and email newsletters.

Consultation Process - Limitations (*identified by Capire*)

25. Capire have noted the limitations of the Cambridge Street community engagement process, noting that all engagements have some limitations. The extract from the Capire report is copied below:
- Capire did not deliver the engagement. Capire has reported and interpreted the information documented by participants within the survey and other data sources to represent the views of participants as closely as possible.
  - The media's significant interest in the project may have influenced the community's sentiment and the overall results of the survey.
  - The survey was edited one day into the engagement to remove a fifth 'no change' option (due to the Council resolution of providing four clear options for community consultation on the reserve play space). The initial data collected was disregarded and respondents were asked to re-issue their response, this may have resulted in some respondents' initial preferences or attitudes not being captured.
  - The survey did not include a 'no change' option, and it was not clear that selecting a concept plan option was not a mandatory question on the survey. This led to some participants stating they selected an option only because 'no change' was not available, which may have resulted in some data inconsistencies. Where it is clearly stated, this data has not been recorded in the quantitative concept plan selection data, but the sentiment has been documented.
  - The engagement approach included multiple opportunities for participants to contribute. Some people may have taken part in multiple engagement activities, for example completed the survey and participated in pop-up sessions multiple times. Their views may have been captured more than once. A total of 43 survey responses were identified as potentially duplicated feedback, based on the indicated Internet Protocol (IP) addresses<sup>1</sup>. Regardless, all feedback has been included for analysis in this report.
  - People who participated in the engagement self-selected to take part. As such, whilst every effort has been made to gather the views of key stakeholders and the community the information in this report does not reflect the views of a representative sample.

Participants Demographic Data

26. Over the engagement period, 469 complete online survey responses were received.
27. Most respondents live in Yarra (89%, 419 respondents) with 39% (185) indicating that they own a property or mortgage in Yarra. A total of 27% (127) respondents work in Yarra, and 8% (35) own a business within the municipality. Refer Figure 5: Demographics of Respondents.

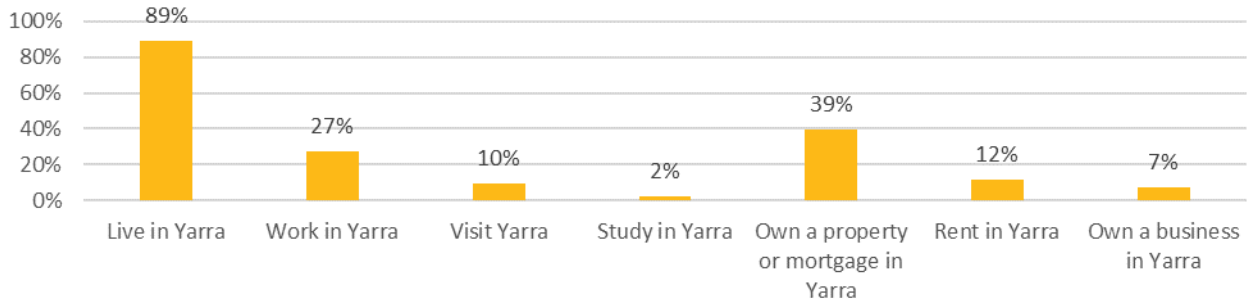


Figure 5: Demographics of Respondents

- 28. Slightly more than half of the respondents, 55% (258), identified as women, 38% (178) as men and 2% chose self-described. A total of 5% of participants preferred not to state their gender.
- 29. Age range of participants can be seen in Figure 6: Survey respondents' age (n=469).

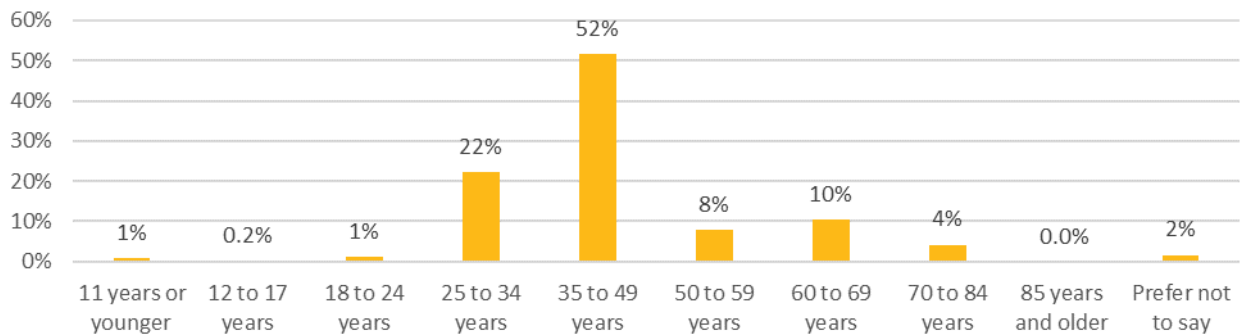


Figure 6: Survey respondents' age (n=469)

- 30. The majority of respondents 66% (309) live in Collingwood, where the Reserve is located. Richmond, Fitzroy, Abbotsford and Fitzroy North were other common suburbs of residency. 6% (29) of respondents said they live outside of Yarra.
- 31. The City of Yarra recognises the diversity of our community and seeks to understand whether groups that may be underrepresented at times are included within the engagement.
- 32. Respondents were able to select all groups which apply to them. 18% (86) of survey respondents identified as being part of the LGBTIQA+ community, 9% (41) speak a language other than English at home, 5% (25) are living with a disability and 1% (4) identified as being of Aboriginal or Torres Strait Islander descent.

Engagement Findings

- 33. Overall, participants perceived the Cambridge Street Reserve as a valuable, quality open space in Collingwood located in close proximity to nearby residential areas, businesses, and schools.
- 34. When evaluating the concept plan options, many participants reflected on their experience and observations of the changing site and their participation in previous engagements to help shape the expansion of the Reserve. There were divergent opinions regarding whether the expansion project has provided the right space for the changing community.
- 35. Many participants emphasised that the Reserve must cater to the evolving community's diverse needs in Collingwood. At times, participants were at odds over whose needs were of most importance.
- 36. Users of the Reserve were categorised into different user groups including: Families with children, Families without children, working professionals in Collingwood, young people, pet owners, people with a disability.

Refer Attachment 1: Cambridge Street Reserve play space engagement – Summary Report, Table 3.

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### Childrens Activities

37. Children who attended the pop-up activities were shown three example pieces of play equipment and asked to select the one they liked best, sometimes supported by their parents.

*Refer to Figure 7: Children's contributions at the reserve play space pop-up.*

38. Twenty pieces of feedback were received through this activity with the following votes received by participating children:
- (a) eleven participants selected a slide;
  - (b) five participants selected a spinner; and
  - (c) four participants selected a climber.

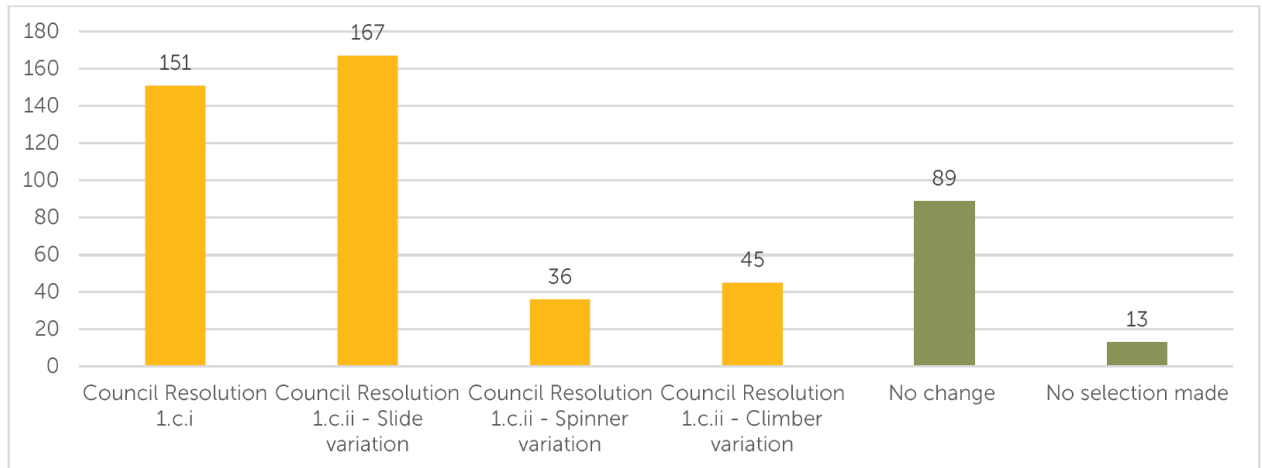


Figure 7: Children's contributions at the reserve play space pop-up

### Preferences for the Four Concept Plans

39. Participants were asked to select their preferred concept plan option for the reserve play space and explain the reasons for their selection. The following limitations and issues of the consultation should be noted:
- (a) selection of a concept plan was not mandatory to make comments about the project;
  - (b) some participants selected a concept plan but were explicit in their open text response that they preferred no change;
  - (c) some participants did not select an option and were explicit in their comments that they preferred no change;
  - (d) some respondents were dissatisfied with the options proposed and would prefer more play equipment or a different combination of play equipment and/ or amenities; and
  - (e) children's selection of their preferred play equipment during pop-up sessions has been reported on separately.
40. Capire has counted the responses that indicated a preference for no change in addition to the respondents' concept plan selection where necessary. This has resulted in some responses being counted as both a concept plan selection and a 'no change' selection, totalling 501 counts compared to 469 surveys received (refer to Figure 8).





*Figure 8: Capire’s graph showing the number of counts in Yellow for concept plan options, and number of counts in Green for ‘no change’ and ‘no selection made’ are displayed in Green (n = 501)*

41. Referring to the results show in Yellow in *Figure 8* above, the results show that of the 4 preferred concepts:
  - (a) 1.c.ii – Slide variation was selected the most at 167 responses, closely followed by;
  - (b) 1.c.i no reduction in grass area and replacement of chin up/turnover bar with trampoline and spinner with 151 responses; and
  - (c) 1.c.ii – Climber variation, and Council Resolution 1.c.ii – Spinner variations received the least support, with 36 responses and 45 responses respectively.
42. The number of responses relating to no change or did not make a selection are provided below for noting as these cannot be included in determining the preferred option as the engagement with the community was based on only the 4 play options.
43. For noting, references to other options are outlined below:
  - (a) 89 responses expressed their preference for no change; and
  - (b) 13 responses did not make a selection for reasons other than seeking no change.
44. Some of the 89 participants that preferred no change, also included a vote for one of the play options, therefore it cannot be determined as to what was their actual preference. The true number of respondents who wanted a ‘no change’ option therefore is unknown.

**Additional Comments**

45. Participants were asked to provide comments on the Cambridge Street Reserve play space. The feedback received, in addition to those relevant to the options above, has been summarised in Attachment 1: Cambridge Street Reserve play space engagement – Summary Report, section 4.4.
46. Some key feedback to note is that multiple participants provided comments about the design of the online survey, stating that the concept plan options were hard to understand with similar names and more detailed descriptions about each option would be more beneficial for participants to provide feedback.
47. Some participants also indicated that an option for the Reserve to stay as is (no change) should have been included in the survey.
48. The open text responses provide a divergent range of comments responses including:
  - (a) more grass;
  - (b) more play equipment;
  - (c) more interesting play options;

- (d) don't spend any more money on this park;
- (e) prefer brighter colours;
- (f) replace the basket swing;
- (g) fenced dog area; and
- (h) outdoor gym equipment.

### Summary of Findings

49. All of the four options included the following:
- (a) Removing the existing pull-up and turnover bars and installing a four-way rocker and mini trampoline beside the existing swing; and
  - (b) Providing additional natural play elements, meandering linear detail and four-square play. This option is present in all four concept plans. Subsequent to the engagement process it has been determined that the 4 square line marking location could be a safety risk so will be removed from any future design or implementation.
50. Based on responses received from participants for their concept plan preference there are two options proposed in the survey that received the strongest support:
- (a) Council Resolution 1.c.ii - Slide variation received the most support (167 responses);
  - (b) Council Resolution 1.c.i - no reduction in grass area and replacement of chin up/turnover bar with trampoline and spinner received a close second support (151 responses); and
  - (c) Council Resolution 1.c.ii Climber and Spinner variations received the lowest support with 45 and 36 responses each respectively.
51. Further, 20 children indicated a specific preference for a singular piece of play equipment - 11 for a slide, 5 for a spinner and 4 for a climber.
52. The data shows that the highest number of responses for an individual option for changes to the play equipment is for the Slide variation at 167 plus 11 children who preferred this option.
53. The next highest is 151 responses for no reduction in grass and replacement of the chin up /turnover bar.

## Policy analysis

### Alignment to Community Vision and Council Plan

54. The Council Plan 2021-2025 Strategic Objective 4: Place and Nature contains the following Strategy and Initiatives relevant to the Cambridge Street Reserve Playground project.
- (a) To create safe, accessible active spaces that provide diverse physical activity opportunities for the whole community;
  - (b) To protect and enhance the biodiversity values of Yarra's natural environment;
  - (c) To plan, design, deliver and maintain high quality open spaces, parks and reserves including the creation of seven new or expanded parks;
  - (d) To support and facilitate active recreation that is safe, inclusive and accessible for all genders; and
  - (e) To reduce the urban heat island effect through the planting of trees and vegetation and an increase in green open space.
55. This precinct in Collingwood is currently underserved for open space and efforts to identify opportunities to increase open space is ongoing. This includes exploring the potential for Joint Use Agreements with private and public land owners and schools.

### Climate emergency and sustainability implications

56. The four significant mature native trees within the Reserve provide shade in the hot weather and habitat for birds and insects. These trees as well as the new plantings provide amenity to the park and benefits to fauna.
57. The large garden bed to the southeast corner provides an overland flow path for stormwater in heavy rainfall events.

### Community and social implications

58. A key objective in planning the open space network is to provide open space within easy walking distance for the majority of the community and a place of respite and opportunity for social interactions.

### Economic development implications

59. This area of Collingwood is expected to see an increase in the worker population of just over 2,400 people by 2031. Flexible spaces with solar access such as Cambridge Street Reserve provide a lunchtime refuge for workers, as well as flexible work opportunities for outdoor meetings.

### Human rights and gender equality implications

60. The current park design caters to a broad range of members of the community without excluding any particular group or individuals. The flexibility of the grassed area, seating and play items recognises and supports the socially diverse community in Collingwood.

## Operational analysis

### Financial and resource impacts

61. The estimate cost for council to deliver Option 1.c.ii has been estimated at \$177K.
62. Option 1.c.i - the no reduction in grass area and replacement of chin up/turnover bar with trampoline and spinner received a close second support has been estimated at \$114K.
63. The draft budget includes an allocation for construction works to occur in 2024/25.

### Legal Implications

64. Changes to the Reserve are within the existing boundaries and will not impact the road discontinuance status.
65. Planning permission will be required to deliver Option 1.c.ii. Contingent upon the Council resolution for this matter, officers will lodge a planning application seeking approval for the works.

## Conclusion

66. Feedback in relation to the Cambridge Street Reserve indicates that the community see the park as a valuable, quality open space in Collingwood located in close proximity to nearby residential areas, businesses, and schools.
67. The results of the community feedback show that of the options outlined:
  - (a) 1.c.ii – Slide variation was selected the most at 167 responses, closely followed by;
  - (b) 1.c.i no reduction in grass area and replacement of chin up/turnover bar with trampoline and spinner with 151 responses; and
  - (c) 1.c.ii – Climber variation, and Council Resolution 1.c.ii – Spinner variations received the least support, with 36 responses and 45 responses respectively.

## RECOMMENDATION

1. That Council:
  - (a) notes the outcomes of the 2024 Community Engagement process as outlined in this report including that Option 1.c.ii - Slide variation received the most community support (167 responses);
  - (b) resolves to proceed with Option 1.c.ii as follows as part of the 2024/25 Capital Works program:
    - (i) the existing chin up / turn over bar is removed from the Reserve;
    - (ii) two trees are removed from the Reserve;
    - (iii) the existing balance beam is relocated within the Reserve;
    - (iv) new accessible surface is installed to access the basket swing;
    - (v) installation of a slide in the grassed area of the Reserve (and subsequent reduction in the grassed area of approximately 7%);
    - (vi) installation of a new four way rocker;
    - (vii) installation of a new mini trampoline;
    - (viii) installation of logs/stepper through the garden; and
    - (ix) installation of new playful line marking; and
  - (c) thanks all of the participants for their participation in this engagement.

## Attachments

- 1 [↓](#) Attachment 1 - Cambridge Street Reserve Play Space Engagement Summary Report

# Cambridge Street Reserve play space engagement

Summary Report



City of Yarra

02.05.24

capire

# Giving every person a voice.

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Capire acknowledges  
and deeply respects the  
Wurundjeri people and  
the Traditional Owners  
of the Victorian land.

**Certified**



**Corporation**

**capire**

### Privacy

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For the purpose of program delivery, and on behalf of our clients, we collect personal information from individuals, such as e-mail addresses, contact details, demographic data and program feedback to enable us to facilitate participation in consultation activities. We follow a strict procedure for the collection, use, disclosure, storage and destruction of personal information. Any information we collect is stored securely on our server for the duration of the program and only disclosed to our client or the program team. Written notes from consultation activities are manually transferred to our server and disposed of securely.

Comments recorded during any consultation activities are faithfully transcribed however not attributed to individuals. Diligence is taken to ensure that any comments or sensitive information does not become personally identifiable in our reporting, or at any stage of the program.

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For more information about the way we collect information, how we use, store and disclose information as well as our complaints procedure, please see [www.capire.com.au](http://www.capire.com.au) or telephone (03) 9285 9000.

### Consultation

Unless otherwise stated, all feedback documented by Capire Consulting Group and any person(s) acting on our behalf is written and/or recorded during our program/consultation activities.

Capire staff and associates take great care while transcribing participant feedback but unfortunately cannot guarantee the accuracy of all notes. We are however confident that we capture the full range of ideas, concerns and views expressed during our consultation activities.

Unless otherwise noted, the views expressed in our work represent those of the participants and not necessarily those of our consultants or our clients.

VERSION	AUTHOR	AUTHORISED	DATE
1.0	Emily Mellon, Charlotte Yu, Merryn Appleby	Amy Hubbard	24/04/2024
2.0	Charlotte Yu	Emily Mellon	02/05/2024
3.0	Charlotte Yu		05/03/2024
4.0	Charlotte Yu		29/05/2024

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# 1. Introduction

## 1.1. Background

The City of Yarra's (Yarra) Open Space Strategy 2020 identified the lack of open space in Collingwood and recommended investigating the opportunity to increase the size of Cambridge Street Reserve to meet the needs of the increasing local resident population. The reserve is located on Cambridge Street, between Peel Street and Langridge Street, in Collingwood.

In early 2020, Yarra City Council (Council) was awarded a \$1.3M grant from the Department of Land, Water and Planning (DELWP, now DEECA) for a project to upgrade and expand the reserve. The reserve expansion, informed by community feedback, took place from 27 February 2023 to 17 October 2023.

Council engaged with the community at various stages throughout the reserve expansion project, including providing information on initial road closures, inviting ideas for concept design for park expansion, seeking feedback on the draft concept, and informing the community about the road discontinuance process on Cambridge Street.

Following the completion of the reserve expansion in October 2023, some members of the community provided additional feedback regarding the play opportunities for young children in the reserve, namely that they would like to see more traditional play equipment. This response received media attention, including several published articles that commented on the new play equipment within the expanded reserve.

At the Council Meeting on 13 February 2024, the Council resolved to consult with the community again, with a focus on play equipment and play element options. Council engaged Capire Consulting Group (Capire) to collate and analyse community feedback gathered during the play space engagement, the findings of which are detailed in this report. *It should be noted that the engagement tools used to capture the feedback were designed by Council and not by Capire.*

### 1.1.1. The play space engagement

The play space community consultation took place from 21 February to 25 March 2024.

Council delivered a community engagement program to understand community preferences regarding four concept plans for additional play equipment and play elements within the reserve which were informed by the following considerations:

- **Removing the existing pull-up and turnover bars off site and installing a four-way rocker and mini trampoline beside the existing swing, no grass area removed.** This option is present in all four concept plans.
- **Providing additional natural play elements, meandering linear detail and four-square play, no grass area removed.** This option is present in all four concept plans.
- **Removing up to 7% of the existing grass area and installing additional play equipment.** Councillors resolved to set aside up to 7% of the grassed area for consultation on the play equipment. The play equipment options provided as part of the consultation will take that into consideration.

#### CONCEPT PLANS

The four concept plans for the reserve play space are pictured below. The concept plans detail the equipment and other features that are proposed for inclusion and removal within each design.

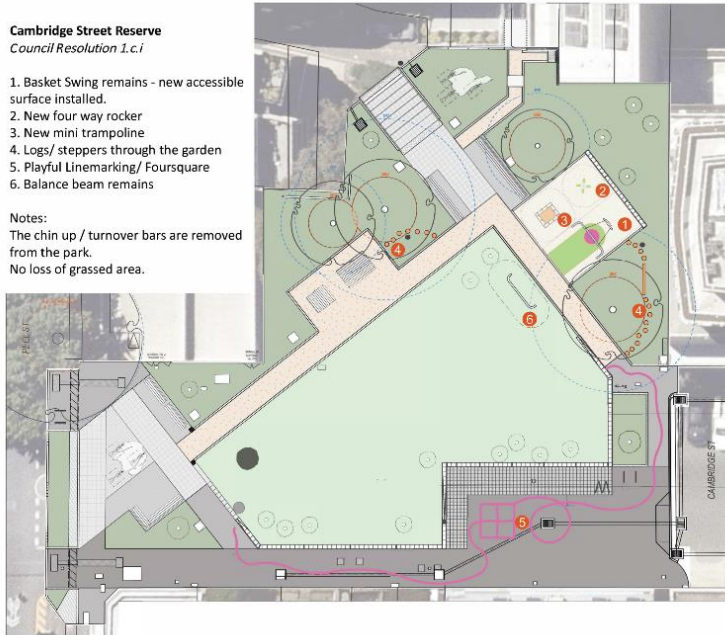


Figure 1: Council Resolution 1.c.i

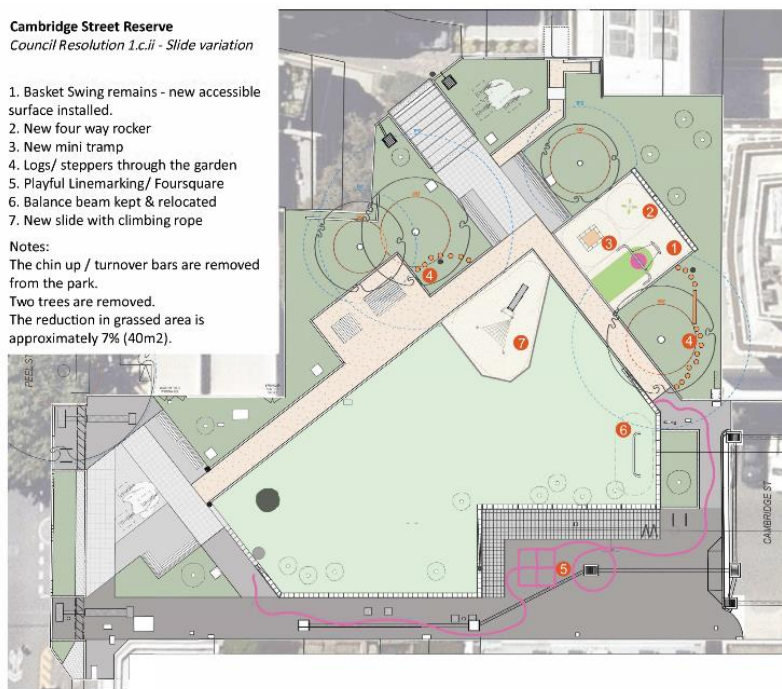


Figure 2: Council Resolution 1.c.ii - Slide variation

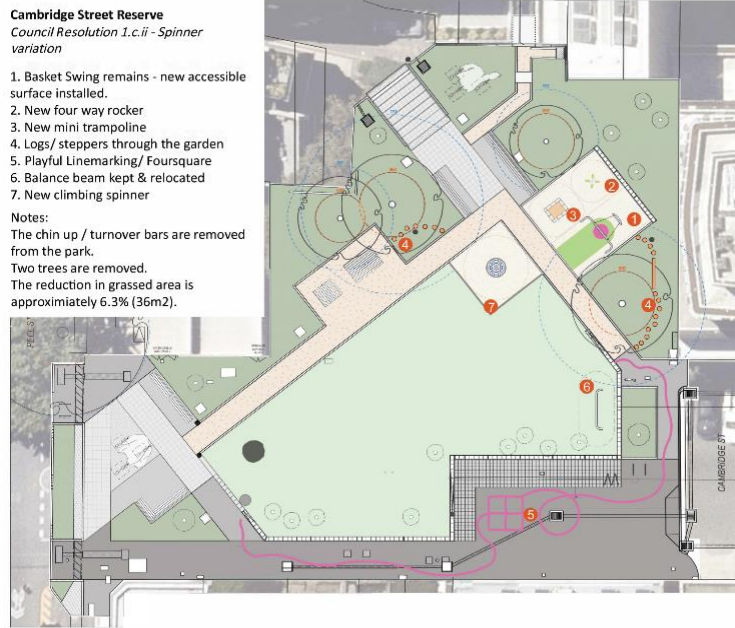


Figure 3: Council Resolution 1.c.ii - Spinner variation

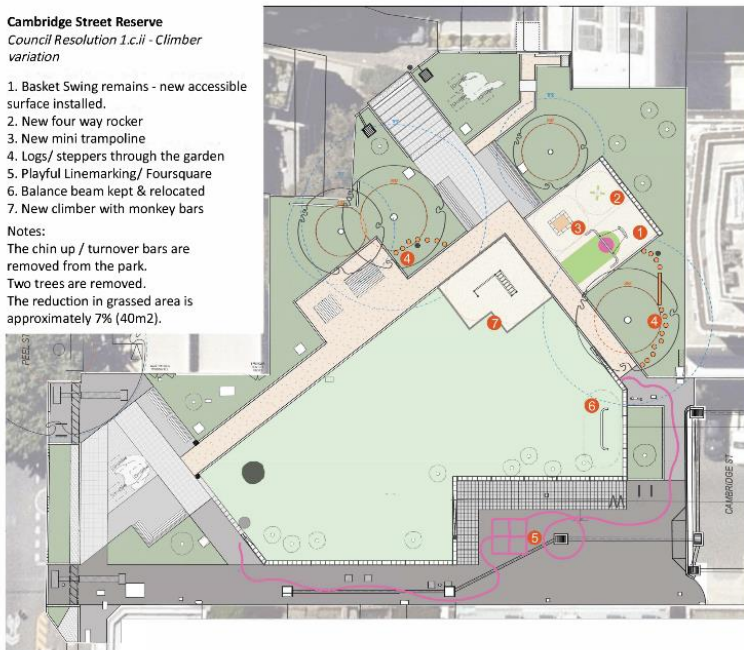


Figure 4: Council Resolution 1.c.ii - Climber variation

## 1.2. About this report

The purpose of this report is to summarise the key findings from the Cambridge Street Reserve play space engagement from early 2024. Capire has delivered an independent analysis of the engagement data, and the findings will be presented to Council to inform the future of the reserve play space.

## 2. Engagement overview

This section of the report provides an overview of the reserve play space engagement objectives, the engagement activities and promotion, and the methodological limitations.

### 2.1. Engagement objectives

The objectives of the engagement program were to:

- understand which of the concept plans are preferred by the community and why
- understand the types of play equipment and play elements that are preferred by the community and why
- hear perspectives and preferences from a diverse range of voices and cohorts who utilise the reserve including residents close to the reserve, children and people who identify as having a disability.

### 2.2. Engagement tools

#### 2.2.1. Promotion

Various tools and channels were used to provide the community with information about the project and to promote engagement opportunities.

Table 1: Promotional activities for Cambridge Street Reserve play space engagement

TOOL	DESCRIPTION
Your Say Yarra Page	A webpage for the Cambridge Street Reserve play space engagement was established on Your Say Yarra ( <a href="https://yoursayyarra.com.au/cambridge-street-reserve-play-space">https://yoursayyarra.com.au/cambridge-street-reserve-play-space</a> ). This webpage served as a detailed resource, providing project information, frequently asked questions, a project timeline, and updates.  The webpage also hosted the online survey for the project.
Social media	Social media advertisements were published between 14 March -21 March 2024.
Social media	Council ran a series of posts through the corporate @cityofyarra social media account. These posts were also shared, when necessary, with sub brands including Yarra Libraries, Yarra Leisure and Yarra Arts.
Email newsletters	Council sent four newsletter notices regarding the engagement from 21 February to 15 March 2024.

#### 2.2.2. Activities

Council undertook a consultation process for the reserve play space designed to gather feedback from nearby residents and community members of all ages who use the reserve. Two methods of engagement were used, and they are described below.

**Online survey**

The online survey, accessible via Your Say Yarra, was the principal method of gathering community feedback. The objective of the survey was to understand which concept plan respondents preferred and why, and to elicit any additional feedback regarding preferences for the reserve.

Participants were invited to select from the four concept plan options and to describe why they chose that option. Participants were also invited to provide any other comments relating to the play space and the reserve. The survey also gathered demographic information.

The survey received 475 contributions, six of which were incomplete and therefore discarded from the analysis and not included in this report’s findings.

To complement and promote online engagement, the engagement approach included three in-person community pop-up events located at the reserve.

A copy of the survey questions can be found in [Appendix A](#).

**Pop-up sessions**

Council delivered three pop-up community engagement sessions outlined in Table 2. The following community participation metrics were captured:

- Engagement – the approximate number of people that stopped at the pop-up sessions.
- Responses – the number of survey responses collected at the session.

*Table 2: Pop-up sessions and participation results*

INFORMATION SESSION DETAILS	ENGAGEMENT	RESPONSES
Cambridge Street Reserve session on Thursday 7 March from 6 to 7.30pm	40	11
Cambridge Street Reserve session on Tuesday 12 March from 11am to 1pm	25	3
Cambridge Street Reserve session on Saturday 16 March from 10am to 12 midday	40	14
Total	105	28

At the sessions, children were invited to choose from three example pieces of equipment and place the one they liked best on an image of the reserve play space. They were then asked to write their name and age on the options (occasionally with the support of their parents).

A total of 20 pieces of feedback were received from children through this activity, including:



6 contributions received by children aged 2 years or under



5 contributions received by children aged 2 to 5 years



4 contributions received by children aged 5 to 12 years



5 contributions received by children who did not write their age on the card.

### Other methods

Written feedback was accepted for the reserve play space engagement. Two written feedback were received via email represented by a local resident and a local community group.

### 2.3. Limitations

All engagements have some limitations inherent to the design and, or the process. The engagement methodology had several limitations that should be acknowledged when reading this report. These are outlined below.

- Capire did not deliver the engagement. Capire has reported and interpreted the information documented by participants within the survey and other data sources to represent the views of participants as closely as possible.
- The media's significant interest in the project may have influenced the community's sentiment and the overall results of the survey.
- The survey was edited one day into the engagement to remove a fifth 'no change' option (due to the Council resolution of providing four clear options for community consultation on the reserve play space). The initial data collected was disregarded and respondents were asked to re-issue their response, this may have resulted in some respondents' initial preferences or attitudes not being captured.
- The survey did not include a 'no change' option, and it was not clear that selecting a concept plan option was not a mandatory question on the survey. This led to some participants stating they selected an option only because 'no change' was not available, which may have resulted in some data inconsistencies. Where it is clearly stated, this data has not been recorded in the quantitative concept plan selection data, but the sentiment has been documented.
- The engagement approach included multiple opportunities for participants to contribute. Some people may have taken part in multiple engagement activities, for example completed the survey and participated in pop-up sessions multiple times. Their views may have been captured more than once. A total of 43 survey responses were identified as potentially duplicated feedback, based on the indicated Internet Protocol (IP) addresses<sup>1</sup>. Regardless, all feedback has been included for analysis in this report.
- People who participated in the engagement self-selected to take part. As such, whilst every effort has been made to gather the views of key stakeholders and the community the information in this report does not reflect the views of a representative sample.

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<sup>1</sup> Note: IP addresses are recorded automatically when surveys are being submitted. IP addresses are the identifier that allows information to be sent between devices on the internet. It can be used to identify which digital device was used to submit individual survey responses. In this case, multiple respondents may have submitted their responses via the same device, contributing to the number of potential duplicated feedback, as Council digital tablets were made available for community members during the pop-up sessions.

### 3. Summary of participants

The online survey asked respondents to answer a series of demographic questions, to help understand the characteristics of those responding and the reach of the engagement. Over the engagement period, 469 complete online survey responses were received.

This section of the report provides an overview of who was reached through the online survey.

#### 3.1. Connection to Yarra

Figure 5 shows how the survey respondents are connected to Yarra. Respondents were able to select all options that applied to them. Most respondents live in Yarra (89%, 419 respondents) with 39% (185) indicating that they own a property or mortgage in Yarra. A total of 27% (127) respondents work in Yarra, and 7% (35) own a business within the municipality.

Ten percent of the respondents (46) shared they visit Yarra, 18 of which chose visitor as their only connection, which contributes to 4% of total survey respondents.

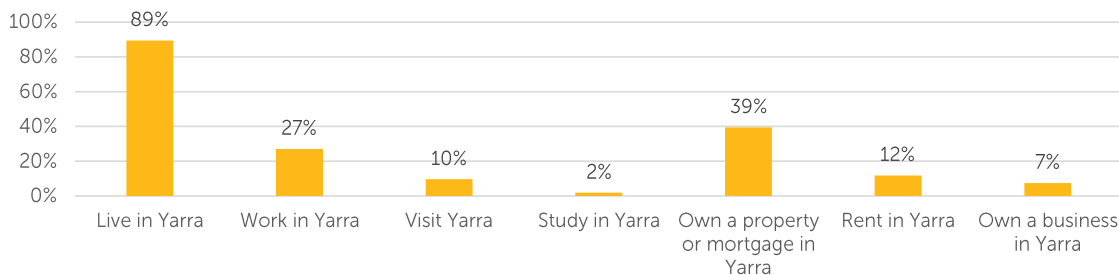


Figure 5: Survey respondents' connections to the City of Yarra (n=469)

#### 3.2. Gender

As shown in Figure 6, slightly more than half of the respondents, 55% (258), identified as women, 38% (178) as men and 2% chose self-described. A total of 5% of participants preferred not to state their gender.

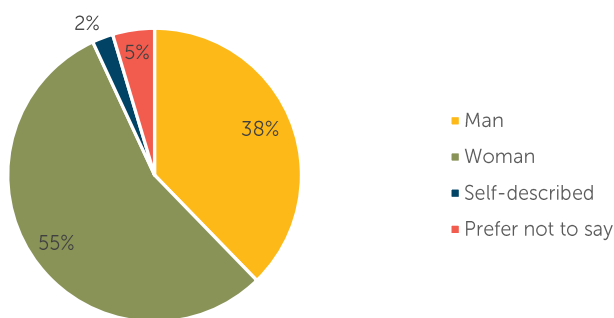


Figure 6: Survey respondents' gender (n=469)



### 3.3. Age range

Approximately half (52%, 242) of the survey respondents were between 35 and 49 years of age, as shown in Figure 7. The next most common age group was 25 to 34 years (22%, 103) followed by 60 to 69 years (10%, 49). One respondent was aged 12 to 17 years of age (0.2%), and no respondents were 85 years or older.

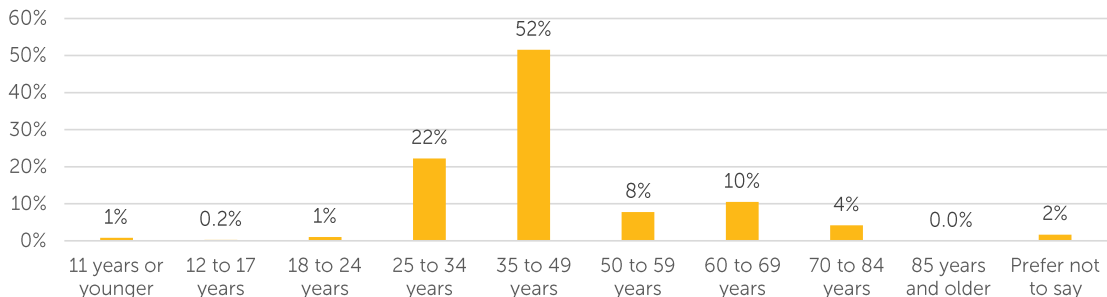


Figure 7: Survey respondents' age (n=469)

### 3.4. Suburb

Figure 8 shows the suburbs in which survey respondents reside. The majority of respondents 66% (309) live in Collingwood, where the reserve is located. Richmond, Fitzroy, Abbotsford and Fitzroy North were other common suburbs of residency. Six percent (29) of respondents said they live outside of Yarra.

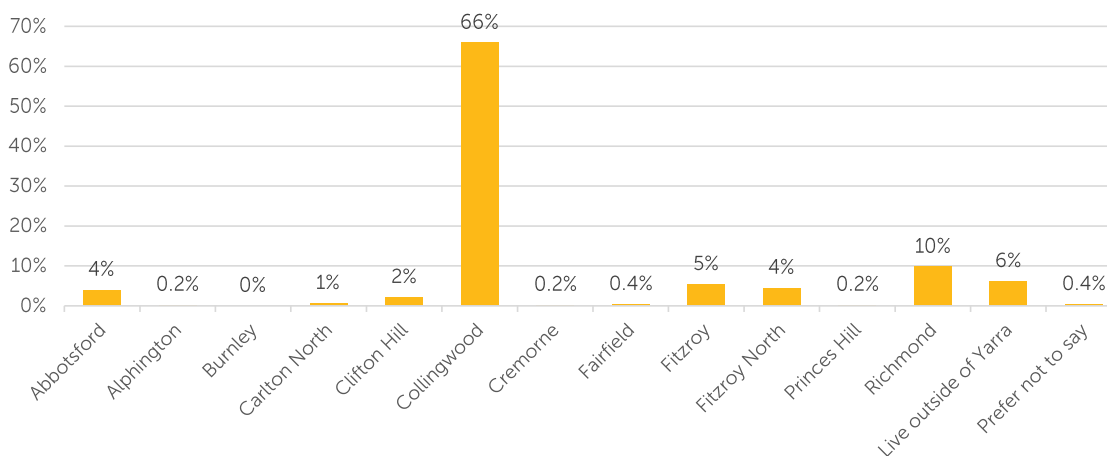


Figure 8: Survey respondents' suburb (n=469)

### 3.5. Representation

The City of Yarra recognises the diversity of their community and seeks to understand whether groups that may be underrepresented at times are included within the engagement. Respondents were able to select all groups which apply to them. As shown in Figure 9, 18% (86) of survey respondents identified as being part of the LGBTIQ+ community, 9% (41) speak a language other than English at home, 5% (25) are living with a disability and 1% (4) identified as being of Aboriginal or Torres Strait Islander descent.

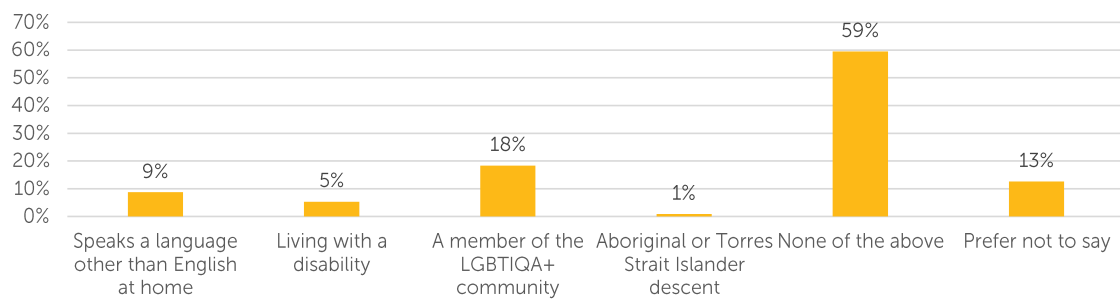


Figure 9: Survey respondents' representation (n=494)

## 4. Engagement findings

The following findings summarise the feedback and ideas collected through the engagement process, which includes the survey, pop-ups and submissions.

### 4.1. Key community preferences for the reserve play space

A range of feedback was gathered during the reserve play space engagement regarding what people value and how they would like to use the reserve. Prevalent and recurring themes have been identified which reflect the overarching preferences and values responses shared regarding the proposed reserve play space concept plans. These are summarised below.

#### 4.1.1. Desire for open space in Collingwood

Responses commonly expressed the desire for more open space in Collingwood and for many, this was a key consideration when evaluating the concept plan options. Such responses indicated that with increasing development more community members are now living in apartments or housing that do not have direct access to outdoor areas. It was felt that well-maintained public open spaces are critical for residents to access nature, enjoy recreational activities, gather, play, and rest. Many responses further emphasised that there is limited space of this kind available in and around Collingwood, and community members would travel longer distances to access other open spaces such as Fitzroy Gardens, Powlett Reserve, and Emerald Street Playground.

Overall, many responses expressed that the reserve is a valuable opportunity to provide quality open space in Collingwood given its proximity to nearby residential areas, businesses, and schools.

*'Collingwood is an excellent neighbourhood, but it lacks any significant green spaces.'* – Survey respondent

*'This and the pocket parks are essential to an area undergoing expensive redevelopment.'* – Survey respondent

*'Living in apartments means we don't have our own backyards and consequently rely on our local parks and playgrounds to provide our little ones with time outdoors.'* – Survey respondent

*'I think it would be great for the community and families living in apartments to have more play area and spend more time outside in a safe environment.'* – Survey respondent.

This sentiment was predominant in responses that selected Council resolution 1.c.i (retaining the most green space) and those that stated a preference no change at all.

#### 4.1.2. Need to cater for the diverse needs of the community

When evaluating the concept plan options, many responses reflected on individuals' experience and observations of the changing site and their participation in previous engagements to help shape the expansion of the reserve. Still, there were divergent opinions regarding whether the expansion project has provided the right space for the changing community.

Many responses emphasised that the reserve must cater to the evolving community's diverse needs in Collingwood. At times, some responses were at odds over whose needs were of most importance.

Some responses shared that the local neighbourhood is experiencing a change in its demographics since the pandemic, with an increase in families with young children, indicating the need for more play opportunities in Collingwood. At the same time, there is also a high demand for open space to support the health and wellbeing of

community members who live, work, and visit in the area. Responses commonly stated that concept plan options should be able to fulfil and balance the diversifying needs of the evolving community.

Table 3 provides a list of users of the reserve, as indicated by responses received, and their considerations for the concept plan options.

*'It's essential it provides a place for children to climb and play, as well as for all other park users to enjoy.'*  
– Survey respondent

*'I think it is important to bear in mind the multiple needs of the community and the demographic.'* – Survey respondent

*'We are often visiting with adults and children. It's important to provide open spaces for everyone to use, not just a specific demographic.'* – Survey respondent

*'It (the Reserve) definitely has potential to serve everyone and foster a connected community.'* – Survey respondent

Table 3. Different user groups and their key considerations for the reserve

Users of the Reserve indicated in responses received	Key considerations
Families with children	<p>Responses that indicated they are a family with children (or have children who visit regularly) emphasised the importance of play equipment and elements in open space to support the growth and development for children, and for families with children to spend quality time together.</p> <p>Some responses pointed out that children at different ages and stages may enjoy different kinds of spatial layouts and play equipment; therefore, the space must consider safety, enjoyment, and developmental benefits for a range of age groups. Therefore, key considerations are that the reserve must be engaging for children and families, versatile for children at different age ranges, and inclusive for children of all abilities.</p> <p><i>'Hopefully it can be more family friendly, especially some families are living in small apartments, they need a good park/playground to take kids to.'</i> – Survey respondent</p> <p><i>'There are lots of lovely young families with young children in the area and need to be catered for'</i> – Survey respondent</p>
Families without children, working professionals in Collingwood, young people	<p>Some responses shared that the reserve is an important site for families without children, working professionals in Collingwood, and young people to enjoy passive recreational activities such as reading, relaxing, gathering with friends, and having lunch during breaks; as well as active recreational activities such as exercising. Respondents who shared this view expressed that they would not like to see such activities being compromised when considering the concept plan options.</p> <p><i>'I live close by and every time I walk past (frequently) there are adults sitting out there eating, reading, playing with their dogs. The park is full on nice days, it's great to see.'</i> – Survey respondent</p> <p><i>'I've noticed that people enjoy the passive recreation space which provides a peaceful area.'</i> – Survey respondent</p>

Users of the Reserve indicated in responses received	Key considerations
Pet owners	<p>Some responses shared that given the limited open space available in the area, Cambridge Street Reserve is used by many pet owners for dog walking and socialising with others. These responses pointed out the needs and wellbeing of pet owners and their pets in the community as a critical factor when evaluating the concept plan options.</p> <p><i>'Peel Street park is used by so many dog owners to relieve their pets.'</i> – Survey respondent</p> <p><i>'I love the space as is and have been really enjoying reading a book with a rug and my dog on a sunny day there.'</i> – Survey respondent</p>
People with a disability	<p>Several responses stated that accessibility is a consideration when selecting concept plan options as the reserve should be an inclusive space with equipment for people with all abilities to access and enjoy.</p> <p><i>'Ideally which ever options are picked the disability community is considered in the delivery to ensure the maximum amount of play equipment is accessible.'</i> – Survey respondent</p>

In summary, responses received through this engagement indicated a wide range of considerations when evaluating the concept plan options. This includes participants’ understanding of the provision of open spaces in Collingwood, the changing needs of the evolving community for open spaces, and their personal connections with the reserve. The selection of the preferred concept plans and the indicated reasons for each option are further discussed in the sections below.

## 4.2. Concept plans

Participants were asked to select their preferred concept plan option for the reserve play space and explain the reasons for their selection. For details of the four concept plan options, refer to [Section 1.1.1](#). To note:

- selection of a concept plan was not mandatory to make comments about the project
- some participants selected a concept plan but were explicit in their open text response that they preferred no change
- some participants did not select an option and were explicit in their open text response that they preferred no change
- some participants did not select an option for other reasons shared in the report
- children’s selection of their preferred play equipment during pop-up sessions has been reported on separately in [Section 4.3](#).

Capire counted the responses that indicated a preference for no change in addition to the participants’ concept plan selection where necessary. This has resulted in some responses being counted as both a concept plan selection and a ‘no change’ selection, totalling 501 counts compared to 469 surveys received.

As shown in Figure 10, Council Resolution 1.c.ii – Slide variation was selected the most with 167 counts, closely followed by 151 counts for Council Resolution 1.c.i. There were 89 responses that expressed preference for no change. Council Resolution 1.c.ii – Climber variation, and Council Resolution 1.c.ii – Spinner variations received the

least support, with 45 and 36 counts respectively. The remaining 13 of responses did not make a selection for shared reasons other than seeking no change.

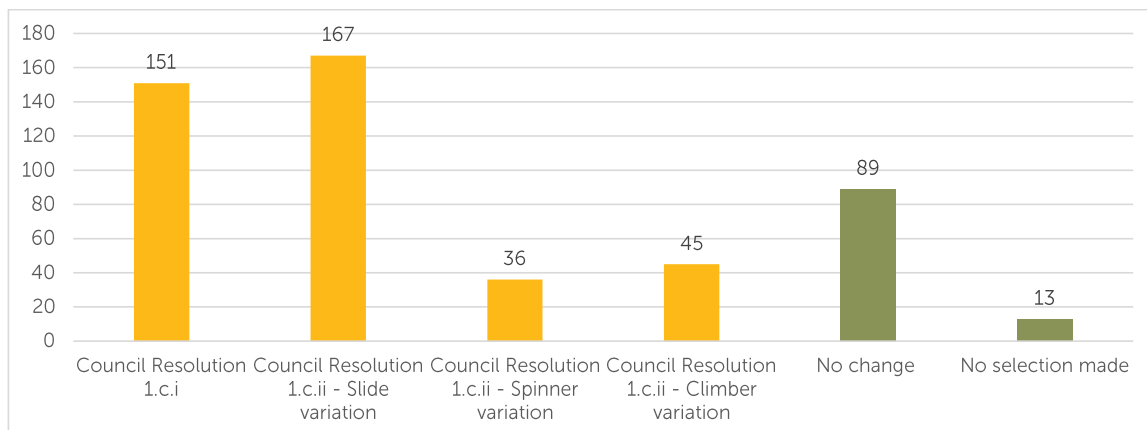


Figure 10: Respondents' concept plan preference (n = 501)

(Note: The number of counts for 'No change' and 'No selection made' are displayed in green, compared to yellow for concept plan options in Figure 10, as they were counted by Capire in addition to the selected concept plan options for reasons stated above.)

#### 4.2.1. Council Resolution 1.c.i

Council Resolution 1.c.i includes the new proposed designs without any loss of grassed area. There was a total of 151 counts for this option. The primary reason shared for selecting Council Resolution 1.c.i was to preserve and maintain green space in the reserve.

Some respondents felt that this option was a fair compromise between additional equipment with minimal disruption on the green space. Respondents selecting this option stated that this would balance the different uses and needs, while some said the main users of the reserve were local workers and dog owners. Respondents emphasised the importance of retaining grassed areas and trees, especially considering the small proportion of green space in Collingwood. Respondents also highlighted the grassed area provides a flexible space for both children and adults, including activities such as:

- dog walking
- relaxing, having picnics, reading
- playing games in open space such as frisbee and playing with balls.

*'I would not support any reduction in the grassed area because there is such a limited amount of green space left in this part of Collingwood. I strongly believe that Council's expansion of the park has been very successful in addressing some urban heat island effects. Further to this I would not support any removal of the existing trees.'* – Survey respondent

*'Collingwood needs more green space. In such an urban, built up area, pockets of green is highly needed'* – Survey respondent

*'This appears to me to be the design with the least additions. I have small children and live in Collingwood but I see no problem in having a park with minimal play equipment, and i don't want council to spend too much more money on this park.'* – Survey respondent

*'The whole idea of this park was to create more green space. Having lived in this area for over 20 years I do not believe we need to remove grass space for children's play equipment. It's not exactly an area that*

*is heavily dominated with kids. However plenty of people with dogs who want more grassed areas' – Survey respondent*

#### **4.2.2. Council Resolution 1.c.ii – Slide variation**

Council Resolution 1.c.ii slide variation includes a new slide with a climbing rope, a 7% (40m<sup>2</sup>) reduction in grassed areas and two trees removed. There was a total of 167 counts for this option. Respondents said they predominately chose this resolution based on the inclusion of the play equipment, and particularly the slide. The main reasons were:

- this option provides the most variety of play equipment
- the equipment caters to a range of ages and abilities, especially younger children
- the amount of loss of grass is a good compromise for additional play equipment
- slides are a safe, fun and teach children useful social skills such learning to take turns and negotiating space with others
- climbing ropes onto the slide provide positive health outcomes such as building strength and coordination
- the slide is their children's favourite piece of play equipment.

Several respondents shared that they prefer traditional play equipment such as slides. There were also several suggestions for a ladder or stairs to get up the top of the slide in addition to a platform to improve access and safety, especially for younger children. Other suggestions include a small and large slide for different children of different ages.

*'A slide option with a rope climb covers many developmental age groups.' – Survey respondent*

*'I feel this provides the most options for play of these concepts, however it's still not enough.' – Survey respondent*

*'My kids love slides. They can be used by all ages and abilities. Please ensure there is an actual ladder.' – Survey respondent*

*'This option seems to have the greatest appeal to the greatest number of children. This option appeals in that it would develop a variety of skills and provide opportunities to climb, explore and learn risk taking in a safe environment.' – Survey respondent*

*'I have an only child and find that slides are a great way for children to interact socially, teaching them to share by taking turns. Like the kitchen is to a home, the slide is the heart of a playground.' – Survey respondent*

#### **4.2.3. Council Resolution 1.c.ii – Spinner variation**

Council Resolution 1.c.ii spinner variation includes a new climbing spinner, a 6.3% (36m<sup>2</sup>) reduction in grassed areas and two trees removed. A total of 36 counts were received for this option. The main reasons respondents chose this option include:

- the equipment caters to a range of ages and abilities, especially being beneficial for self-regulation for people with neurodevelopmental needs
- the amount of loss of grass is a good compromise for additional play equipment
- spinners are fun, interesting and their children's favourite piece of equipment.

*'Seems more interesting, fun and challenging for children.' – Survey respondent*

*'I chose the Spinner option based on my 40 plus years in primary education and physical education and working with playgrounds in primary schools. This option increases children's activity in a safe setting whilst also providing enhanced physical movement.'* – Survey respondent

*'It incorporates a nice balance between maintaining the grassed space and having a mix of play equipment for varied ages to enjoy.'* – Survey respondent

#### 4.2.4. Council Resolution 1.c.ii – Climber variation

Council Resolution 1.c.ii climber variation includes a new climber with monkey bars. A total of 45 counts were received for this option. This resolution also sees a 7% (40m<sup>2</sup>) reduction in grassed areas with two trees removed. The main reasons respondents chose this option include,

- the equipment caters to a range of ages and abilities, especially older children and adults
- the amount of loss of grass is a good compromise for additional play equipment
- the equipment provides positive health outcomes, such as building physical strength for children
- the equipment is fun as there is no climbing tree nearby
- the equipment encourages curiosity and is their children's favourite piece of equipment.

*'I think the climbing option can also be utilized by adults for pull ups etc. this maximizes play for children.'*  
– Survey respondent

*'This option is a nice counterpoint to other equipment as it caters for slightly older children. With this option the park should be interesting to a wide variety of children and across different developmental stages.'* – Survey respondent

*'Suits a wider a range of activities. While there is a loss of some grass space, there still remains significant grass and seating/table areas which cater for everyone regardless of whether they are with children, have dogs or just want to picnic/relax on the grass.'* – Survey respondent

#### 4.2.5. No change

Apart from the concept plan options presented, a significant number of responses (89 responses) indicated that a preference for the reserve to remain as it is. The two written pieces of feedback received indicated a preference to not make any changes to the current play space in the reserve. The reasons shared by participants include:

- the reserve is currently well-designed and used by a range of users of different ages
- the reserve currently provides versatility for activities, including both passive and active recreational activities for both adults and children
- community members are satisfied with the current changes and would like Council resources to be allocated more efficiently
- further construction would cause disruptions to nearby residents and reserve users
- additional play equipment would have noise impacts for local residents
- additional play equipment would result in the loss of green area and plants
- other areas in Collingwood, such as the northern end of Cambridge Street and Peel Street Park, would be better opportunities to develop a new play space.



*'I like the park as it is. Recent changes are so great! I love to have more open space - it's far more versatile for games, picnics, ball games, etc and suits much wider age group' – Survey respondent*

*'I think that the park should stay the same as it is. I'm in high-school and this area works really well for me and my friends to hang out at.' – Survey respondent*

*'Council should not alter the Cambridge Street Reserve play space because neither side will be happy with the outcome: proponents of expanding the play space will not get back what was lost, and opponents of expanding the play space will not retain the green open space that they have now.' – Community submission*

*'All ages can use green space, only children can use children's playground equipment.' – Community submission*

### 4.3. Children activities

Children who attended the pop-up activities were shown three example pieces of play equipment and select the one they liked best, occasionally supported by their parents. Twenty pieces of feedback were received through this activity, as shown in Figure 11, the following votes were received by participating children:

- eleven participants voted for a slide
- five participants voted for a spinner
- four participants voted for a climber.



Figure 11: Children's contributions at the reserve play space pop-up

### 4.4. Additional comments

Participants were asked to comment on the Cambridge Street Reserve play space. The feedback received, in addition to those relevant to the options above, has been summarised below.

#### Design of the play space

- **Unsatisfied with concept plan options proposed:** some participants were unsatisfied with the concept plan options proposed, stating that three pieces of equipment included in all options is not enough for a fun, engaging play space for children of different age ranges. Several participants shared additional ideas such as installing nature play elements, play equipment with a brighter colour palette, play equipment beneficial for sensory development.
- **Placement of existing play equipment:** Several participants would prefer the current swing be replaced with traditional swings or move it to the grass area to make space for additional equipment. There were also suggestions to remove the balance beam, four-way rocker and chin-up bars.
- **Play equipment safety:** Several participants had safety concerns for the trampoline and spinner. There were also concerns regarding the proximity of the playful line markings to the road and the balance bar relocation near a high edge.
- **Proximity of play equipment to car parking area:** A few participants raised safety concerns about the proposed four-way rocker being closely placed to the car parking area, that it may be challenging to overlook the area and protect children from moving vehicles.

### Other amenities, safety, and maintenance of the reserve

- **Additional amenities:** Multiple participants suggested a range of other amenities to be included in the reserve, such as a quiet space separated from the play area, outdoor gym equipment for adults, more natural shading, seating, and BBQ.
- **Maintenance:** There were recommendations for general maintenance of the area, including more regular cleaning and removal of rubbish bins.
- **Pet access:** Several participants shared comments about pet access to the reserve. Some participants would like to see a fenced area for dogs to run off-leash, and include more pet-friendly amenities such as dog waste dispensers. Some participants stated that some users allow their dogs to roam freely despite current regulations in the reserve. This was seen as a safety risk for individuals who may be allergic to or are uncomfortable around dogs.
- **Sense of safety:** Several participants shared safety concerns related to the reserve, including drug and alcohol-related activities and anti-social activities in the park. Some suggested installing additional lighting or arranging more regular monitoring by Council staff or park rangers to create a safer environment for reserve users.
- **Community activities:** A few participants expressed a desire for more community activities to be held at the reserve to foster community connection in the neighbourhood.

### Project communication and community engagement process

- **Confusion about the survey and concept plan options presented:** Multiple participants shared comments about the design of the online survey, stating that the concept plan options were hard to understand with similar names and more detailed descriptions about each option would be more beneficial for participants to provide feedback. As indicated by the no change sentiment shared earlier, many participants also thought that an option for the reserve to stay as is should have been included in the survey.
- **Engagement opportunities:** A few participants shared that they would like Council to allow more face-to-face opportunities about this project to ensure Council could receive diverse feedback from more local residents, including children.

## 5. Conclusion

### 5.1. Summary of findings

#### Community preferences and aspirations

- There is overwhelming support for more open space in Collingwood as there are more residential developments in the local area and an increasing demand for access to open space within walking distance.
- A diverse range of views were captured in the play space engagement regarding what participants value and how they would like to use the reserve, including those who are seeking as much uninterrupted green space as possible and those that who accessible play equipment deemed appropriate for a range of ages and stages. These values have influenced how participants evaluate the proposed concept plans for the reserve play space
- There were divergent opinions regarding whether the reserve expansion project has provided the right space for this local changing community.

#### Concept plan options

- Close to half of participants selected Council Resolution 1.c.ii – Slide variation as their preferred option (42%), closely followed by Council Resolution 1.c.i (38%), while 22% of participants and an additional two written feedback responses indicated that they would prefer the reserve to remain as it is.
- The 48% of participants who selected Council Resolution 1.c.ii—Slide variation (42%) chose it because it provides the play equipment option they (or their child) most prefers, as well as safety and accessibility considerations and health and developmental benefits. This rationale was similar to those of those who selected the Climber and Spinner variations.
- Participants who selected Council Resolution 1.c.i (38%) commonly felt that this option would balance demands for different uses and needs. There would be additional play space with minimal disruption on the grassed area that provides a flexible space for a range of activities by children and adults.
- Participants who preferred no change (22%) to the reserve expressed their satisfaction with the current design and use available in the reserve, concerns about disruption and noise impacts by further construction work and additional play equipment, and the loss of green area in Collingwood.

### 5.2. Consultant observations

While many of the limitations are covered in an earlier section of the report ([Section 2.3](#)), Capire Consulting Group has provided some reflections on the engagement results and considerations for future engagement with this community.

#### Lack of 'no change' option in the survey

The project proposed four concept plan options for the play space in Cambridge Street Reserve. The survey, as the primary tool to gather community feedback, asked community members to select their preferred option from the four concept plans only. As the 'no change' option was removed from the original survey this sentiment may not have been adequately captured.

#### Technical concepts and accessible engagement

Some participants expressed frustration that the concept plan options were hard to understand, given the similar names and technical drawings provided. To ensure accessible engagement, potential barriers that participants may face in understanding and providing feedback on projects should be identified and addressed. One approach could

involve preparing materials that are easier to comprehend, such as providing clear and concise descriptions written in plain language alongside any technical drawings or images. These descriptions can help bridge the gap between technical knowledge and community understanding, enabling individuals of varying literacy levels to participate more fully in discussions and provide meaningful feedback.

### **Ongoing engagement and communication with the community**

The engagement reflects a high-level of community interest in the broader provision of open space and play spaces in Collingwood. The politicisation of the Cambridge Street Reserve play space project and related engagement meant the engagement was treated more like a vote or a poll, rather than a discussion around current and future needs.

This suggests a need for clear and transparent communication regarding the next steps in the project and other parks and reserves. Given the divergent views captured in this consultation, additional engagement using observations over an extended period to understand the seasonal use may be worthwhile to ensure future reserve designs are informed by and responsive to the diversity of community preferences and needs.

### **5.3. Next steps**

The Council Resolution requires council officers to report back to Council at the conclusion of the consultation period. The community engagement findings included in this report will inform their report and the recommended next steps regarding the Cambridge Reserve play space.

# Appendix A: Survey questions

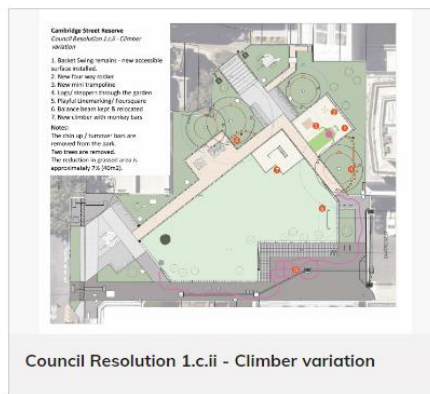
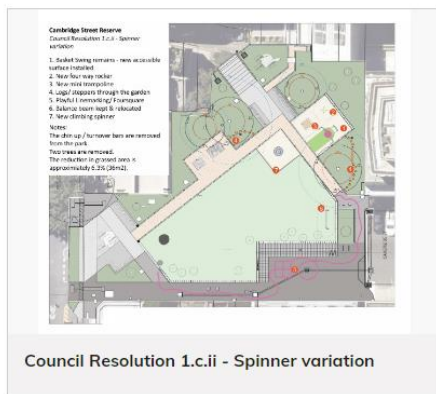
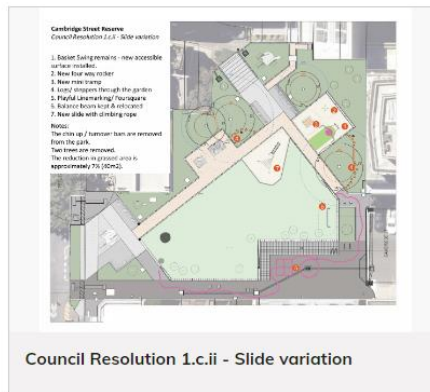
This survey has two sections:

- Section one asks for your opinion on how we should incorporate play equipment into Cambridge Street Reserve.
- Section two contains some demographic questions to learn more about you.

## Section one

1. Please select which of following concept plans you support the most.

The selected item will be surrounded with a pink outline and have a check mark next to it. To view the options in more detail, please click on the concept plans above.



2. Please explain why you picked the option above.
3. Do you have any comments regarding the Cambridge Street Reserve play space?

## Section two

4. What's your connection to Yarra?

- I live in Yarra
  - I work in Yarra
  - I visit Yarra
  - I study in Yarra
  - I own a property or mortgage in Yarra
  - I rent in Yarra
  - I own a business in Yarra
5. What gender do you identify as?
- Man
  - Woman
  - Self-described
  - I prefer not to say
6. What is your age range?
- 11 years or younger
  - 12 to 17 years
  - 18 to 24 years
  - 25 to 34 years
  - 35 to 49 years
  - 50 to 59 years
  - 60 to 69 years
  - 70 to 84 years
  - 85 years and older
  - Prefer not to say
7. What suburb do you live in?
- Abbotsford
  - Alphington
  - Burnley
  - Carlton North
  - Clifton Hill
  - Collingwood

- Cremorne
  - Fairfield
  - Fitzroy
  - Fitzroy North
  - Princes Hill
  - Richmond
  - Live outside of Yarra
  - Prefer not to say
8. Select all that apply. I am...
- Speaks a language other than English at home
  - Living with a disability
  - A member of the LGBTIQ+ community
  - Aboriginal or Torres Strait Islander descent
  - None of the above
  - Prefer not to say

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Capire acknowledges  
and deeply respects the  
Wurundjeri people and  
the Traditional Owners  
of the Victorian land.

**Certified**



**Corporation**

**capire**



## 7.4 Charlotte Street Traffic Analysis Update

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<b>Reference</b>	D24/185723
<b>Author</b>	Kate Yuncken - Manager City Strategy
<b>Authoriser</b>	General Manager City Sustainability and Strategy
<b>Disclosure</b>	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.

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### Purpose

1. On 12 December 2023, Councillors endorsed the final Concept Plan for Charlotte Street Park and agreed to commence the road discontinuance process. Council resolved (unanimously);  
*That Council:*
  - (a) *endorses the final concept plan for Charlotte Street pocket park;*
  - (b) *approves the commencement of road discontinuance process;*
  - (c) *approves the concept design to proceed into the design development and documentation phase;*
  - (d) *notes the commencement of the temporary road closure in late January 2024, while the formal road discontinuance process is initiated;*
  - (e) *notes that further traffic and parking studies will be undertaken to determine the transport movement impacts of a road discontinuance in the local neighbourhood; and*
  - (f) *thanks the community for their involvement in the engagement process.*
2. The purpose of this report is to respond to part 1(e) above to provide the outcomes of the further traffic analysis that have been conducted.

### Critical analysis

#### History and background

3. The Yarra Open Space Strategy 2020 identified the need for more green open space in Richmond. Council's Swan Street Streetscape Masterplan included a proposal to create a pocket park in Charlotte Street which received high levels of support from the community.
4. A first round of consultation was completed in late 2022. Of those surveyed, 68% were in favour of the new pocket park and the creation of more green open space in Richmond.
5. A second round of consultation was undertaken in August – September 2023 to seek community feedback on the draft concept plan for the pocket park. Of those surveyed, the large majority, approximately 88% responded positively to the design and were in support of the pocket park.
6. Some members of the community have raised concerns that the closure of Charlotte Street will have an adverse traffic and on street parking impact on the surrounding streets. Recent correspondence includes a petition against the closure of Charlotte Street was presented at the Council Meeting on 14 May 2024. The petition, signed by 206 individuals, expressed concerns about the impact of the street closure on traffic.
7. Council engaged an independent traffic consultant Traffix Group Pty Ltd to carry out a traffic engineering assessment, traffic surveys and spot surveys in the area. These took place in 2022 and 2024. Based on the findings of the assessments, the independent consultant concluded that a permanent road closure is feasible.

8. The assessments have also identified that there has been an increase of traffic in the local streets from 2022 to 2024, including when Charlotte Street was not closed to traffic. The traffic consultant has advised that the increase in traffic is due to increased congestion in Swan Street, motorists ignoring statutory turning restrictions, and live traffic mapping apps advising motorists to detour via the local streets. The recommendations of this report seek to assist in reducing traffic on local streets.



*Figure 1: Render of Charlotte Street Pocket Park*

#### Temporary Road Closure

9. In order to test and simulate future traffic conditions, a temporary road closure in the form of a temporary pop-up park took place from February to mid-April 2024.
10. During that time further traffic and parking studies were undertaken to determine the transport movement impacts in the local neighbourhood.
11. Figure 2 below shows the extent of the temporary road closure in Charlotte Street with the 'Kit of Parts' that was installed in order to activate the space.



Figure 2: Charlotte Street temporary road closure and pop-up park

12. The period of temporary road closure allowed Council to further understand the impact a permanent road discontinuance would have on local traffic and parking conditions.
13. The traffic and parking studies were undertaken by an independent traffic engineering and transport planning consultancy to determine any transport movement impacts in the local neighbourhood.

### Discussion

#### Traffic Analysis from 2022 and 2024

14. Traffix Group Pty Ltd 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. The traffic assessment was based on a range of traffic and parking surveys undertaken in March 2022, 4 months after Victoria's last COVID lockdown (prior to Charlotte Str trial closure). The assessment largely concluded that there would be some redistribution of traffic onto neighbouring streets (particularly Elm Grove and Charles Street), while the reduced number of on-street parking spaces would likely accommodate parking demand in the surrounding area.
15. In mid-March 2024 Traffix Group Pty Ltd undertook traffic surveys during the trial closure of Charlotte Street. Intersection turning counts, 7-day vehicle volumes, and parking occupancy surveys were undertaken to establish changes in traffic patterns on adjacent streets following the closure of Charlotte Street to accommodate the pop-up park.
16. The key changes in traffic patterns between 2022 and 2024 (with temporary road closure in place and pop-up park in place) intersection surveys included:
  - (a) AM Peak:
    - (i) 12 additional vehicles were observed turning into Elm Grove from Church Street (1 movement every 5 minutes);
    - (ii) 10 of the additional vehicles turning into Elm Grove from Church Street ignored the AM peak left turn ban;

- (iii) 30 additional vehicles were observed turning into Charles Street from Swan Street (1 movement every 2 minutes);
  - (iv) 23 of the additional vehicles turning into Charles Street from Swan Street ignored the AM peak right turn ban;
  - (v) There was an increase of 19 vehicles turning right from Elm Grove into Church Street;
  - (vi) There were an additional 59 through movements Charles Street at the Charles Street / Charlotte Street intersection (approximately one (1) additional movement per minute); and
  - (vii) Higher levels of traffic were also identified accessing Church Street and Swan Street from McNamarra Street, via Charles Street and Elm Grove; and
- (b) PM Peak:
- (i) 16 additional vehicles were observed turning into Elm Grove from Church Street (1 movement every 4 minutes);
  - (ii) 65 additional vehicles were observed turning into Charles Street from Swan Street (1 movement every 55 seconds). This included 59 additional vehicles turning right from Swan Street into Charles Street;
  - (iii) There was an increase of 82 vehicles turning right from Elm Grove into Church Street;
  - (iv) There were an additional 91 through movements Charles Street at the Charles Street / Charlotte Street intersection (approximately one (1) additional movement every 40 seconds); and
  - (v) Higher levels of traffic were also identified accessing Church Street and Swan Street from McNamarra Street, via Charles Street and Elm Grove.
17. While the detailed surveys identified traffic movement patterns generally in line with expectations, the surveys recorded a notable increase in vehicles undertaking a short cut from Swan Street to Church Street via Charles Street and Elm Grove (26 more vehicles in AM peak and 56 more vehicles in the PM peak). Higher levels of traffic were also identified accessing Church Street and Swan Street from McNamarra Street, via Charles Street and Elm Grove.
18. As noted within the Traffic report (see Attachment 2), this increase in traffic could not reasonably be attributed to the pop-up park, rather an issue with congestion or slower travel times on the wider road network, which encouraged vehicles to seek alternative routes, noting the parking surveys did not identify any notable change in increased vehicles visiting the area.
19. Additional spot surveys undertaken in May 2024 following the removal of the temporary road closure and pop-up park, showed a similar (much higher than 2022) level of vehicles turning right from Swan Street into Charles Street then travelling to Church Street, via Elm Grove during the PM peak.
20. A screenshot of Google Maps during the May 2024 spot survey shows traffic heading towards the CBD being redirected from Swan Street to Bridge Road, via Charles Street and Elm Grove and several other local streets. Site observations by the independent traffic consultant confirmed most vehicles accessing Church Street from Elm Grove were following the route as directed by Google Maps.



Figure 3: Google Maps directs traffic through local streets (Elm Grove) in PM peak to get from Swan St to City (result from 6:20pm Thursday 2 May 2024)

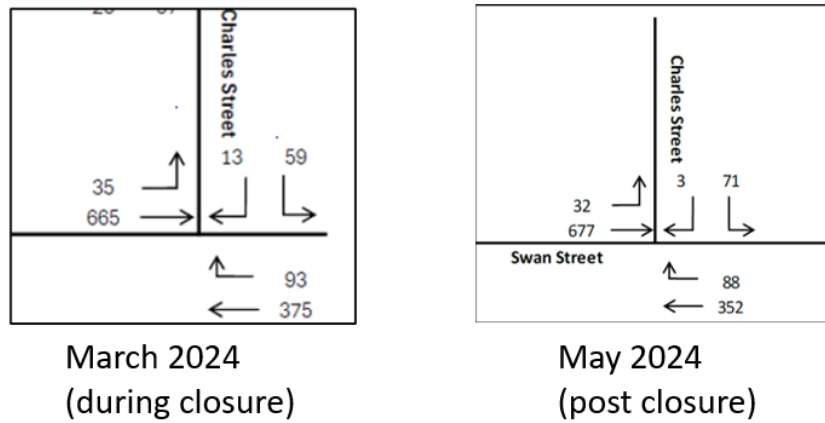


Figure 4: Similar result in terms of right turning traffic from Swan Street into Charles Street

21. It is clear from the surveys that there has been an increase in traffic using both Charles Street and Elm Grove that is not only associated with the pop-up park.
22. Even with the increased traffic volumes associated with the through traffic, the increase in traffic on Charles Street and Elm Grove were generally in line with expectations with recorded average daily vehicle volumes of around 1,100 – 1,500 vehicles per day.
23. Other key findings of the assessment include:
  - (a) There has not been an overall increase in vehicles ignoring left turn bans from Church Street in the area. However, those vehicles previously ignoring left turn bans at Charlotte Street has been transferred to Elm Grove;
  - (b) There is no identified value in converting St Crispin Street to a one-way street based on low traffic volumes and rare incidents of conflicting movements;
  - (c) There has been no notable change to the operation of Swan Street / Church Street intersection; and
  - (d) The small loss of parking spaces associated with the temporary road closure was noted to have no significant impact on parking conditions in the study area.

24. Based on the findings of the assessment independent consultant has concluded that a permanent road closure is feasible. See Attachments 2, 3 and 4 for further details.

### Options

25. In light of the increase of traffic on local streets, due to increased congestion in Swan Street, motorists ignoring statutory turning restrictions, and live traffic mapping apps advising motorists to detour via the local streets, it is recommended that officers:
- (a) Contact the Victorian Police and request enforcement of peak period turn bans;
  - (b) Contact the Department of Transport and Planning and request that it investigates what changes can be made to its network to discourage vehicles undertaking short cuts at this location; and
  - (c) Contact Google Maps to request that its navigation tools avoid redirecting vehicles on local streets.

### Community and stakeholder engagement

26. The initial proposal for a pocket park in Charlotte Street as per the adopted Swan Street Streetscape Masterplan (2022) received high levels of support from the community. The Masterplan includes an artist's impression of a new civil library garden with notations including 'open lawn area to provide informal play, meeting, and small events'.
27. The Stage 1 consultation for the Charlotte Street project held in late 2022 indicated that 68% of respondents were in favour of the new park, while there was also a petition opposing the proposal. The five key themes from the community in order of prevalence are green space, library integration, traffic, parking & accessibility and children & community.
28. The Stage 2 consultation on the draft concept plan generated over 239 responses to the survey, again there was a majority of support for the creation of a pocket park and the proposed design was well received by approximately 88% of survey respondents.
29. A petition objecting to the closure of Charlotte Street was tabled at the Council Meeting on 14 May 2024. The petition contains 206 signatures from people who objecting to the closure of Charlotte Street and its impact on traffic. The petition is provided at Attachment 1.
30. The road discontinuance process will require formal notice to the surrounding community and is the subject of a separate report on the Council Meeting agenda.

### Policy analysis

#### Alignment to Community Vision and Council Plan

31. The Open Space Strategy 2021 has identified the need for more green open space in Richmond.
32. The proposal also aligns with the overarching Council Plan (2012-25) 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.

33. The proposal 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 draft Climate Emergency Plan.
34. The final design will incorporate green infrastructure elements where possible, in line with the Embedding Green Infrastructure Best Practice Toolkit. This would assist in mitigating climate change and also strive to be a flagship project within Yarra.

#### Climate emergency and sustainability implications

35. Increased tree canopy cover would assist in the mitigation of the urban heat island effect resulting in cooler streets and contribution to mitigating climate change and create a more pleasant local environment.
36. Flood mitigation and permeable surfaces would contribute to reduce the effect of localised flooding to adjacent buildings and increase moisture in the ground.
37. Wind mitigation, additional trees would reduce wind corridor effects along the streets.

#### Community and social implications

38. New and improved public spaces is important with a rapidly growing city, new high-density residential developments, and this site, between Richmond Library building at the RSL offers the opportunity to further develop a civic space.

#### Economic development implications

39. A more attractive and welcoming urban environment would enhance people's experience when visiting Yarra and spending more time in the municipality.

#### Human rights and gender equality implications

40. There are no identified human rights implications from the proposed project.
41. Universal design principles would be underpinning the future design of the park to ensure best practice design is implemented for persons of all movement abilities.
42. The existing DDA parking bay by the library is non-compliant, two new compliant DDA parking bays will be delivered as part of this project.
43. CPTED (Crime Prevention Through Environmental Design), gender equity and providing spaces for all abilities principles would inform the design to create a safe and equitable space for all users.

### Operational analysis

#### Financial and resource impacts

44. The estimated construction and associated costs for this project is \$1.9M. This amount is included in the draft 2024/25 budget.
45. Due to the location of the project, 50% of the costs can be funded through the Open Space Reserve consistent with the endorsed Open Space Strategy.

#### Legal Implications

46. The legal process to discontinue the road is lengthy and complex and will run in parallel with the detail design phase.

### Conclusion

47. A new park at Charlotte Street will provide long term benefits to the local and wider area for generations to come and help address the existing shortfall in open space. Approximately 88% of respondents from the Stage 2 consultation were positive to the proposed design and supportive to the proposal to build a park.
48. Although the project has received high levels of support so far, some members of the community are concerned about traffic impacts and loss of parking and DDA parking. The Key Findings of the 2024 traffic analysis are that:

- (a) Traffic volume changes in-line with expectations apart from increase in northbound volume on Charles St and westbound volume on Elm Gr which is primarily due to congestion in Swan St & not the closure of Charlotte St;
  - (b) All streets remain well below environmental capacity in terms of the daily traffic volume;
  - (c) A notable number of vehicles illegally turn against existing turn ban restrictions during the AM peak; and
  - (d) There is negligible change in parking occupancy within the area due to the trial closure.
49. Based on the findings of the traffic assessment the permanent road closure is feasible without any changes required to surrounding network of streets.

## RECOMMENDATION

1. That Council:
  - (a) notes that the findings of the additional traffic and parking studies, including that the increased congestion in Swan Street, motorists ignoring statutory turning restrictions, and live traffic mapping apps advising motorists to detour via the local streets is resulting in an increase of traffic on local streets; and
  - (b) requests officers to write to:
    - (i) Victorian Police and request enforcement of peak period turn bans;
    - (ii) Department of Transport and Planning and request that it investigates what changes can be made to its network to discourage vehicles undertaking short cuts at this location; and
    - (iii) Google Maps to request that its navigation tools avoid redirecting vehicles on local streets.

## Attachments

- 1 [↓](#) Attachment 1 - Petition - Closure of Charlotte Street Richmond
- 2 [↓](#) Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024
- 3 [↓](#) Attachment 3 - Charlotte Street Richmond - Assessing the Environmental Capacity of Local Residential Streets
- 4 [↓](#) Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022





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, 5<sup>th</sup> 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.

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Figure 1: Charlotte Street Pop Up Park Aerial Photograph



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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



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## **Traffic Engineering Assessment**

### **Intersection Turning Movement Counts**

Intersection Turning movement counts were conducted on Thursday, 21<sup>st</sup> 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.



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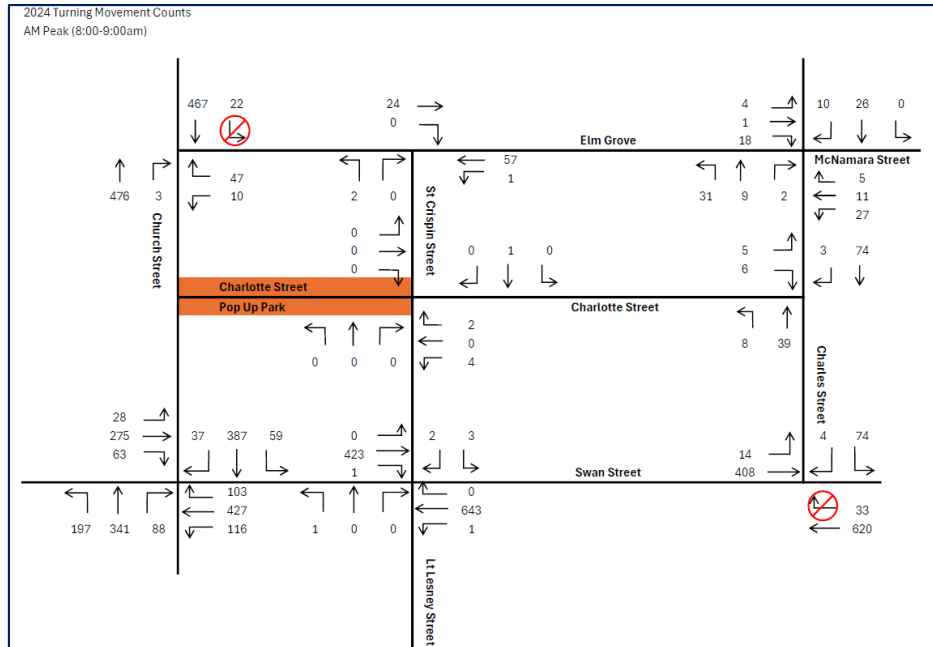


Figure 5: Turning Movement Counts - 2024 AM Peak

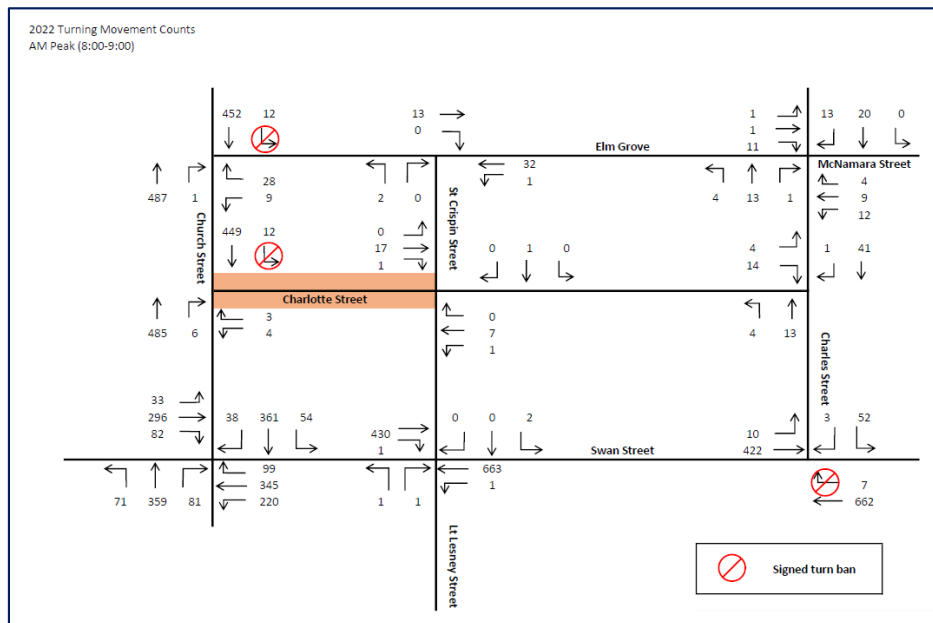


Figure 6: Turning Movement Counts - 2022 AM Peak



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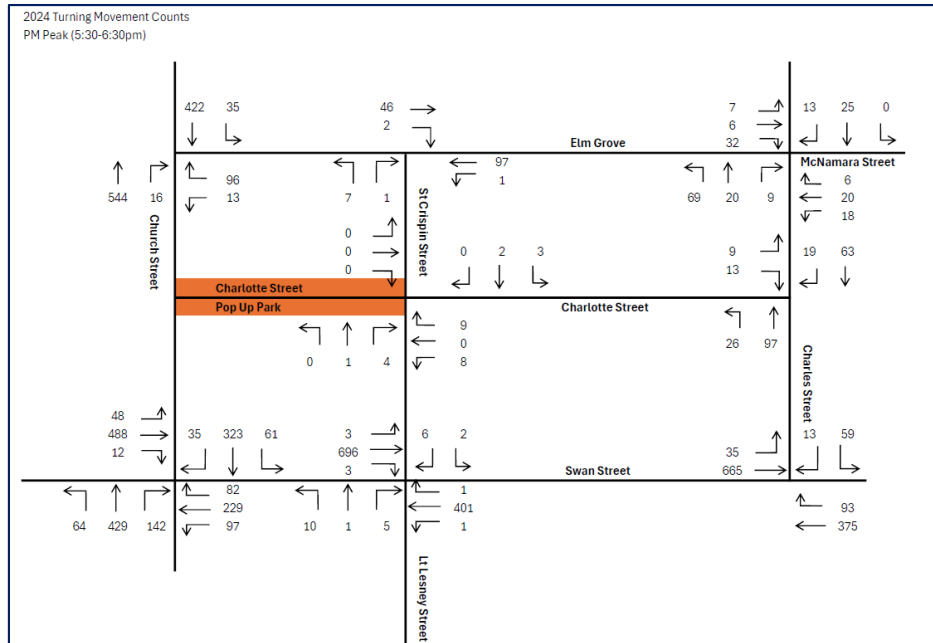


Figure 7: Turning Movement Counts – 2024 PM Peak

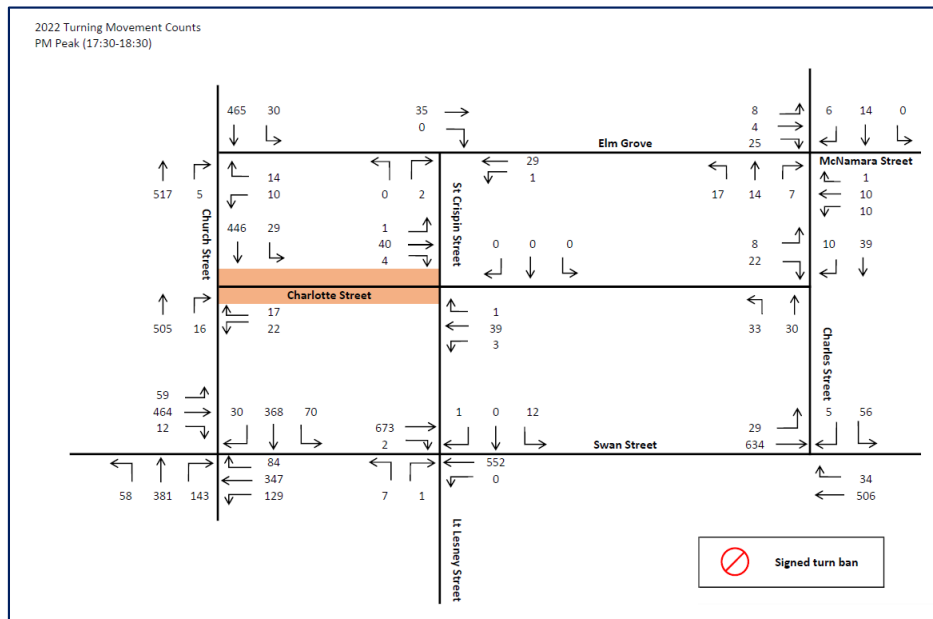


Figure 8: Turning Movement Counts - 2022 PM Peak



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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, 2<sup>nd</sup> May 2024 when Charlotte Street had been reopened to evaluate the above.

**Additional Turning Movement Count and Investigations - Thursday, 2<sup>nd</sup> 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, 2<sup>nd</sup> May 2024 (after Charlotte



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Street had been reopened). The results of the turning movement count are summarised in Figure 9 below.

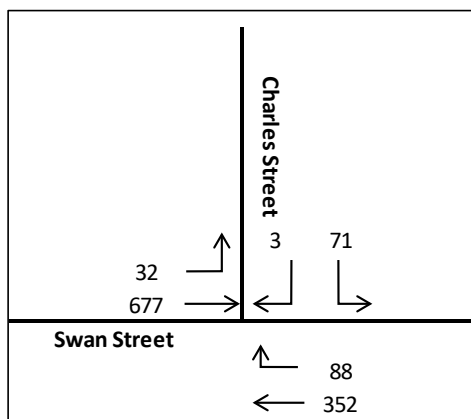


Figure 9: Turning Movement Counts – PM Peak, 02/05/2024

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.

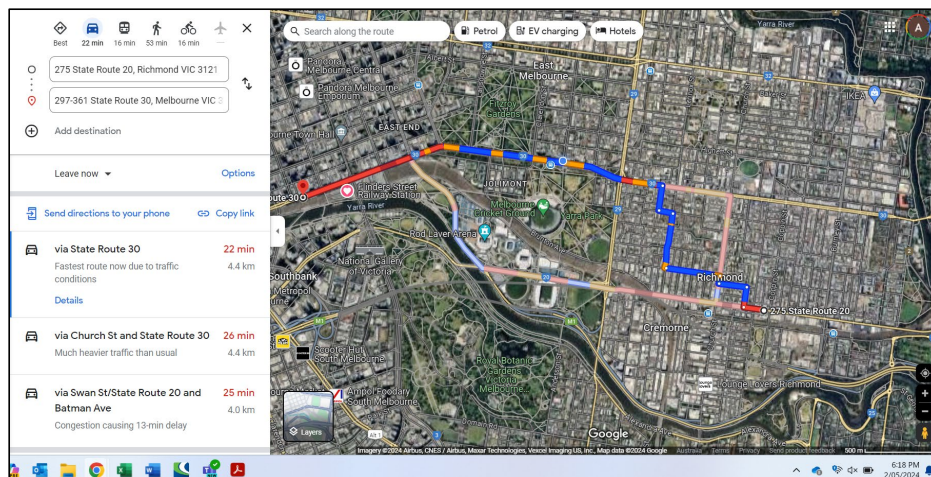


Figure 10: Live Driving Directions – PM Peak, 02/05/2024





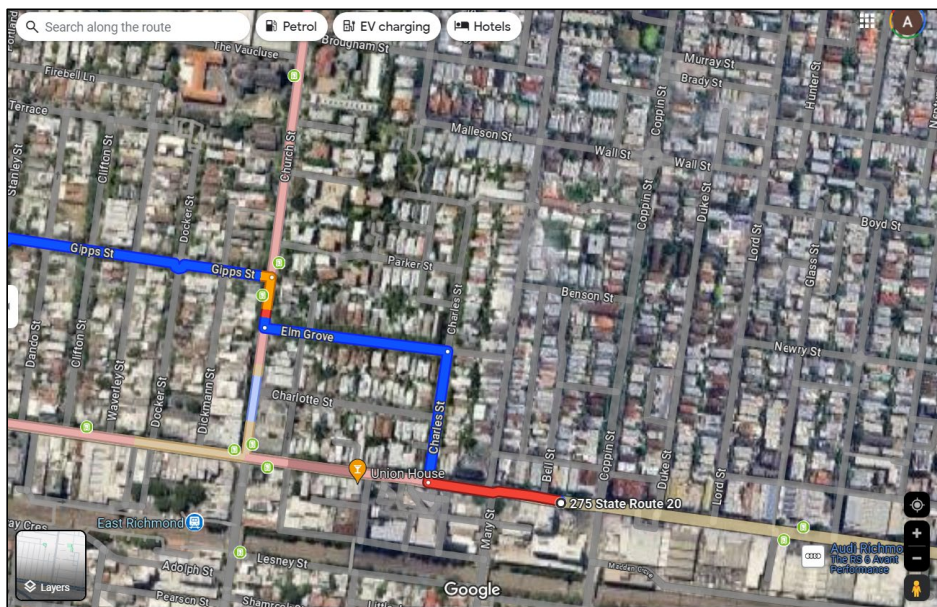


Figure 11: Live Driving Directions – PM Peak, 02/05/2024

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, 18<sup>th</sup> March 2024 – Sunday, 24<sup>th</sup> 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.



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Table 1: Average Daily Traffic Volumes

Location	2022 Surveys			2024 Surveys		
	NB / EB	SB / WB	Total	NB / EB	SB / WB	Total
<b>Daily Volumes</b>						
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)
<b>AM Peak Hour Volumes</b>						
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



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010

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)
<b>PM Peak Hour Volumes</b>						
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)



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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.



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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.



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Overall, the peak occupancies were near similar between 2021 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, 21<sup>st</sup> 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.

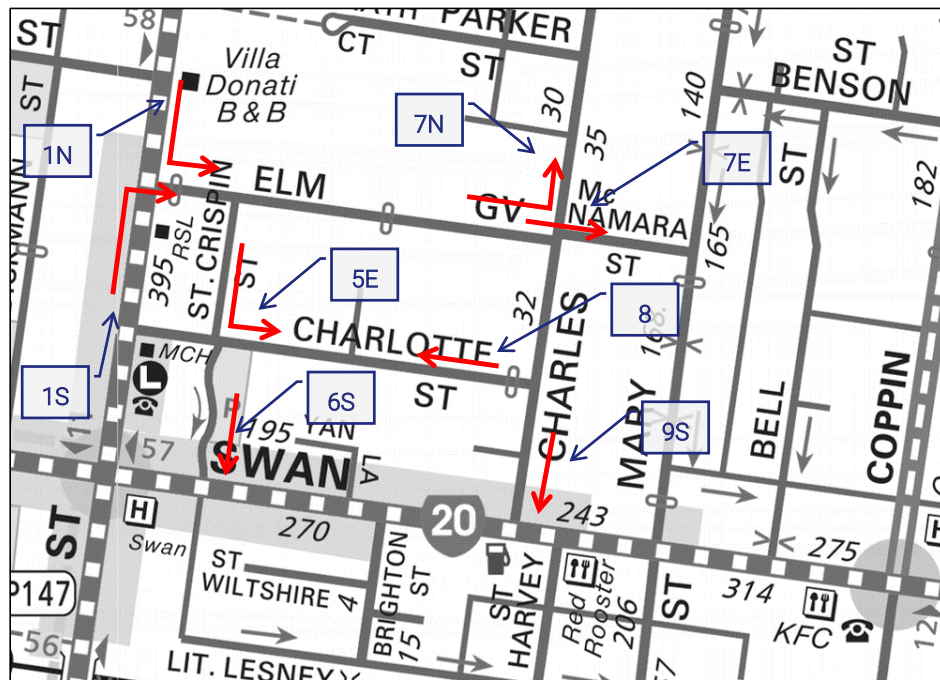


Figure 13: O-D Survey Nodes

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.



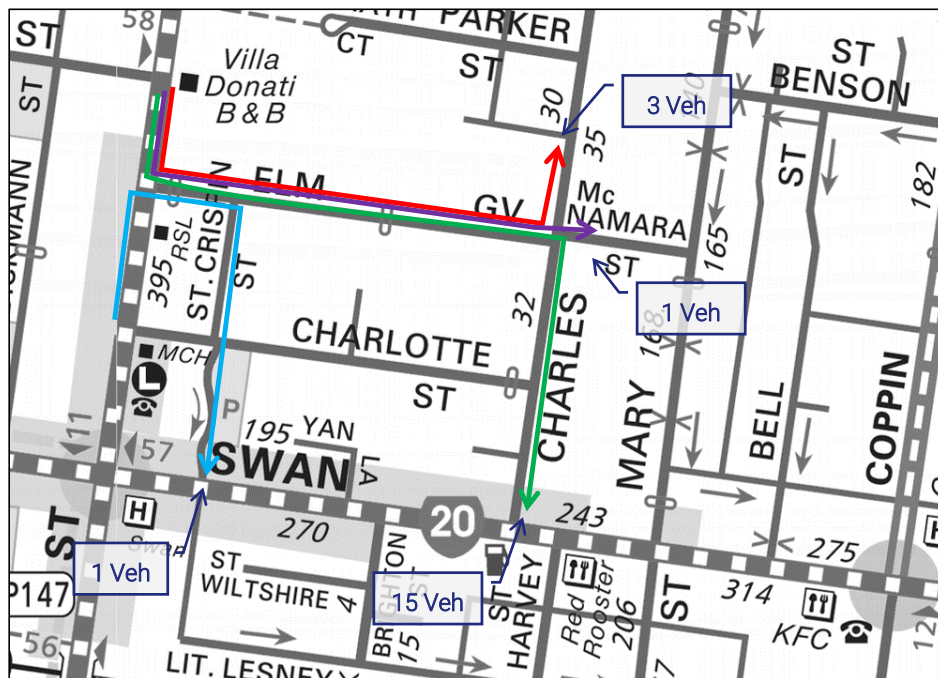


Figure 14: O-D Vehicle Travel Paths – 8:00am to 9:00am

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),



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- 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



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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 significantly 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,



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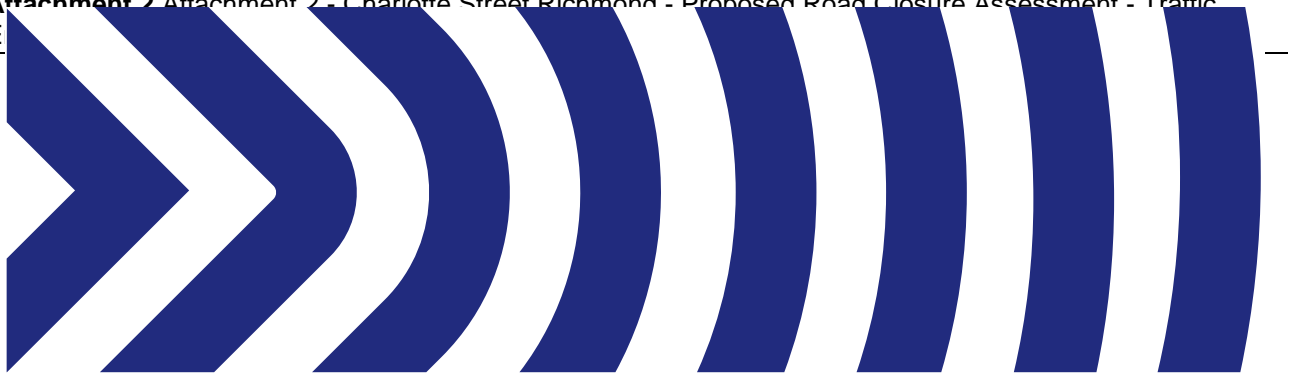
Charlotte Street, Richmond



- 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.



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# Appendix A

## Intersection Turning Movement Counts

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**Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024**



**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:	Traffic

North:	Church St
East:	Elm Gr
South:	Church St
West:	N/A

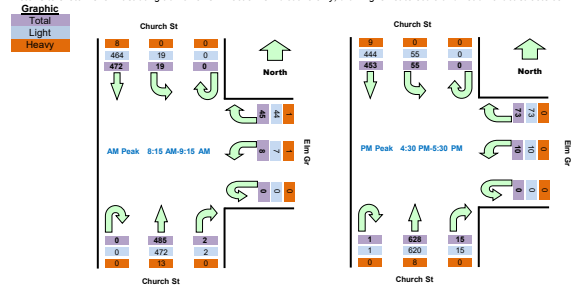
Survey	AM:	7:30 AM-9:30 AM
Period	PM:	4:30 PM-5:30 PM
Traffic	AM:	8:15 AM-9:15 AM
Peak	PM:	4:30 PM-5:30 PM

**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	NS	Hour	Peak	
7:30	7:45	0	105	3	0	3	1	0	0	0	108	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	NS	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.



**Attachment 2** Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024

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	0	102	
7:45	8:00	0	108	4	0	7	1	0	0	1	122	
8:00	8:15	1	106	7	0	11	3	0	0	1	110	
8:15	8:30	0	114	2	0	20	3	0	0	1	117	
8:30	8:45	0	105	5	0	6	1	0	0	1	113	
8:45	9:00	0	130	8	0	9	2	0	0	0	120	
9:00	9:15	0	115	4	0	9	1	0	0	0	122	
9:15	9:30	0	110	2	0	6	2	0	0	2	109	
16:30	16:45	0	105	10	0	13	1	0	0	1	151	
16:45	17:00	0	121	17	0	15	5	0	0	7	152	
17:00	17:15	0	102	15	0	19	3	0	0	4	143	
17:15	17:30	0	116	13	0	26	1	1	0	3	174	
17:30	17:45	0	97	12	0	26	2	0	0	3	134	
17:45	18:00	0	89	5	0	16	3	1	0	5	161	
18:00	18:15	0	120	8	0	25	2	0	0	4	122	
18:15	18:30	0	106	10	0	29	6	0	0	4	118	

Peak Time		North Approach Church St			East Approach Elm Gr			South Approach Church St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
9:15	9:15	0	464	19	0	44	7	0	0	2	472
16:30	17:30	0	444	55	0	73	10	1	0	15	620

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	0	4	
7:45	8:00	0	6	0	0	0	0	0	0	0	3	
8:00	8:15	0	6	0	0	0	0	0	0	0	5	
8:15	8:30	0	2	0	0	1	0	0	0	0	5	
8:30	8:45	0	4	0	0	0	0	0	0	0	4	
8:45	9:00	0	0	0	0	0	1	0	0	0	2	
9:00	9:15	0	2	0	0	0	0	0	0	0	2	
9:15	9:30	0	3	0	0	0	0	0	0	0	5	
16:30	16:45	0	3	0	0	0	0	0	0	0	2	
16:45	17:00	0	1	0	0	0	0	0	0	0	2	
17:00	17:15	0	3	0	0	0	0	0	0	0	2	
17:15	17:30	0	2	0	0	0	0	0	0	0	2	
17:30	17:45	0	2	0	0	0	0	0	0	0	2	
17:45	18:00	0	2	0	0	0	0	0	0	0	3	
18:00	18:15	0	0	0	0	0	0	0	0	0	2	
18:15	18:30	0	6	0	0	0	0	0	0	0	2	

Peak Time		North Approach Church St			East Approach Elm Gr			South Approach Church St			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:15	9:15	0	8	0	0	1	1	0	0	0	13
16:30	17:30	0	9	0	0	0	0	0	0	0	8

**Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024**

**TRANS TRAFFIC SURVEY**  **TURNING MOVEMENT SURVEY**

**Intersection of Charlotte St and Church St, East Richmond**

GPS: -37.825027, 144.998079

Date:	Thu 21/03/24
Weather:	Overcast
Suburban:	East Richmond
Customer:	Traffic

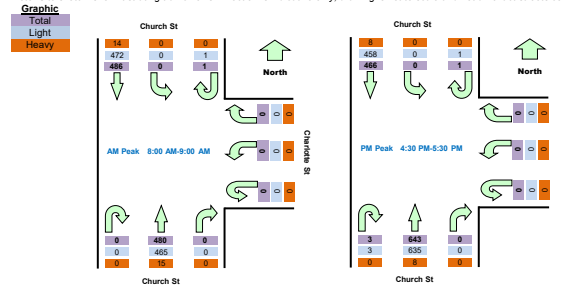
North:	Church St
East:	Charlotte St
South:	Church St
West:	N/A

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: 4:30 PM-5:30 PM

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	0	104	919
7:45	8:00	0	106	0	0	0	0	0	0	0	125	939
8:00	8:15	0	127	0	0	0	0	0	0	0	119	967
8:15	8:30	0	117	0	0	0	0	0	0	0	121	963
8:30	8:45	0	106	0	0	0	0	0	0	0	118	964
8:45	9:00	1	136	0	0	0	0	0	0	0	122	
9:00	9:15	0	117	0	0	0	0	0	0	0	125	
9:15	9:30	0	120	0	0	0	0	0	0	0	119	
16:30	16:45	0	111	0	0	0	0	0	0	0	158	1113
16:45	17:00	0	127	0	0	0	0	0	0	0	157	1085
17:00	17:15	0	105	0	0	0	0	2	0	0	155	1064
17:15	17:30	1	123	0	0	0	0	1	0	0	173	1050
17:30	17:45	0	99	0	0	0	0	0	0	0	142	992
17:45	18:00	0	97	0	0	0	0	0	0	0	146	966
18:00	18:15	0	120	0	0	0	0	0	0	0	128	
18:15	18:30	0	116	0	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	Peak total	
8:00	9:00	1	486	0	0	0	0	0	0	0	480	967
16:30	17:30	1	466	0	0	0	0	3	0	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.



**Attachment 2** Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024

**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 total
8:00	1	472	0	465
16:30	1	458	0	635

**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 total
8:00	0	14	0	15
16:30	0	8	0	8

# Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024



## TURNING MOVEMENT SURVEY

trafficsurvey.com.au

### 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:	Traffic

North:	Church St
East:	Swan St
South:	Church St
West:	Swan St

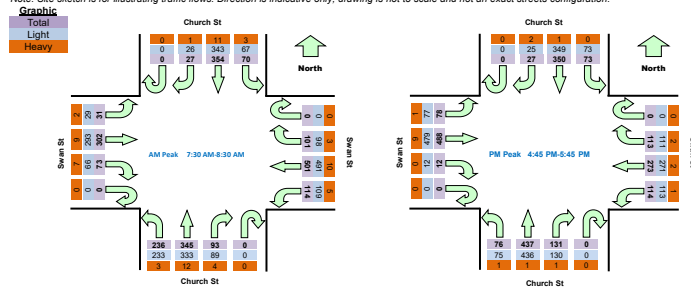
Survey Period:	AM: 7:30 AM-9:30 AM
	PM: 4:30 PM-6:30 PM
Traffic Peak:	AM: 7:30 AM-8:30 AM
	PM: 4:45 PM-5:45 PM

#### 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 total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
7:30	8:30	0	27	354	70	0	101	501	114	0	93	345	236	0	73	302	21	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.





**Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024**

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 total													
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak 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 total													
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak 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

**Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024**



**TURNING MOVEMENT SURVEY**  
**Intersection of Elm Gr and St Crispin St, East Richmond**

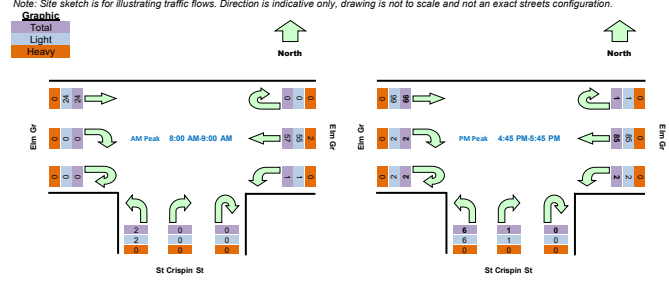
GPS: -37.824446, 144.998659		<b>North:</b> N/A	<b>Survey Period</b> AM: 7:30 AM-9:30 AM
<b>Date:</b> Thu 21/03/24		<b>East:</b> Elm Gr	<b>PM:</b> 4:30 PM-6:30 PM
<b>Weather:</b> Overcast		<b>South:</b> St Crispin St	<b>Traffic Peak</b> AM: 8:00 AM-9:00 AM
<b>Suburban:</b> East Richmond		<b>West:</b> Elm Gr	<b>PM:</b> 4:45 PM-5:45 PM
<b>Customer:</b> Tralfix			

**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 total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
8:30	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.



**Attachment 2** Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024

**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 total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
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 total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
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

**Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024**



**TURNING MOVEMENT SURVEY**  
**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:	Traffic

North:	St Crispin St
East:	Charlotte St
South:	St Crispin St
West:	Charlotte St

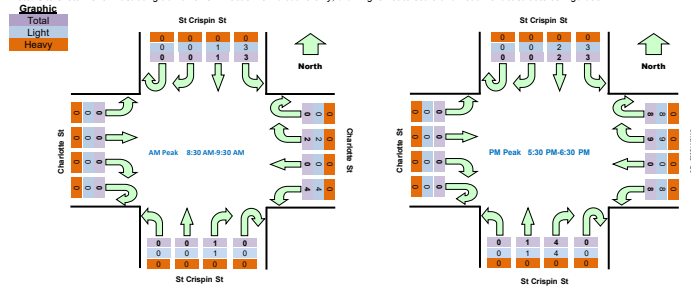
Survey Period:	AM: 7:30 AM-9:30 AM
	PM: 4:30 PM-6:30 PM
Traffic Peak:	AM: 8:30 AM-9:30 AM
	PM: 5:30 PM-6:30 PM

**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	1	0	1	0	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	1	0	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 total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
9:30	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.



**Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024**

<b>Light Vehicles</b>																		
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 total				
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak 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

<b>Heavy Vehicles</b>																		
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 total				
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak 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

**Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024**



**TURNING MOVEMENT SURVEY**  
**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:	Traffic

North:	St Crispin St
East:	Swan St
South:	Little Lesney St
West:	Swan St

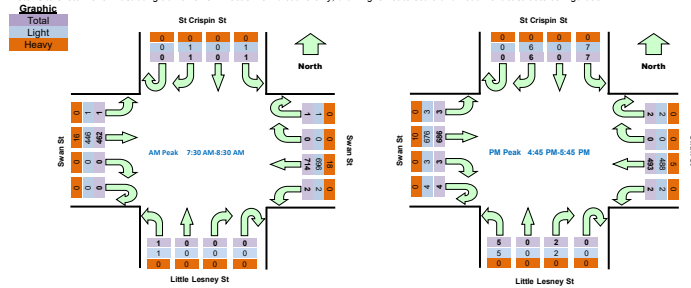
Survey Period:	AM: 7:30 AM-9:30 AM
	PM: 4:30 PM-6:30 PM
Traffic Peak:	AM: 7:30 AM-8:30 AM
	PM: 4:45 PM-5:45 PM

**All Vehicles**

Time		North Approach St Crispin St				East Approach Swan St				South Approach Little Lesney St				West Approach Swan St				Hourly Total	Peak
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	1	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	77	1			
16:30	16:45	0	0	0	0	0	0	107	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	1	0	1	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 total
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.



**Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024**

<b>Light Vehicles</b>																			
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	0	110	0	
7:45	8:00	0	0	0	1	1	0	200	1	0	0	0	1	0	0	0	117	1	
8:00	8:15	0	1	0	0	0	0	170	1	0	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	0	93	0	
8:30	8:45	0	1	0	2	0	0	188	0	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	0	88	0	
9:00	9:15	0	0	0	0	0	0	148	1	0	0	0	0	0	1	0	77	0	
9:15	9:30	0	0	0	1	1	0	137	0	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	0	141	0	
16:45	17:00	0	1	0	3	0	0	133	1	0	0	0	1	0	2	0	148	1	
17:00	17:15	0	1	0	2	0	0	130	1	0	0	0	0	1	0	0	153	1	
17:15	17:30	0	2	0	1	0	0	113	0	0	1	0	2	2	0	0	165	0	
17:30	17:45	0	2	0	1	2	0	112	0	0	1	0	2	1	1	0	210	1	
17:45	18:00	0	1	0	0	0	1	81	0	0	1	0	2	0	2	0	171	0	
18:00	18:15	0	0	0	0	1	0	107	0	0	1	0	4	0	0	0	151	1	
18:15	18:30	0	3	0	1	4	0	98	1	0	2	1	2	0	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 total														
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total	
7:30	8:30	0	1	0	1	1	0	696	2	0	0	0	1	0	0	0	446	1	1149
16:45	17:45	0	6	0	7	2	0	488	2	0	2	0	5	4	3	0	676	3	1198

<b>Heavy Vehicles</b>																			
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	0	4	0	
7:45	8:00	0	0	0	0	0	0	5	0	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	0	6	0	
8:15	8:30	0	0	0	0	0	0	5	0	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	0	2	0	
8:45	9:00	0	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	0	5	0	
9:15	9:30	0	0	0	0	0	0	7	0	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	0	1	0	
16:45	17:00	0	0	0	0	0	0	1	0	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	0	5	0	
17:15	17:30	0	0	0	0	0	0	2	0	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	0	
17:45	18:00	0	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	0	1	0	
18:15	18:30	0	0	0	0	0	0	1	0	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 total														
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total	
7:30	8:30	0	0	0	0	0	0	18	0	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	0	10	0	15

Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024



TURNING MOVEMENT SURVEY  
Intersection of Mc Namara St and Charles St, East Richmond

GPS -37.824510, 145.002506

Date:	Thu 21/03/24
Weather:	Overcast
Suburban:	East Richmond
Customer:	Traffic

North:	Charles St
East:	Mc Namara St
South:	Charles St
West:	Elm Gr

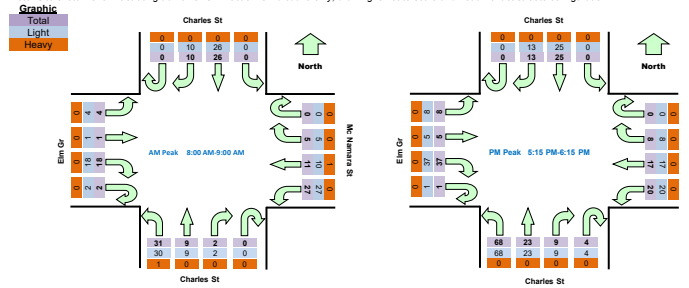
Survey Period:	AM: 7:30 AM-9:30 AM
	PM: 4:30 PM-6:30 PM
Traffic Peak:	AM: 8:00 AM-9:00 AM
	PM: 5:15 PM-6:15 PM

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	10	0	9	1	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 total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
8:00	9:00	0	10	28	0	0	5	11	27	0	2	9	31	2	15	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.





**Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024**

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 total													
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total
8:00	9:00	0	10	29	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 total													
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak 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

**Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024**

**TRANS TRAFFIC SURVEY**   
 TURNING MOVEMENT SURVEY  [trafficsurvey.com.au](http://trafficsurvey.com.au)

**Intersection of Charlotte St and Charles St, East Richmond**

GPS -37.825275, 145.000379

Date:	Thu 21/03/24
Weather:	Overcast
Suburban:	East Richmond
Customer:	Traffic

North:	Charles St
East:	N/A
South:	Charles St
West:	Charlotte St

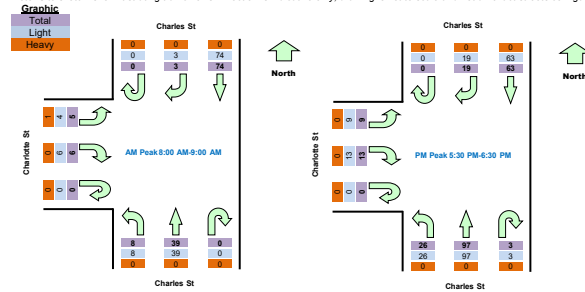
Survey	AM: 7:30 AM-9:30 AM
Period	PM: 4:30 PM-6:30 PM
Traffic	AM: 8:00 AM-9:00 AM
Peak	PM: 5:30 PM-6:30 PM

**All Vehicles**

Time		North Approach Charles St			South Approach Charles St			West Approach Charlotte St			Hourly Total	Peak
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 total
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Peak total
8:00	9:00	0	3	74	0	39	9	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.



**Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024**

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 total								
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Peak 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 total								
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Peak 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	

**Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024**



**TURNING MOVEMENT SURVEY**

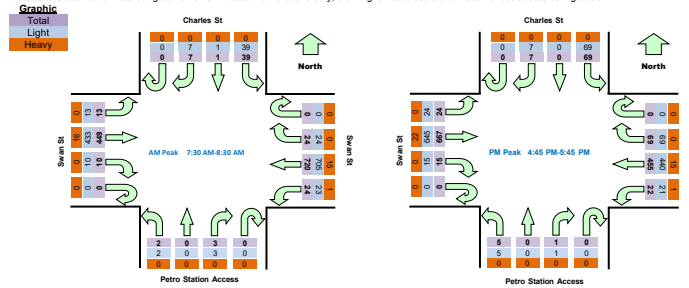
**Intersection of Swan St and Charles St, East Richmond**

GPS: -37.825912, 145.000271		<b>North:</b> Charles St	<b>Survey Period:</b> AM: 7:30 AM-9:30 AM
<b>Date:</b> Thu 21/03/24	<b>Weather:</b> Overcast	<b>East:</b> Swan St	<b>PM:</b> 4:30 PM-6:30 PM
<b>Suburban:</b> East Richmond	<b>Customer:</b> Traffic	<b>South:</b> Petro Station Access	<b>Traffic Peak:</b> AM: 7:30 AM-8:30 AM
		<b>West:</b> Swan St	<b>PM:</b> 4:45 PM-5:45 PM

Time		North Approach Charles St				East Approach Swan St				South Approach Petro Station Access				West Approach Swan St				Hourly Total	Peak
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	5	151	10			

Peak Time		North Approach Charles St				East Approach Swan St				South Approach Petro Station Access				West Approach Swan St				Peak total
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.

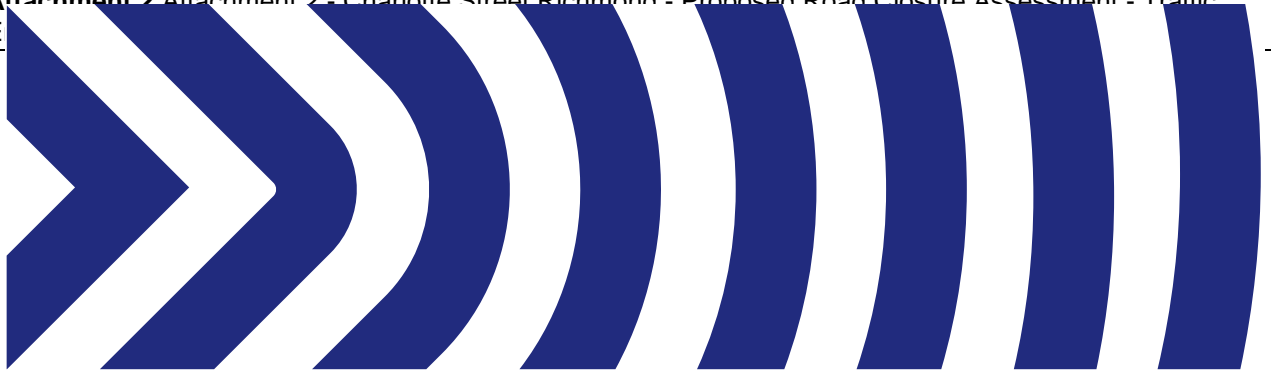


**Attachment 2 Attachment 2 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Engineering Assessment - May 2024**

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	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	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 total													
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total
7:30	8:30	0	7	1	39	0	24	705	23	0	3	0	2	0	10	433	13	1290
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	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 total													
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak 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

<b>Street Name :</b>	Charles St	<b>Location :</b>	Outside Property 81
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Mon 18/March/2024
<b>Machine ID:</b>	YH07VHVH	<b>Finish Date :</b>	00:00 Mon 25/March/2024
<b>Site ID:</b>	18877	<b>Speed Zone :</b>	40 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 31.83 South		
		Long 145° 0' 1.52 East		
		<b>Direction of Travel</b>		
		Both directions	Northbound	Southbound
<b>Traffic Volume :</b>	Weekdays Average	1,495	749	746
<b>(Vehicles/Day)</b>	7 Day Average	1,511	771	740
<b>Weekday</b>	AM 08:00	110	36	75
<b>Peak hour starts</b>	PM 17:00	163	96	67
<b>Speeds :</b>	85th Percentile	34.4	35.1	33.6
<b>(Km/Hr)</b>	Average	29.0	29.6	28.3
<b>Classification % :</b>	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 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."

# 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

<b>Street Name :</b>	Charles St	<b>Location :</b>	Outside Property 61
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Mon 18/March/2024
<b>Machine ID:</b>	RZ17VYXC	<b>Finish Date :</b>	00:00 Mon 25/March/2024
<b>Site ID:</b>	18878	<b>Speed Zone :</b>	40 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 30.04 South	Direction of Travel		
		Long 145° 0' 1.89 East	Both directions	Northbound	Southbound
<b>Traffic Volume :</b>	Weekdays Average		1,322	617	705
<b>(Vehicles/Day)</b>	7 Day Average		1,323	630	693
<b>Weekday</b>	AM	08:00	102	31	71
<b>Peak hour starts</b>	PM	17:00	144	78	66
<b>Speeds :</b>	85th Percentile		29.8	30.6	29.0
<b>(Km/Hr)</b>	Average		25.3	26.1	24.5
<b>Classification % :</b>	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 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

<b>Street Name :</b>	Charles St	<b>Location :</b>	Outside Property 41
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Mon 18/March/2024
<b>Machine ID:</b>	YD29YXP3	<b>Finish Date :</b>	00:00 Mon 25/March/2024
<b>Site ID:</b>	18879	<b>Speed Zone :</b>	40 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 27.66 South		
		Long 145° 0' 2.34 East		
		<b>Direction of Travel</b>		
		Both directions	Northbound	Southbound
<b>Traffic Volume :</b>	Weekdays Average	714	363	351
<b>(Vehicles/Day)</b>	7 Day Average	737	374	363
<b>Weekday</b>	AM 08:00	47	16	31
<b>Peak hour starts</b>	PM 18:00	60	33	28
<b>Speeds :</b>	85th Percentile	32.0	31.9	32.1
<b>(Km/Hr)</b>	Average	26.9	26.7	27.1
<b>Classification % :</b>	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](#)

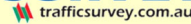


**QUALITY ASSURED COMPANY BY ISO 9001:2015**  
**OH&S SYSTEM CERTIFIED TO ISO 4801:2001**  
**ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015**

**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."

# TRANS TRAFFIC SURVEY



T. 1300 82 88 82 - F. 1300 83 88 83 - E. [traffic@trafficsurvey.com.au](mailto:traffic@trafficsurvey.com.au) - W. [www.trafficsurvey.com.au](http://www.trafficsurvey.com.au)

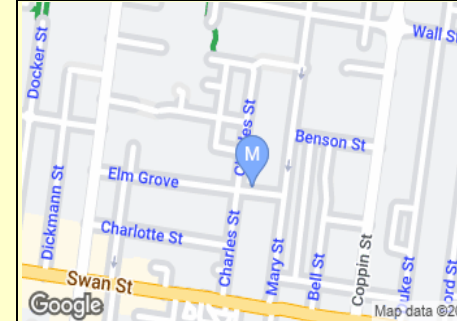
## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	McNamara St	<b>Location :</b>	East of Charles St
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Mon 18/March/2024
<b>Machine ID:</b>	YC70FC76	<b>Finish Date :</b>	00:00 Mon 25/March/2024
<b>Site ID:</b>	18880	<b>Speed Zone :</b>	50 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information		Direction of Travel		
Lat 37° 49' 28.52 South		Both directions	Westbound	Eastbound
Long 145° 0' 2.65 East				
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average	376	256	120
	7 Day Average	367	244	123
<b>Weekday AM</b>	08:00	47	40	7
<b>Peak hour start PM</b>	17:00	38	26	12
<b>Speeds : (Km/Hr)</b>	85th Percentile	25.2	24.6	25.8
	Average	22.2	21.6	22.7
<b>Classification % :</b>	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](#)

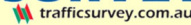


**QUALITY ASSURED COMPANY BY ISO 9001:2015**  
**OH&S SYSTEM CERTIFIED TO ISO 4801:2001**  
**ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015**

### 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."

# TRANS TRAFFIC SURVEY



T. 1300 82 88 82 - F. 1300 83 88 83 - E. [traffic@trafficsurvey.com.au](mailto:traffic@trafficsurvey.com.au) - W. [www.trafficsurvey.com.au](http://www.trafficsurvey.com.au)

## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	Elm Grove	<b>Location :</b>	Outside Property 5
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Mon 18/March/2024
<b>Machine ID:</b>	SA70B1RC	<b>Finish Date :</b>	00:00 Mon 25/March/2024
<b>Site ID:</b>	18881	<b>Speed Zone :</b>	40 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information		Direction of Travel		
Lat 37° 49' 27.93 South		Both directions	Westbound	Eastbound
Long 144° 59' 56.65 East				
<b>Traffic Volume :</b>	Weekdays Average	1,180	612	568
<b>(Vehicles/Day)</b>	7 Day Average	1,201	627	574
<b>Weekday</b>	11:00	68	32	35
<b>Peak hour start</b>	17:00	125	70	55
<b>Speeds :</b>	85th Percentile	33.9	34.1	33.7
<b>(Km/Hr)</b>	Average	28.6	29.0	28.1
<b>Classification % :</b>	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](#)



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**ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015**

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# TRANS TRAFFIC SURVEY

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## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	Charlotte St	<b>Location :</b>	Outside Property 20
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Mon 18/March/2024
<b>Machine ID:</b>	XP805MKT	<b>Finish Date :</b>	00:00 Mon 25/March/2024
<b>Site ID:</b>	18884	<b>Speed Zone :</b>	40 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information		Direction of Travel		
Lat 37° 49' 30.41 South		Both directions	Westbound	Eastbound
Long 144° 59' 58.17 East				
<b>Traffic Volume :</b>	Weekdays Average	479	288	191
<b>(Vehicles/Day)</b>	7 Day Average	486	292	194
<b>Weekday AM</b>	11:00	28	17	11
<b>Peak hour start PM</b>	18:00	71	46	26
<b>Speeds :</b>	85th Percentile	34.0	34.9	33.6
<b>(Km/Hr)</b>	Average	29.2	29.4	29.3
<b>Classification % :</b>	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 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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AUTOMATIC COUNTER SUMMARY AND DATA SHEET

# TRANS TRAFFIC SURVEY

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## 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		
		<b>Direction of Travel</b>			
		Both directions	Northbound	Southbound	
Traffic Volume : (Vehicles/Day)	Weekdays Average	112	56	56	
	7 Day Average	109	55	54	
Weekday	AM	10:00	7	4	3
	PM	18:00	11	6	4
Speeds : (Km/Hr)	85th Percentile	16.5	16.7	16.3	
	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 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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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 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	Direction of Travel		
	Long	144° 59' 54.59 East	Both directions	Northbound	Southbound
Traffic Volume : (Vehicles/Day)	Weekdays Average	124	37	87	
	7 Day Average	128	39	89	
Weekday	AM	11:00	5	2	3
Peak hour starts	PM	18:00	19	7	12
Speeds : (Km/Hr)	85th Percentile	21.9	22.0	22.3	
	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**  
**ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015**

**Status of movement – Covid 19**

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# Appendix C

## Parking Surveys

G31387L-02B

**Parking Occupancy Surveys**



LOCATION	RESTRICTION	CAPACITY Min - Max	Saturday, 23rd March, 2024		Tuesday, 26th March, 2024				
			2:00pm	6:30pm	9:30am	11:30am	1:30pm	4:00pm	6:30pm
<b>OFF-STREET CARPARKING</b>									
<b>RICHMOND LIBRARY CARPARK AT 6 CHARLOTTE STREET, RICHMOND</b>									
	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
<b>ON-STREET CARPARKING</b>									
<b>ST CRISPIN STREET</b>									
<b>East Side</b>									
Charlotte Street to Swan Street	No Stopping Authorised Council Vehicles Excepted	4	0	0	0	0	0	0	0
<b>CHARLOTTE STREET</b>									
<b>North Side</b>									
Church Street to Charles Street	Permit Zone	19	16	21	13	15	15	16	20
<b>South Side</b>									
	2P 7am-Midnight MON - SAT	20	18	17	16	14	12	16	19
Church Street to Charles Street	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



LOCATION	RESTRICTION	CAPACITY Min - Max	Saturday, 23rd March, 2024		Tuesday, 26th March, 2024				
			2:00pm	6:30pm	9:30am	11:30am	1:30pm	4:00pm	6:30pm
<b>CHARLES STREET</b>									
<b>East Side</b>									
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
<b>West Side</b>									
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
<b>ELM GROVE</b>									
<b>North Side</b>									
Charles Street to Church Street	2P 7am-Midnight MON - SAT	23	21	21	18	22	20	15	23
<b>South Side</b>									
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



LOCATION	RESTRICTION	CAPACITY Min - Max	Saturday, 23rd March, 2024		Tuesday, 26th March, 2024				
			2:00pm	6:30pm	9:30am	11:30am	1:30pm	4:00pm	6:30pm
<b>CHURCH STREET</b>									
<b>East Side</b>									
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
<b>West Side</b>									
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
<b>SWAN STREET</b>									
<b>North Side</b>									
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
<b>South Side</b>									
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-5:30pm SAT)	5	3	5	2	1	2	4	4
<b>LOCATION</b>	<b>Capacity</b>	202 - 227	227	227	225	227	227	202	227
	<b>Total Number of Cars Parked</b>		192	198	133	159	156	146	210
	<b>Total Number of Vacant Spaces</b>		35	29	92	68	71	56	17
	<b>Percentage Occupancy</b>		85%	87%	59%	70%	69%	72%	93%



## **Appendix D**

### **Origin – Destination Surveys**

G31387L-02B

**TRANS TRAFFIC SURVEY**  
trafficsurvey.com.au

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



*Assessing the Environmental Capacity of Local Residential Streets*  
KOOREY, G.; CHESTERMAN, R.

# **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*

*12<sup>th</sup> WCTR, July 11-15, 2010 – Lisbon, Portugal*

## **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

*12<sup>th</sup> WCTR, July 11-15, 2010 – Lisbon, Portugal*

*Assessing the Environmental Capacity of Local Residential Streets*  
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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 20<sup>th</sup> 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”).

*12<sup>th</sup> WCTR, July 11-15, 2010 – Lisbon, Portugal*



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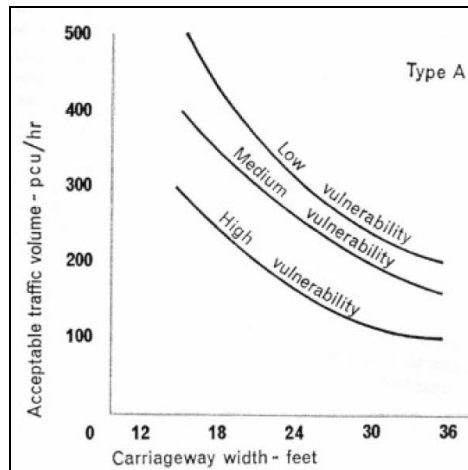


Figure 1: Example of Maximum Acceptable Traffic Volumes (Buchanan 1963)

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.

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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

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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.

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## 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

	<b>Murdoch Street</b>	<b>Jennifer Street</b>	<b>Aorangi Street (northeast)</b>	<b>Aorangi Street (southwest)</b>
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 <sup>th</sup> % <sup>ile</sup> 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.

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- 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.

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**Attachment 3 Attachment 3 - Charlotte Street Richmond - Assessing the Environmental Capacity of Local Residential Streets**

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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

<b>Survey Question</b>	<b>Murdoch Street</b>	<b>Jennifer Street</b>	<b>Aorangi Street (northeast)</b>	<b>Aorangi Street (southwest)</b>
<i>Traffic Volume</i>	<i>(LIGHT)</i>	<i>(LOW)</i>	<i>(MEDIUM)</i>	<i>(HIGH)</i>
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? <i>No</i>	60%	70%	86%	89%
Do you know any of your neighbours personally? <i>No</i>	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? <i>Heavy / Very Heavy</i>	0%	26%	48%	57%
Do you think that the overall speed of traffic on this street is: <i>Too fast?</i>	0%	35%	28%	28%
Do you think that the overall speed of traffic on this street is: <i>a bit fast?</i>	80%	52%	44%	39%
Has traffic on this street <i>got worse</i> over past few years?	0%	41%	61%	70%
Looking ahead five years from now, do you think traffic on this street will <i>get worse?</i>	20%	39%	58%	68%
Do you consider this road to be: <i>Noisy / A little bit noisy</i>	40%	49%	60%	84%
Does traffic in your street bother you during some activities? <i>Yes</i>	20%	28%	33%	40%
Do you usually have to wait for traffic before crossing the street? <i>Yes</i>	20%	49%	67%	89%

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### **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.

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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

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would be a reduction in other ‘environmental’ values. Although the overall trend is clear, there is a difficulty 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.

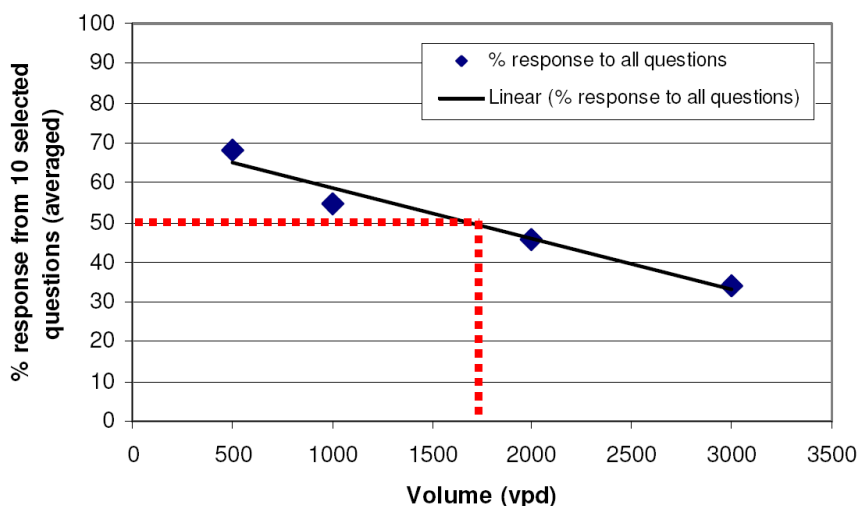


Figure 2: Environmental Capacity Trend-line for Four Christchurch Streets

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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# Traffix Group

## Traffic Impact Assessment

Proposed Road Closure Assessment  
Charlotte Street, Richmond

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## 1. Introduction

Traffic 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

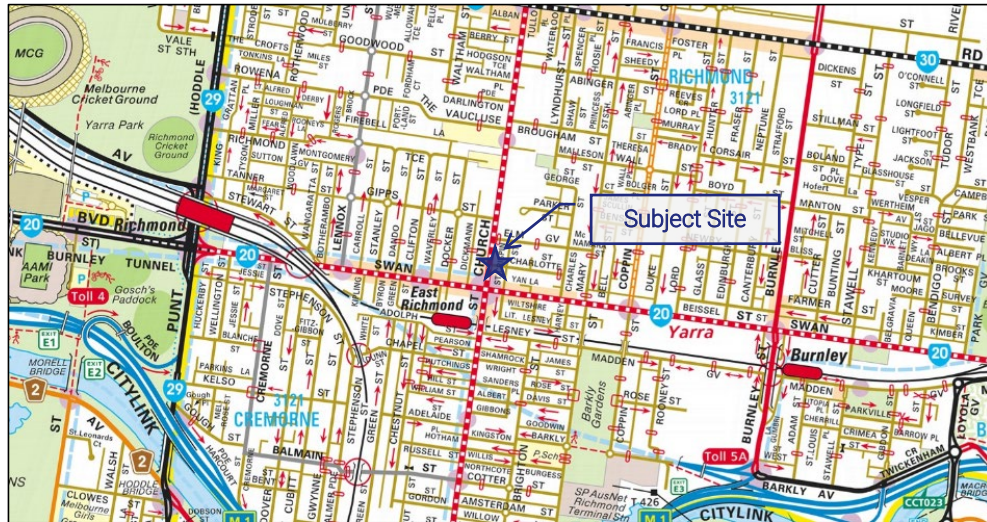
#### 3.1. Locality and Land Use

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.

Traffic Impact Assessment

Charlotte Street, Richmond



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.

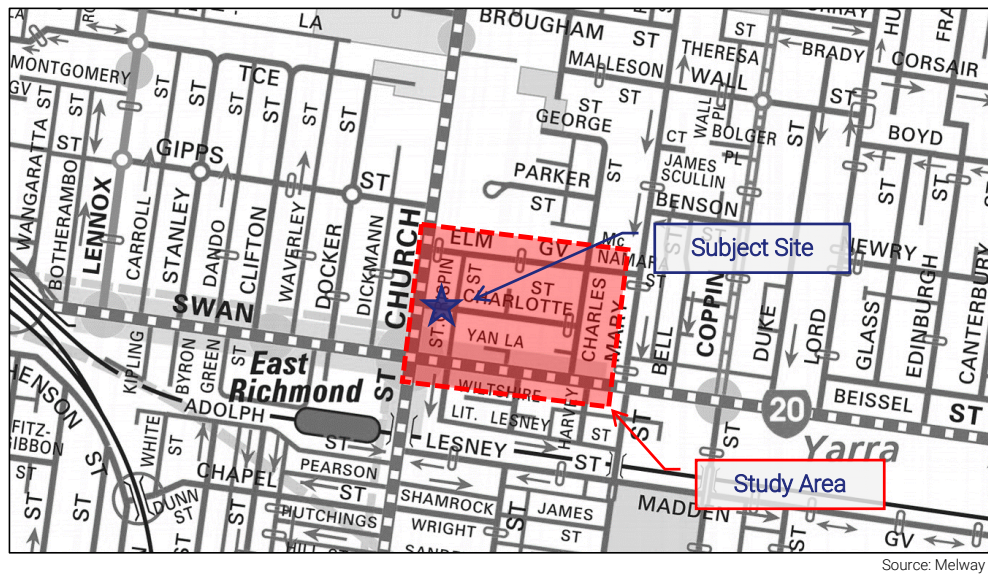


Figure 6: Study Area

### 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).

## Traffic Impact Assessment

Charlotte Street, Richmond



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

## Traffic Impact Assessment

Charlotte Street, Richmond

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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

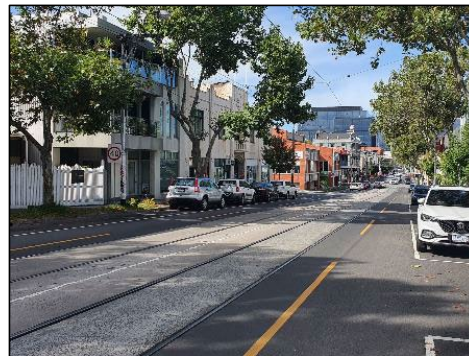


Figure 16: Church Street – View South

## Traffic Impact Assessment

Charlotte Street, Richmond

**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, 3<sup>rd</sup> 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.



## Traffic Impact Assessment

Charlotte Street, Richmond

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.

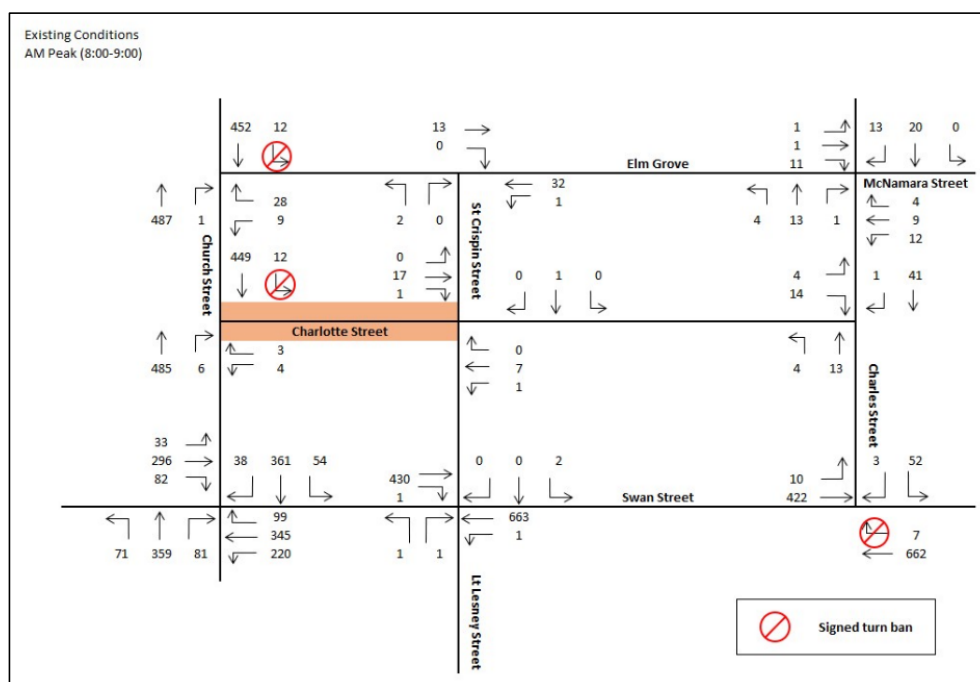


Figure 19: Existing AM Peak Turning Movement Volumes

Traffic Impact Assessment

Charlotte Street, Richmond

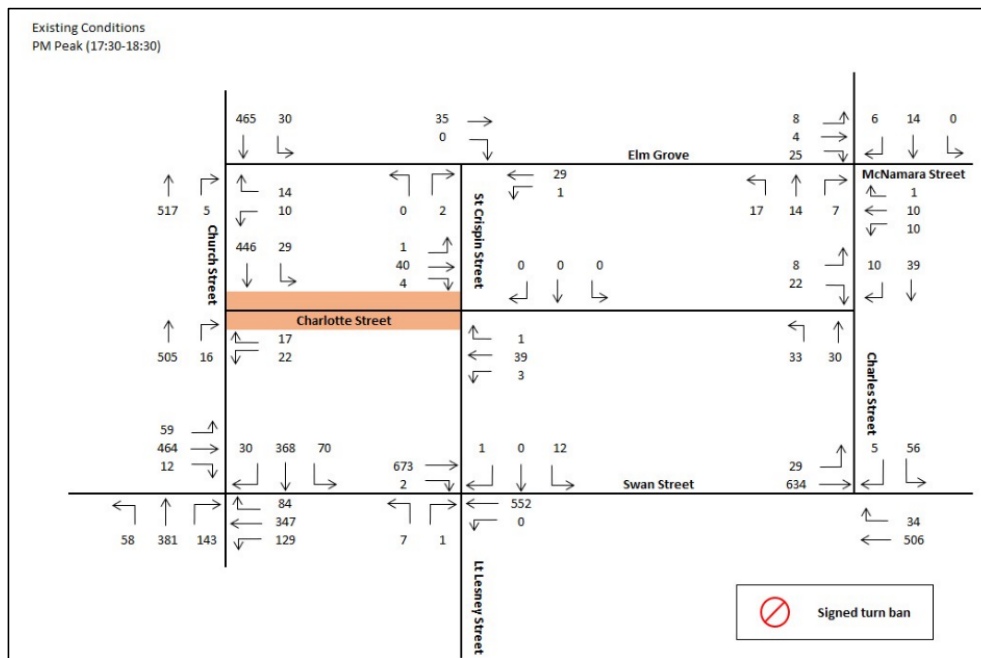


Figure 20: Existing PM Peak Turning Movement Volumes

**3.4.2. Seven (7) day Traffic Counts**

Seven (7) day traffic counts were undertaken for the following periods:

- Tuesday, 1<sup>st</sup> March 2022 - Tuesday, 8<sup>th</sup> March 2022, and
- Saturday, 12<sup>th</sup> March 2022 - Saturday, 19<sup>th</sup> March 2022.

The counts were undertaken 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, 1<sup>st</sup> March 2022 - Tuesday, 8<sup>th</sup> 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.

## Traffic Impact Assessment

Charlotte Street, Richmond

It is our understanding that no drainage/roadworks were undertaken between Thursday, 10<sup>th</sup> March and Friday 17<sup>th</sup> 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, 1<sup>st</sup> March 2022 to Thursday, 3<sup>rd</sup> 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.

## Traffic Impact Assessment

Charlotte Street, Richmond

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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.

## Traffic Impact Assessment

Charlotte Street, Richmond

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)	95 <sup>th</sup> %ile Queue (m)	Level of Service
<b>AM Peak – 8:00am to 9:00am</b>				
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
<b>Total</b>	<b>0.708</b>	<b>26.2</b>	<b>142</b>	<b>LOS C</b>
<b>PM Peak – 5:30pm to 6:30pm</b>				
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
<b>Total</b>	<b>0.720</b>	<b>29.5</b>	<b>177</b>	<b>LOS C</b>

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.

## Traffic Impact Assessment

Charlotte Street, Richmond

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The results show that the 95<sup>th</sup> 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.

Traffic Impact Assessment

Charlotte Street, Richmond

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 - <b>Bicycle</b>
	28/02/19	12:40 PM	Serious	135	Lane Change Left - <b>Bicycle</b>
Church Street - b/w Elm Grove and Swan Street	11/03/20	8:15 AM	Other	163	Vehicle Strikes Door Of Parked/Stationary Vehicle - <b>Bicycle</b>
	21/02/20	11:00 PM	Other	140	U Turn - <b>Bicycle</b>
	7/11/20	2:00 PM	Other	121	Right Through - <b>Bicycle</b>
	14/04/18	6:00 PM	Other	160	Vehicle Collides With Vehicle Parked On Left Of Road - <b>Motorcyclist</b>
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. <b>Ped</b> Hit By Vehicle From The Right.
	1/04/18	5:12 PM	Other	108	<b>Ped</b> Struck Walking To/From Or Boarding/Alighting Vehicle.
	8/05/19	3:45 PM	Other	133	Lane Side Swipe (Vehicles In Parallel Lanes) - <b>Bicycle</b>
	4/04/20	12:20 PM	Other	130	Rear End (Vehicles In Same Lane)
	22/06/20	8:40 AM	Other	110	Cross Traffic - <b>Motorcyclist</b>
	25/11/21	3:30 PM	Other	121	Right Through - <b>Bicycle</b>
	31/01/18	5:00 PM	Other	131	Left Rear
	8/11/19	11:15 PM	Other	100	Near Side - <b>Pedestrian</b>
Swan Street - b/w Bright Street and Harvey Street	1/06/20	10:15 PM	Other	163	Vehicle Strikes Door Of Parked/Stationary Vehicle - <b>Bicycle</b>
	13/01/19	2:40 AM	Other	102	Far Side. <b>Ped</b> Hit By Vehicle From The Left
	21/04/17	7:30 PM	Other	121	Right Through - <b>Bicycle</b>
	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.

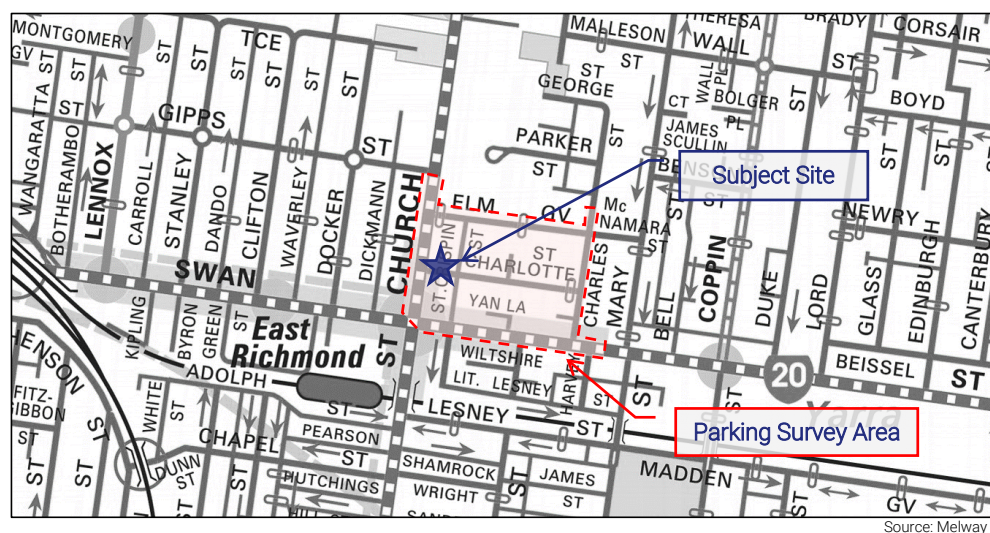


Figure 21: Parking Survey Area



Traffic Impact Assessment

Charlotte Street, Richmond

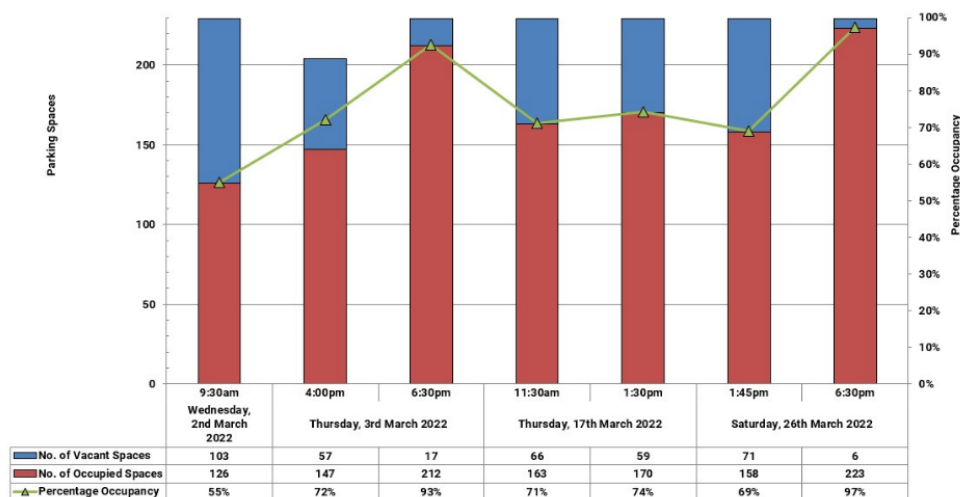


Figure 22: Parking Survey Results Summary

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.

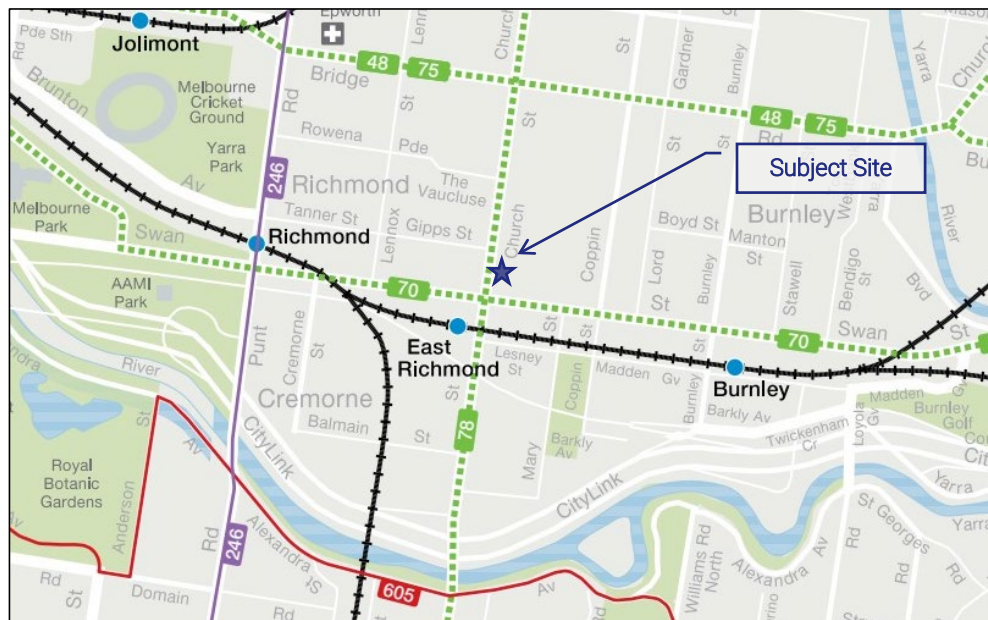
Public transport facilities in the vicinity of Charlotte Street includes a tram route 78 on Church Street / Gipps Street Tram Stop to the north, tram route 70 on Swan Street/Church Street Tram Stop to the south and the East Richmond Railway Station 300m to the southwest.

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.

## Traffic Impact Assessment

Charlotte Street, Richmond

- 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.

Traffic Impact Assessment

Charlotte Street, Richmond

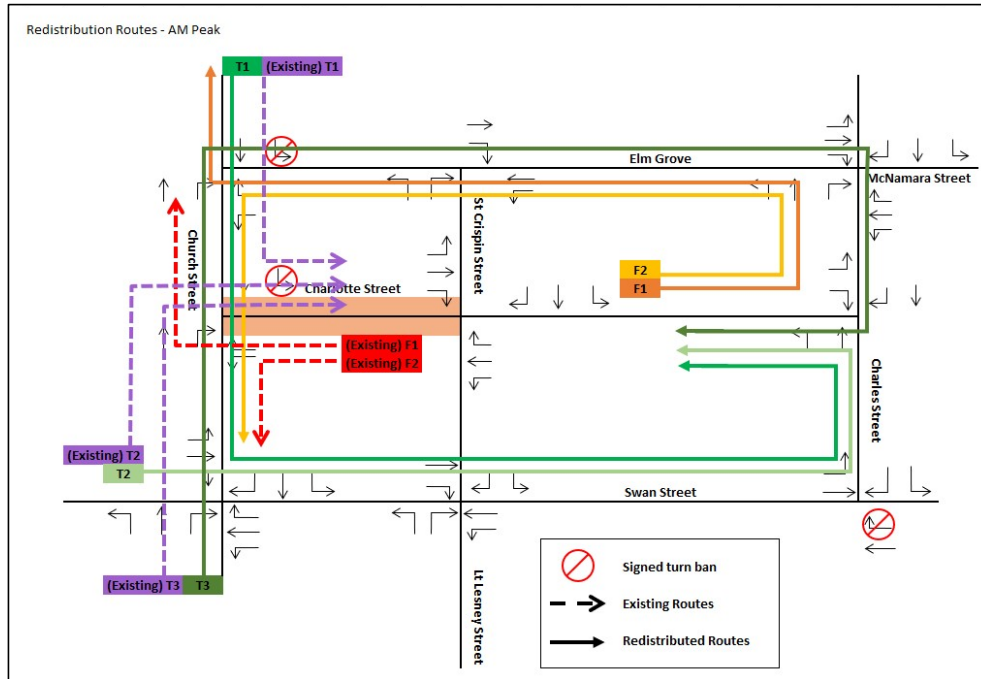


Figure 24: Redistributed Travel Routes To/From Charlotte Street - AM Peak

Traffic Impact Assessment

Charlotte Street, Richmond

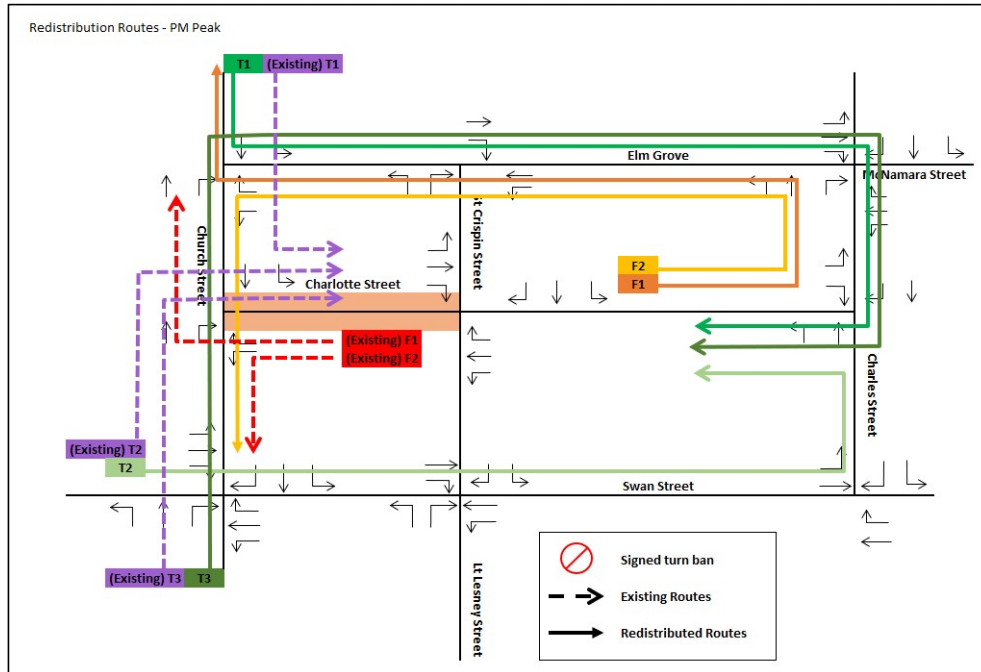


Figure 25: Redistributed Travel Routes To/From Charlotte Street – PM Peak

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.

## Traffic Impact Assessment

Charlotte Street, Richmond

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.

Traffic Impact Assessment

Charlotte Street, Richmond

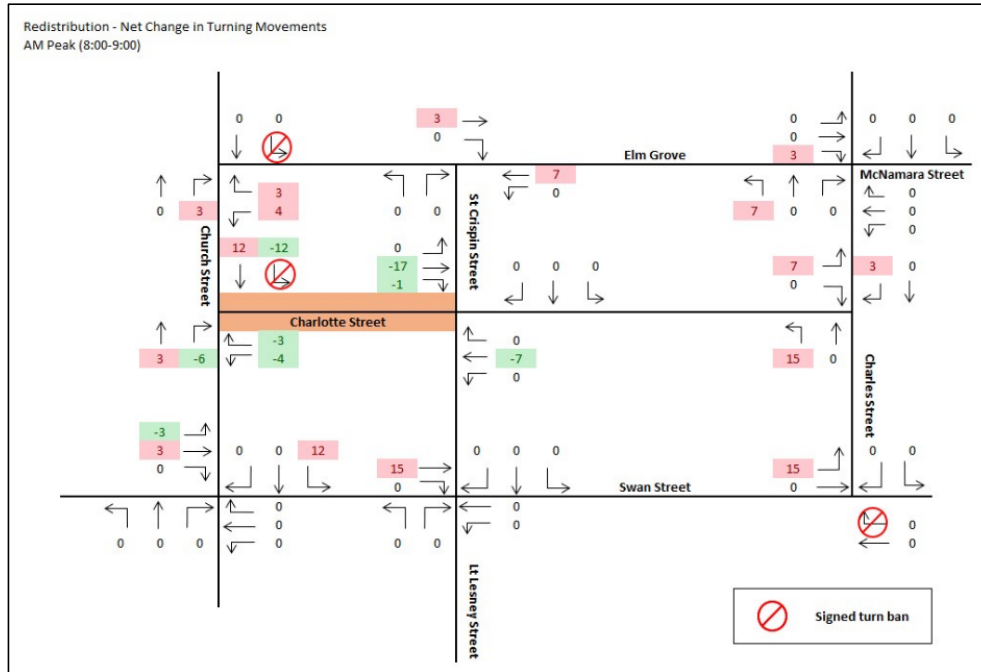


Figure 26: Net Change in Turning Movement Volumes – AM Peak

Traffic Impact Assessment

Charlotte Street, Richmond

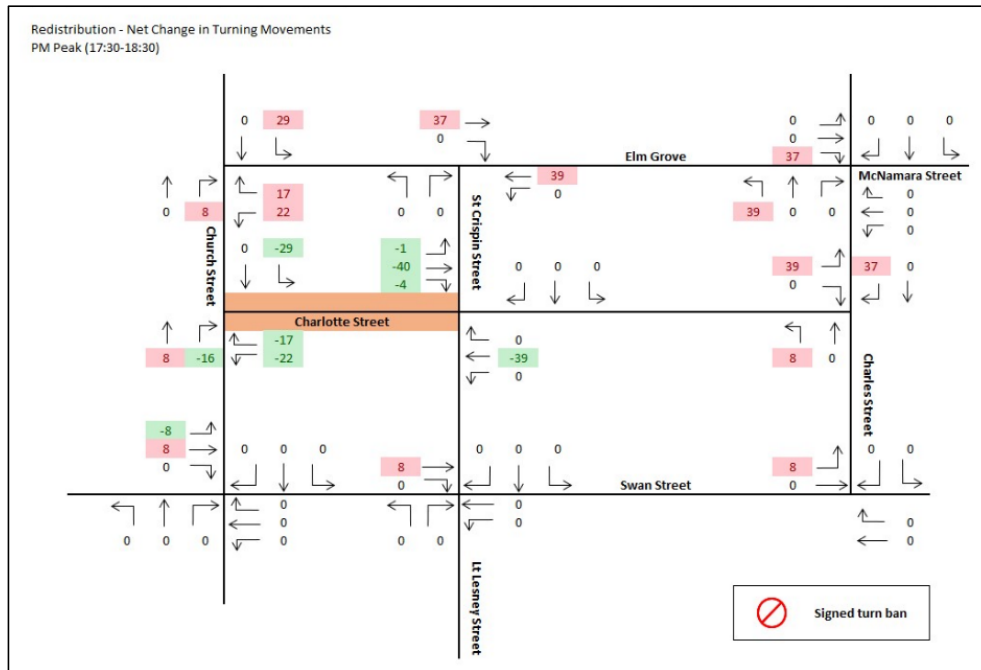


Figure 27: Net Change in Turning Movement Volumes – PM Peak

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.



**Traffic Impact Assessment**

Charlotte Street, Richmond

*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,

## Traffic Impact Assessment

Charlotte Street, Richmond

- 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**

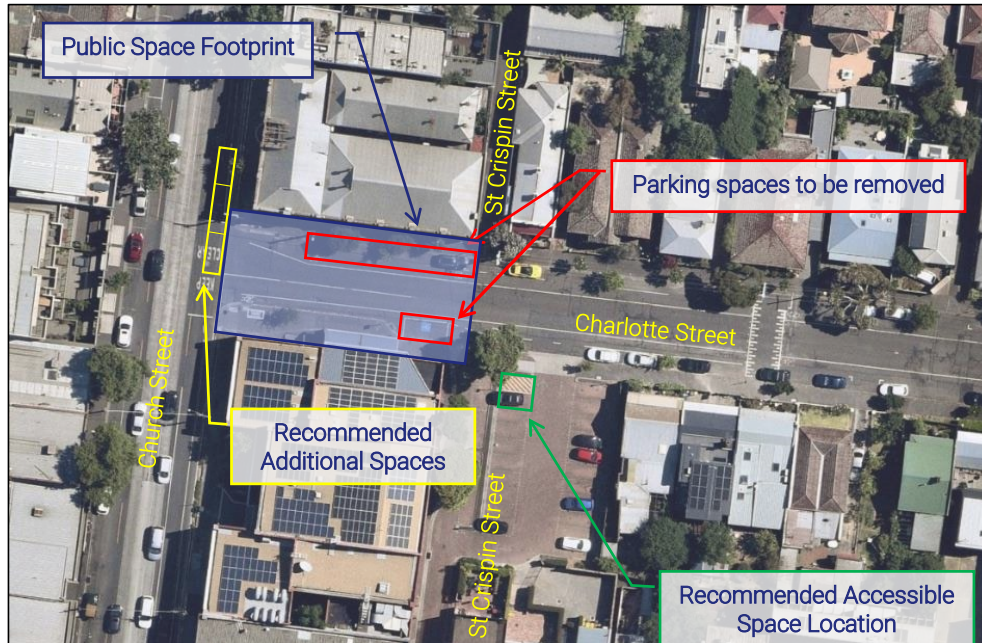
An assessment of the proposed public space concept design indicates that there are five (5) on-street carparking spaces including an accessible carparking space requiring removal on Charlotte Street, as shown in Figure 28 below.

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.

**Traffic Impact Assessment**

Charlotte Street, Richmond

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
	<b>Occupancy</b>	<b>60%</b>	<b>80%</b>	<b>100%</b>	<b>100%</b>	<b>80%</b>	<b>60%</b>	<b>100%</b>
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
	<b>Occupancy</b>	<b>60%</b>	<b>80%</b>	<b>80%</b>	<b>60%</b>	<b>85%</b>	<b>58%</b>	<b>93%</b>
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
	<b>Occupancy</b>	<b>65%</b>	<b>90%</b>	<b>90%</b>	<b>100%</b>	<b>100%</b>	<b>90%</b>	<b>100%</b>
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
	<b>Occupancy</b>	<b>75%</b>	<b>75%</b>	<b>75%</b>	<b>75%</b>	<b>25%</b>	<b>50%</b>	<b>0%</b>
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

## Traffic Impact Assessment

Charlotte Street, Richmond

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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 elsewhere.

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 related 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 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.

## Traffic Impact Assessment

Charlotte Street, Richmond

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### 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

## Traffic Impact Assessment

Charlotte Street, Richmond

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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

## 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

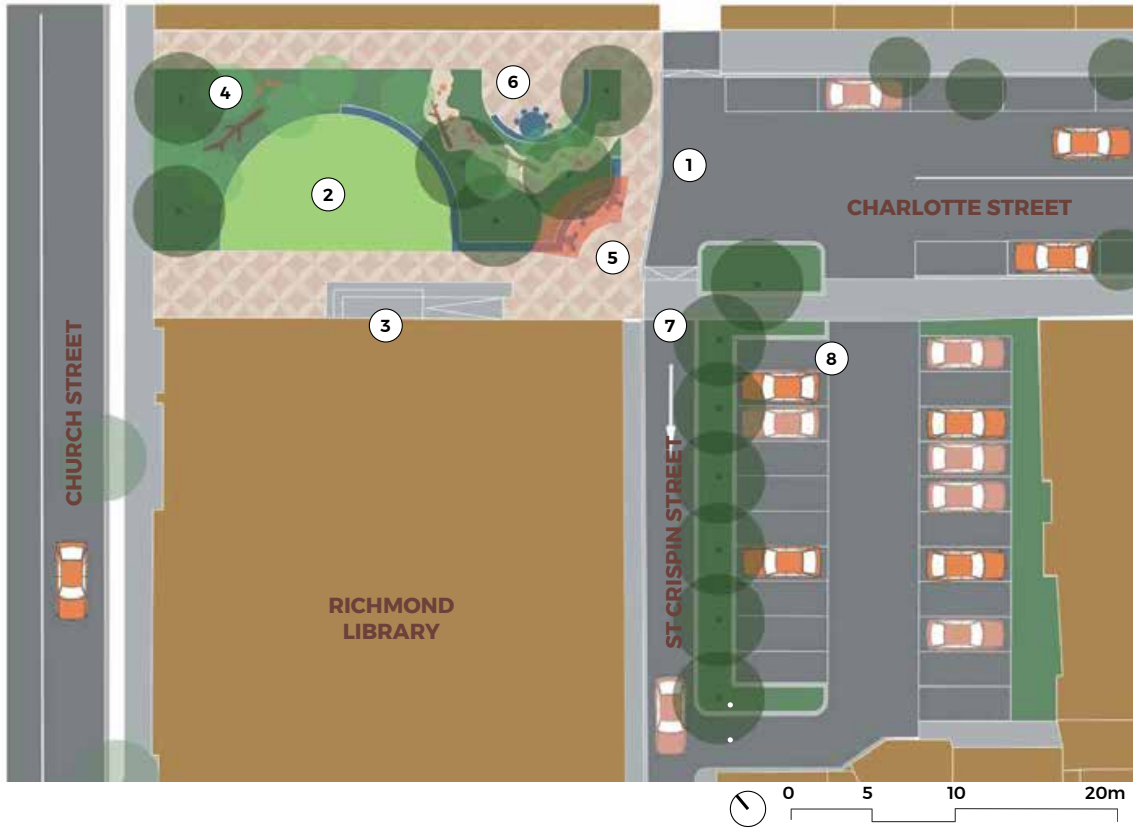
600m<sup>2</sup> NEW PUBLIC SPACE



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 sunny lawn area*



*A colourful community space for all ages*

rush \ wright associates 79



# Appendix B

## Turning Movement Count Data

# Attachment 4 Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022

## TRANS TRAFFIC SURVEY

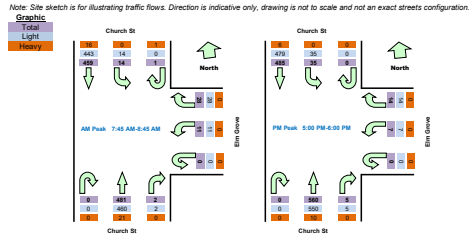
TURNING MOVEMENT SURVEY [www.traffic-survey.com.au](http://www.traffic-survey.com.au)

**Intersection of Church St and Elm Grove, East Richmond**  
GPS: -37.824370, 144.988164

Topic:	The Intersection	North:	Church St	Survey Period:	AM: 7:30 AM-9:30 AM
Weather:	Fine	East:	Elm Grove	PM:	L: 3:00 PM-6:30 PM
Suburban:	East Richmond	South:	Church St	JUL:	7:45 AM-8:45 AM
Customer:	Trafic	West:	N/A	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/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	994	
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	108	8	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		



Light Vehicles

Time	North Approach Church St	East Approach Elm Grove	South Approach Church St	Hourly Total							
Period Start/End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
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	88	2	0	4	0	0	1	103		
9:15-9:30	0	94	4	0	4	3	0	1	94		
16:30-16:45	0	98	3	0	3	1	0	1	127		
16:45-17:00	0	98	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 total						
Period Start/End	U	SB	L	U	R	L	U	R	NB	total
7:45-8:45	0	459	14	0	28	11	0	2	491	956
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	Hourly Total							
Period Start/End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
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 total						
Period Start/End	U	SB	L	U	R	L	U	R	NB	total
7:45-8:45	0	18	0	0	0	0	0	0	21	38
17:00-18:00	0	6	0	0	0	0	0	0	10	16

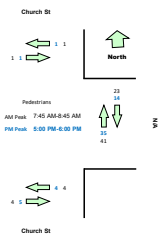
Cyclists

Time	North Approach Church St	East Approach Elm Grove	South Approach Church St	Hourly Total							
Period Start/End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
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	15	0	0	0	0	0	0	2		
8:15-8:30	0	15	0	0	0	0	0	0	9		
8:30-8:45	0	15	0	0	0	0	0	0	5		
8:45-9:00	0	8	0	0	0	0	0	0	1		
9:00-9:15	0	6	0	0	0	0	0	0	3		
9:15-9:30	0	7	0	0	2	0	0	0	4		
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	17		
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		

Pedestrians Crossing

Time	North Approach Church St	East Approach Elm Grove	South Approach Church St	Hourly Total			
Period Start/End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	Hourly Total
7:30-7:45	0	0	4	0	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/End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	Peak total
7:45-8:45	1	1	23	41	4	4	71
17:00-18:00	1	1	14	35	4	5	62



# Attachment 4 Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022

## TRANS TRAFFIC SURVEY TURNING MOVEMENT SURVEY

Intersection of Church St and Charlotte St, East Richmond

GPS: -37 825018 144 688022	North: Church St	Survey Period AM: 7:30 AM-9:30 AM
Date: Thu 10/13/22	East: Charlotte St	PM: 4:30 PM-6:30 PM
Weather: Fine	South: Church St	Traffic Peak AM: 7:45 AM-8:45 AM
Suburban: East Richmond	West: NB	PM: 5:00 PM-6:00 PM
Customer: Traffic		

**All Vehicles**

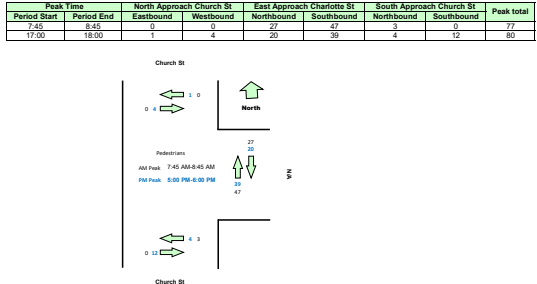
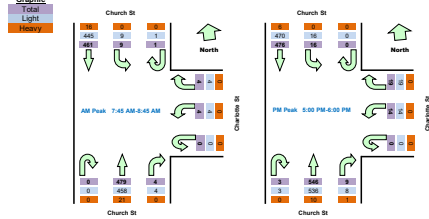
Time	North Approach Church St	East Approach Charlotte St	South Approach Church St	Hourly Total							
Period Start/End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
7:30-7:45	0	109	1	0	2	1	0	0	4	90	638
7:45-8:00	0	121	0	0	1	1	0	1	107	982	Peak
8:00-8:15	0	111	3	0	2	1	0	1	117	960	
8:15-8:30	0	128	2	0	0	2	0	2	131	933	
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		
9:30-10:00	0	97	2	0	2	1	0	4	128	992	
10:00-10:45	0	83	7	0	3	2	1	5	87	1016	
10:45-17:00	0	126	2	0	5	5	0	3	137	1083	Peak
17:00-17:15	0	129	4	0	5	2	0	2	140	1049	
17:15-17:30	0	113	3	0	4	5	2	1	130	1038	
17:30-17:45	0	108	7	0	5	2	1	3	139		
17:45-18:00	0	109	7	0	4	3	0	5	116		
18:00-18:15	0	116	12	0	4	12	0	7	120		
18:15-18:30	0										

**Pedestrians Crossing**

Time	North Approach Church St	East Approach Charlotte St	South Approach Church St	Hourly Total			
Period Start/End	Eastbound	Westbound	Northbound	Southbound	Northbound	Southbound	Hourly Total
7:30-7:45	2	0	4	7	1	0	6
7:45-8:00	0	0	3	15	0	0	18
8:00-8:15	0	0	9	10	1	0	20
8:15-8:30	0	0	4	8	2	0	14
8:30-8:45	0	0	11	14	0	0	25
8:45-9:00	0	0	10	25	0	0	35
9:00-9:15	0	0	3	4	0	0	7
9:15-9:30	0	0	2	7	0	1	10
9:30-10:00	0	0	2	5	0	1	8
10:00-10:45	0	0	2	3	0	5	10
10:45-17:00	0	1	6	8	0	0	15
17:00-17:15	1	0	4	14	2	1	22
17:15-17:30	0	1	4	10	2	7	24
17:30-17:45	0	2	6	7	0	4	19
17:45-18:00	0	1	7	6	3	1	18
18:00-18:15	3	1	7	12	1	0	24
18:15-18:30	0						0

Peak Time	North Approach Church St	East Approach Charlotte St	South Approach Church St	Peak total						
Period Start/End	U	SB	L	U	R	L	U	R	NB	total
7:45-8:45	0	461	9	0	4	4	0	5	479	982
17:00-18:00	0	476	16	0	19	14	3	8	546	1083

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 Charlotte St	South Approach Church St	Hourly Total							
Period Start/End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
7:30-7:45	0	101	1	0	2	1	0	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	79	3	0	1	2	0	4	113		
9:15-9:30	0	98	1	0	3	0	0	1	92		
9:30-10:00	0	95	2	0	2	1	0	4	126		
10:00-10:45	0	89	7	0	3	2	1	5	85		
10:45-17:00	0	124	2	0	5	5	0	3	133		
17:00-17:15	0	128	4	0	5	2	0	2	137		
17:15-17:30	0	111	3	0	4	5	2	0	129		
17:30-17:45	0	107	7	0	5	2	1	3	137		
17:45-18:00	0	108	7	0	4	3	0	5	115		
18:00-18:15	0	114	12	0	4	12	0	7	117		
18:15-18:30	0										

Peak Time	North Approach Church St	East Approach Charlotte St	South Approach Church St	Peak total						
Period Start/End	U	SB	L	U	R	L	U	R	NB	total
7:45-8:45	0	445	9	0	4	4	0	5	458	928
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	Hourly Total							
Period Start/End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
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	9		
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		
9:30-10:00	0	2	0	0	0	0	0	0	2		
10:00-10:45	0	4	0	0	0	0	0	0	2		
10:45-17:00	0	2	0	0	0	0	0	0	4		
17:00-17:15	0	1	0	0	0	0	0	0	3		
17:15-17:30	0	2	0	0	0	0	0	1	1		
17:30-17:45	0	1	0	0	0	0	0	0	2		
17:45-18:00	0	1	0	0	0	0	0	0	1		
18:00-18:15	0	2	0	0	0	0	0	0	3		
18:15-18:30	0										

Peak Time	North Approach Church St	East Approach Charlotte St	South Approach Church St	Peak total						
Period Start/End	U	SB	L	U	R	L	U	R	NB	total
7:45-8:45	0	16	0	0	0	0	0	1	10	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	Hourly Total							
Period Start/End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
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	1	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	0	1	0	1		
9:30-10:00	0	5	0	0	0	0	0	0	1		
10:00-10:45	0	6	0	0	1	0	0	0	8		
10:45-17:00	0	4	1	0	1	1	0	0	9		
17:00-17:15	0	6	0	0	0	0	0	0	11		
17:15-17:30	0	3	0	0	2	0	0	0	11		
17:30-17:45	0	11	1	0	0	0	0	0	12		
17:45-18:00	0	5	0	0	3	0	0	0	5		
18:00-18:15	0	9	0	0	0	0	1	0	9		
18:15-18:30	0										

Attachment 4 Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022

**TRANS TRAFFIC SURVEY**

**TURNING MOVEMENT SURVEY**

**Intersection of Swan St and Church St, East Richmond**

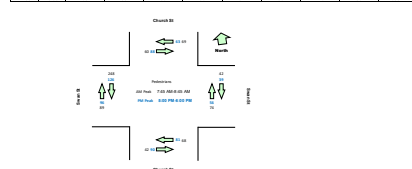
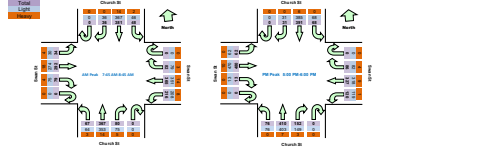
Date: 12/08/2022	Survey: Church St	Survey: SW	Project: 2022-2023
Time: 16:00-18:00	Survey: Swan St	Survey: NW	Project: 2022-2023
Surveyor: [Name]	Survey: Church St	Survey: SE	Project: 2022-2023
Surveyor: [Name]	Survey: Swan St	Survey: NE	Project: 2022-2023

All Vehicles															
Hour	Period	North Approach Vehicle St			East Approach Vehicle St			South Approach Vehicle St			West Approach Vehicle St				
		U	L	R	U	L	R	U	L	R	U	L	R		
17:05	17:05-17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:10-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:15-17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:20-17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:25-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:30-17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:35-17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:40-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:45-17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:50-17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:55-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians Crossing											
Hour	Period	North Approach Church St		East Approach Church St		South Approach Church St		West Approach Church St		Hourly Total	
		W	E	W	E	W	E	W	E		
17:05	17:05-17:10	0	0	0	0	0	0	0	0	0	0
17:05	17:10-17:15	0	0	0	0	0	0	0	0	0	0
17:05	17:15-17:20	0	0	0	0	0	0	0	0	0	0
17:05	17:20-17:25	0	0	0	0	0	0	0	0	0	0
17:05	17:25-17:30	0	0	0	0	0	0	0	0	0	0
17:05	17:30-17:35	0	0	0	0	0	0	0	0	0	0
17:05	17:35-17:40	0	0	0	0	0	0	0	0	0	0
17:05	17:40-17:45	0	0	0	0	0	0	0	0	0	0
17:05	17:45-17:50	0	0	0	0	0	0	0	0	0	0
17:05	17:50-17:55	0	0	0	0	0	0	0	0	0	0
17:05	17:55-18:00	0	0	0	0	0	0	0	0	0	0

Peak					
Hour	Period	North	East	South	West
17:05	17:05-17:10	0	0	0	0
17:05	17:10-17:15	0	0	0	0
17:05	17:15-17:20	0	0	0	0
17:05	17:20-17:25	0	0	0	0
17:05	17:25-17:30	0	0	0	0
17:05	17:30-17:35	0	0	0	0
17:05	17:35-17:40	0	0	0	0
17:05	17:40-17:45	0	0	0	0
17:05	17:45-17:50	0	0	0	0
17:05	17:50-17:55	0	0	0	0
17:05	17:55-18:00	0	0	0	0

Note: One sketch is for planning traffic flow. Direction is relative only; drawing is not to scale and not an exact street configuration.



Light Vehicles													
Hour	Period	North Approach Vehicle St			East Approach Vehicle St			South Approach Vehicle St			West Approach Vehicle St		
		U	L	R	U	L	R	U	L	R	U	L	R
17:05	17:05-17:10	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:10-17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:15-17:20	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:20-17:25	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:25-17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:30-17:35	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:35-17:40	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:40-17:45	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:45-17:50	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:50-17:55	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:55-18:00	0	0	0	0	0	0	0	0	0	0	0	0

Peak											
Hour	Period	North	East	South	West	North	East	South	West	Hourly Total	Peak
17:05	17:05-17:10	0	0	0	0	0	0	0	0	0	0
17:05	17:10-17:15	0	0	0	0	0	0	0	0	0	0
17:05	17:15-17:20	0	0	0	0	0	0	0	0	0	0
17:05	17:20-17:25	0	0	0	0	0	0	0	0	0	0
17:05	17:25-17:30	0	0	0	0	0	0	0	0	0	0
17:05	17:30-17:35	0	0	0	0	0	0	0	0	0	0
17:05	17:35-17:40	0	0	0	0	0	0	0	0	0	0
17:05	17:40-17:45	0	0	0	0	0	0	0	0	0	0
17:05	17:45-17:50	0	0	0	0	0	0	0	0	0	0
17:05	17:50-17:55	0	0	0	0	0	0	0	0	0	0
17:05	17:55-18:00	0	0	0	0	0	0	0	0	0	0

Heavy Vehicles													
Hour	Period	North Approach Vehicle St			East Approach Vehicle St			South Approach Vehicle St			West Approach Vehicle St		
		U	L	R	U	L	R	U	L	R	U	L	R
17:05	17:05-17:10	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:10-17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:15-17:20	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:20-17:25	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:25-17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:30-17:35	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:35-17:40	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:40-17:45	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:45-17:50	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:50-17:55	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:55-18:00	0	0	0	0	0	0	0	0	0	0	0	0

Peak											
Hour	Period	North	East	South	West	North	East	South	West	Hourly Total	Peak
17:05	17:05-17:10	0	0	0	0	0	0	0	0	0	0
17:05	17:10-17:15	0	0	0	0	0	0	0	0	0	0
17:05	17:15-17:20	0	0	0	0	0	0	0	0	0	0
17:05	17:20-17:25	0	0	0	0	0	0	0	0	0	0
17:05	17:25-17:30	0	0	0	0	0	0	0	0	0	0
17:05	17:30-17:35	0	0	0	0	0	0	0	0	0	0
17:05	17:35-17:40	0	0	0	0	0	0	0	0	0	0
17:05	17:40-17:45	0	0	0	0	0	0	0	0	0	0
17:05	17:45-17:50	0	0	0	0	0	0	0	0	0	0
17:05	17:50-17:55	0	0	0	0	0	0	0	0	0	0
17:05	17:55-18:00	0	0	0	0	0	0	0	0	0	0

Cyclists													
Hour	Period	North Approach Vehicle St			East Approach Vehicle St			South Approach Vehicle St			West Approach Vehicle St		
		U	L	R	U	L	R	U	L	R	U	L	R
17:05	17:05-17:10	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:10-17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:15-17:20	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:20-17:25	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:25-17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:30-17:35	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:35-17:40	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:40-17:45	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:45-17:50	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:50-17:55	0	0	0	0	0	0	0	0	0	0	0	0
17:05	17:55-18:00	0	0	0	0	0	0	0	0	0	0	0	0

Peak											
Hour	Period	North	East	South	West	North	East	South	West	Hourly Total	Peak
17:05	17:05-17:10	0	0	0	0	0	0	0	0	0	0
17:05	17:10-17:15	0	0	0	0	0	0	0	0	0	0
17:05	17:15-17:20	0	0	0	0	0	0	0	0	0	0
17:05	17:20-17:25	0	0	0	0	0</					

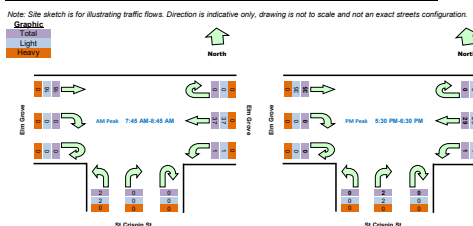
# Attachment 4 Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022



**TRANS TRAFFIC SURVEY**  
TURNING MOVEMENT SURVEY  
Intersection of Elm Grove and St Crispin St, East Richmond  
GPS: -37.824434, 144.898637  
Date: Thu 10/20/22  
Weather: Fine  
Suburban: East Richmond  
Customer: Traffic

Time	East Approach Elm Grove	South Approach St Crispin St	West Approach Elm Grove	Hourly Total
7:30-7:45	0	4	0	4
7:45-8:00	0	9	0	9
8:00-8:15	0	8	0	8
8:15-8:30	0	7	0	7
8:30-8:45	0	13	1	14
8:45-9:00	0	4	0	4
9:00-9:15	0	4	0	4
9:15-9:30	0	7	0	7
9:30-10:00	0	4	0	4
10:00-10:45	0	8	0	8
10:45-17:00	0	4	0	4
17:00-17:15	0	6	0	6
17:15-17:30	0	6	1	7
17:30-17:45	0	6	1	7
17:45-18:00	0	5	0	5
18:00-18:15	0	6	0	6
18:15-18:30	0	12	0	12

Peak Time	East Approach Elm Grove	South Approach St Crispin St	West Approach Elm Grove	Peak total
7:45-8:45	0	27	1	28
17:30-18:30	0	29	1	30



Time	East Approach Elm Grove	South Approach St Crispin St	West Approach Elm Grove	Hourly Total
7:30-7:45	0	4	0	4
7:45-8:00	0	9	0	9
8:00-8:15	0	8	0	8
8:15-8:30	0	7	0	7
8:30-8:45	0	13	1	14
8:45-9:00	0	4	0	4
9:00-9:15	0	4	0	4
9:15-9:30	0	7	0	7
9:30-10:00	0	4	0	4
10:00-10:45	0	8	0	8
10:45-17:00	0	4	0	4
17:00-17:15	0	6	0	6
17:15-17:30	0	6	1	7
17:30-17:45	0	6	1	7
17:45-18:00	0	5	0	5
18:00-18:15	0	6	0	6
18:15-18:30	0	12	0	12

Peak Time	East Approach Elm Grove	South Approach St Crispin St	West Approach Elm Grove	Peak total
7:45-8:45	0	27	1	28
17:30-18:30	0	29	1	30

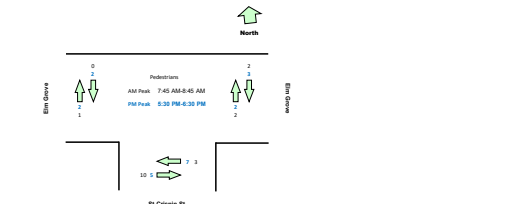
Time	East Approach Elm Grove	South Approach St Crispin St	West Approach Elm Grove	Hourly Total
7:30-7:45	0	0	0	0
7:45-8:00	0	0	0	0
8:00-8:15	0	0	0	0
8:15-8:30	0	0	0	0
8:30-8:45	0	0	0	0
8:45-9:00	0	0	0	0
9:00-9:15	0	0	0	0
9:15-9:30	0	0	0	0
9:30-10:00	0	0	0	0
10:00-10:45	0	0	0	0
10:45-17:00	0	0	0	0
17:00-17:15	0	0	0	0
17:15-17:30	0	0	0	0
17:30-17:45	0	0	0	0
17:45-18:00	0	0	0	0
18:00-18:15	0	0	0	0
18:15-18:30	0	0	0	0

Peak Time	East Approach Elm Grove	South Approach St Crispin St	West Approach Elm Grove	Peak total
7:45-8:45	0	0	0	0
17:30-18:30	0	0	0	0

Time	East Approach Elm Grove	South Approach St Crispin St	West Approach Elm Grove	Hourly Total
7:30-7:45	0	0	0	0
7:45-8:00	0	0	0	0
8:00-8:15	0	0	0	0
8:15-8:30	0	0	0	0
8:30-8:45	0	0	0	0
8:45-9:00	0	0	0	0
9:00-9:15	0	0	1	1
9:15-9:30	0	2	0	2
9:30-10:00	0	0	0	0
10:00-10:45	0	0	0	0
10:45-17:00	0	0	0	0
17:00-17:15	0	0	0	0
17:15-17:30	0	0	0	0
17:30-17:45	0	0	0	0
17:45-18:00	0	0	0	0
18:00-18:15	0	1	0	1
18:15-18:30	0	0	0	0

Time	East Approach Elm Grove	South Approach St Crispin St	West Approach Elm Grove	Hourly Total
7:30-7:45	0	0	0	0
7:45-8:00	0	0	0	0
8:00-8:15	1	1	1	3
8:15-8:30	1	0	1	2
8:30-8:45	0	1	1	2
8:45-9:00	0	1	3	4
9:00-9:15	0	1	2	3
9:15-9:30	0	0	1	1
9:30-10:00	1	1	0	2
10:00-10:45	0	0	0	0
10:45-17:00	0	0	0	0
17:00-17:15	0	0	0	0
17:15-17:30	1	1	0	2
17:30-17:45	1	0	4	5
17:45-18:00	1	0	1	2
18:00-18:15	0	0	1	1
18:15-18:30	1	2	3	6

Peak Time	East Approach Elm Grove	South Approach St Crispin St	West Approach Elm Grove	Peak total
7:45-8:45	2	2	3	7
17:30-18:30	3	2	5	10





# Attachment 4 Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022



**TURNING MOVEMENT SURVEY**  
**Intersection of Charlotte St and St Crispin St, East Richmond**

Date: 07/20/2022  
 Time: 12:30 PM - 1:00 PM  
 Survey Period: 07/20/2022 12:30 PM - 01:00 PM  
 Survey Peak: 07/20/2022 12:30 PM - 01:00 PM

Time	North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St				Hourly Total	
	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak		
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
18:00-18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100



Time	North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St				Peak Total
	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak	
7:30-7:45	0	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	0
8:00-8:15	0	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	0
8:30-8:45	0	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	0
9:00-9:15	0	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	0
16:30-16:45	0	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	0
17:00-17:15	0	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	0
17:30-17:45	0	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	0
18:00-18:15	0	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	0

Time	North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St				Peak Total
	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak	
7:30-7:45	0	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	0
8:00-8:15	0	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	0
8:30-8:45	0	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	0
9:00-9:15	0	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	0
16:30-16:45	0	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	0
17:00-17:15	0	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	0
17:30-17:45	0	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	0
18:00-18:15	0	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	0

Time	North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St				Peak Total
	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak	
7:30-7:45	0	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	0
8:00-8:15	0	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	0
8:30-8:45	0	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	0
9:00-9:15	0	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	0
16:30-16:45	0	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	0
17:00-17:15	0	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	0
17:30-17:45	0	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	0
18:00-18:15	0	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	0

Time	North Approach St Crispin St				East Approach Charlotte St				South Approach St Crispin St				West Approach Charlotte St				Peak Total
	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak	LT	RT	LT+RT	Peak	
7:30-7:45	0	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	0
8:00-8:15	0	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	0
8:30-8:45	0	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	0
9:00-9:15	0	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	0
16:30-16:45	0	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	0
17:00-17:15	0	0															





# Attachment 4 Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022

**TRANS TRAFFIC SURVEY**  
TURNING MOVEMENT SURVEY | trafficsurvey.com.au

**Intersection of Charlotte St and Charles St, East Richmond**

GPS: -37.829778, 145.000395

Date:	11/03/2022	North:	Charlotte St	Survey AM:	7:30 AM-9:30 AM
Weather:	Fine	East:	N/A	Period PM:	4:30 PM-6:30 PM
Suburb:	East Richmond	South:	Charlotte St	Traffic AM:	8:00 AM-9:00 AM
Customer:	Trafic	West:	Charlotte St	Peak PM:	5:30 PM-6:30 PM

**All Vehicles**

Time	North Approach Charles St				South Approach Charles St				West Approach Charlotte St				Hourly Total
	U	R	SB	L	U	NB	L	R	U	R	L	Hour	
7:30	7:45	0	0	8	0	2	1	0	4	0	0	63	
7:45	8:00	0	1	6	0	4	0	1	0	1	0	72	
8:00	8:15	0	0	12	0	2	1	0	3	2	0	78	Peak
8:15	8:30	0	0	11	0	3	1	0	0	2	0	67	
8:30	8:45	0	1	10	0	4	1	0	6	0	0	59	
8:45	9:00	1	0	8	0	4	1	0	5	0	0	21	
9:00	9:15	0	2	2	0	4	0	0	0	1	1	11	
9:15	9:30	0	0	5	0	3	1	0	0	0	0	9	
16:30	16:45	0	1	8	0	7	2	0	2	1	0	100	
16:45	17:00	0	0	11	1	6	5	0	2	2	0	117	
17:00	17:15	0	1	14	0	9	2	0	3	0	0	115	
17:15	17:30	0	0	11	0	10	5	0	2	0	0	121	
17:30	17:45	0	2	10	0	4	10	0	2	2	0	142	Peak
17:45	18:00	0	3	9	0	3	7	0	5	1	0	28	
18:00	18:15	0	4	9	0	8	5	0	7	2	0	33	
18:15	18:30	0	1	11	0	15	11	0	8	3	0	53	

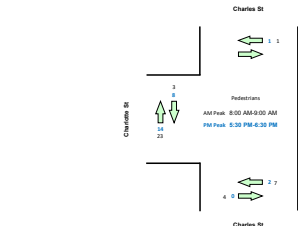
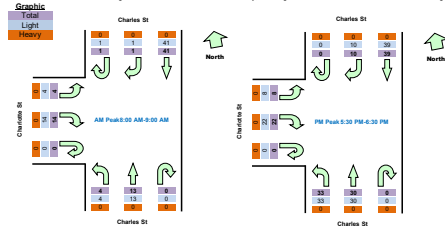
**Pedestrians Crossing**

Time	North Approach Charles St		South Approach Charles St		West Approach Charlotte St		Hourly Total
	Westbound	Eastbound	Westbound	Eastbound	Northbound	Southbound	
7:30	7:45	0	0	0	0	2	2
7:45	8:00	0	0	0	3	1	4
8:00	8:15	0	0	1	0	1	2
8:15	8:30	0	0	1	1	0	2
8:30	8:45	1	0	2	2	2	7
8:45	9:00	0	0	3	1	0	4
9:00	9:15	0	0	0	0	2	2
9:15	9:30	0	0	0	1	1	2
16:30	16:45	0	0	0	0	1	1
16:45	17:00	0	1	0	1	7	9
17:00	17:15	0	0	0	0	4	4
17:15	17:30	2	0	0	3	0	5
17:30	17:45	0	0	2	0	2	4
17:45	18:00	0	0	0	0	3	3
18:00	18:15	0	1	0	0	3	4
18:15	18:30	1	0	0	0	8	9

**Peak Time**

Period Start	Period End	U	R	SB	L	U	NB	L	R	U	R	L	Peak total
8:00	9:00	1	1	43	0	13	4	0	14	4	0	0	75
17:30	18:30	0	10	39	0	30	33	0	22	8	0	0	142

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				
	U	R	SB	L	U	NB	L	R	U	R	L	Hour	Peak
7:30	7:45	0	0	8	0	2	1	0	4	0	0	15	
7:45	8:00	0	1	6	0	4	0	1	0	1	0	1	
8:00	8:15	0	0	12	0	2	1	0	3	2	0	2	
8:15	8:30	0	0	11	0	3	1	0	0	2	0	2	
8:30	8:45	0	1	10	0	4	1	0	6	0	0	1	
8:45	9:00	1	0	8	0	4	1	0	5	0	0	0	
9:00	9:15	0	2	2	0	4	0	0	0	1	1	0	
9:15	9:30	0	0	5	0	3	1	0	0	0	0	0	
16:30	16:45	0	1	8	0	7	2	0	2	1	0	1	
16:45	17:00	0	0	11	1	6	5	0	2	2	0	2	
17:00	17:15	0	1	14	0	9	2	0	3	0	0	0	
17:15	17:30	0	0	11	0	10	5	0	2	0	0	0	
17:30	17:45	0	2	10	0	4	10	0	2	2	0	0	
17:45	18:00	0	3	9	0	3	7	0	5	1	0	0	
18:00	18:15	0	4	9	0	8	5	0	7	2	0	0	
18:15	18:30	0	1	11	0	15	11	0	8	3	0	0	

**Peak Time**

Period Start	Period End	U	R	SB	L	U	NB	L	R	U	R	L	Peak total
8:00	9:00	1	1	43	0	13	4	0	14	4	0	0	75
17:30	18:30	0	10	39	0	30	33	0	22	8	0	0	142

**Heavy Vehicles**

Time	North Approach Charles St				South Approach Charles St				West Approach Charlotte St				
	U	R	SB	L	U	NB	L	R	U	R	L	Hour	Peak
7:30	7:45	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	
8:00	8:15	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	
8:30	8:45	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	
9:00	9:15	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	
16:30	16:45	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	
17:00	17:15	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	
17:30	17:45	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	
18:00	18:15	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	

**Peak Time**

Period Start	Period End	U	R	SB	L	U	NB	L	R	U	R	L	Peak total
8:00	9:00	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

**Cyclists**

Time	North Approach Charles St				South Approach Charles St				West Approach Charlotte St				
	U	R	SB	L	U	NB	L	R	U	R	L	Hour	Peak
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	
7:45	8:00	0	0	1	0	0	0	0	0	0	0	0	
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	
8:15	8:30	0	1	2	0	0	0	0	0	0	0	0	
8:30	8:45	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	
9:00	9:15	0	1	0	0	1	0	0	0	0	0	0	
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	
16:30	16:45	0	0	1	0	1	0	0	0	1	0	0	
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	
17:00	17:15	0	0	0	0	1	0	0	0	0	0	0	
17:15	17:30	0	0	0	0	1	0	0	0	1	0	0	
17:30	17:45	0	0	1	0	0	0	0	1	0	0	0	
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	
18:00	18:15	0	0	0	0	0	1	0	0	0	0	0	
18:15	18:30	0	1	1	0	1	0	0	0	0	0	1	

# Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022



**Intersection of Swan St and Charles St, East Richmond**  
 GPS -37.829930 145.00247  
 Topic: The 1030292  
 Weather: Fine  
 Suburban: East Richmond  
 Customer: Traffic

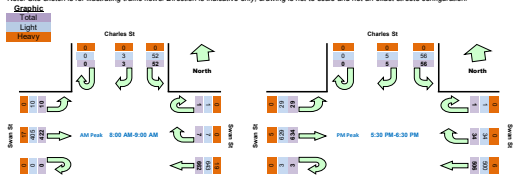
North: Charles St  
 East: Swan St  
 South: N/A  
 West: Swan St

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

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	Peak
7:30	7:45	0	2	8	1	2	129	0	199	1	1070
7:45	8:00	0	0	6	0	0	157	0	99	4	1108
8:00	8:15	0	2	13	0	2	158	0	105	1	1157
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	
10:30	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	108	2	143	6	1289
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 Total
8:00-9:00	43	62	1	106
17:30-18:30	56	34	3	93

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



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	Hourly Total
7:30	7:45	6	12	1	0	0	3	52
7:45	8:00	12	4	2	0	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	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	6	5	0	0	1	1	100
16:45	17:00	17	7	0	0	0	2	98
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	0	1
17:45	18:00	14	13	0	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
8:00-9:00	43	40	5	88
17:30-18:30	54	45	4	103

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	Peak
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	158	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 Total
8:00-9:00	43	62	1	106
17:30-18:30	56	34	3	93

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	Peak
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 Total
8:00-9:00	0	0	0	0
17:30-18:30	0	0	0	0

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	Peak
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

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](mailto:traffic@trafficsurvey.com.au) - W. [www.trafficsurvey.com.au](http://www.trafficsurvey.com.au)

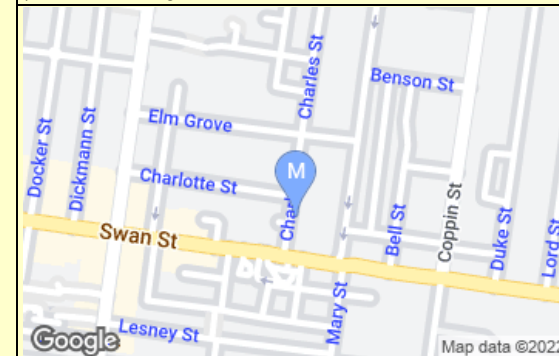
## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	Charles St	<b>Location :</b>	Outside Property 79
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Tue 01/March/2022
<b>Machine ID:</b>	ME317FVV	<b>Finish Date :</b>	00:00 Tue 08/March/2022
<b>Site ID:</b>	12810	<b>Speed Zone :</b>	50 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information		Lat 37° 49' 31.83 South	<b>Direction of Travel</b>		
		Long 145° 0' 1.52 East	<b>Both directions</b>	<b>Northbound</b>	<b>Southbound</b>
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average		1,288	608	680
	7 Day Average		1,268	609	659
<b>Weekday</b>	<b>AM</b>	11:00	79	34	45
<b>Peak hour starts</b>	<b>PM</b>	18:00	138	86	52
<b>Speeds : (Km/Hr)</b>	85th Percentile		33.7	34.2	33.2
	Average		29.1	29.5	28.7
<b>Classification % :</b>	Light Vehicles up to 5.5m		97.0%	97.2%	96.7%

## Location

**GPS Information** [Load Google Map \(internet requi](#)  
(Latitude, Longitude) -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



Site Charles St

Direction Both directions

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>1282</b>	<b>1082</b>	<b>1347</b>	<b>1296</b>	<b>1457</b>	<b>1435</b>	<b>1048</b>	<b>8947</b>	<b>1268</b>	<b>6464</b>	<b>1288</b>	<b>2483</b>	<b>1263</b>
<b>% Heavy</b>	<b>2.96%</b>	<b>3.79%</b>	<b>4.31%</b>	<b>4.09%</b>	<b>3.09%</b>	<b>1.39%</b>	<b>1.43%</b>	<b>3.02%</b>		<b>3.64%</b>		<b>1.41%</b>	



AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charles St

Direction

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>610</b>	<b>496</b>	<b>643</b>	<b>564</b>	<b>732</b>	<b>724</b>	<b>535</b>	<b>4304</b>	<b>609</b>	<b>3045</b>	<b>608</b>	<b>1259</b>	<b>640</b>
<b>% Heavy</b>	<b>2.30%</b>	<b>3.43%</b>	<b>3.73%</b>	<b>3.90%</b>	<b>2.87%</b>	<b>1.38%</b>	<b>1.68%</b>	<b>2.72%</b>		<b>3.22%</b>		<b>1.51%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charles St

Direction

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>672</b>	<b>586</b>	<b>704</b>	<b>732</b>	<b>725</b>	<b>711</b>	<b>513</b>	<b>4643</b>	<b>659</b>	<b>3419</b>	<b>680</b>	<b>1224</b>	<b>623</b>
<b>% Heavy</b>	<b>3.57%</b>	<b>4.10%</b>	<b>4.83%</b>	<b>4.23%</b>	<b>3.31%</b>	<b>1.41%</b>	<b>1.17%</b>	<b>3.30%</b>		<b>4.01%</b>		<b>1.31%</b>	

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](mailto:traffic@trafficsurvey.com.au) - W. [www.trafficsurvey.com.au](http://www.trafficsurvey.com.au)

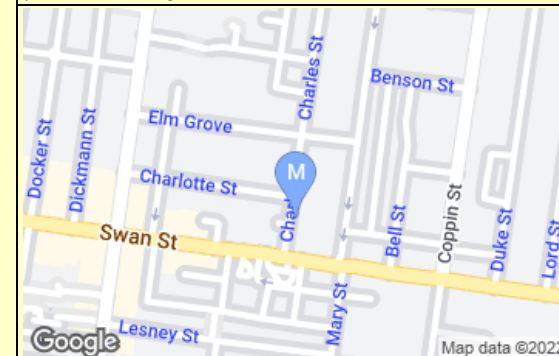
## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	Charles St	<b>Location :</b>	Outside Property 79
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Sat 12/March/2022
<b>Machine ID:</b>	L779CFYS	<b>Finish Date :</b>	00:00 Sat 19/March/2022
<b>Site ID:</b>	12810	<b>Speed Zone :</b>	50 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information	Lat 37° 49' 31.83 South Long 145° 0' 1.52 East	<b>Direction of Travel</b>		
		<b>Both directions</b>	<b>Northbound</b>	<b>Southbound</b>
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average	1,170	559	611
	7 Day Average	1,128	541	587
<b>Weekday Peak hour starts</b>	AM 10:00	60	28	32
	PM 18:00	146	88	58
<b>Speeds : (Km/Hr)</b>	85th Percentile	34.2	34.7	33.8
	Average	29.6	30.0	29.2
<b>Classification % :</b>	Light Vehicles up to 5.5m	96.4%	96.7%	96.1%

## Location

**GPS Information** [Load Google Map \(internet requi](#)  
(Latitude, Longitude) -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



Site Charles St

Direction Both directions

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Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>729</b>	<b>1015</b>	<b>1305</b>	<b>1462</b>	<b>1354</b>	<b>1096</b>	<b>938</b>	<b>7899</b>	<b>1128</b>	<b>5865</b>	<b>1170</b>	<b>2034</b>	<b>1036</b>
<b>% Heavy</b>	<b>3.16%</b>	<b>4.24%</b>	<b>5.29%</b>	<b>4.79%</b>	<b>4.14%</b>	<b>1.55%</b>	<b>1.49%</b>	<b>3.70%</b>		<b>4.45%</b>		<b>1.52%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charles St

Direction Northbound

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Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	19/03/2022	20/03/2022	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
<b>Total</b>	<b>355</b>	<b>451</b>	<b>626</b>	<b>743</b>	<b>629</b>	<b>531</b>	<b>466</b>	<b>3801</b>	<b>541</b>	<b>2804</b>	<b>559</b>	<b>997</b>	<b>508</b>
<b>% Heavy</b>	<b>3.66%</b>	<b>4.43%</b>	<b>4.79%</b>	<b>3.63%</b>	<b>4.13%</b>	<b>1.88%</b>	<b>1.29%</b>	<b>3.47%</b>		<b>4.14%</b>		<b>1.60%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charles St

Direction Southbound

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Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>374</b>	<b>564</b>	<b>679</b>	<b>719</b>	<b>725</b>	<b>565</b>	<b>472</b>	<b>4098</b>	<b>587</b>	<b>3061</b>	<b>611</b>	<b>1037</b>	<b>528</b>
<b>% Heavy</b>	<b>2.67%</b>	<b>4.08%</b>	<b>5.74%</b>	<b>5.98%</b>	<b>4.14%</b>	<b>1.24%</b>	<b>1.69%</b>	<b>3.90%</b>		<b>4.74%</b>		<b>1.45%</b>	

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](mailto:traffic@trafficsurvey.com.au) - W. [www.trafficsurvey.com.au](http://www.trafficsurvey.com.au)

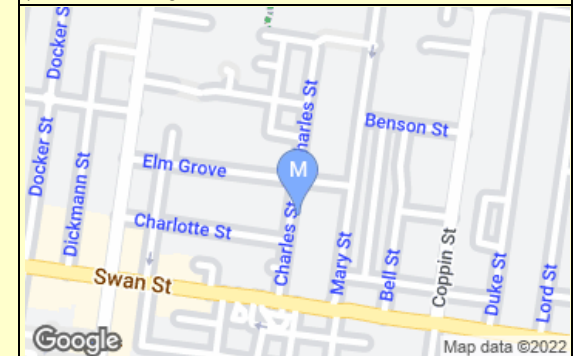
## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	Charles St	<b>Location :</b>	Outside Property 61
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Tue 01/March/2022
<b>Machine ID:</b>	CX86SFE2	<b>Finish Date :</b>	00:00 Tue 08/March/2022
<b>Site ID:</b>	12811	<b>Speed Zone :</b>	50 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information		Lat 37° 49' 30.04 South		
		Long 145° 0' 1.89 East		
		<b>Direction of Travel</b>		
		<b>Both directions</b>	<b>Northbound</b>	<b>Southbound</b>
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average	945	433	512
	7 Day Average	935	446	489
<b>Weekday Peak hour starts</b>	<b>AM</b> 11:00	59	25	34
	<b>PM</b> 18:00	96	55	41
<b>Speeds : (Km/Hr)</b>	85th Percentile	29.2	29.6	28.9
	Average	25.0	25.4	24.5
<b>Classification % :</b>	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 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



Site Charles St

Direction Both directions

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Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>936</b>	<b>811</b>	<b>1011</b>	<b>1002</b>	<b>998</b>	<b>1007</b>	<b>823</b>	<b>6588</b>	<b>935</b>	<b>4758</b>	<b>945</b>	<b>1830</b>	<b>933</b>
<b>% Heavy</b>	<b>2.35%</b>	<b>2.47%</b>	<b>2.47%</b>	<b>2.50%</b>	<b>4.41%</b>	<b>1.29%</b>	<b>0.73%</b>	<b>2.35%</b>		<b>2.86%</b>		<b>1.04%</b>	



AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charles St

Direction Northbound

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Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>439</b>	<b>363</b>	<b>463</b>	<b>428</b>	<b>500</b>	<b>519</b>	<b>416</b>	<b>3128</b>	<b>446</b>	<b>2193</b>	<b>433</b>	<b>935</b>	<b>474</b>
<b>% Heavy</b>	<b>2.96%</b>	<b>2.75%</b>	<b>3.46%</b>	<b>2.80%</b>	<b>5.20%</b>	<b>1.54%</b>	<b>0.48%</b>	<b>2.78%</b>		<b>3.51%</b>		<b>1.07%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charles St

Direction

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Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>497</b>	<b>448</b>	<b>548</b>	<b>574</b>	<b>498</b>	<b>488</b>	<b>407</b>	<b>3460</b>	<b>489</b>	<b>2565</b>	<b>512</b>	<b>895</b>	<b>459</b>
<b>% Heavy</b>	<b>1.81%</b>	<b>2.23%</b>	<b>1.64%</b>	<b>2.26%</b>	<b>3.61%</b>	<b>1.02%</b>	<b>0.98%</b>	<b>1.97%</b>		<b>2.30%</b>		<b>1.01%</b>	

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](mailto:traffic@trafficsurvey.com.au) - W. [www.trafficsurvey.com.au](http://www.trafficsurvey.com.au)

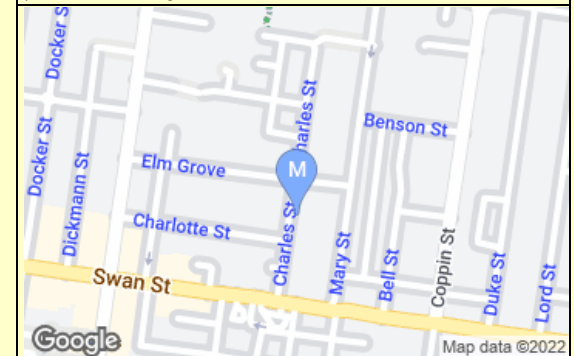
## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	Charles St	<b>Location :</b>	Outside Property 61
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Sat 12/March/2022
<b>Machine ID:</b>	K354KXNE	<b>Finish Date :</b>	00:00 Sat 19/March/2022
<b>Site ID:</b>	12811	<b>Speed Zone :</b>	50 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information	Lat 37° 49' 30.04 South Long 145° 0' 1.89 East	<b>Direction of Travel</b>		
		<b>Both directions</b>	<b>Northbound</b>	<b>Southbound</b>
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average	847	419	428
	7 Day Average	794	394	400
<b>Weekday Peak hour starts</b>	AM 10:00 PM 18:00	44 99	21 61	23 38
<b>Speeds : (Km/Hr)</b>	85th Percentile Average	30.1 26.0	30.6 26.6	29.6 25.5
<b>Classification % :</b>	Light Vehicles up to 5.5m	97.9%	97.5%	98.3%

## 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 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



Site Charles St

Direction Both directions

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>557</b>	<b>758</b>	<b>964</b>	<b>1067</b>	<b>918</b>	<b>727</b>	<b>604</b>	<b>5595</b>	<b>794</b>	<b>4264</b>	<b>847</b>	<b>1331</b>	<b>686</b>
<b>% Heavy</b>	<b>2.69%</b>	<b>2.77%</b>	<b>2.80%</b>	<b>2.62%</b>	<b>1.96%</b>	<b>0.55%</b>	<b>1.49%</b>	<b>2.18%</b>		<b>2.56%</b>		<b>0.98%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charles St

Direction

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	19/03/2022	20/03/2022	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
<b>Total</b>	<b>298</b>	<b>355</b>	<b>471</b>	<b>543</b>	<b>432</b>	<b>362</b>	<b>320</b>	<b>2781</b>	<b>394</b>	<b>2099</b>	<b>419</b>	<b>682</b>	<b>352</b>
<b>% Heavy</b>	<b>3.02%</b>	<b>3.66%</b>	<b>3.18%</b>	<b>3.50%</b>	<b>2.55%</b>	<b>0.83%</b>	<b>1.25%</b>	<b>2.66%</b>		<b>3.19%</b>		<b>1.03%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charles St

Direction

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	19/03/2022	20/03/2022	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
<b>Total</b>	<b>259</b>	<b>403</b>	<b>493</b>	<b>524</b>	<b>486</b>	<b>365</b>	<b>284</b>	<b>2814</b>	<b>400</b>	<b>2165</b>	<b>428</b>	<b>649</b>	<b>334</b>
<b>% Heavy</b>	<b>2.32%</b>	<b>1.99%</b>	<b>2.43%</b>	<b>1.72%</b>	<b>1.44%</b>	<b>0.27%</b>	<b>1.76%</b>	<b>1.71%</b>		<b>1.94%</b>		<b>0.92%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

# TRANS TRAFFIC SURVEY

trafficsurvey.com.au

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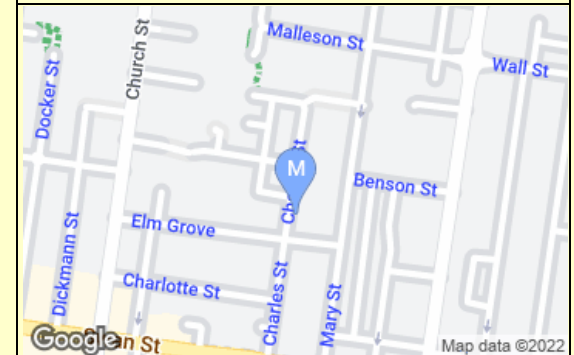
## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	Charles St	<b>Location :</b>	Outside Property 41
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Tue 01/March/2022
<b>Machine ID:</b>	MD00QXA4	<b>Finish Date :</b>	00:00 Tue 08/March/2022
<b>Site ID:</b>	12812	<b>Speed Zone :</b>	50 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information	Lat 37° 49' 27.66 South Long 145° 0' 2.34 East	<b>Direction of Travel</b>		
		<b>Both directions</b>	<b>Northbound</b>	<b>Southbound</b>
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average	652	331	321
	7 Day Average	669	337	332
<b>Weekday Peak hour starts</b>	AM 10:00 PM 18:00	39 54	21 32	18 22
<b>Speeds : (Km/Hr)</b>	85th Percentile Average	32.0 27.0	32.8 27.5	31.1 26.4
<b>Classification % :</b>	Light Vehicles up to 5.5m	96.7%	97.1%	96.4%

## 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 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



Site Charles St

Direction Both directions

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>655</b>	<b>572</b>	<b>645</b>	<b>707</b>	<b>715</b>	<b>729</b>	<b>709</b>	<b>4732</b>	<b>669</b>	<b>3294</b>	<b>652</b>	<b>1438</b>	<b>740</b>
<b>% Heavy</b>	<b>3.66%</b>	<b>3.15%</b>	<b>3.88%</b>	<b>4.81%</b>	<b>4.90%</b>	<b>1.37%</b>	<b>1.55%</b>	<b>3.32%</b>		<b>4.13%</b>		<b>1.46%</b>	



AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charles St

Direction Northbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>328</b>	<b>297</b>	<b>318</b>	<b>354</b>	<b>361</b>	<b>366</b>	<b>361</b>	<b>2385</b>	<b>337</b>	<b>1658</b>	<b>331</b>	<b>727</b>	<b>375</b>
<b>% Heavy</b>	<b>2.74%</b>	<b>2.36%</b>	<b>3.77%</b>	<b>4.52%</b>	<b>4.16%</b>	<b>1.37%</b>	<b>1.39%</b>	<b>2.89%</b>		<b>3.56%</b>		<b>1.38%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charles St

Direction

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>327</b>	<b>275</b>	<b>327</b>	<b>353</b>	<b>354</b>	<b>363</b>	<b>348</b>	<b>2347</b>	<b>332</b>	<b>1636</b>	<b>321</b>	<b>711</b>	<b>365</b>
<b>% Heavy</b>	<b>4.59%</b>	<b>4.00%</b>	<b>3.98%</b>	<b>5.10%</b>	<b>5.65%</b>	<b>1.38%</b>	<b>1.72%</b>	<b>3.75%</b>		<b>4.71%</b>		<b>1.55%</b>	

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](mailto:traffic@trafficsurvey.com.au) - W. [www.trafficsurvey.com.au](http://www.trafficsurvey.com.au)

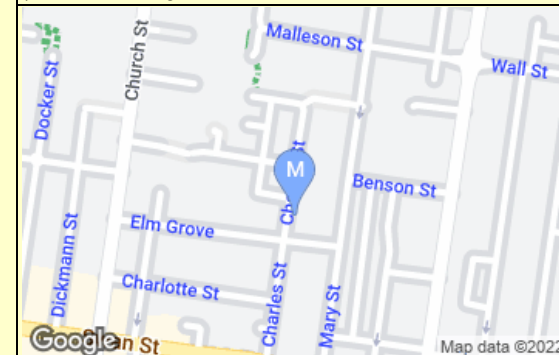
## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	Charles St	<b>Location :</b>	Outside Property 41
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Sat 12/March/2022
<b>Machine ID:</b>	L790N9JW	<b>Finish Date :</b>	00:00 Sat 19/March/2022
<b>Site ID:</b>	12812	<b>Speed Zone :</b>	50 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information	Lat 37° 49' 27.66 South Long 145° 0' 2.34 East	<b>Direction of Travel</b>		
		<b>Both directions</b>	<b>Northbound</b>	<b>Southbound</b>
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average	617	315	302
	7 Day Average	579	298	281
<b>Weekday Peak hour starts</b>	AM 11:00 PM 16:00	37 49	17 27	20 22
<b>Speeds : (Km/Hr)</b>	85th Percentile Average	31.8 27.1	32.6 27.7	30.9 26.4
<b>Classification % :</b>	Light Vehicles up to 5.5m	96.7%	96.7%	96.8%

## 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 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



Site Charles St

Direction Both directions

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>482</b>	<b>612</b>	<b>651</b>	<b>724</b>	<b>619</b>	<b>531</b>	<b>484</b>	<b>4103</b>	<b>579</b>	<b>3088</b>	<b>617</b>	<b>1015</b>	<b>526</b>
% 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



Site Charles St

Direction Northbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>253</b>	<b>314</b>	<b>333</b>	<b>363</b>	<b>318</b>	<b>272</b>	<b>252</b>	<b>2105</b>	<b>298</b>	<b>1581</b>	<b>315</b>	<b>524</b>	<b>270</b>
<b>% Heavy</b>	<b>2.77%</b>	<b>3.50%</b>	<b>5.11%</b>	<b>5.23%</b>	<b>4.09%</b>	<b>1.84%</b>	<b>1.19%</b>	<b>3.56%</b>		<b>4.24%</b>		<b>1.53%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charles St

Direction Southbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	19/03/2022	20/03/2022	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
<b>Total</b>	<b>229</b>	<b>298</b>	<b>318</b>	<b>361</b>	<b>301</b>	<b>259</b>	<b>232</b>	<b>1998</b>	<b>281</b>	<b>1507</b>	<b>302</b>	<b>491</b>	<b>256</b>
<b>% Heavy</b>	<b>4.80%</b>	<b>3.36%</b>	<b>5.35%</b>	<b>4.43%</b>	<b>2.66%</b>	<b>1.54%</b>	<b>1.29%</b>	<b>3.45%</b>	<b>3.45%</b>	<b>4.11%</b>	<b>4.11%</b>	<b>1.43%</b>	<b>1.43%</b>

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](mailto:traffic@trafficsurvey.com.au) - W. [www.trafficsurvey.com.au](http://www.trafficsurvey.com.au)

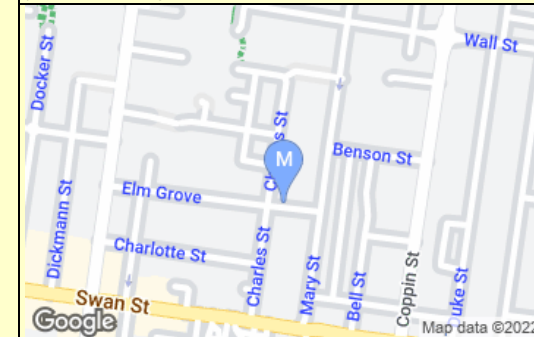
## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	McNamara St	<b>Location :</b>	East of Charles St
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Tue 01/March/2022
<b>Machine ID:</b>	ME317FVV	<b>Finish Date :</b>	00:00 Tue 08/March/2022
<b>Site ID:</b>	12813	<b>Speed Zone :</b>	50 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information		Direction of Travel		
		Both directions	Westbound	Eastbound
Lat	37° 49' 28.52 South			
Long	145° 0' 2.65 East			
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average	227	168	59
	7 Day Average	231	167	64
<b>Weekday</b>	AM 08:00	13	13	0
<b>Peak hour start</b>	PM 17:00	30	19	11
<b>Speeds : (Km/Hr)</b>	85th Percentile	22.1	21.8	23.1
	Average	19.8	19.3	20.6
<b>Classification % :</b>	Light Vehicles up to 5.5m	96.7%	97.1%	97.0%

## 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 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



Site McNamara St

Direction Both directions

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>148</b>	<b>213</b>	<b>300</b>	<b>322</b>	<b>184</b>	<b>281</b>	<b>224</b>	<b>1672</b>	<b>231</b>	<b>1167</b>	<b>227</b>	<b>505</b>	<b>273</b>
<b>% Heavy</b>	<b>3.38%</b>	<b>2.82%</b>	<b>4.67%</b>	<b>2.17%</b>	<b>2.17%</b>	<b>2.49%</b>	<b>4.91%</b>	<b>3.23%</b>		<b>3.08%</b>		<b>3.56%</b>	



AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site McNamara St

Direction Eastbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>64</b>	<b>58</b>	<b>65</b>	<b>70</b>	<b>57</b>	<b>87</b>	<b>67</b>	<b>468</b>	<b>64</b>	<b>314</b>	<b>59</b>	<b>154</b>	<b>87</b>
<b>% Heavy</b>	<b>1.56%</b>	<b>0.00%</b>	<b>9.23%</b>	<b>4.29%</b>	<b>3.51%</b>	<b>3.45%</b>	<b>2.99%</b>	<b>3.63%</b>		<b>3.82%</b>		<b>3.25%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site McNamara St

Direction Westbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>84</b>	<b>155</b>	<b>235</b>	<b>252</b>	<b>127</b>	<b>194</b>	<b>157</b>	<b>1204</b>	<b>167</b>	<b>853</b>	<b>168</b>	<b>351</b>	<b>186</b>
<b>% Heavy</b>	<b>4.76%</b>	<b>3.87%</b>	<b>3.40%</b>	<b>1.59%</b>	<b>1.57%</b>	<b>2.06%</b>	<b>5.73%</b>	<b>3.07%</b>		<b>2.81%</b>		<b>3.70%</b>	

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](mailto:traffic@trafficsurvey.com.au) - W. [www.trafficsurvey.com.au](http://www.trafficsurvey.com.au)

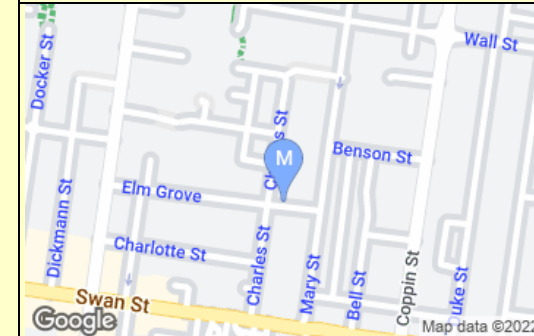
## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	McNamara St	<b>Location :</b>	East of Charles St
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Sat 12/March/2022
<b>Machine ID:</b>	MD12RWSA	<b>Finish Date :</b>	00:00 Sat 19/March/2022
<b>Site ID:</b>	12813	<b>Speed Zone :</b>	50 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information		Direction of Travel		
		Both directions	Westbound	Eastbound
Lat	37° 49' 28.52 South			
Long	145° 0' 2.65 East			
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average	289	186	103
	7 Day Average	264	169	95
<b>Weekday Peak hour start</b>	AM 08:00	18	16	2
	PM 18:00	33	20	13
<b>Speeds : (Km/Hr)</b>	85th Percentile	23.5	22.4	25.4
	Average	21.2	20.2	22.6
<b>Classification % :</b>	Light Vehicles up to 5.5m	97.4%	97.1%	97.9%

## 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 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



Site McNamara St

Direction Both directions

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	19/03/2022	20/03/2022	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
<b>Total</b>	<b>173</b>	<b>255</b>	<b>308</b>	<b>410</b>	<b>306</b>	<b>248</b>	<b>191</b>	<b>1891</b>	<b>264</b>	<b>1452</b>	<b>289</b>	<b>439</b>	<b>236</b>
<b>% Heavy</b>	<b>0.58%</b>	<b>3.92%</b>	<b>1.95%</b>	<b>3.66%</b>	<b>2.94%</b>	<b>2.42%</b>	<b>2.09%</b>	<b>2.70%</b>		<b>2.82%</b>		<b>2.28%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site McNamara St

Direction Eastbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>77</b>	<b>73</b>	<b>100</b>	<b>169</b>	<b>99</b>	<b>90</b>	<b>76</b>	<b>684</b>	<b>95</b>	<b>518</b>	<b>103</b>	<b>166</b>	<b>89</b>
<b>% Heavy</b>	<b>0.00%</b>	<b>6.85%</b>	<b>1.00%</b>	<b>3.55%</b>	<b>3.03%</b>	<b>1.11%</b>	<b>1.32%</b>	<b>2.49%</b>		<b>2.90%</b>		<b>1.20%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site McNamara St

Direction

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>96</b>	<b>182</b>	<b>208</b>	<b>241</b>	<b>207</b>	<b>158</b>	<b>115</b>	<b>1207</b>	<b>169</b>	<b>934</b>	<b>186</b>	<b>273</b>	<b>147</b>
<b>% Heavy</b>	<b>1.04%</b>	<b>2.75%</b>	<b>2.40%</b>	<b>3.73%</b>	<b>2.90%</b>	<b>3.16%</b>	<b>2.61%</b>	<b>2.82%</b>		<b>2.78%</b>		<b>2.93%</b>	

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](mailto:traffic@trafficsurvey.com.au) - W. [www.trafficsurvey.com.au](http://www.trafficsurvey.com.au)

## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	Elm Grove	<b>Location :</b>	Outside Property 5
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Tue 01/March/2022
<b>Machine ID:</b>	MD00QXA4	<b>Finish Date :</b>	00:00 Tue 08/March/2022
<b>Site ID:</b>	12814	<b>Speed Zone :</b>	40 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information	Lat 37° 49' 27.93 South Long 144° 59' 56.65 East	Direction of Travel		
		Both directions	Westbound	Eastbound
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average	691	363	328
	7 Day Average	720	385	335
<b>Weekday</b>	AM 11:00	40	21	19
<b>Peak hour start</b>	PM 18:00	71	40	31
<b>Speeds : (Km/Hr)</b>	85th Percentile	34.8	35.2	34.4
	Average	29.8	30.2	29.5
<b>Classification % :</b>	Light Vehicles up to 5.5m	95.8%	95.7%	95.3%

## 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 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



Site Elm Grove

Direction Both directions

[Back to Site Summary Page](#)

Day Date	Monday 7/03/2022	Tuesday 1/03/2022	Wednesday 2/03/2022	Thursday 3/03/2022	Friday 4/03/2022	Saturday 5/03/2022	Sunday 6/03/2022	7 days		Weekday		Weekend	
								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
<b>Total</b>	<b>541</b>	<b>638</b>	<b>728</b>	<b>781</b>	<b>803</b>	<b>934</b>	<b>706</b>	<b>5131</b>	<b>720</b>	<b>3491</b>	<b>691</b>	<b>1640</b>	<b>848</b>
<b>% Heavy</b>	<b>4.62%</b>	<b>5.64%</b>	<b>4.67%</b>	<b>3.97%</b>	<b>3.86%</b>	<b>3.53%</b>	<b>4.53%</b>	<b>4.33%</b>		<b>4.50%</b>		<b>3.96%</b>	



AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Elm Grove

Direction Eastbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>275</b>	<b>312</b>	<b>325</b>	<b>376</b>	<b>373</b>	<b>410</b>	<b>317</b>	<b>2388</b>	<b>335</b>	<b>1661</b>	<b>328</b>	<b>727</b>	<b>376</b>
<b>% Heavy</b>	<b>4.73%</b>	<b>5.77%</b>	<b>5.23%</b>	<b>4.52%</b>	<b>4.29%</b>	<b>3.90%</b>	<b>3.79%</b>	<b>4.56%</b>		<b>4.88%</b>		<b>3.85%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Elm Grove

Direction

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>266</b>	<b>326</b>	<b>403</b>	<b>405</b>	<b>430</b>	<b>524</b>	<b>389</b>	<b>2743</b>	<b>385</b>	<b>1830</b>	<b>363</b>	<b>913</b>	<b>472</b>
<b>% Heavy</b>	<b>4.51%</b>	<b>5.52%</b>	<b>4.22%</b>	<b>3.46%</b>	<b>3.49%</b>	<b>3.24%</b>	<b>5.14%</b>	<b>4.12%</b>		<b>4.15%</b>		<b>4.05%</b>	

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](mailto:traffic@trafficsurvey.com.au) - W. [www.trafficsurvey.com.au](http://www.trafficsurvey.com.au)

## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	Elm Grove	<b>Location :</b>	Outside Property 5
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Sat 12/March/2022
<b>Machine ID:</b>	22669AYR	<b>Finish Date :</b>	00:00 Sat 19/March/2022
<b>Site ID:</b>	12814	<b>Speed Zone :</b>	40 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information	Lat 37° 49' 27.93 South Long 144° 59' 56.65 East	Direction of Travel		
		Both directions	Westbound	Eastbound
<b>Traffic Volume :</b>	Weekdays Average	717	393	324
<b>(Vehicles/Day)</b>	7 Day Average	675	370	305
<b>Weekday</b>	AM 11:00	37	19	18
<b>Peak hour start</b>	PM 18:00	83	50	33
<b>Speeds :</b>	85th Percentile	34.7	35.0	34.4
	Average	29.9	30.3	29.4
<b>Classification % :</b>	Light Vehicles up to 5.5m	96.8%	96.8%	96.8%

## 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 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



Site Elm Grove

Direction Both directions

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>391</b>	<b>649</b>	<b>801</b>	<b>1001</b>	<b>765</b>	<b>678</b>	<b>496</b>	<b>4781</b>	<b>675</b>	<b>3607</b>	<b>717</b>	<b>1174</b>	<b>611</b>
<b>% Heavy</b>	<b>1.53%</b>	<b>4.01%</b>	<b>3.25%</b>	<b>2.90%</b>	<b>4.05%</b>	<b>3.39%</b>	<b>2.82%</b>	<b>3.24%</b>		<b>3.27%</b>		<b>3.15%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Elm Grove

Direction Eastbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>173</b>	<b>303</b>	<b>359</b>	<b>440</b>	<b>363</b>	<b>296</b>	<b>228</b>	<b>2162</b>	<b>305</b>	<b>1638</b>	<b>324</b>	<b>524</b>	<b>274</b>
<b>% Heavy</b>	<b>2.31%</b>	<b>2.64%</b>	<b>3.62%</b>	<b>3.41%</b>	<b>5.51%</b>	<b>2.36%</b>	<b>2.19%</b>	<b>3.33%</b>		<b>3.66%</b>		<b>2.29%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Elm Grove

Direction Westbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>218</b>	<b>346</b>	<b>442</b>	<b>561</b>	<b>402</b>	<b>382</b>	<b>268</b>	<b>2619</b>	<b>370</b>	<b>1969</b>	<b>393</b>	<b>650</b>	<b>337</b>
<b>% Heavy</b>	<b>0.92%</b>	<b>5.20%</b>	<b>2.94%</b>	<b>2.50%</b>	<b>2.74%</b>	<b>4.19%</b>	<b>3.36%</b>	<b>3.17%</b>		<b>2.95%</b>		<b>3.85%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

# TRANS TRAFFIC SURVEY

trafficsurvey.com.au

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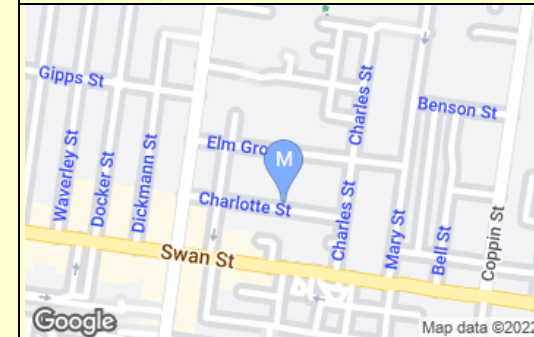
## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	Charlotte St	<b>Location :</b>	Outside Property 23
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Tue 01/March/2022
<b>Machine ID:</b>	MD00QXA4	<b>Finish Date :</b>	00:00 Tue 08/March/2022
<b>Site ID:</b>	12815	<b>Speed Zone :</b>	40 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information		Direction of Travel		
		Both directions	Westbound	Eastbound
Lat	37° 49' 30.41 South			
Long	144° 59' 58.17 East			
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average	615	287	328
	7 Day Average	610	291	319
<b>Weekday</b>	AM 11:00	32	14	18
<b>Peak hour start</b>	PM 18:00	82	44	38
<b>Speeds : (Km/Hr)</b>	85th Percentile	36.3	35.4	37.5
	Average	30.3	29.5	31.2
<b>Classification % :</b>	Light Vehicles up to 5.5m	97.9%	98.3%	97.8%

## 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 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



Site Charlotte St

Direction Both directions

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>592</b>	<b>494</b>	<b>648</b>	<b>620</b>	<b>760</b>	<b>798</b>	<b>412</b>	<b>4324</b>	<b>610</b>	<b>3114</b>	<b>615</b>	<b>1210</b>	<b>620</b>
<b>% Heavy</b>	<b>1.69%</b>	<b>2.43%</b>	<b>3.24%</b>	<b>2.26%</b>	<b>2.50%</b>	<b>1.50%</b>	<b>0.24%</b>	<b>2.06%</b>		<b>2.44%</b>		<b>1.07%</b>	



AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charlotte St

Direction Eastbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>316</b>	<b>268</b>	<b>326</b>	<b>343</b>	<b>391</b>	<b>388</b>	<b>216</b>	<b>2248</b>	<b>319</b>	<b>1644</b>	<b>328</b>	<b>604</b>	<b>311</b>
<b>% Heavy</b>	<b>2.53%</b>	<b>1.87%</b>	<b>3.99%</b>	<b>1.46%</b>	<b>2.56%</b>	<b>2.32%</b>	<b>0.46%</b>	<b>2.27%</b>		<b>2.49%</b>		<b>1.66%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charlotte St

Direction Westbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>276</b>	<b>226</b>	<b>322</b>	<b>277</b>	<b>369</b>	<b>410</b>	<b>196</b>	<b>2076</b>	<b>291</b>	<b>1470</b>	<b>287</b>	<b>606</b>	<b>309</b>
<b>% Heavy</b>	<b>0.72%</b>	<b>3.10%</b>	<b>2.48%</b>	<b>3.25%</b>	<b>2.44%</b>	<b>0.73%</b>	<b>0.00%</b>	<b>1.83%</b>		<b>2.38%</b>		<b>0.50%</b>	

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](mailto:traffic@trafficsurvey.com.au) - W. [www.trafficsurvey.com.au](http://www.trafficsurvey.com.au)

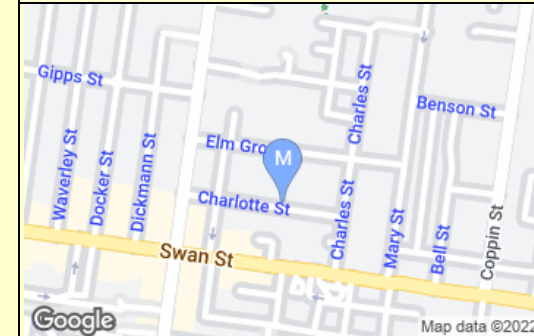
## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	Charlotte St	<b>Location :</b>	Outside Property 23
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Sat 12/March/2022
<b>Machine ID:</b>	MD722R32	<b>Finish Date :</b>	00:00 Sat 19/March/2022
<b>Site ID:</b>	12815	<b>Speed Zone :</b>	40 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information		Direction of Travel		
		Both directions	Westbound	Eastbound
Lat	37° 49' 30.41 South			
Long	144° 59' 58.17 East			
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average	563	254	309
	7 Day Average	540	245	295
<b>Weekday</b>	AM 11:00	30	12	18
<b>Peak hour start</b>	PM 18:00	82	43	39
<b>Speeds : (Km/Hr)</b>	85th Percentile	36.3	35.3	37.2
	Average	31.0	30.2	31.3
<b>Classification % :</b>	Light Vehicles up to 5.5m	97.2%	97.6%	96.9%

## 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 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



Site Charlotte St

Direction Both directions

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	19/03/2022	20/03/2022	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
<b>Total</b>	<b>310</b>	<b>485</b>	<b>695</b>	<b>780</b>	<b>589</b>	<b>523</b>	<b>418</b>	<b>3800</b>	<b>540</b>	<b>2859</b>	<b>563</b>	<b>941</b>	<b>490</b>
<b>% Heavy</b>	<b>3.23%</b>	<b>3.71%</b>	<b>3.60%</b>	<b>2.95%</b>	<b>1.70%</b>	<b>0.76%</b>	<b>3.35%</b>	<b>2.74%</b>		<b>3.01%</b>		<b>1.91%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charlotte St

Direction Eastbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	14/03/2022	15/03/2022	16/03/2022	17/03/2022	18/03/2022	19/03/2022	20/03/2022	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
<b>Total</b>	<b>183</b>	<b>284</b>	<b>381</b>	<b>392</b>	<b>327</b>	<b>287</b>	<b>216</b>	<b>2070</b>	<b>295</b>	<b>1567</b>	<b>309</b>	<b>503</b>	<b>263</b>
<b>% Heavy</b>	<b>3.83%</b>	<b>3.17%</b>	<b>3.67%</b>	<b>4.34%</b>	<b>1.83%</b>	<b>0.70%</b>	<b>3.24%</b>	<b>3.00%</b>		<b>3.38%</b>		<b>1.79%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Charlotte St

Direction Westbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>127</b>	<b>201</b>	<b>314</b>	<b>388</b>	<b>262</b>	<b>236</b>	<b>202</b>	<b>1730</b>	<b>245</b>	<b>1292</b>	<b>254</b>	<b>438</b>	<b>227</b>
<b>% Heavy</b>	<b>2.36%</b>	<b>4.48%</b>	<b>3.50%</b>	<b>1.55%</b>	<b>1.53%</b>	<b>0.85%</b>	<b>3.47%</b>	<b>2.43%</b>		<b>2.55%</b>		<b>2.05%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

# TRANS TRAFFIC SURVEY

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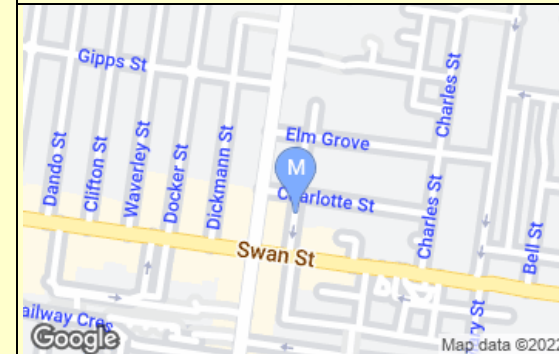
## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	St Crispin St	<b>Location :</b>	South of Charlotte St
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Tue 01/March/2022
<b>Machine ID:</b>	ME14FXYE	<b>Finish Date :</b>	00:00 Tue 08/March/2022
<b>Site ID:</b>	12816	<b>Speed Zone :</b>	50 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information	Lat 37° 49' 31.01 South Long 144° 59' 54.59 East	<b>Direction of Travel</b>		
		<b>Both directions</b>	<b>Northbound</b>	<b>Southbound</b>
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average	107	41	66
	7 Day Average	104	39	65
<b>Weekday Peak hour starts</b>	AM 11:00 PM 18:00	7 18	3 8	4 10
<b>Speeds : (Km/Hr)</b>	85th Percentile Average	21.3 18.9	20.1 17.8	22.4 19.7
<b>Classification % :</b>	Light Vehicles up to 5.5m	97.2%	97.6%	97.0%

## 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**  
**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



Site St Crispin St

Direction Both directions

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>92</b>	<b>70</b>	<b>98</b>	<b>127</b>	<b>175</b>	<b>140</b>	<b>66</b>	<b>768</b>	<b>104</b>	<b>562</b>	<b>107</b>	<b>206</b>	<b>114</b>
<b>% Heavy</b>	<b>5.43%</b>	<b>1.43%</b>	<b>5.10%</b>	<b>5.51%</b>	<b>8.00%</b>	<b>0.00%</b>	<b>1.52%</b>	<b>4.30%</b>		<b>5.69%</b>		<b>0.49%</b>	



AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site St Crispin St

Direction Northbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>39</b>	<b>18</b>	<b>38</b>	<b>47</b>	<b>75</b>	<b>57</b>	<b>24</b>	<b>298</b>	<b>39</b>	<b>217</b>	<b>41</b>	<b>81</b>	<b>47</b>
<b>% Heavy</b>	<b>5.13%</b>	<b>0.00%</b>	<b>10.53%</b>	<b>10.64%</b>	<b>4.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>4.70%</b>		<b>6.45%</b>		<b>0.00%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site St Crispin St

Direction

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>53</b>	<b>52</b>	<b>60</b>	<b>80</b>	<b>100</b>	<b>83</b>	<b>42</b>	<b>470</b>	<b>65</b>	<b>345</b>	<b>66</b>	<b>125</b>	<b>67</b>
<b>% Heavy</b>	<b>5.66%</b>	<b>1.92%</b>	<b>1.67%</b>	<b>2.50%</b>	<b>11.00%</b>	<b>0.00%</b>	<b>2.38%</b>	<b>4.04%</b>		<b>5.22%</b>		<b>0.80%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET

# TRANS TRAFFIC SURVEY

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## AUTOMATIC COUNT SUMMARY

<b>Street Name :</b>	St Crispin St	<b>Location :</b>	South of Charlotte St
<b>Suburb :</b>	Richmond	<b>Start Date :</b>	00:00 Sat 12/March/2022
<b>Machine ID:</b>	ME14FXYE	<b>Finish Date :</b>	00:00 Sat 19/March/2022
<b>Site ID:</b>	12816	<b>Speed Zone :</b>	50 km/h
<b>Prepared By :</b>	Vo Son Binh	<b>Email:</b>	<a href="mailto:binh@trafficsurvey.com.au">binh@trafficsurvey.com.au</a>

GPS information	Lat 37° 49' 31.01 South Long 144° 59' 54.59 East	<b>Direction of Travel</b>		
		<b>Both directions</b>	<b>Northbound</b>	<b>Southbound</b>
<b>Traffic Volume : (Vehicles/Day)</b>	Weekdays Average	122	80	42
	7 Day Average	131	89	42
<b>Weekday Peak hour starts</b>	AM 10:00 PM 18:00	4 21	2 14	2 7
<b>Speeds : (Km/Hr)</b>	85th Percentile Average	22.4 20.0	22.0 20.0	23.9 20.8
<b>Classification % :</b>	Light Vehicles up to 5.5m	94.7%	94.4%	95.3%

## 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**  
**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



Site St Crispin St

Direction Both directions

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>69</b>	<b>124</b>	<b>129</b>	<b>166</b>	<b>146</b>	<b>173</b>	<b>126</b>	<b>933</b>	<b>131</b>	<b>634</b>	<b>122</b>	<b>299</b>	<b>158</b>
<b>% Heavy</b>	<b>2.90%</b>	<b>2.42%</b>	<b>5.43%</b>	<b>6.02%</b>	<b>11.64%</b>	<b>5.78%</b>	<b>0.79%</b>	<b>5.36%</b>		<b>6.15%</b>		<b>3.68%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site St Crispin St

Direction Northbound

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>30</b>	<b>80</b>	<b>86</b>	<b>110</b>	<b>99</b>	<b>134</b>	<b>89</b>	<b>628</b>	<b>89</b>	<b>405</b>	<b>80</b>	<b>223</b>	<b>115</b>
<b>% Heavy</b>	<b>6.67%</b>	<b>3.75%</b>	<b>3.49%</b>	<b>5.45%</b>	<b>12.12%</b>	<b>4.48%</b>	<b>0.00%</b>	<b>5.10%</b>		<b>6.42%</b>		<b>2.69%</b>	

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site St Crispin St

Direction

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	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
<b>Total</b>	<b>39</b>	<b>44</b>	<b>43</b>	<b>56</b>	<b>47</b>	<b>39</b>	<b>37</b>	<b>305</b>	<b>42</b>	<b>229</b>	<b>42</b>	<b>76</b>	<b>43</b>
<b>% Heavy</b>	<b>0.00%</b>	<b>0.00%</b>	<b>9.30%</b>	<b>7.14%</b>	<b>10.64%</b>	<b>10.26%</b>	<b>2.70%</b>	<b>5.90%</b>		<b>5.68%</b>		<b>6.58%</b>	



# Appendix D

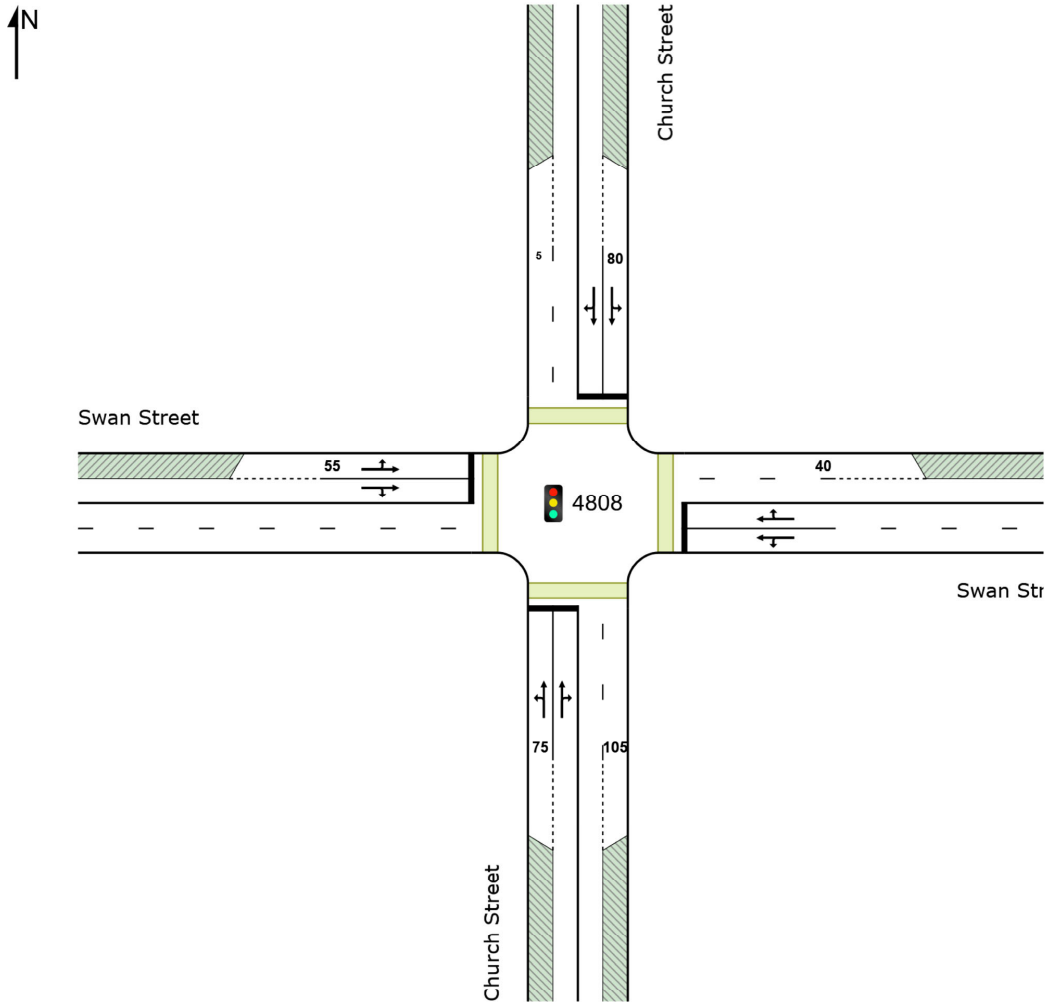
## SIDRA Modelling Results – Existing Intersection Performance

### 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.



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## 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		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed	
		[ Total veh/h ]	[ HV ] veh/h	[ Total veh/h ]	[ HV ] %				[ Veh. veh ]	[ Dist ] m					
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.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
						[ Ped ped ]	[ Dist ] m					
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												

**Attachment 4 Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022**

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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

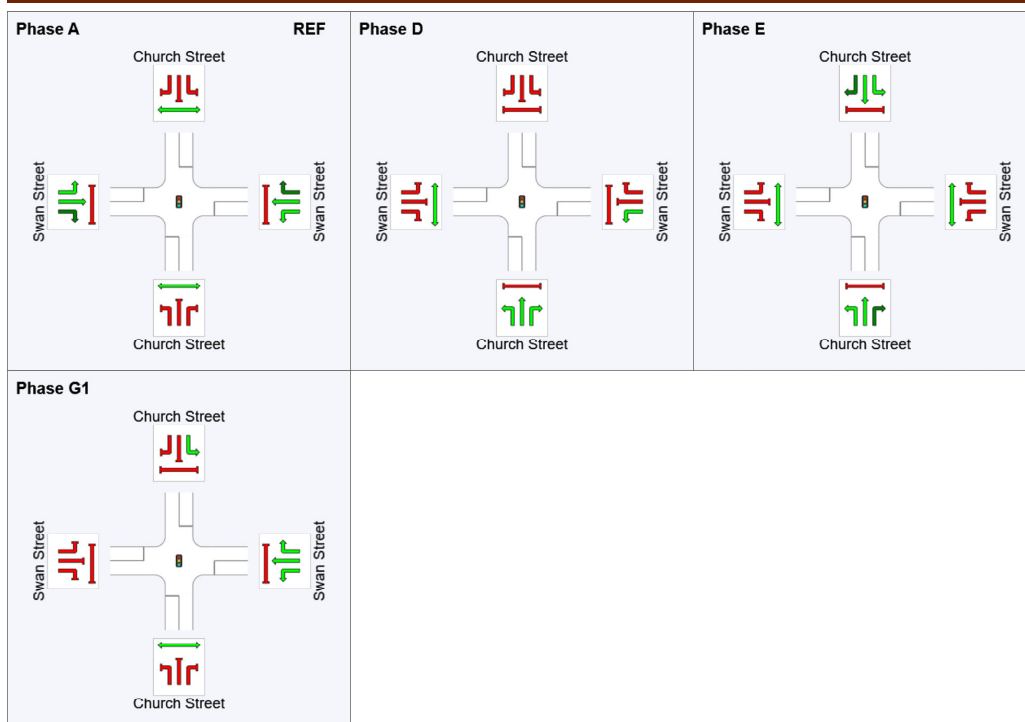
Output Phase Sequence: A, D, E, G1

### 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%.

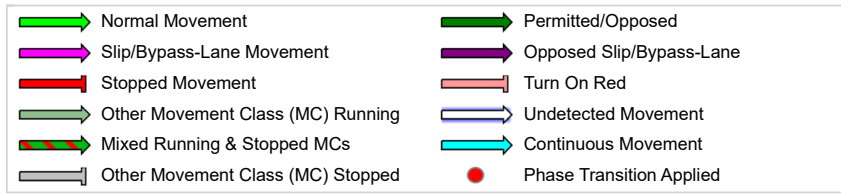
### Output Phase Sequence



REF: Reference Phase  
 VAR: Variable Phase

**Attachment 4** Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022

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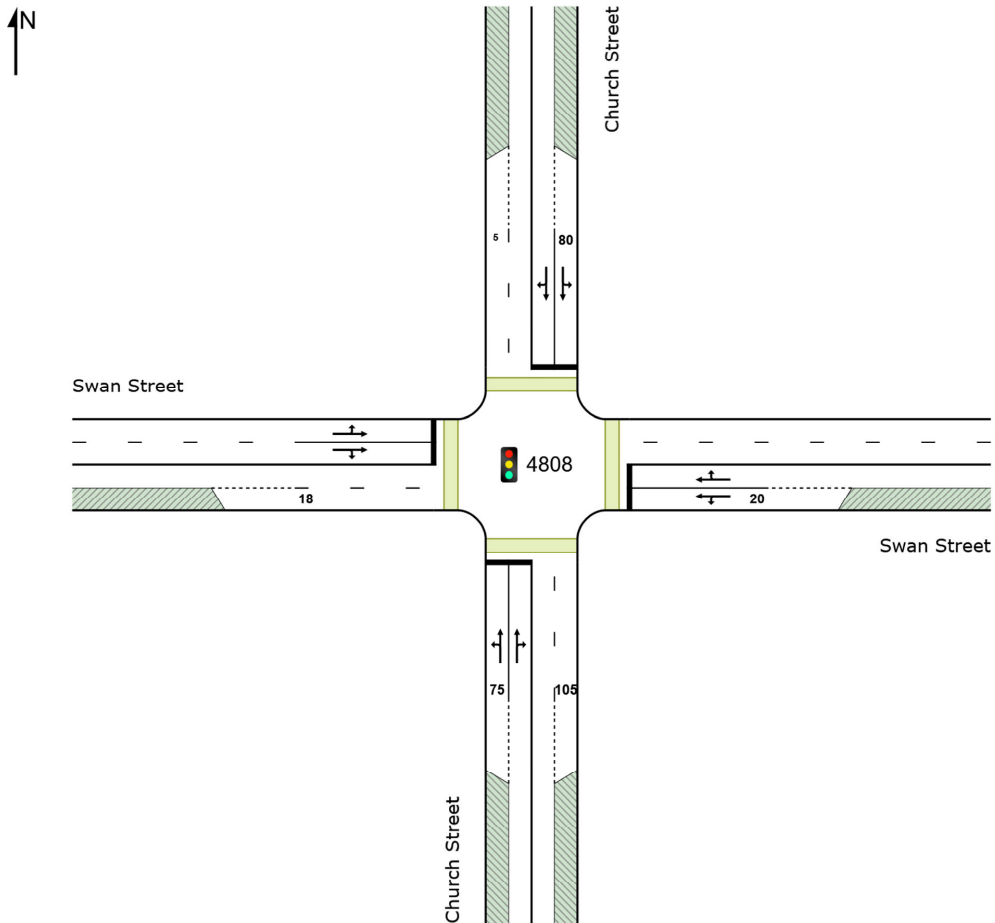
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### SITE LAYOUT

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		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed	
		[ Total veh/h ]	[ HV ] veh/h	[ Total veh/h ]	[ HV ] %				[ Veh. veh ]	[ Dist ] m					
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.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
						[ Ped ped ]	[ Dist ] m					
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												

**Attachment 4 Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022**

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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

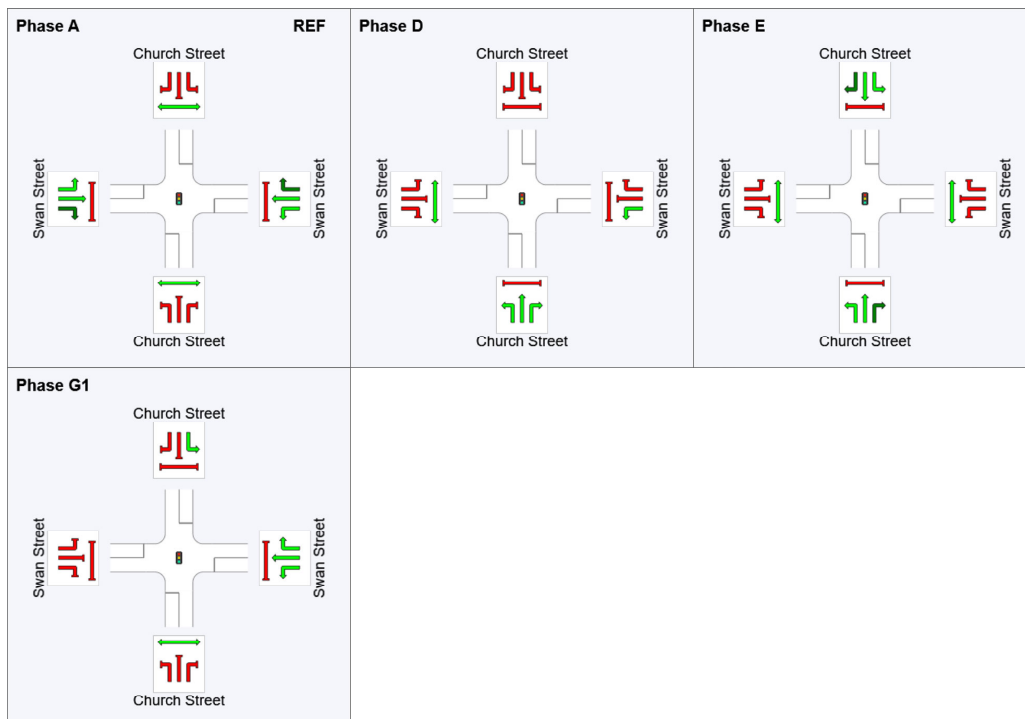
Output Phase Sequence: A, D, E, G1

### 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



**Attachment 4** Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022

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	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

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# Appendix E

## Crash Data Analysis

Attachment 4 Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022

	Accident No.	Location	Date (dd/mm/yyyy)	Day	Time	Crash Incidents				Light	Weather	Surface	Pedestrian	Vehicle 1	Vehicle 2	Vehicle 3	Vehicle 4
						Severity	Type (DCA Code)	DCA Descriptions									
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 (b/w Elm Grove and Swan Street)	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 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			31/01/2018	Wednesday	5:00 PM	Other(V)	131	Left Rear	Day	Clear	Dry	-	W	W		
	T20190022170			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			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 (b/w Bright Street and Harvey Street)	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		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





# Appendix F

## Parking Survey Results

G31387 - Charlotte Street, Richmond Parking Surveys



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
<b>OFF-STREET CARPARKING</b>										
<b>RICHMOND LIBRARY CARPARK AT 6 CHARLOTTE STREET, RICHMOND</b>										
	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	
<b>ON-STREET CARPARKING</b>										
<b>ST CRISPIN STREET</b>										
<b>East Side</b>										
Charlotte Street to Swan Street	Permit Zone (Area 20)	4	1	3	1	3	3	2	4	
<b>CHARLOTTE STREET</b>										
<b>North Side</b>										
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	
<b>South Side</b>										
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



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	
<b>CHARLES STREET</b>										
<b>East Side</b>										
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	
<b>West Side</b>										
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	2	1	0	1	0	0	0	2	
	Permit Zone All Other Times									
<b>ELM GROVE</b>										
<b>North Side</b>										
Charles Street to Church Street	2P 7am-Midnight MON - SAT	23	14	19	23	21	21	21	23	
<b>South Side</b>										
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



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	
<b>CHURCH STREET</b>										
<b>East Side</b>										
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	
<b>West Side</b>										
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 1/4P 7am - 9pm	1	0	1	1	0	0	1	1	
<b>SWAN STREET</b>										
<b>North Side</b>										
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	
<b>South Side</b>										
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-5:30pm SAT)	5	0	2	5	1	2	4	5	

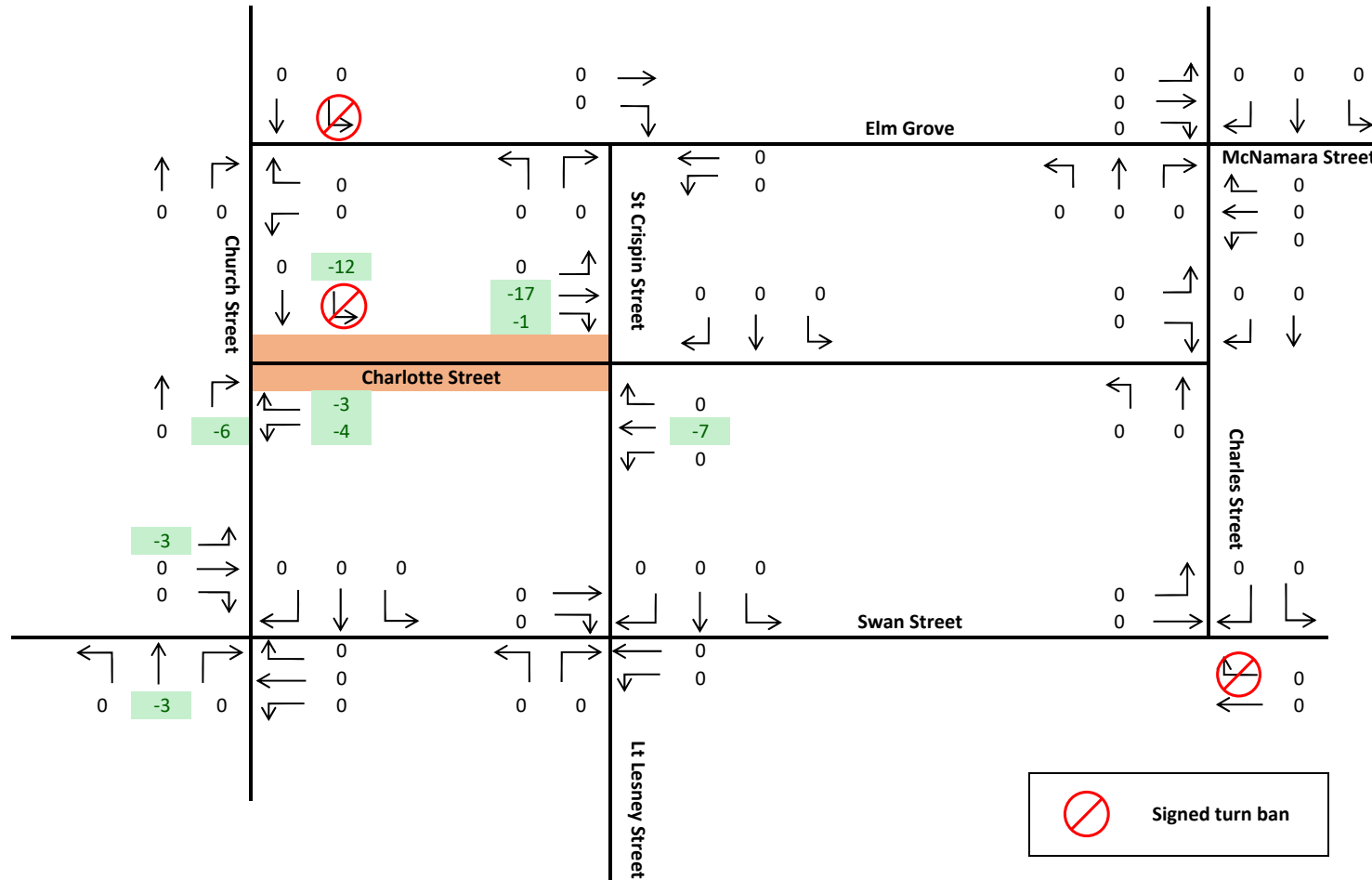


# Appendix G

## Traffic Volume Redistribution Diagrams

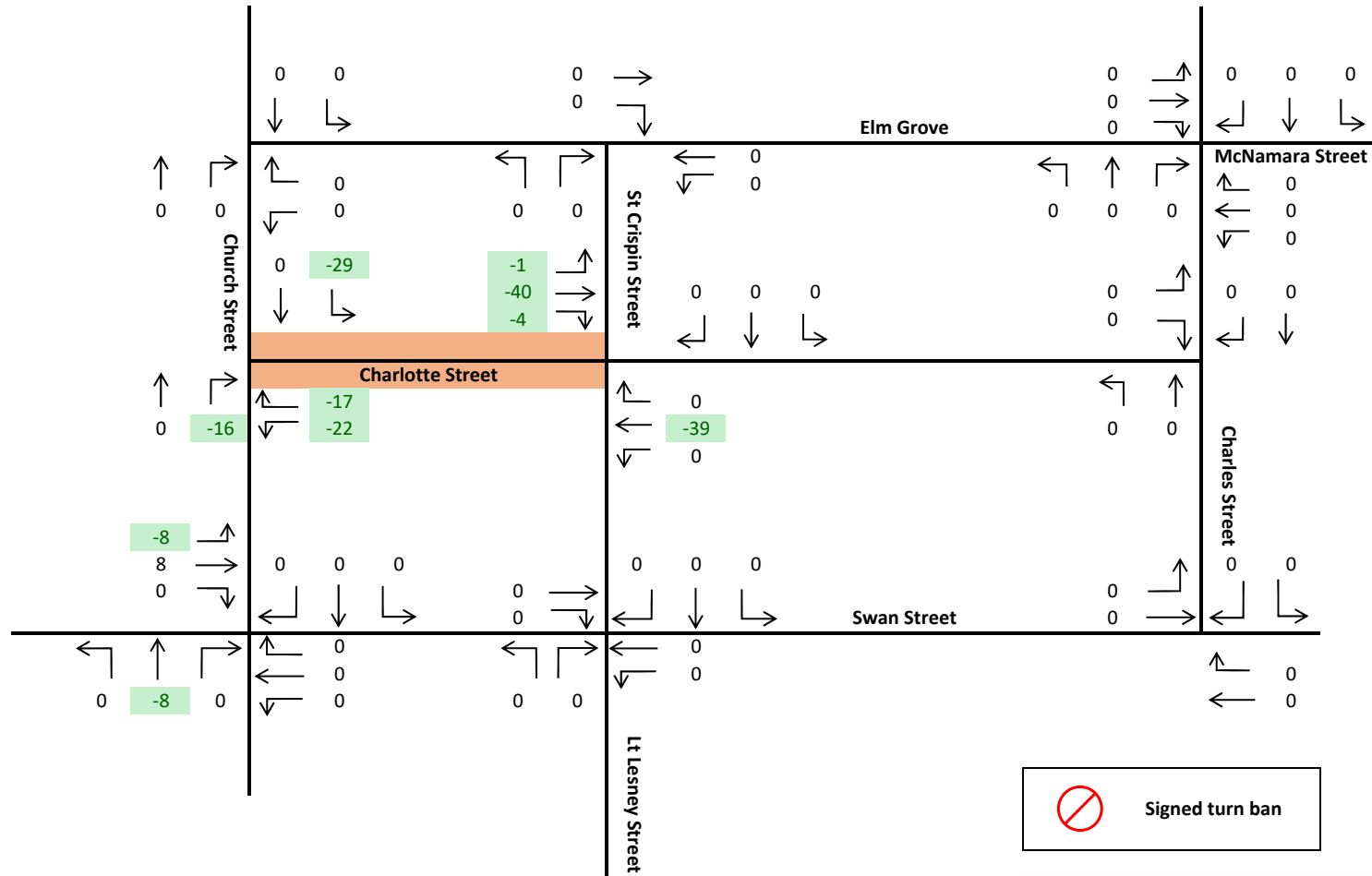


Redistribution - Decreases in Turning Movements  
 AM Peak (8:00-9:00)



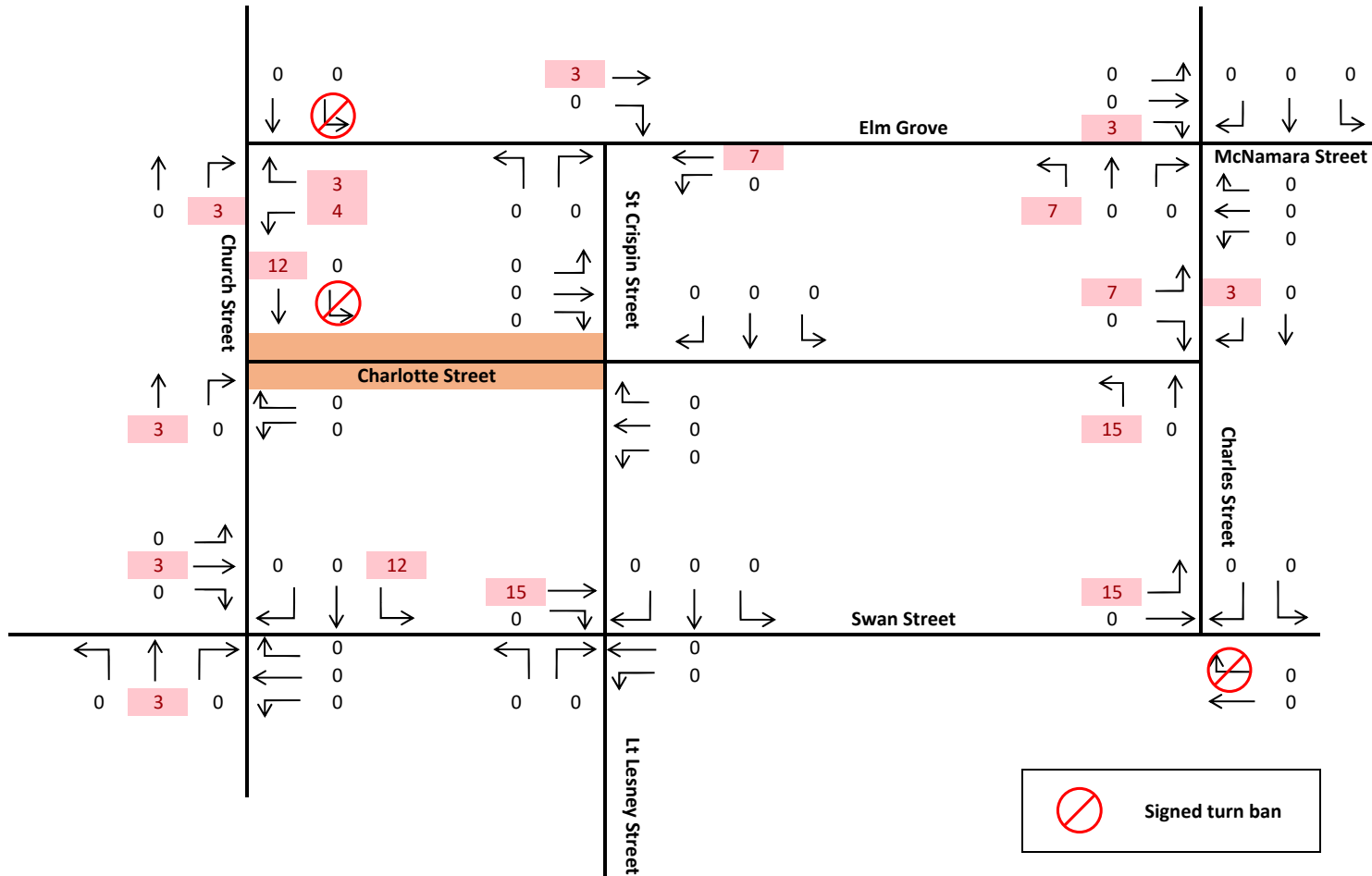
**Traffix Group**

Redistribution - Decreases in Turning Movements  
 PM Peak (17:30-18:30)

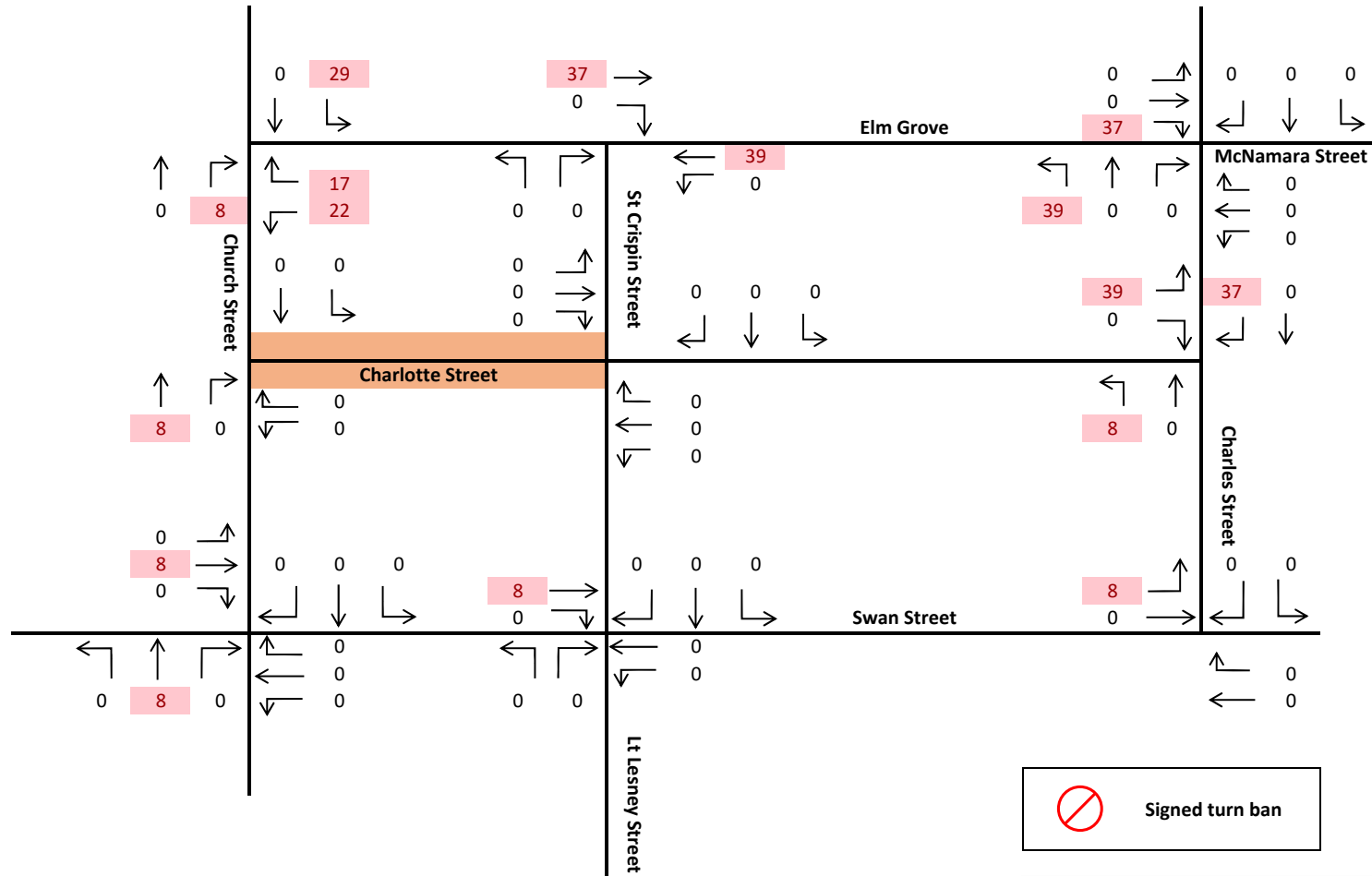


**Traffix Group**

Redistribution - Increases in Turning Movements  
 AM Peak (8:00-9:00)

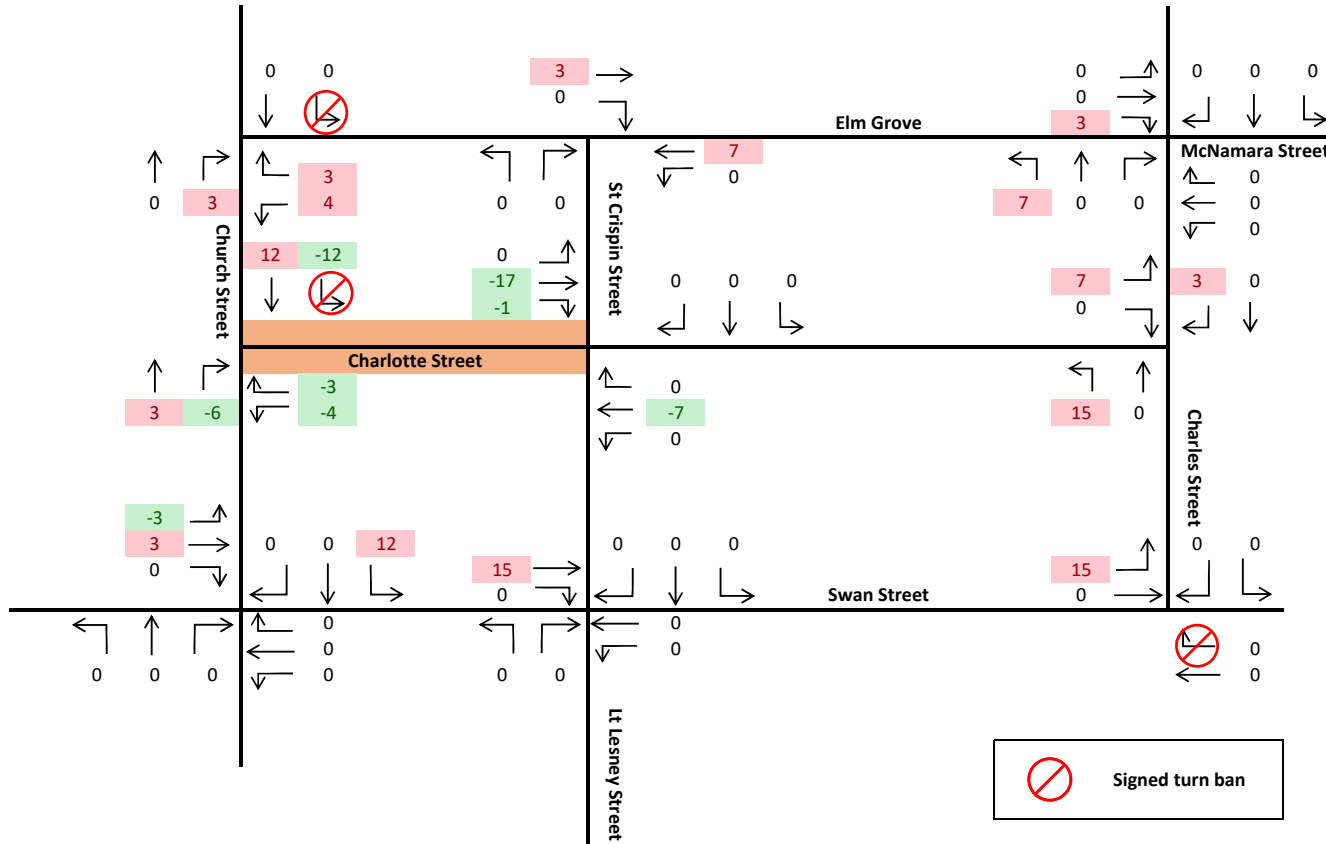


Redistribution - Increases in Turning Movements  
 PM Peak (17:30-18:30)



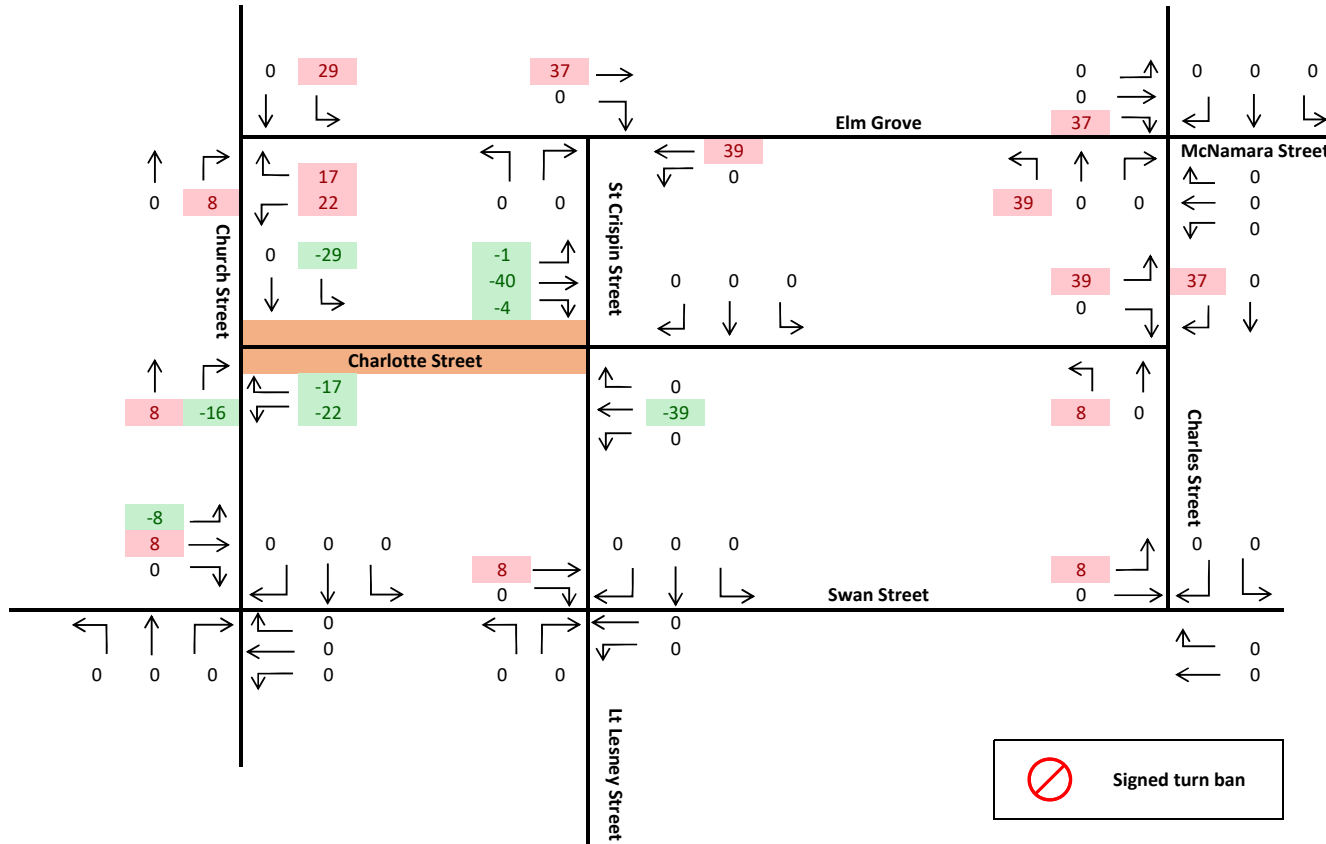
Traffix Group

Redistribution - Net Change in Turning Movements  
 AM Peak (8:00-9:00)

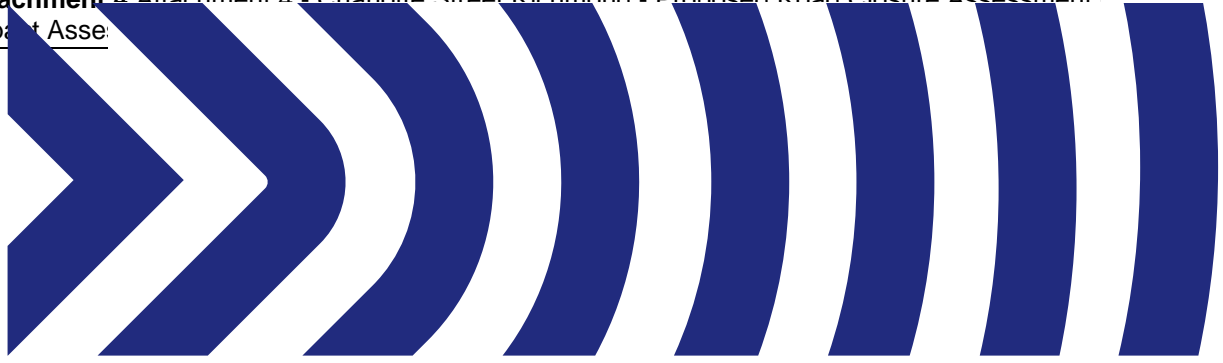


Traffix Group

Redistribution - Net Change in Turning Movements  
 PM Peak (17:30-18:30)



**Traffix Group**



# Appendix H

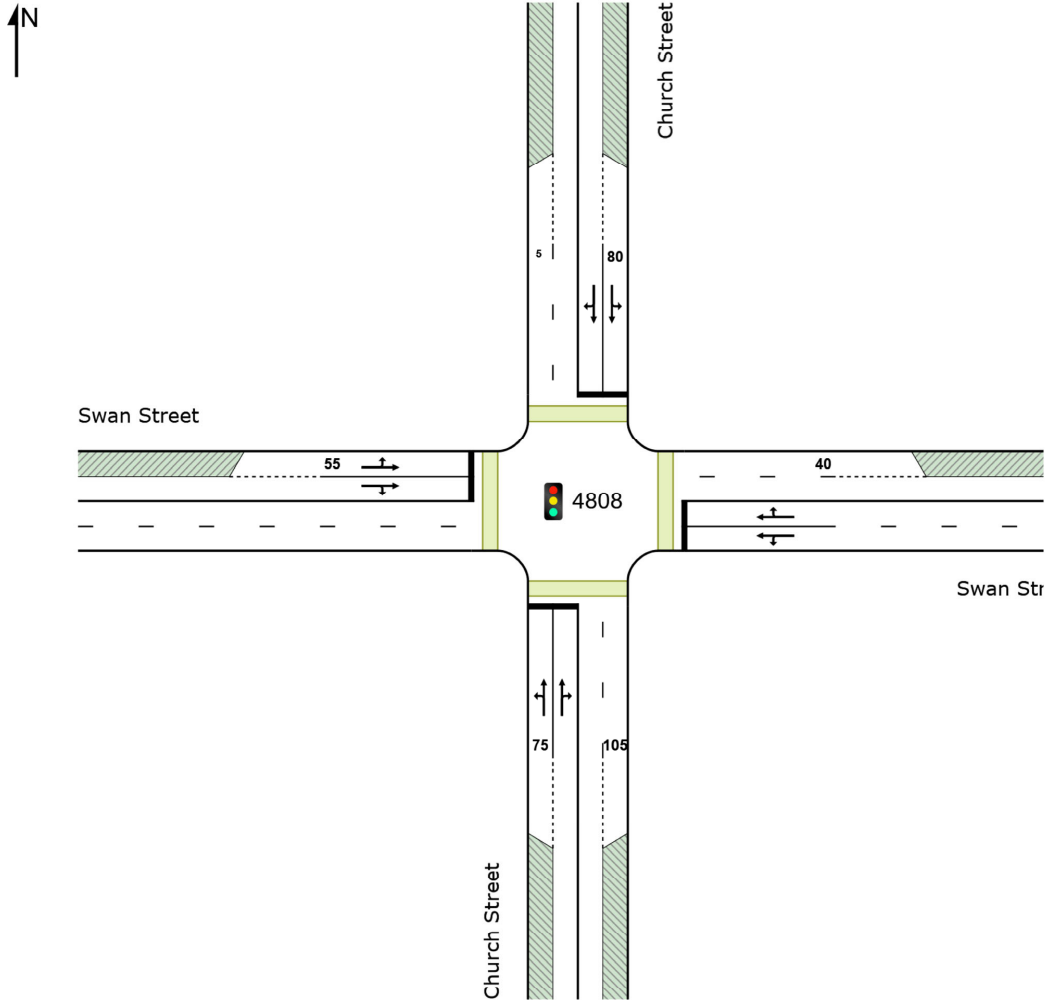
## SIDRA Modelling Results – Post Public Space Intersection Performance

### 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		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed	
		[ Total veh/h ]	[ HV ] veh/h	[ Total veh/h ]	[ HV ] %				[ Veh. veh ]	[ Dist ] m					
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.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
						[ Ped ped ]	[ Dist ] m					
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												

**Attachment 4 Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022**

---

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

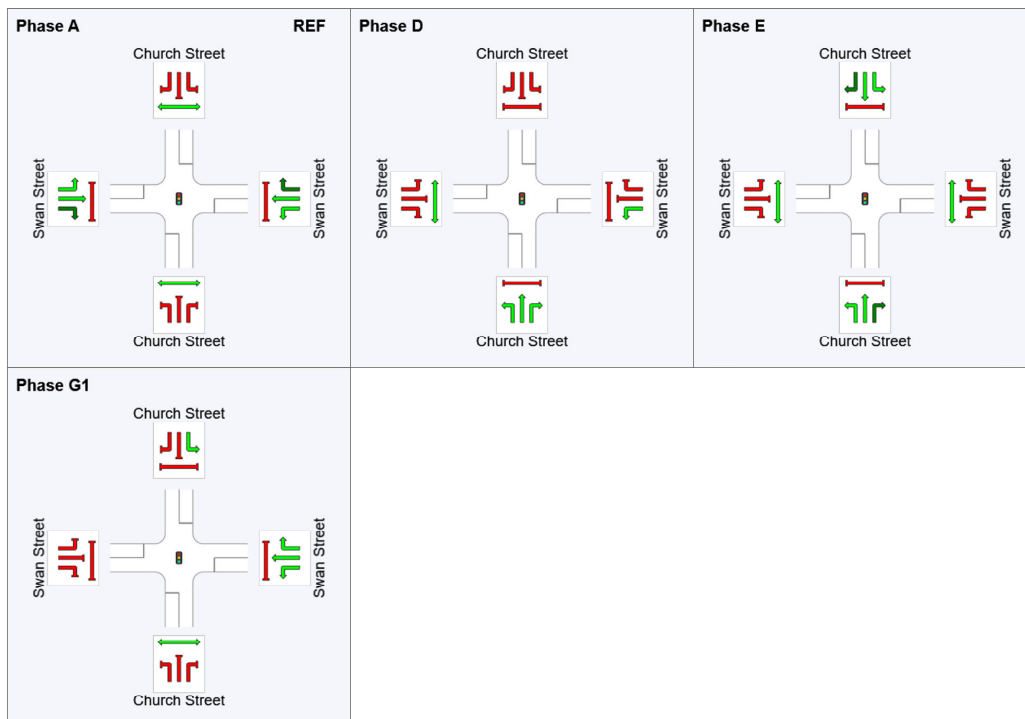
Output Phase Sequence: A, D, E, G1

### 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

**Attachment 4** Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022

---

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

---

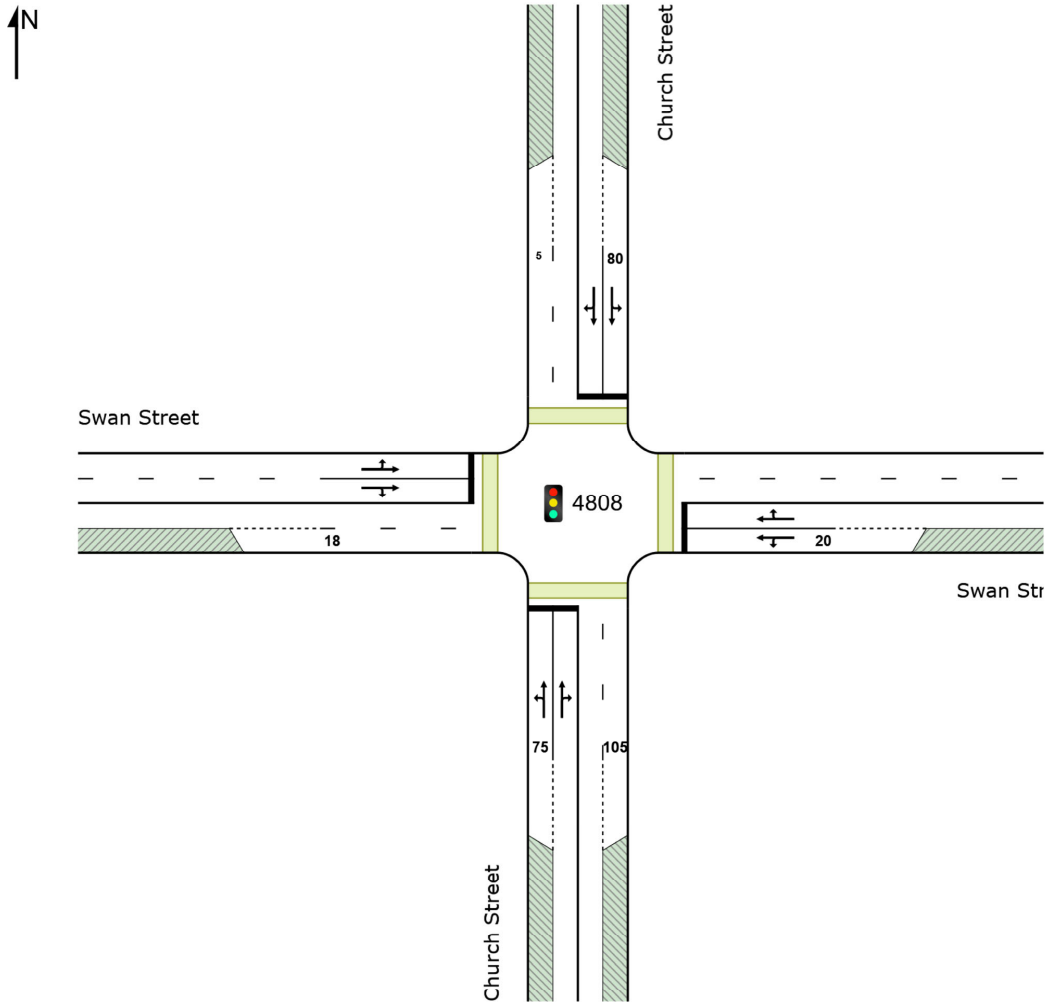
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Project: P:\Synergy\Projects\GRP3\GRP31387\07-Analysis\SIDRA\G31387-01.sip9

### 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		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed	
		[ Total veh/h ]	[ HV veh/h ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]					
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.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
						[ Ped ped ]	[ Dist m ]					
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												

**Attachment 4 Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022**

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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)

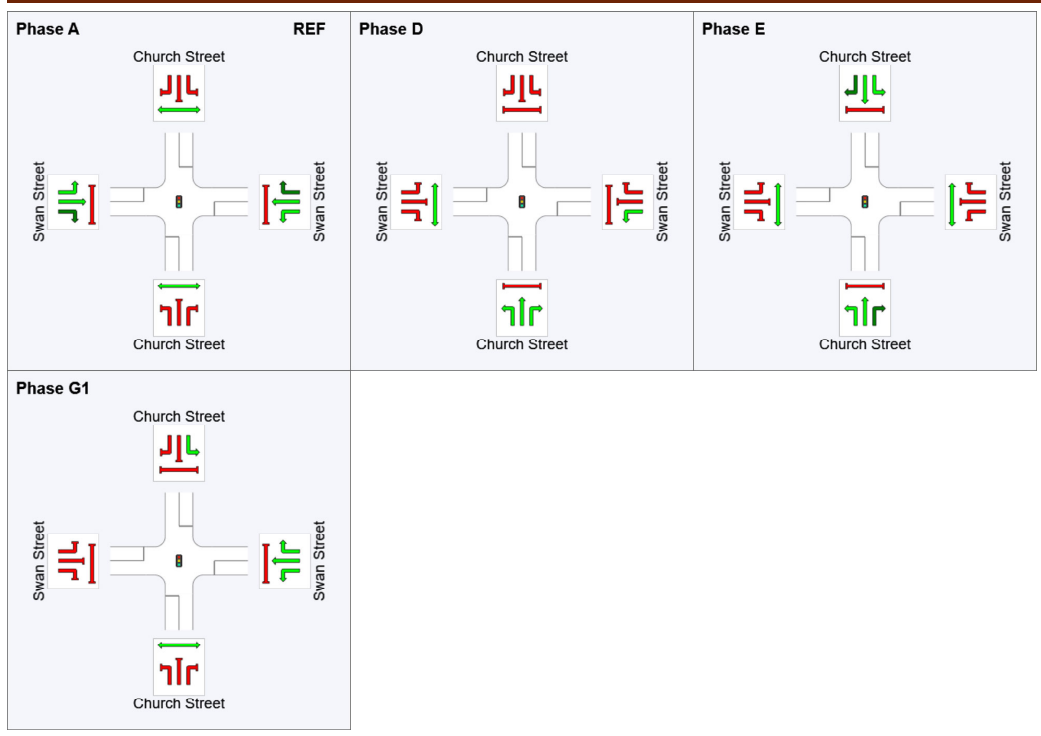
Timings based on settings in the Site Phasing & Timing dialog  
 Phase Times specified by the user  
 Phase Sequence: PM Phasing  
 Reference Phase: Phase A  
 Input Phase Sequence: A, D, E, G1  
 Output Phase Sequence: A, D, E, G1

### 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



**Attachment 4** Attachment 4 - Charlotte Street Richmond - Proposed Road Closure Assessment - Traffic Impact Assessment - 2022

---

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

---

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## 7.5 Proposed Discontinuance of Road at Charlotte Street, Richmond

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<b>Reference</b>	D24/199764
<b>Author</b>	Kirti Madan - Property Project Officer
<b>Authoriser</b>	General Manager Infrastructure and Environment
<b>Disclosure</b>	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. This report seeks Council's authority to commence statutory procedures pursuant to the Local Government Act 1989 (Vic) (Act) to discontinue the road shown as the 587 square metre parcel marked Lot '1' on the title plan attached as Attachment 3 to this report (Title Plan).
2. As outlined in a separate report in this Council Meeting agenda a new park at Charlotte Street will provide long term benefits to the local and wider area for generations to come and help address the existing shortfall in open space.

### Critical analysis

#### History and background

3. On 12 December 2023, Councillors endorsed the final Concept Plan for Charlotte Street Park and agreed to commence the road discontinuance process. Council resolved (unanimously);  
*That Council:*
  - (a) *endorses the final concept plan for Charlotte Street pocket park;*
  - (b) *approves the commencement of road discontinuance process;*
  - (c) *approves the concept design to proceed into the design development and documentation phase;*
  - (d) *notes the commencement of the temporary road closure in late January 2024, while the formal road discontinuance process is initiated;*
  - (e) *notes that further traffic and parking studies will be undertaken to determine the transport movement impacts of a road discontinuance in the local neighbourhood; and*
  - (f) *thanks the community for their involvement in the engagement process.*
4. This report relates to the formal implementation of point (b) above and is the legally advised process Council must follow to commence a road discontinuance process.
5. The road is part of the land remaining in Conveyance Book P No. 980, Part Crown Portion 20, Parish of Jika Jika in manual search of the Title as Attachment 2 and is shown as the 587 square metre parcel marked Lot '1' on the title plan attached as Attachment 3 to this report (Title Plan).
6. Council proposes to discontinue the road and retain the land comprising the road for public open space purposes, including the proposed construction of a pocket park (proposal).
7. A site inspection of the road was conducted by Smith Land Surveyors on 12 February 2024 and updated on 29 April 2024. The site inspection report notes that:
  - (a) at the time of the site inspection report, the road was set up as a temporary pop up park;
  - (b) the road is constructed of bitumen;

- (c) part of the road is being utilised for car parking;
- (d) the road provides access to the Council library and the RSL land;
- (e) the Council library and RSL land have alternative access to their properties from St Crispin Street; and
- (f) The road is not required for general public access as:
  - (i) 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; and
  - (ii) the general public will retain pedestrian access to Church Street from the balance of Charlotte Street through the proposed pocket park.

A copy of the site inspection report is attached as Attachment 4 to this report.

#### Adjoining Owners

- 8. The road directly abuts the following properties:
  - (a) 399 - 405 Church Street, Richmond, being the whole of the land contained in Certificate of Title Volume 11961 Folio 140 which is registered in the names of Jeffrey Vassy Woods, Stephen Damien Paul Munn and Peter Reginald Crosby which is currently used as a RSL club (RSL Land); and
  - (b) 415 - 417 Church Street, Richmond, being the whole of the land 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,which is owned by Council and operated as a municipal library (Richmond Library).
- 9. The owners of the RSL Land are aware of the proposal and have not objected to it.
- 10. There will be an additional opportunity for the affected owners to comment on the proposal during the public notice period if Council resolves to commence the statutory process to discontinue the Road.

#### Road Status

- 11. The Road:
  - (a) is known to title as a 'road' and 'Charlotte Street';
  - (b) is listed on Council's Register of Public Roads;
  - (c) has been registered in the name of Henry Creswick since 30 June 1852. A copy of the manual search of the Title is attached as Attachment 2.
  - (d) currently provides direct public vehicular and pedestrian access to Church Street from the balance of Charlotte Street as part of the public road network;
  - (e) is constructed as an asphalt road and adjoining pedestrian footpaths with concrete curbing;
  - (f) contains a number of street parking spaces on the eastern side of the Road;
  - (g) 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.

### Discussion

#### Public Notice

12. Before proceeding with the discontinuance, public notice of the proposal is required to be given in 'The Age' newspaper and published on the Council's website in accordance with section 223 of the Act. The Act provides that a person may, within 28 days of the date of the public notice, lodge a written submission regarding the proposal.
13. Where a person has made a written submission to Council requesting that he or she be heard in support of the written submission, Council must permit that person to be heard before a meeting of Council or the Committee which has delegated authority to hear those submissions, giving reasonable notice of the day, time and place of the meeting.
14. After hearing any submissions made, Council must determine whether the Road is not reasonably required as a road for public use, in order to decide whether the Road should be discontinued.

#### 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) Telstra;
  - (e) Optus;
  - (f) APA Gas;
  - (g) AusNet Services; and
  - (h) Yarra City Council.
16. Ausnet Services and Melbourne Water 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. Internal Council coordination is ongoing to ensure that Council owned and managed assets in the road are appropriately considered and integrated as part of the road discontinuance and the associated future construction of any park in Charlotte Street.
19. 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 distance of 1.0 metre from sewer manholes and/or inspection shafts;
  - (c) 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;

- (d) Any GWW assets that may require relocation or alteration will require a separate application to carry out such work; and
- (e) any proposal to build over Greater Western Water's assets requires Greater Western Water's prior written consent.

A copy of the correspondence received from Greater Western Water is attached to this report as Attachment 5.

20. 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.

A copy of the correspondence received from Telstra is attached to this report as **Attachment 6**.

21. On 3 April 2024, APA Gas advised that it had assets in the vicinity of the Road but has not provided a formal response to the proposal.
22. On 26 April 2024, CitiPower advised that it had assets in the vicinity of the Road but had no objection to the proposal provided that its assets (being overhead electrical cabling attached to a public light pole) were unaffected by the proposal and an easement is granted in favour of CitiPower.
23. Council will continue to liaise with APA Gas and CitiPower:
- (a) CitiPower has been engaged by Council to redesign the overhead cables and existing poles to accommodate the future park; and
  - (b) For the recently completed Otter Street Reserve project in Collingwood (a road discontinuance process was completed for this project), APA agreed for low wall structures to be built over its gas asset with the requirement of a protective steel culvert where the low walls intersect with the gas, with no requirements for an easement.

### Options

24. Council has the option to discontinue the road or not to discontinue the road.

### Community and stakeholder engagement

25. All community and stakeholder engagement activities associated with the road discontinuance are listed above.
26. Two rounds of consultation were undertaken for the pocket park. The first round was completed in late 2022. Of those surveyed, 68% were in favour of the new pocket park and the creation of more green open space in Richmond.
27. A second round of consultation was undertaken in August – September 2023 to seek community feedback on the draft concept plan for the pocket park. Of those surveyed approximately 88% responded positively to the design and were in support of the pocket park.
28. It is anticipated that community members will take up an opportunity to respond to the proposed discontinuance consultation process. Any feedback received will be considered by Council at a future Council meeting.

## Policy analysis

### Alignment to Community Vision and Council Plan

29. This proposal 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.
30. The proposal 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 draft Climate Emergency Plan.
31. The final design will incorporate green infrastructure elements where possible, in line with the Embedding Green Infrastructure Best Practice Toolkit. This would assist in mitigating climate change and also strive to be a flagship project within Yarra.

### Climate emergency and sustainability implications

32. There are no climate emergency and sustainability implications related to the discontinuance process.

### Community and social implications

33. There are no community or social implications related to the discountenance process.

### Economic development implications

34. There are no economic development implications related to the discountenance process.

### Human rights and gender equality implications

35. There are no human rights or gender issues related to the discountenance process.

## Operational analysis

### Financial and resource impacts

36. Council will bear its own costs in respect of the proposal.

### Legal Implications

37. The legal process to discontinue the road is lengthy and complex and will run simultaneously with the detail design work phase and proposed construction of a pocket park.

## Conclusion

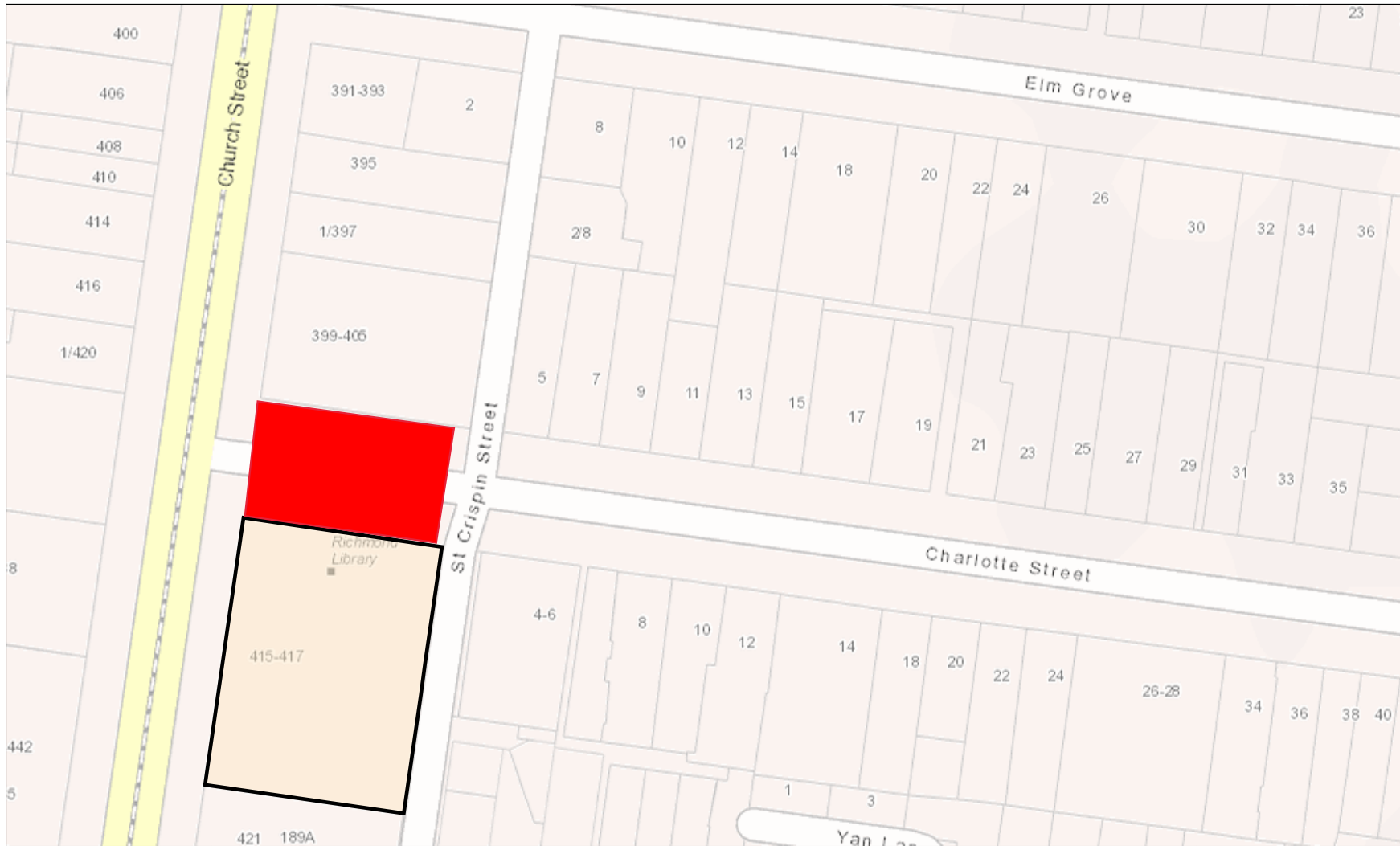
38. It is recommended that Council commence the statutory procedures pursuant to clause 3 of Schedule 10 of the Act to discontinue the Road.

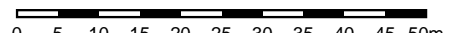

## RECOMMENDATION

1. That Council, acting under clause 3 of schedule 10 of the Local Government Act 1989 (Act):
  - (a) resolves that the required statutory procedures be commenced to discontinue the Road;
  - (b) directs that, pursuant to sections 207A and 223 of the Act public notice of the proposed discontinuation be given in 'The Age' newspaper and published on the Council's website.
2. That in accordance with Governance Rule Chapter Two, Rule 10.1, Council calls an Extraordinary Council meeting at 6.30pm on Tuesday 6 August 2024 to hear feedback in relation to the proposed road discontinuance and that in accordance with Governance Rule Chapter Two, Rule 54.6 determines that persons be heard in support of their written submissions at that meeting in accordance with Governance Rule Chapter Two, Rule 54.
3. That Council notes the intention to consider the feedback and determine the outcome of the road discontinuance process at the Ordinary Council meeting on Tuesday 13 August 2024 and further notes that under Governance Rule Chapter Two, Rule 54.1.2 there will not be an opportunity for members of the public to address Council in relation to that item.
4. That in the event that no submissions are received, delegates the Chief Executive Officer to cancel the Extraordinary Council Meeting scheduled.

## Attachments

- 1 [↓](#) Attachment 1 - Site Plan
- 2 [↓](#) Attachment 2 - Manual Search of Title
- 3 [↓](#) Attachment 3 - Title Plan
- 4 [↓](#) Attachment 4 - Surveyor Report
- 5 [↓](#) Attachment 5 - Letter from Greater Western Water
- 6 [↓](#) Attachment 6 - Letter from Telstra



Co-ordinates of Plot Corners NW 323780,5811778 SW 323783,5811651 MGA Zone 55	Data Source: Vicmap Property  Scale of Metres (1:800)  MGA Zone 55 Melways- 2H A9 (ed.42) Vicroads- 437 C9 (ed.8) Created 03:44 PM on Feb 6, 2024	Co-ordinates of Plot Corners NE 323992,5811783 SE 323994,5811655 MGA Zone 55
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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\*\* (page# 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: G. Keeshan DATE 22/3/2024  
(Signature of Searcher)

NAME OF SEARCHING FIRM

**Graeme KEESHAN**  
0422 472 969  
AP, 671 s

26F:-NIL

- \* delete where applicable
- \*\* - attached pages should be numbered consecutively
- each should be signed or initialled by the searcher 1

LABEL



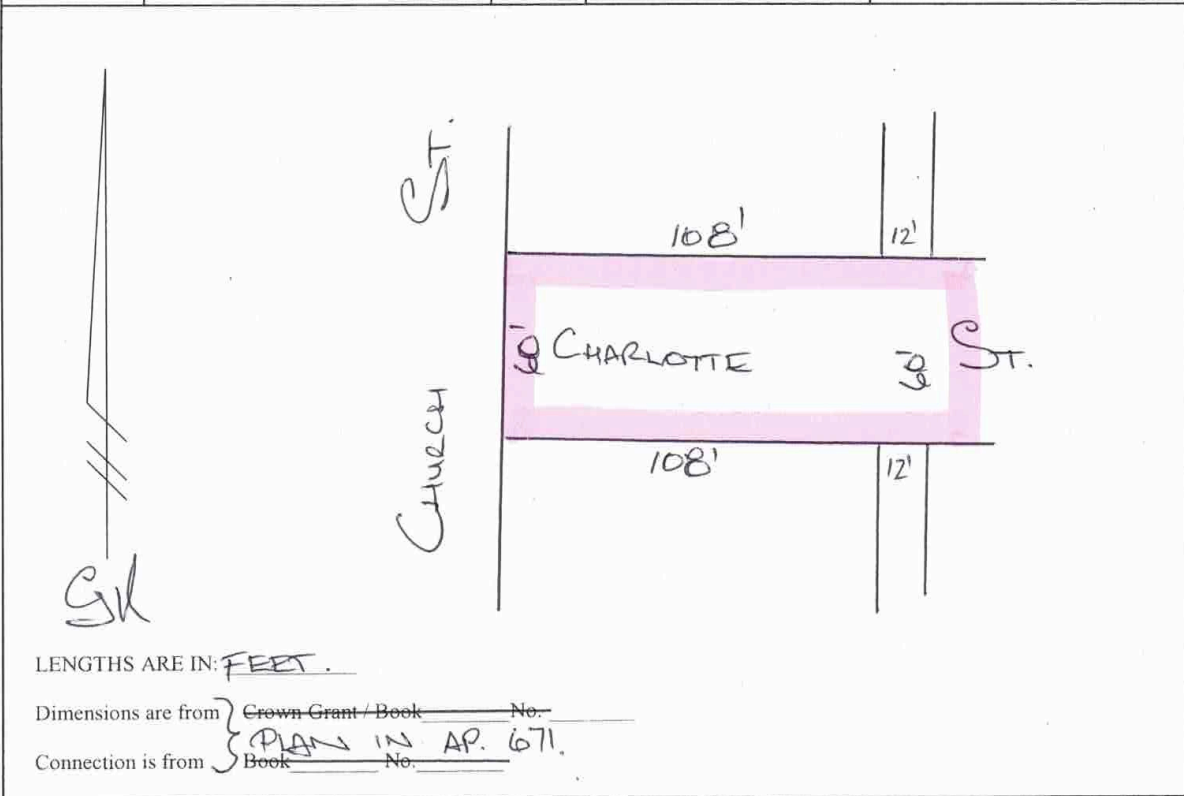
SKETCH OF LAND SEARCHED

AP

<p><b>Land Searched</b></p> <p>Parish: <u>JIKA JIKA.</u></p> <p>Town: _____</p> <p>Section _____</p> <p>Crown Allotment: Whole / Part _____</p> <p>Crown Portion: <del>Whole</del> / Part <u>20.</u></p>	<p><b>Last Registered Owners</b></p> <p>Book <u>P</u> No. <u>980.</u></p> <p><b>Encumbrances (other than easements)</b></p> <p><del>Mortgage</del> Book _____ No. _____</p> <p><del>Mortgage</del> Book _____ No. _____</p> <p><del>Mortgage</del> Book _____ No. _____</p> <p><del>Covenant</del> Book _____ No. _____</p> <p><del>Charge</del> Book _____ No. _____</p> <p><del>Notices</del> Book _____ No. _____</p> <p><del>Other</del> Book _____ No. _____</p>
--	---

**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)
<u>NIL.</u>				



**Note to Legal Practitioners**

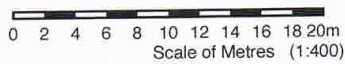
(Taken from Schedule 5A Transfer of Land Act) Where the land includes rights of appurtenance, abuttal, etc. justified in any deed which forms part of a separate chain of title, a photocopy of the deed, certified by the Legal Practitioner making the certificate, must be produced. That chain of title must also be produced, except those parts which have been accepted by the Registrar under a prior conversion.

3

SK



Data Source: Vicmap Property



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

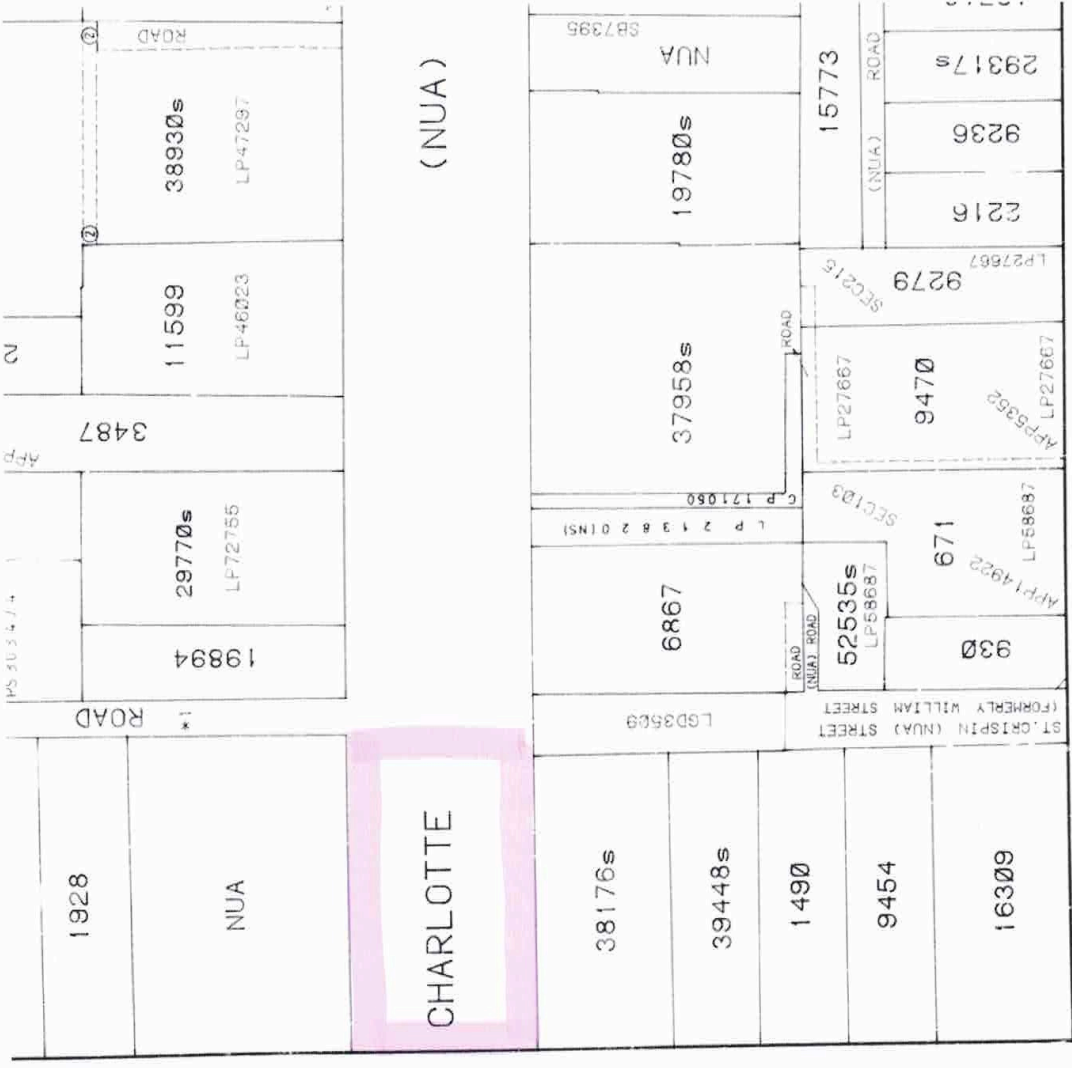
**WARNING:**  
 No warranty is given as to the accuracy or completeness of this map.  
 Dimensions are approximate.  
 For property dimensions, undertake a Title search.

Co-ordinates of Plot Corners  
 NE 323872,5811752  
 SE 323874,5811662  
 MGA Zone 55

4

GL

PART OF CROWN PORTIC  
 FIRST CASE IN 20 - 671  
 SEE CHART 2  
 (GOVT.)  
 CHURCH



SWAN  
 WARNING  
 THE INFORMATION HEREON IS  
 NOT NECESSARILY PRECISE  
 (GOVT.)  
 SEE

Jika Jika Chart. 26  
 15  
 GK

**INDEX SHEET**

LAND SEARCHED      PART CROWN PORTION 20,  
PARISH OF JIKA JIKA

<u>NAME</u>	<u>OLD SERIES</u>	<u>NEW SERIES</u>	<u>DEALINGS</u>
PUBLIC TRUSTEE	58//88 ✓	P.T.I. ✓	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

**PARTIES**

William FLETCHER  
to  
Daniel Stodhart CAMPBELL  
to  
Henry CRESWICK

LAND PART CROWN PORTION 20,  
PARISH OF JIKA JIKA



LINKS.



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

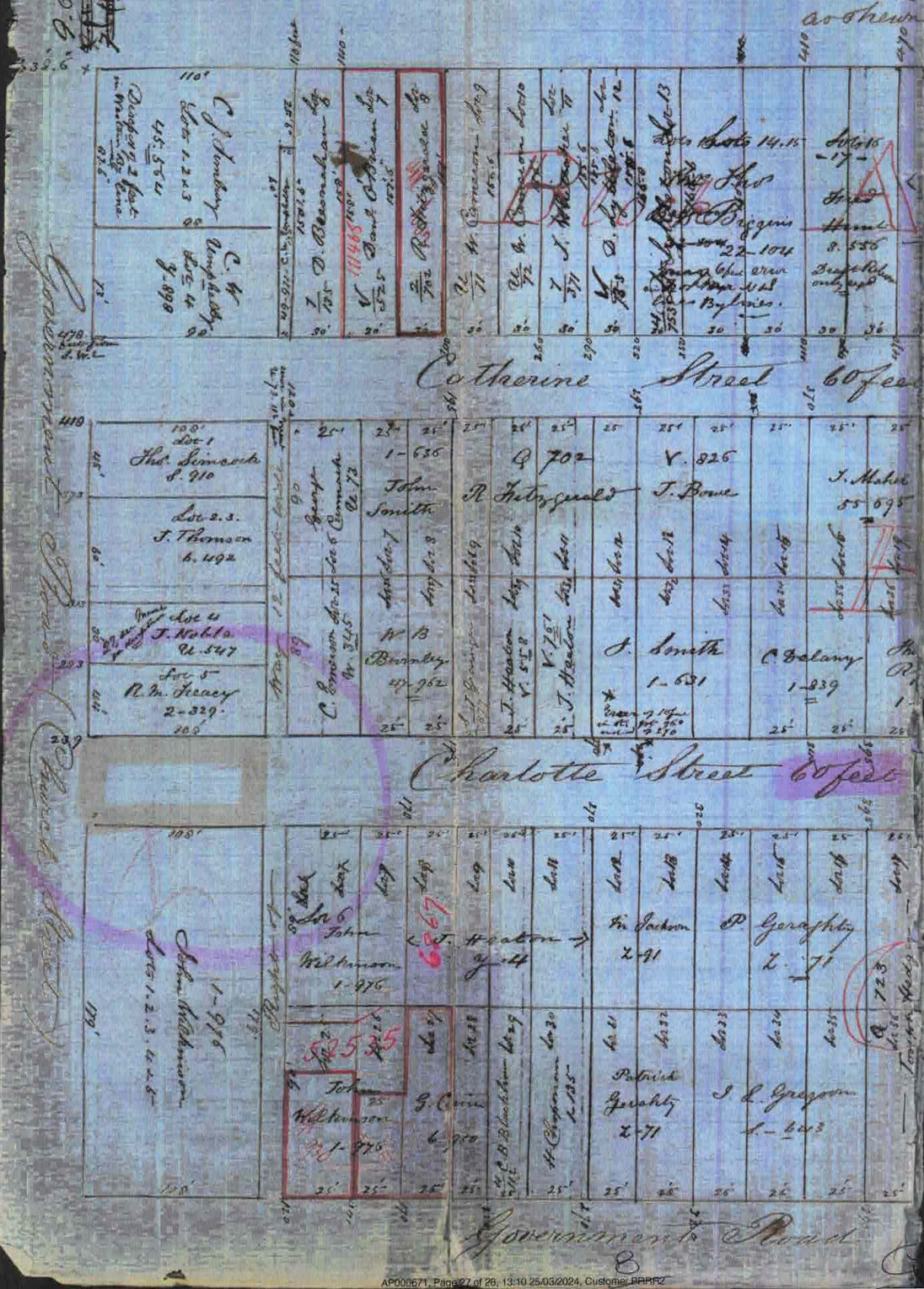
GROUT RD.

7

GK

Plan showing Cressie Portion

20  
as shown



Government Road

Catherine Street 60 feet

Charlotte Street 60 feet

Government Road

Plans in  
AP. 671.



<b>TITLE PLAN</b>				EDITION 1	
<b>Location of Land</b> 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				Notations	
Depth Limitations: DOES NOT APPLY				Survey: This plan is based on survey. This survey has been connected to permanent marks No(s). - in Proclaimed Survey Area no. -	
<b>Easement Information</b>					THIS PLAN HAS BEEN PREPARED FOR LAND REGISTRY FOR TITLE DIAGRAM PURPOSES  CHECKED BY ..... DATE / / ASSISTANT REGISTRAR OF TITLES
LEGEND: Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)					
Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of	
<div style="display: flex; justify-content: space-between;"> <span>CHURCH STREET</span> <span>ELM GROVE</span> <span>ST CRISPIN STREET</span> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <span>ST CRISPIN STREET</span> <span>APPROX. NORTH</span> </div>					
SCALE 1:300	LENGTHS ARE IN METRES		SURVEYORS FILE REF: 2024-0020RC VERSION: 1 LICENCED SURVEYOR <b>Glenn Graham Smith</b> SIGNATURE ..... DATE: 12/03/2024		ORIGINAL SHEET SIZE: A3 SHEET 1 OF 1  FILE NO: DEALING CODE:
Smith Land Surveyors Pty Ltd Office - 142a Fyans Street, South Geelong, Vic. 3220 P (03) 5222 1234 F (03) 5223 3141 E survey@smiths.com.au W www.smithlandsurveyors.com.au ABN 72 142 046 964					



Maddocks

Ref: CCB:CORL:9400915

Maddocks  
Lawyers  
Collins Square, Tower Two  
Level 25, 727 Collins Street  
MELBOURNE 3000

**Yarra City Council**  
**Proposed discontinuance of road at Charlotte Street, Richmond**

DATE OF INSPECTION: 12 / 02 /2024

PHOTOGRAPHS OF THE ROAD: Attached at Annexure A

IS THE ROAD OPEN AND AVAILABLE FOR USE BY THE PUBLIC? Yes  No

WHAT OBSTRUCTIONS ARE OVER OR IN THE ROAD?

Fencing	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Vegetation*	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Rubbish	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Services*#	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Other*	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	(# Including fire hydrants/plugs.)		

\* Provide Details:

Multiple street trees along road reserve, street furniture, fire hydrants/plugs, electricity poles and pop up park \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

THE MATERIAL WITH WHICH THE ROAD IS CONSTRUCTED:

<input type="checkbox"/> Nil	<input checked="" type="checkbox"/> Bitumen
<input type="checkbox"/> Bluestone	<input type="checkbox"/> Other _____

EVIDENCE OF THE ROAD BEING USED:

<input type="checkbox"/> Nil	<input type="checkbox"/> Gates opening onto the road
<input type="checkbox"/> Tyre marks	<input type="checkbox"/> Garages opening onto the road
<input type="checkbox"/> Worn grass	<input checked="" type="checkbox"/> Other

- Section of road is used as a pop up park

TYPE OF TRAFFIC:

Pedestrian     Vehicular     Animal     Nil

[9400915:42644201\_1]



Maddocks

WHAT IS THE ROAD PROVIDING ACCESS TO?

- Adjoining properties @  Reserve/Park
- Main Road  Shops
- Other Road provides access to St Crispin Street and east end of Charlotte Street

@ Specify which properties – Access at the rear of the Library and RSL to St Crispin Street

DETAILS OF OTHER SUITABLE MEANS OF ACCESS NEARBY.

Access can be provided from the east end of Charlotte Street \_\_\_\_\_

DETAILS OF FENCES, BUILDINGS AND/OR LANDSCAPING PLACED ON OR OVER ANY PORTION OF THE ROAD BY ABUTTING PROPERTY OWNERS, AND THE EXTENT OF SUCH ENCROACHMENT.

The road is currently set up as a pop-up park \_\_\_\_\_

IS THE ROAD REQUIRED FOR PUBLIC ACCESS? Yes  No

OTHER OBSERVATIONS:

Public has alternative vehicular access to Church Street from the balance of Charlotte Street via the surrounding road network. The road will be discontinued up to the western boundary of St Crispin Street and adjoining properties will still have access via St Crispin Street \_\_\_\_\_

Signed:  Date: 29/04/2024

Title/Position: Surveyor Company: Smith Land Surveyors

ATTACH ADDITIONAL PAGES IF THERE IS NOT ENOUGH SPACE ON THIS FORM



# Maddocks

## ANNEXURE A – Photographs

Charlotte Street – Viewing east from Church Street



[9400915:42644201\_1]



# Maddocks

Charlotte Street - Northern footpath viewing east:

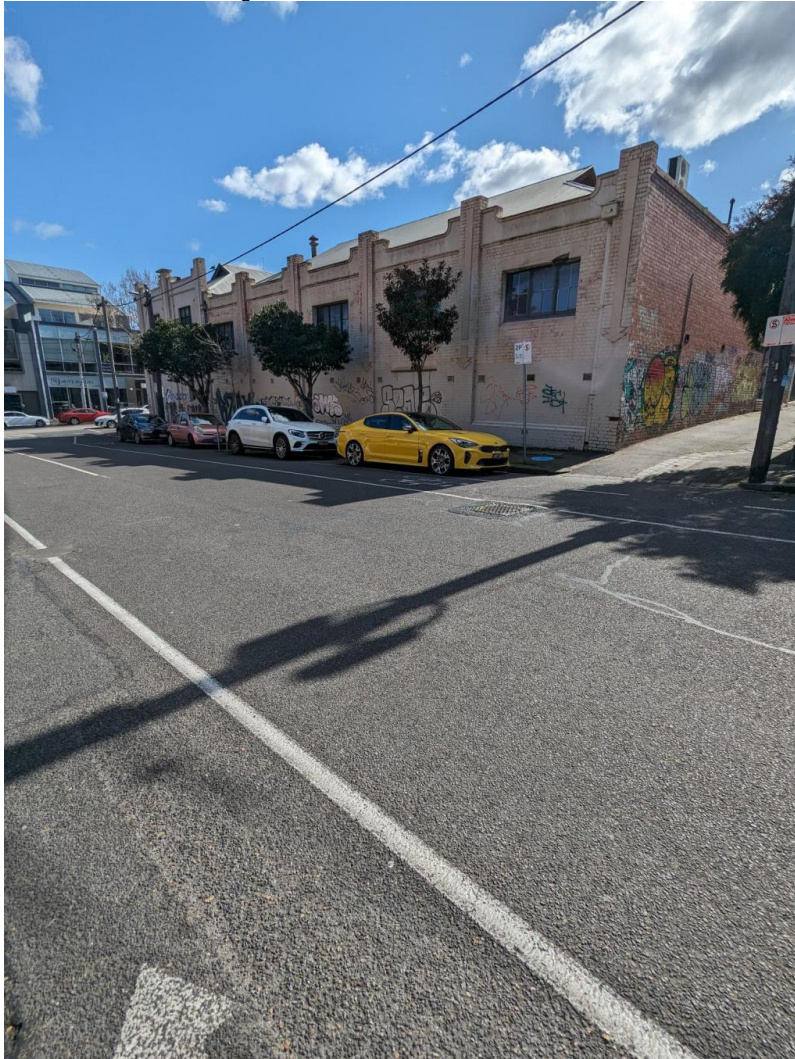


[9400915:42644201\_1]



# Maddocks

Charlotte Street – viewing North-west towards Church Street

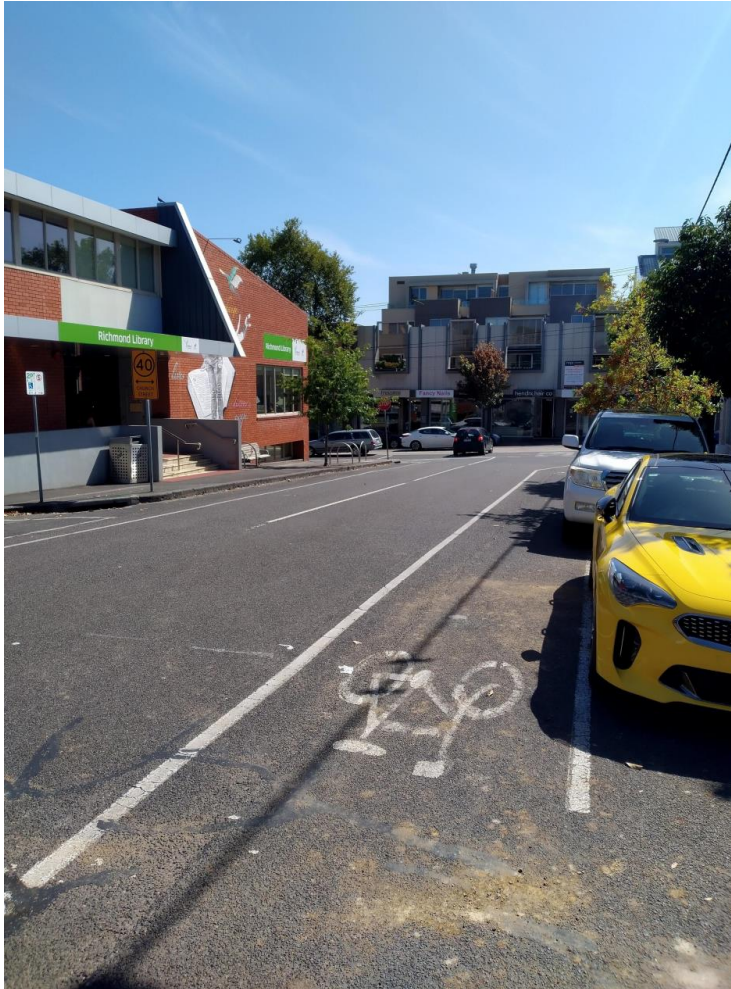


[9400915:42644201\_1]



## Maddocks

Charlotte Street – viewing west towards Church Street:



[9400915:42644201\_1]



**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](mailto: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.

**Telephone** 13 44 99  
**Email** [contact@gww.com.au](mailto:contact@gww.com.au)

**Teletypewriter** 13 36 77

[gww.com.au](http://gww.com.au)





If you have any questions, please do not hesitate to contact me on 0407 528 605.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Mark Abraham", written over a faint, light-colored circular stamp or watermark.

**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](mailto: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](http://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](mailto: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](http://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](mailto: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](mailto:F0501488@team.telstra.com)

Yours sincerely,



**Anthony Lebessis**

**For**  
Manager – Peter Anastopoulos  
Telstra Plan Services  
[F0501488@team.telstra.com](mailto:F0501488@team.telstra.com)



## 7.6 Charles Evans Reserve - Draft Concept Design

<b>Reference</b>	D24/201364
<b>Author</b>	Daniel Perrone - Senior Landscape Architect
<b>Authoriser</b>	Senior Coordinator Design and Place Making
<b>Disclosure</b>	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

- The purpose of this report is to:
  - endorse the Charles Evans Reserve *Draft Concept Design* following community feedback received during Community Engagement Stages 1 & 2; and
  - proceed to the detailed design development and documentation phase of the project.

### Critical analysis

#### History and background

- Charles Evans Reserve is a small-local open space reserve located at the southern end of Cubitt St in Cremorne, bounded by Cubitt St, Dover St, and the Citylink tollway, as shown below.



Figure 1: Location Map – not to scale.

- At 978m<sup>2</sup> Charles Evans Reserve is identified in the *Yarra Open Space Strategy 2020* as a “Small Local Open Space”. Small Local Open Spaces compliment larger reserves and provide smaller, more intimate spaces within safe and easy walking distance of the local community. They are usually only large enough to accommodate a single use (such as seats in a small park, a small playground, or an open grassed area for informal use).

**Existing Facilities:**

4. The Reserve's main entrance is via a steep ramp from Cubitt St at the east, and a narrow, secondary entrance is located at the western end of the park and provides access to Dover St. Neither of these entrances provide safe access for all abilities (see images below).



**Figure 2: Cubitt St Ramp.**



**Figure 3: Dover St Entrance**

5. The Reserve currently accommodates the following facilities:
- (a) A children's playground (installed in 2006), which offers limited play value and takes up approximately 20% of the reserve;
  - (b) An informal lawn area, which has struggled to establish despite ongoing horticultural intervention due to its location in a heavily shaded area of the park; and
  - (c) Limited seating, a picnic table, drink fountain, and rubbish bin.



**Figure 4: Existing Facilities, noting the grassed area is impacted by shade from the trees, whilst a shade sail is required to shade the playground**

Strategic Context:

6. The *Yarra Open Space Strategy 2020* (YOSS) identifies the need to improve the quality and diversity of existing open space facilities in Cremorne. The *Revised Cremorne Urban Design Framework 2023* also recommends upgrading and expanding existing open space to provide better quality, multiple purpose open spaces. The proposed upgrade is a priority within both these documents.
7. The YOSS identifies the need for an upgraded playground based on the residential demographics of the area. Cremorne is very isolated in terms of access to open space and playgrounds due to train line and the road layout. There is a clear rationale for a playground upgrade and retention of the size of the existing playground and/or expansion of play opportunities as the function and size of the space allow. It is noted that into the future, all our playgrounds will also be informed by the Play Space Strategy which is currently in development.

Community Engagement:

8. Stage 1 of community engagement was undertaken in August – September 2023 to seek community input to inform the concept design of the Charles Evans Reserve upgrade.
9. The Stage 1 Community Engagement Report (Attachment 2 – Charles Evans Reserve Stage 1 Community Engagement Report), was published on Council's Your Say Yarra Website, along with the *Draft Concept Design*.
10. Stage 2 community engagement was undertaken in February – March 2024 to seek community feedback on the *Draft Concept Design* for Charles Evans Reserve.
11. The Stage 2 Community Engagement Report (Attachment 3 – Charles Evans Reserve Stage 2 Community Engagement Report) will be published on Council's Your Say Yarra Website, along with any changes to the *Draft Concept Design*.

Draft Concept Design – Overview:

12. The *Draft Concept Design* has been prepared by Andrea Proctor Landscapes in response to:
  - (a) Stage 1 community feedback;
  - (b) Internal Council workshops;
  - (c) A meeting with Bricolage Design (the consultant engaged to develop Council's Play Space Strategy) to review the playground design approach; and
  - (d) A meeting with Transurban (the managing authority of the adjacent freeway land and sound wall).
13. A summary of the *Draft Concept Design* is provided in Attachment 1: Charles Evans Reserve – Draft Landscape Concept.
14. The *Draft Concept Design* addresses feedback received during Stage 1 community engagement, where 126 people (121 were Cremorne and Richmond residents) completed an online survey about the Reserve and what they would like to see in the new design.
15. Foremost among the requests were:
  - (a) A new place space with some nature-play elements;
  - (b) Space for walking dogs;
  - (c) More picnic facilities, including and BBQ and more tables and chairs;
  - (d) Lighting;
  - (e) Space for meeting friends and family;
  - (f) Separation between dogs and children's play; and
  - (g) A basketball/sports area with play opportunities for older children and young adults.

16. The *Draft Concept Design* for Charles Evans Reserve captures these requests and also makes the most of the available space to provide a garden for residents to enjoy as an extension of their own homes. In creating a welcoming, green space with flexible seating and walking opportunities the space will also cater to office workers during the day.

Functional Arrangement:

17. The design of the Reserve has been inspired by gardens in Melbourne, New York, and London, seeking inspiration from spaces that achieve a lot in a small area.
18. The play space has been moved further west into the Reserve, and placed in a naturally shaded area, reducing the need for shade sails that block winter light in this naturally dark area.
19. The lawn area has been moved east to the sunniest part of the reserve where it will have the most chance of success.
20. A new picnic area is also proposed, comprising of four tables, including one for larger groups, an electric BBQ, bin, and drinking fountain.
21. A continuous, sealed path runs through the Reserve from Dover Street, past the play space, lawn and picnic area, to Cubitt Street.
22. Figure 5: *Draft Concept Plan* can be viewed below.

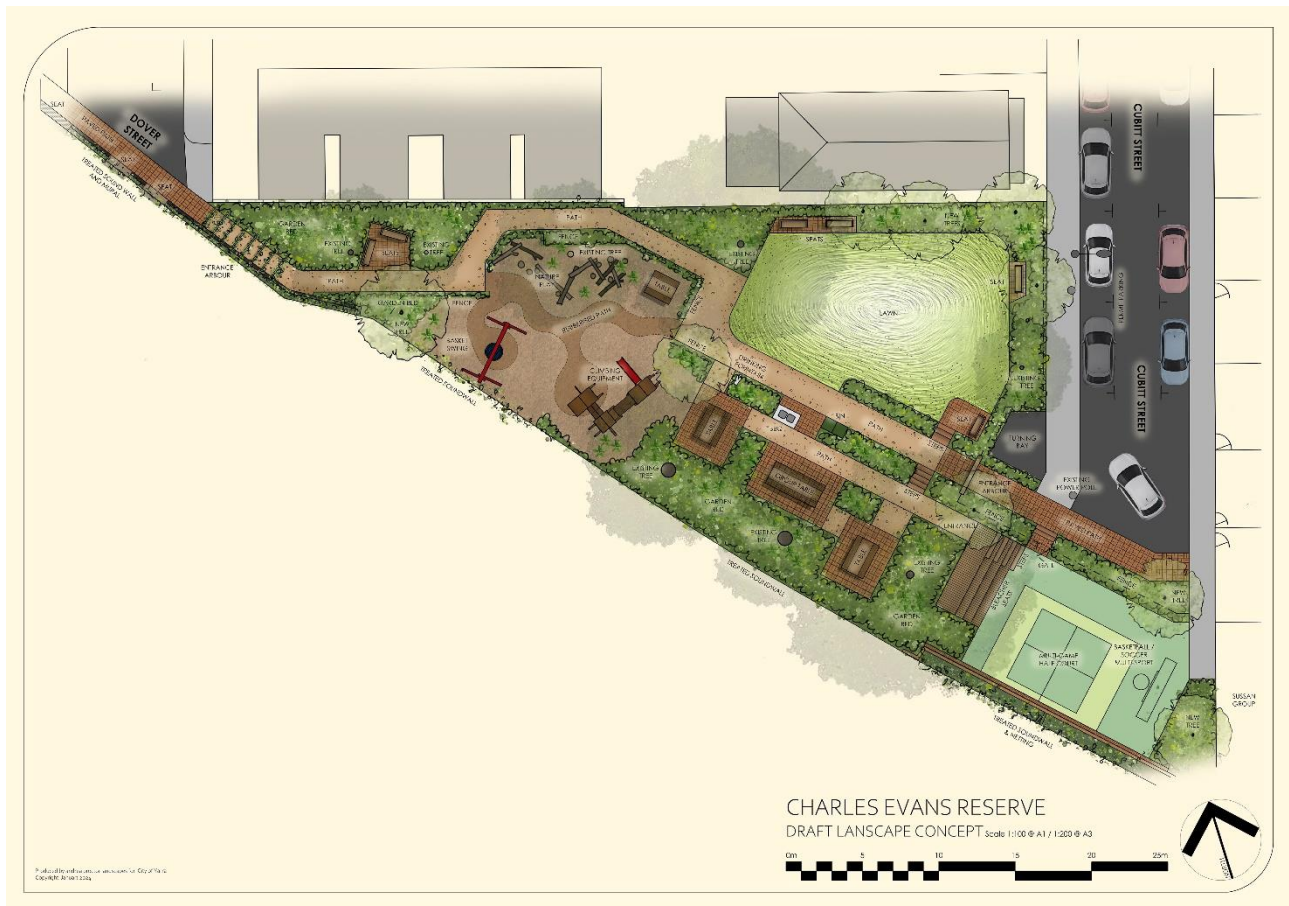


Figure 5: Draft Concept Plan – not to scale.

Artist's Impressions:

23. Three artist's impressions prepared by Andrea Proctor Landscapes are provided below to give an overview of the proposed design.





Figure 6: Artist's Impression of Proposed Design (Aerial View) – not to scale.



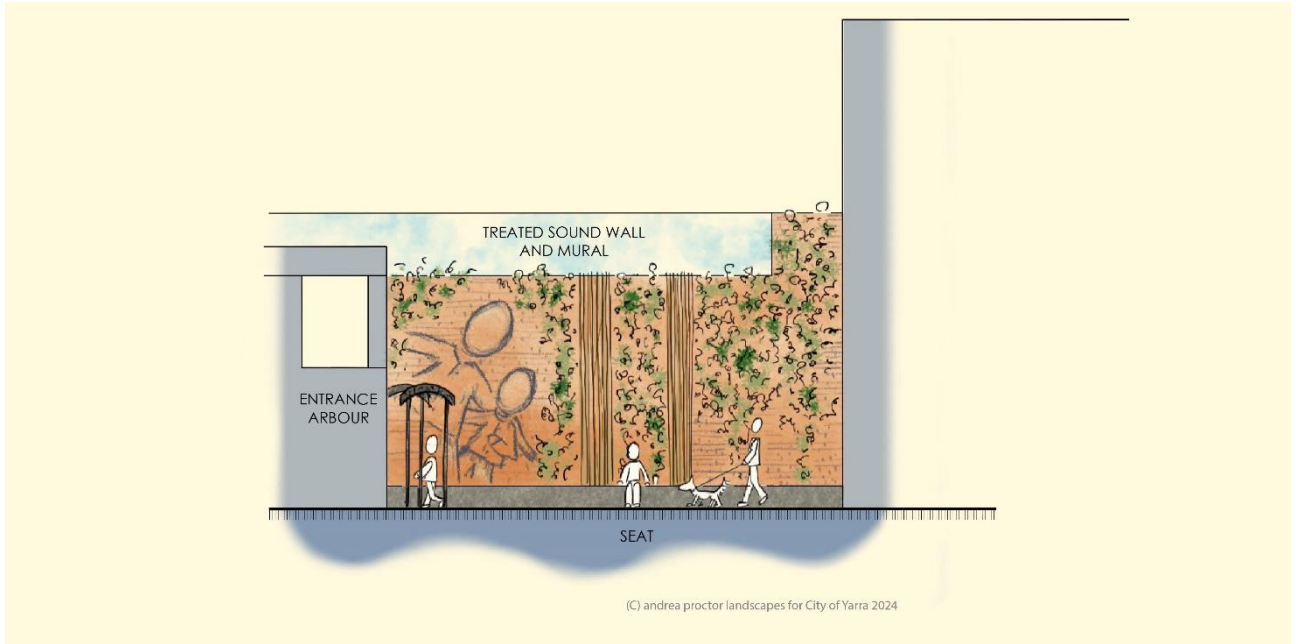
Figure 7: Artist's Impression of Proposed Picnic and Lawn Areas – not to scale.



Figure 8: Artist's Impression of Proposed Cubitt St Extension – not to scale.

Dover St Entrance:

24. The Reserve is accessible from both Dover Street and Cubitt Streets. The existing Dover Street entrance is narrow and difficult to see, and the existing Cubitt Street entrance is too steep to provide access-for-all.
25. At Dover Street the proposal is to provide a new entrance path, render and brick cap the existing retaining wall and add informal seating. The sound wall would be either painted, or have a pattern added to it, to soften its visual impact. Planting along the sound wall would also be refreshed.



**Figure 9: Proposed Dover St Section – not to scale.**

Children's Play Space:

26. Officers are working with our playground designer and play expert to create a customised play solution that will deliver the same or increased range of play opportunities as the existing playground.
27. It is proposed to relocate the play space further west into the Reserve in a naturally shaded area. This will reduce the need for shade sails that block winter light in this naturally dark area.
28. The final design of the play space will be dependent on detailed design, however it will include:
  - (a) A basket swing or similar, suitable for all ages and abilities;
  - (b) A small nature-play area; and
  - (c) A combination play equipment piece with toddler slide.
29. In response to Stage 1 community feedback an informal fence is proposed to reduce unplanned interactions between dogs and children.
30. The play space is easily accessible while being separated from the streets and has two picnic tables directly connected to it.
31. The design of the proposed play space will be peer reviewed to ensure that it responds to Council's Play Space Strategy that is currently under development.

Changes to Cubitt St:

32. The most significant design change proposed is the expansion of the Reserve into the southern end of Cubitt St. This area is poorly used, predominantly serving as a car turning bay adjacent the freeway sound wall.

33. The proposed design relocates the entrance to the Reserve further south down Cubitt St, allowing the lawn area to be securely fenced and improving accessibility into the Reserve.
34. It is proposed that the southern end of Cubitt St is then closed to vehicle traffic, to create a multi-sport area for sports such as basketball, soccer, four-square, and a rebound wall. Bleacher seats are also proposed to create an area for relaxing and sports watching.
35. Due to the proximity to the freeway, this sports area would need to be netted to prevent balls from entering the freeway.



Figure 10: Photo of existing conditions at southern end of Cubitt St.

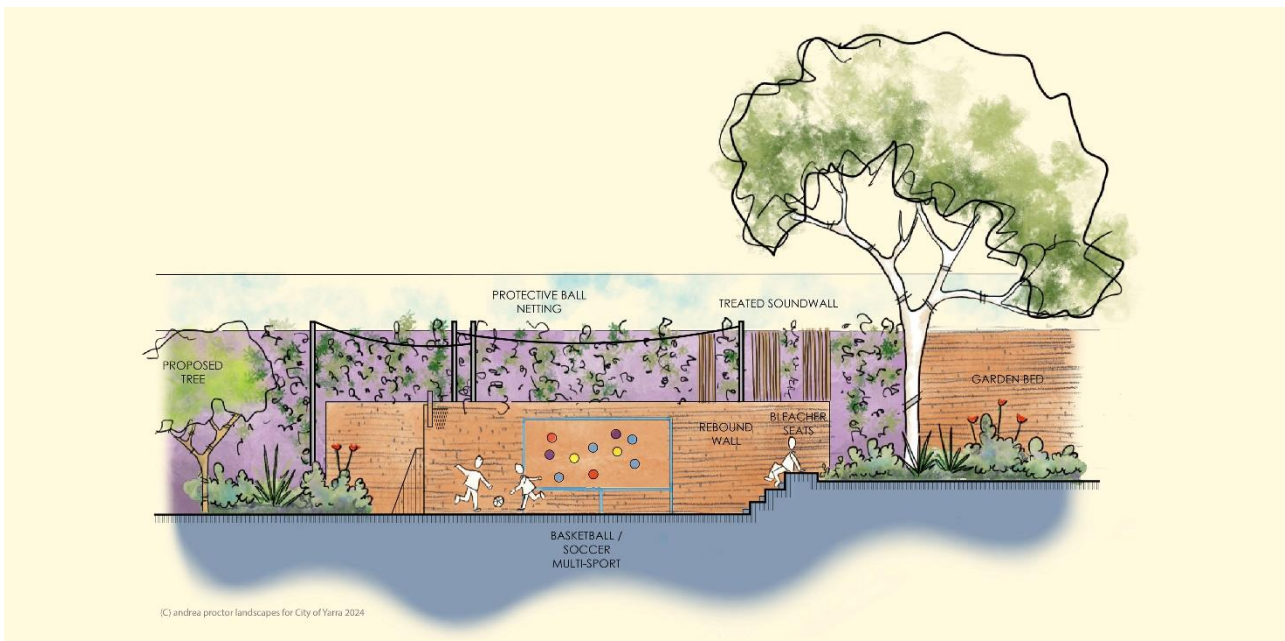


Figure 11: Proposed Cubitt St Section – not to scale.

36. This proposal would result in an approximately 16% (160 m<sup>2</sup>) increase in the size of Charles Evans Reserve and would result in the loss of three parking spaces.
37. The proposal to close the end of Cubitt St was presented to the community for feedback during Stage 2 community engagement. 77% of respondents supported the expansion of the reserve into Cubitt St.

38. As part of the Stage 2 Community Engagement, letters were also sent to affected residents and property owners regarding the proposed expansion of the reserve, inviting them to make a one-on-one appointment with Council project officers to discuss any concerns or questions they had about the project. Project officers conducted five (5) one-on-one meetings and also received detailed email submissions regarding the project. The Road Discontinuance process will allow for further consultation and feedback.
39. The proposal to expand the Reserve into Cubitt St will be subject to further detailed feasibility during the detailed design stage.
40. A formal road discontinuance process will be required in order to proceed with the proposed expansion.

Tree Removal:

41. All existing trees have been arborist and climate assessed, and all mature trees worthy of retention have been carefully designed around to ensure that they are protected during construction.
42. A copy of the *Arboricultural Assessment Report* prepared by Tree Logic is attached to this report for reference – refer Attachment 4.
43. The proposed concept design will require the removal of approximately 11 trees, all either in poor condition or planted within the last 10 years.
44. It is proposed that approximately 9 new trees will be planted in replacement. The retention of existing mature trees limits the extent of new tree planting. If additional trees were to be planted, they would suffer from competition from existing trees and would not become good specimens (as is the case for many of the trees proposed for removal).
45. These tree removals will enable the park to be significantly improved by providing much needed access to sunlight within the lawn area and allowing the relocation of the playground to a naturally shaded area, rather than needing to provide a shade sail.
46. Information on the extent of the proposed tree removal and new tree plantings was included in the YSY website and the consultation material.
47. The proposed tree planting strategy will allow for better management of succession planting into the future, meaning that senescing trees will be able to be replaced gradually with minimal amenity impact on the reserve.
48. As the Reserve is located within the Significant Landscape Overlay, a planning permit will be required for tree removal.

Project Funding:

49. Funding for the *Final Concept Design* and tender documentation was approved as part of the 2023/24 capital works budget, with the intention of having a 'shovel ready' project by end of June 2024.
50. Due to the legal requirements of the Road Discontinuance process, construction of the project will need to be staged, with the upgrade of the existing reserve to be undertaken in the second half of FY2024/25 and the Cubitt St expansion to be deferred to the following financial year if supported.
51. Council has engaged Andrea Proctor Landscapes, a landscape architectural consultant to develop the design of Council's requirements and in response to community feedback received through the community engagement process.

Discussion

52. Council received 99 survey contributions during Stage 2 Community Engagement. Additionally, Council project officers conducted 5 individual meetings with surrounding residents/property owners to answer questions about the proposed design.

53. Overall, the proposed *Draft Concept Design* was well received by the community. Detailed community feedback can be viewed in Attachment 3: *Charles Evans Reserve Upgrade – Stage 2 Engagement Report*.
54. The following feedback themes represent common items that the community thought could be improved. These items will be addressed during the detailed design phase.

Feedback Theme 1: Children's Playground:

55. 39 survey respondents were concerned that the proposed playground represented a reduction in play equipment and size. Project officers' response is as follows:
- (a) The new playground will occupy approximately the same size footprint as the existing playground;
  - (b) Due to existing tree protection zones, and the need to accommodate other existing uses within the park, it is not possible to increase the size of the playground;
  - (c) Officers are working closely with a playground designer and play expert to create a customised play solution that will deliver the same or increased range of play opportunities as the existing playground; and
  - (d) Council is currently preparing a Play Space Strategy. The final playground design will be peer reviewed by council's consultant to ensure it meets the objectives of this strategy.

Feedback Theme 2: Off-leash Dog Area:

56. 8 respondents said they would like an off-leash dog area to be included in the design. Project officers' response is as follows:
- (a) Dog off-leash areas are designated in the Council Order that was adopted by Council at its meeting on 10 October 2023;
  - (b) Changes to the Council Order are outside of the scope of this project, however, the issue was raised with Council's Open Space Services Unit to investigate whether a dog off-leash area should be considered at Charles Evans Reserve; and
  - (c) Both the Project officers and the Open Space Services officers agreed that the Reserve is too small to safely accommodate an off-leash dog area as well as its other uses.

Feedback Theme 3: Cubitt St Carparking / Traffic Implications:

57. Some surrounding residents were concerned about the parking and traffic implications of expanding the Reserve into Cubitt St. Project officers' response is as follows:
- (a) 77% of survey respondents supported the expanding of the Reserve in Cubitt Street to create a multi-sports area. However, officers acknowledge the concerns of residents living in the immediate vicinity of the Reserve;
  - (b) The design of the proposed expansion into Cubitt St will be reviewed in detail to minimise carparking losses; and
  - (c) In order to deliver the Cubitt St expansion part of the project, a separate Road Discontinuance process needs to be followed. As part of this process, a traffic impact assessment will need to be undertaken, and surrounding residents/property owners will have the opportunity to make a formal submission to Council about the proposal.

Feedback Theme 4: Sports Facilities:

58. The proposal for a multi-sport court area was well received by the community.
59. Basketball, tennis rebound wall, and handball were the top three sports requested by respondents.

60. Project officers will continue to investigate the feasibility of creating a sports area at the southern end of Cubitt St, considering concerns raised by community relevant to closing the road.
61. The final design of the sports area will need approval by Transurban (who manages the adjacent freeway) and will be required to be netted to prevent balls from entering the freeway.

Feedback Theme 5: Amenity & Maintenance Concerns:

62. 11 respondents raised concerns about amenity and ongoing maintenance of the proposed design, including:
  - (a) that the playground and sports area are too close to residential buildings;
  - (b) safety concerns around the park at night, including provision of seating on Dover St;
  - (c) that the picnic area will create additional rubbish and use; and
  - (d) that Council will not be able to maintain the proposed facilities.
63. Project officers' response is as follows:
  - (a) The reason for relocating the playground is to address existing site issues, that is, that the existing lawn area (which needs sunlight to grow) is located in the shade, and the existing playground is located in the sunniest part of the park, requiring a shade sail. Whilst the new playground location will be closer to residences, the overall use of the park will remain unchanged and is not expected to generate additional noise;
  - (b) The project will include low-level ambient lighting to the park during dusk hours to improve user safety, without attracting additional use of the park at night. The project will also review the placement of seating throughout the park and its surrounds;
  - (c) Officers will review the park's current maintenance inputs and adjust these as necessary to accommodate the new design; and
  - (d) Officers will address recurring maintenance issues through appropriate design and materials.

Requests that cannot be accommodated in this project:

64. Council received 7 requests for public toilets at this site. Due to the small size of the park and the high cost of installation, public toilets cannot be accommodated at this location as part of this project. In addition the Reserve is not listed as a location for new toilets in Council's Public Toilet Strategy. Given the size of the Reserve (Small Local) it is intended to service the population within 200m walking distance, as such it is not expected that visitors will visit the Reserve from afar.
65. Two requests to upgrade the freeway soundwall were received. This is not a Council asset and is out of the scope of this project, however this project will improve the visual presentation of the wall through improvement to plantings and the installation of a mural (subject to Transurban approval).
66. As stated under Feedback Theme 1 above, we cannot accommodate requests to further expand the playground.

Options

67. If the expansion of the Reserve into Cubitt St cannot proceed (due to the result of further investigation or an unsuccessful road discontinuance process), the remaining components of the proposed design for the existing Reserve can still be achieved.
68. Subject to final tender prices received, materials and finishes may need to be substituted, however, the functionality of the proposed design will still be able to be achieved.

## Community and stakeholder engagement

### Community Consultation

69. Stage 1 community engagement was undertaken in August – September 2023 and has informed the draft concept design. A copy of the Stage 1 Community Engagement Report is attached to this report (see Attachment 2).
70. Stage 2 community engagement on the *Draft Concept Design* was undertaken in February – March 2024. A copy of the Stage 2 Community Engagement Report is attached to this report (see Attachment 3).
71. A Community Engagement Plan was prepared with the Communications and Engagement team and included Council's standard consultation practices such as the Your Say Yarra webpage, online survey, and pop-up events.
72. Furthermore, Council officers sent letters to residents and property owners surrounding the reserve inviting them to meet with Council officers to discuss any concerns or queries they have about the project.

### Internal Consultation

73. Targeted internal consultations will continue to be facilitated with relevant Council units throughout the detailed design stage to ensure the proposed design meets Council's requirements regarding cleansing and maintenance, trees, traffic, access, drainage etc.

### External Authorities

74. The project team has met with Transurban to discuss the opportunities and limitations that the adjacent freeway and sound wall will impose on the design.
75. Any proposed changes to the freeway sound wall will require Transurban and State Government consent, however, discussions with Transurban to date have indicated that the proposed changes are generally acceptable and that they have approved similar works from other councils along the Citylink corridor.
76. The project team will continue to liaise with Transurban to ensure that the proposed design meets their requirements.

## Policy analysis

### Alignment to Community Vision and Council Plan

77. The *Yarra Open Space Strategy 2020* identifies the need to improve the quality and diversity of existing open space facilities in Cremorne.
78. The *Cremorne Urban Design Framework* also recommends upgrading and expanding existing open space to provide better quality, multiple purpose open spaces.
79. The proposal also aligns with the overarching *Council Plan (2021-25)* that supports the following strategies and initiatives:
  - (a) Strategic Objective 2 – Social equity and health:
    - (i) Strategy 2: "*Build a more resilient, inclusive, safe and connected community, which promotes social, physical and mental wellbeing*"; and
  - (b) Strategic Objective 4 – Place and nature:
    - (i) Strategy 1: "*Create safe, accessible active spaces that provide diverse physical activity opportunities for the whole community.*"
    - (ii) Strategy 2: "*Plan and manage community infrastructure that responds to growth and changing needs.*"

### Climate emergency and sustainability implications

80. The project will provide environmental benefits such as seating in shaded areas, improved greenery, use of sustainable materials, and use of efficient lighting.

### Community and social implications

81. A key objective in planning the open space network is to provide open space within easy walking distance for the majority of the community. At approximately 978m<sup>2</sup> in size, the Reserve is categorised in the Open Space Strategy as a 'Small Local' Park (150-200m walking catchment).
82. In 2021 there were 600 residents living within 200m of Charles Evans Reserve characteristics of the population living within 200 metres of the Reserve according to the Australian Bureau of Statistics (2021 Census) people aged 0-11 years old are 8% of the population, while the whole of Yarra is 8%.
83. The Cremorne sub-precinct (YOSS 2020, p. 259) predicted increase in residential population increase from 2016 to 2031 is 175%.
84. New and improved public spaces are important in this rapidly growing suburb with new high-density developments. As development continues in Cremorne, Charles Evans Reserve will be utilised by a growing number of people and needs to provide adequate facilities to meet this demand.

### Economic development implications

85. A more attractive and welcoming urban environment would enhance people's experience when visiting Yarra and spending more time in the municipality, particularly in the enterprise precinct of Cremorne.

### Human rights and gender equality implications

86. There are no identified human rights implications from the proposed project.
87. Universal design principles would be underpinning the future design of the park to ensure best practice design is implemented for persons of all movement abilities.
88. CPTED (Crime Prevention Through Environmental Design), gender equity and providing spaces for all abilities principles would inform the design to create a safe and equitable space for all users.

## Operational analysis

### Financial and resource impacts

89. The estimated construction and associated costs for this project is \$900,000. If the option to expand the reserve into Cubitt St is not pursued, the estimated construction and associated costs for this project is \$700,000. 70% of the construction of this project will be funded through the Open Space Reserve. The project is included in the draft 2024/2025 budget.
90. Generally, creating additional open space through the conversion of local roads into parks is a cost efficient option for Council for the creation of additional open space.

### Legal Implications

91. If the option to expand the Reserve into Cubitt St is supported, a road discontinuance process will be required. This process is complex and can be lengthy, and would need to commence following Council's endorsement of the *Draft Concept Design*.

## Conclusion

92. Council project officers will proceed with detailed design and documentation for the Reserve, taking into account community feedback received during Stage 2 Community Engagement.
93. Further investigation will be undertaken to determine the feasibility of proceeding with the expansion of the Reserve into Cubitt Street, including gaining support from Transurban.
94. A formal road discontinuance process is required to proceed with the expansion of the reserve into Cubitt Street.



## RECOMMENDATION

1. That Council:
  - (a) endorses the *Draft Concept Design* for the upgrade and expansion of Charles Evans Reserve;
  - (b) notes that a traffic impact assessment will be completed;
  - (c) approves the *Draft Concept Design* to proceed into the detailed design and documentation phase; and
  - (d) thanks the community for their involvement in the engagement process.

## Attachments

- 1 [↓](#) Attachment 1 - Charles Evans Reserve - Draft Landscape Concept
- 2 [↓](#) Attachment 2 - Charles Evans Reserve - Stage 1 Engagement Report
- 3 [↓](#) Attachment 3 - Charles Evans Reserve - Stage 2 Engagement Report
- 4 [↓](#) Attachment 4 - Treelogic Report Charles Evans Reserve, Cremorne



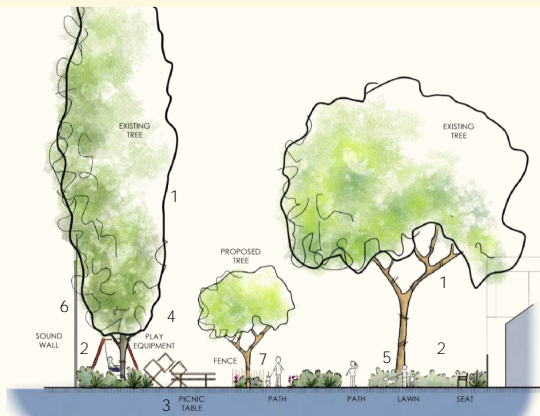
CHARLES EVANS RESERVE: DRAFT LANDSCAPE CONCEPT  
FOR COMMUNITY CONSULTATION

## Community Consultation

Community consultation was undertaken in August / September 2023. This included two listening sessions in the park and a City of Yarra community survey that had 126 respondents. Of these, 81% of respondents lived in Cremorne, with a further 15% living in Richmond.

The survey identified the following features that the public valued most about Charles Evans Reserve. The draft concept has been designed to retain all of these features:

- Highly loved small space and part of the local community
- The playground is separated from roads
- It is a place to relax and unwind
- It is an extension of people's homes
- It is a place to meet and socialise, including street parties
- It is a peaceful, green space, an escape from the built environment
- The trees
- It is a place for dogs
- It is cool on a hot day



### DESIGN RESPONSE

1. Retain trees wherever practical
2. Create a garden space
3. Expand seating, picnic and BBQ facilities
4. Expand play space
5. Lawn for dog walkers
6. Beautify and reduce impact of sound wall
7. Separate dogs and children



The survey identified the following features that people would like to see the new design include:

- A new playground with some nature play elements
- A garden – emphasis on greenery and not built form
- Flexible outdoor spaces for singles, pairs, small and large groups including:
  - More picnic tables and chairs
  - A BBQ
  - A drinking fountain with dog bowl
- Separation between dog walkers and the playground
- Basketball half court / multi-sports / play options for older kids
- Lighting for nighttime use
- Better lawn



## CHARLES EVANS RESERVE: DRAFT LANDSCAPE CONCEPT COMMUNITY CONSULTATION FINDINGS



DOVER STREET ENTRANCE

SECTION THROUGH RESERVE

CUBITT STREET EXTENSION

CHARLES EVANS RESERVE: DRAFT LANDSCAPE CONCEPT  
 DESIGN CONCEPT: WHOLE RESERVE



GARDEN SETTING



EXAMPLE EQUIPMENT



EXAMPLE EQUIPMENT



BALANCING NATURE PLAY



FENCE



EXAMPLE EQUIPMENT



EXAMPLE EQUIPMENT



BASKET SWING



BASKET SWING

The play space design concept includes:

- An accessible, all ages basket swing
- A toddler slide
- A small play fort / combination play equipment
- Nature play balancing elements
- Separated play with informal fencing
- Connection to picnic area



CHARLES EVANS RESERVE: DRAFT LANDSCAPE CONCEPT  
DESIGN PRECEDENTS: PLAY SPACE



BRICK PAVING



DOVER STREET MURAL



DOVER STREET MURAL (POSSIBLE CREMORNE GARDENS REFERENCE)



DOVER STREET MURAL



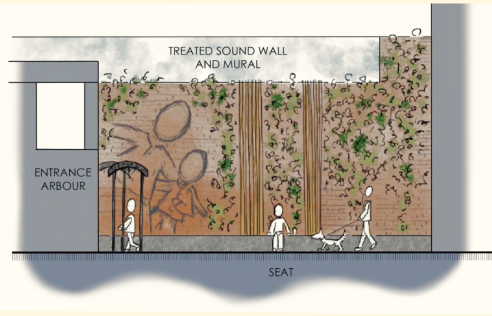
ENTRANCE ARBOR



ENTRANCE ARBOR



ENTRANCE WALKWAY



- The design concept includes:
- Clearer, safer entrance paths
  - Decorative entrance arbours
  - Seating at Dover Street
  - Beautification / visual softening of sound wall through planting and painting
  - Mural at Dover Street entrance



BEAUTIFY SOUND WALL

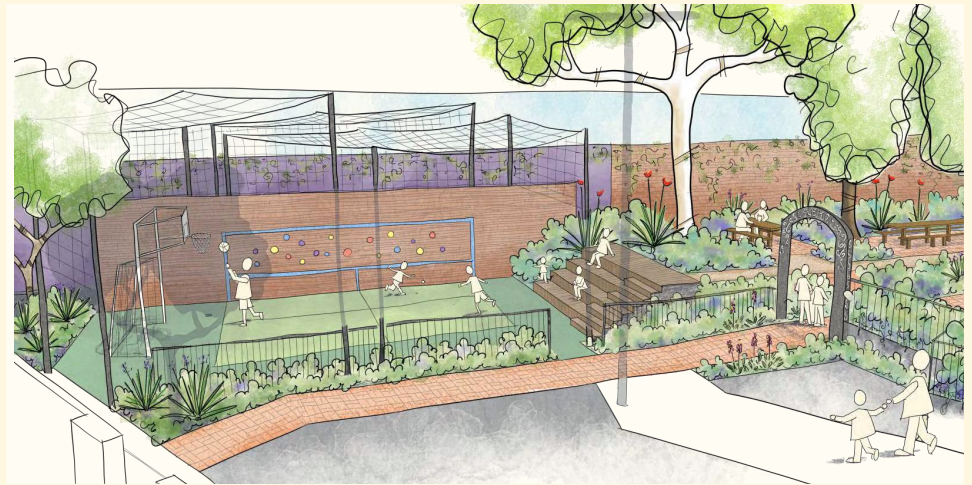


ENTRANCE WALKWAY

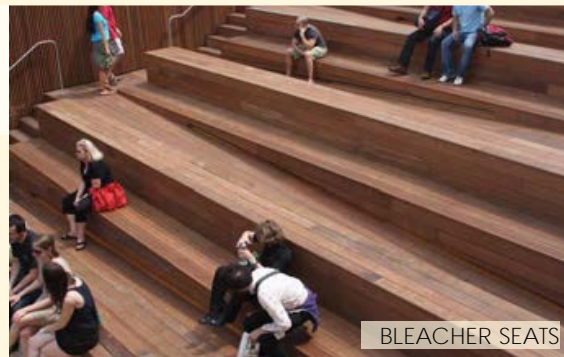
# CHARLES EVANS RESERVE: DRAFT LANDSCAPE CONCEPT DESIGN PRECEDENTS: ENTRANCES AND SOUNDWALL



FOUR-SQUARE AND REBOUND WALL



BASKETBALL / SOCCER MULTI-SPORT



BLEACHER SEATS

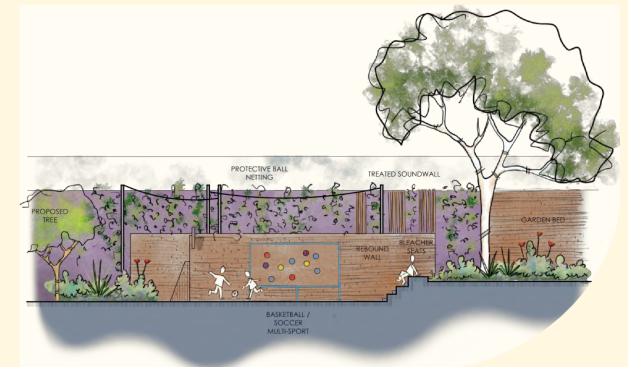


NETTED BASKETBALL

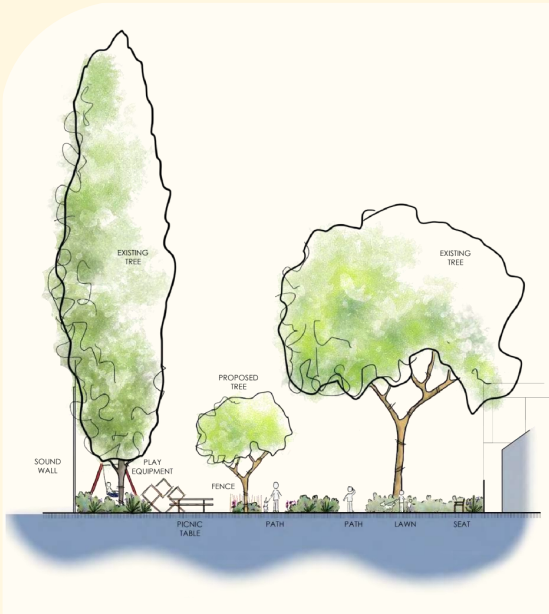
- The design concept includes:
- Basketball and soccer multi-court
  - Four-square
  - Rebound wall
  - Protective ball netting and fence
  - Bleacher seats for relaxing
  - New planting
  - Space for vehicle turning
  - Expansion of the reserve by 17%
  - Loss of two-timed parking spots and rearrangement of permit parking
  - No reduction in permit parking



BLEACHER SEATS



CHARLES EVANS RESERVE: DRAFT LANDSCAPE CONCEPT DESIGN PRECEDENTS: CUBITT STREET EXTENSION



GARDEN



PICNIC TABLES



SEATS

The design concept includes:

- Defined lawn area in sunniest part of the reserve
- New, expanded play space
- Picnic area with BBQ, rubbish bin, drinking fountain and dog drinking bowl
- Fence separating play space from paths and lawn
- Four picnic tables, including one for larger group gatherings
- Six bench seats
- Accessible path access into and through the reserve
- New gardens
- Visually softened sound walls

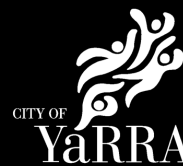


LAWN

CHARLES EVANS RESERVE: DRAFT LANDSCAPE CONCEPT  
DESIGN PRECEDENTS: MAIN RESERVE



# Charles Evans Reserve Upgrade Stage 1 Community Engagement Report



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This report details the specifics of the Charles Evans Reserve Stage 1 community engagement and evaluates the participation. The consultation opened on 14 Aug 2023 and was live until 11 Sep 2023.

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## Background

Charles Evans Reserve is a small park located near the Yarra River in Cremorne. It includes a playground, drinking fountain, garden beds and small grassy area. This park must meet the needs of a diverse and increasing population and accommodate different groups of park users, including residents, visitors and people who work in the local area.

Cremorne has less than 0.5% open space and land for additional open space is not likely to become available in the short term. Additionally, commercial development is drawing new people to the area for work and Cremorne's residential population is also growing.

## Why we ran this consultation?

We're upgrading Charles Evans Reserve to make sure the park can serve a broad range of park users for years to come. Before we start developing the Concept Design, we needed to seek feedback from the community to better understand how they want to use this space and what improvements they think we should make.

A key element of this consultation was understanding how the community feels about the existing playground at Charles Evans Reserve and whether they want us to replace it.

## Objectives of this engagement

- Inform the community about the plans to upgrade Charles Evans Reserve
- Identify whether there is community support for a formal playground.
- Understand any community concerns around the use of the space.
- Ensure that feedback is received from both residents and people who work in the Cremorne area.
- Identify any particular needs for specific facilities and design elements based on how the community are using the space.

## Level of Community influence

- The community could influence whether a dedicated playground is provided in the new design.
- The community could influence what other uses and facilities are provided within the park.
- The community could provide feedback on parts of the park they like and want to preserve.
- The community could provide feedback on issues they thought could be improved.

## What did we ask?

### Participants were asked:

1. What do you like about Charles Evans Reserve? (open text response)
2. What do you think could be improved about Charles Evans Reserve (open text response)
3. How would you like to use the park? Select all that apply:
  - Eating lunch or having a coffee
  - Working or studying
  - Meeting a friend
  - Spending time with children

- Socialising with a group of people
  - Having a picnic
  - Informal recreation (for example: exercise or ball play)
  - Relaxing and recharging
  - Walking through on my way somewhere
  - Other (please specify)
4. We have the option of: (A) Providing a new dedicated playground to offer a broader range of play opportunities and provide accessible access. This would take up the same or greater amount of space as the existing playground. (B) Providing informal play elements that are integrated throughout the overall design of the park (such as nature play) to enable a more flexible use of the park. Or (C) Removing the playground and not replacing it. Please indicate if you would prefer option A, B, or C for this park.
5. What's your reason for selecting this option? (this question is optional)
6. Please rank the following facilities in order of importance to you for this park (rank at least one):
- Barbeque
  - Drinking fountain
  - Garden beds – feature/decorative
  - Playground – dedicated
  - Play space – informal, sculptural, nature play
  - Seats with tables
  - Social space for small groups
  - Shelter – picnic/shade/rain
  - Trees – native evergreen trees for shade
  - Trees – deciduous trees for summer shade and more light in winter
  - Open grassed area
7. When do you usually like to visit the park? Select all that apply:
- Weekday – Morning
  - Weekday – Lunch
  - Weekday – Afternoon
  - Weekday – Evening
  - Weekend – Morning
  - Weekend – Afternoon
  - Weekend – Evening
8. Do you have any other comments about the proposed upgrade of Charles Evans Reserve? (open text response)

**Methods included:**

- Online survey
- Two (2) in-person information sessions at the park

**Who did we hear from?**

Demographic data was collected via the 126 online surveys. 81% of respondents lived in Cremorne, with a further 15% living in Richmond, providing an overwhelmingly local engagement response. 90% of responses were received from people between the ages of 30 and 59. No responses were received by people under the age of 24.

What's your connection to Yarra?	Numbers	Percentage
I live in Yarra	116	92.06%
I work in Yarra	48	38.10%
I visit Yarra	1	0.79%
I study in Yarra	3	2.38%
I own a property or mortgage in Yarra	77	61.11%
I rent in Yarra	20	15.87%
I own a business in Yarra	25	19.84%
What gender do you identify as?	Numbers	Percentage
Man	37	29.37%
Woman	85	67.46%
Self-described	0	0%
I prefer not to say	4	3.17%
What is your age range?	Numbers	Percentage
Under 11	0	0%
12 to 17	0	0%
18 to 24	4	3.17%
25 to 34	30	23.81%
35 to 49	61	48.41%
50 to 59	23	18.25%
60 to 69	7	5.56%

70 to 84	1	0.79%
85 and older	0	0%
<b>What suburb do you live in</b>	<b>Numbers</b>	<b>Percentage</b>
Abbotsford	0	0%
Alphington	0	0%
Burnley	1	0.79%
Carlton North	0	0%
Clifton Hill	0	0%
Collingwood	1	0.79%
Cremorne	102	80.95%
Fairfield	0	0%
Fitzroy	0	0%
Fitzroy North	0	0%
Princes Hill	0	0%
Richmond	19	15.08%
I live outside of Yarra	3	2.38%
<b>Select all that apply. I am.....</b>	<b>Numbers</b>	<b>Percentage</b>
A person living with a disability.	2	1.59%
A member of the LGBTIQ+ community.	10	7.94%
Someone of Aboriginal or Torres Strait Islander descent.	2	1.59%
None of the above.	106	84.13%
I prefer not to say.	7	5.56%

**Engagement Reach**

<b>Engagement and Communications Activity</b>
2 x in-person information sessions at the park
Your Say Yarra (YSY) online page
Mail outs to owners and occupiers of residences and businesses in the streets immediately surrounding the parks
Social media posts and ads
Council's email newsletter (Yarra Life)
Your Say Yarra EDM
Targeted emails to stakeholders

## What did we hear?

Council received 126 survey contributions during this consultation. The following section provides a summary of responses for each survey question, which have been grouped into themes that will inform the concept design of the park.

### What do you like about Charles Evans Reserve? (open text response)

Summary of responses included:

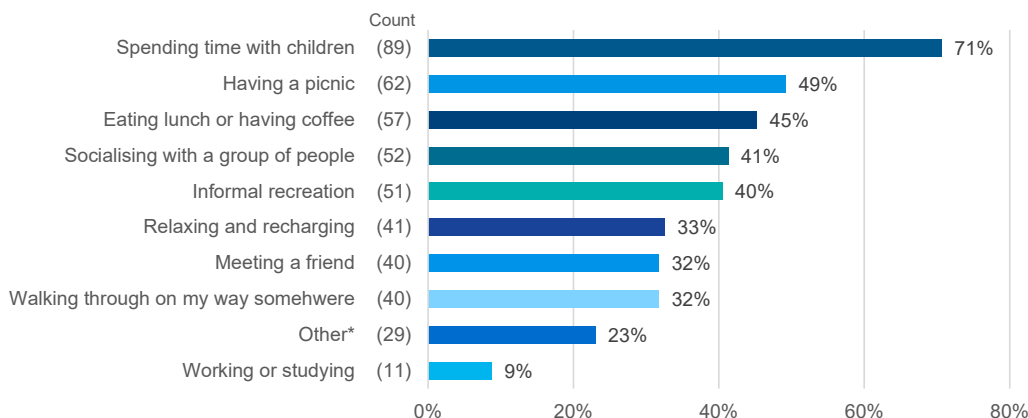
- The playground – it’s only one of two in Cremorne.
- It’s away from roads so it’s safe for children and dogs.
- A space for dogs – nowhere else exists in Cremorne.
- Social & picnicking – especially for residents with small or no yards – *“Our street has its Christmas picnic there”*
- One of the only green spaces in the area
- It’s quiet – despite the freeway noise
- It’s a green space to eat lunch
- You can hear the birds
- The view of the ‘Our Magic Hour’ sign
- It’s cool on a hot day and appreciation of the summer shade
- *“That it exists. Nothing else in the area”*

### What do you think could be improved about Charles Evans Reserve? (open text response)

Summary of responses included:

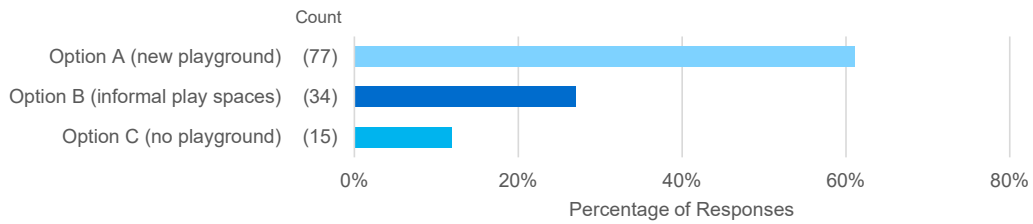
- More seating/tables – common request from residents and office workers alike
- A dedicated off-leash space for dogs:
  - Dog owners letting their dogs off leash is seen as a problem by some – requests for fenced areas to separate kids and dogs, and to stop dogs from toileting in children’s play areas
- Redevelop the playground to cater for a wider age range of children:
  - Requests for nature play elements (e.g., rocky clamber area, sand pit, water elements)
- Things for older children and adults to do as well:
  - 17 requests for a basketball hoop/half court (no others in Cremorne)
  - 17 requests for a BBQ
- Numerous comments about improving the turf, and requests to not take away the lawn area
- Drinking fountain with dog trough
- Lighting at night
- Concerns about lack of sunlight in winter

### How would you like to use the park? Select all that apply:



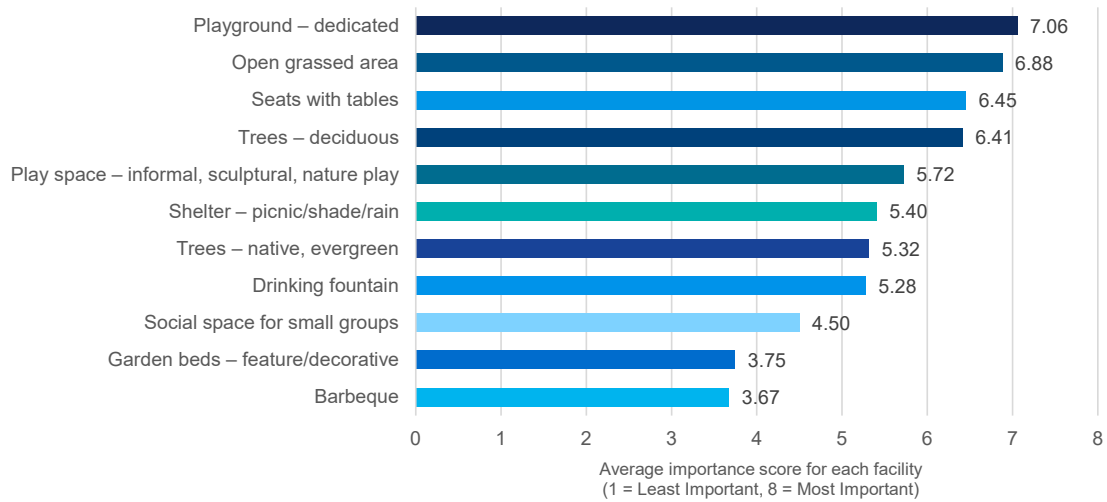
\*22 out of the 23 responses that provided additional detail for ‘Other’ said they use the park for dog related activities.

Preferences in regard to the playground:

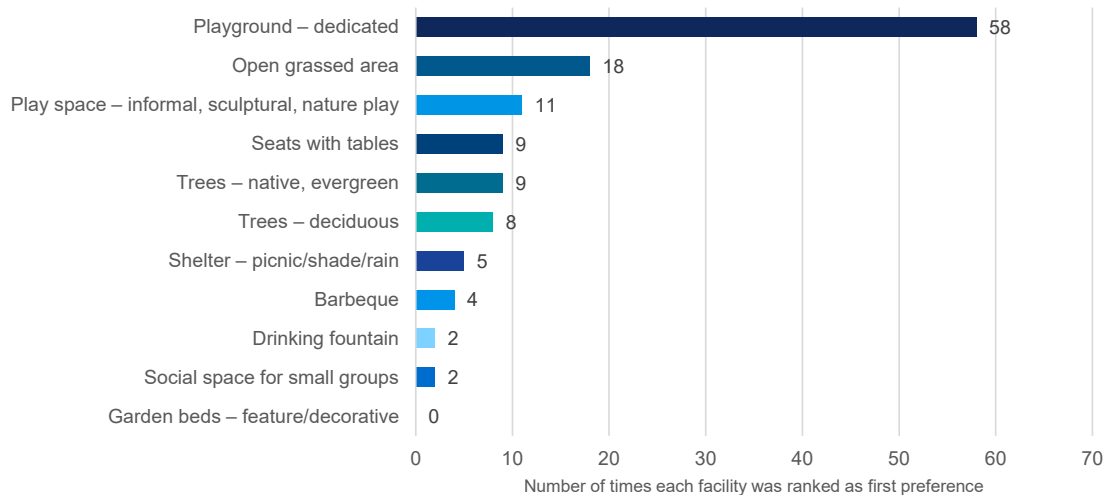


Please rank the following facilities in the order of importance to you for this park (rank at least one)

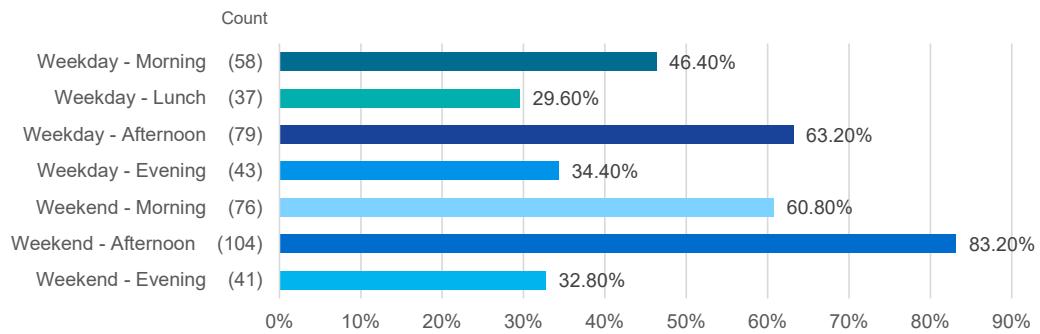
Facility Ranking - Overall Importance



First Preference Count



When do you usually like to visit the park? Select all that apply:



Do you have any other comments about the proposed upgrade of Charles Evans Reserve?

- “Residents and workers will continue to bring dogs here while there are no other spaces so this must be catered for somehow...”
- “Keep the current amenities but upgrade them and offer more seating/tables”
- “Don’t take away the playground. There is nowhere to play for kids in Cremorne. We need more green spaces.”
- “If Cremorne is going to continue to be a desirable residential area & not a purely industrial one there needs to be dedicated play areas for children & grass for pets”
- “Please don’t remove facilities that local people use to accommodate office workers, they don’t live here”
- “Please don’t take away from the kids to give to office workers”
- “The park needs to stay as a play area for local children and as a quiet space.”
- “This is one of 2 playgrounds in Cremorne - upgrade it for kids and go buy some more land for more parks in Cremorne as it is necessary for the ongoing amenity for the residents and offices alike”
- “Listen to the community, Cremunity. Keep the playground. Upgrade it, make it the best playground Cremorne has seen!”
- “Basketball hoop for school aged kids”
- “Making it more dog friendly would be appreciated”
- “I’m very excited! I love visiting this park every day and I know many of my friends who have dogs and children love it too. Although focused on the playground, making this park off leash for dogs would really improve life for our dog friends who visit every day too.”
- “Don’t stuff it up!”



Feedback themes that will inform the concept design:

Feedback Theme 1: A Space for Children	
What we heard:	Our response:
<ul style="list-style-type: none"> <li>• <i>"It is a safe place for children to play, away from rat-running trucks."</i></li> <li>• <i>"I love that the kids have somewhere to freely play in such a built-up high-density area."</i></li> <li>• <i>"New play equipment, more play equipment"</i></li> <li>• <i>"Expand the children's playground. Provide a half basketball court for older kids - there are no council facilities for older kids in Cremorne."</i></li> <li>• <i>"Maybe something for the older kids...a four square or basketball ring..."</i></li> <li>• <i>"More seating and varied play, including nature play"</i></li> <li>• <i>"Why can't you upgrade the playground and add a hoop and more seats then everyone can use it and be happy."</i></li> <li>• <i>"It's one of the few green spaces we have in Cremorne. As most houses in Cremorne don't have a backyard, it gives kids somewhere to play whether that be on the play equipment or on the grass area."</i></li> </ul>	<p>Community desire for an upgraded and dedicated playground is clear. The design for a new playground will consider the following:</p> <ul style="list-style-type: none"> <li>• A larger, or better use of the existing playground footprint) to provide play facilities for a wider age range of children.</li> <li>• In addition to traditional play equipment, nature play elements will be explored.</li> <li>• Improved accessibility</li> <li>• Separation from dogs and traffic – refer to Theme 3.</li> </ul> <p>Additionally, the design will explore the possibility of providing a basketball hoop/multi-court for informal ball sports to further broaden the age range of play facilities.</p>
Feedback Theme 2: A Space for Dogs	
What we heard:	Our response:
<ul style="list-style-type: none"> <li>• <i>"The only park where I can walk my dog to in Cremorne."</i></li> <li>• <i>"Green space for the dog to sniff around and play."</i></li> <li>• <i>"...it's one of the only areas where a lot of dogs particularly in the apartment buildings nearby can go to toilet."</i></li> <li>• <i>"It would be beneficial for the locals to have an off-leash area for the dogs."</i></li> <li>• <i>"There could be an off-lead space as well as a smaller children playground. This is the only space where locals can bring their dogs and kids"</i></li> </ul>	<p>Dog walkers/owners formed a large proportion of responses in the survey. The new park design will look at ways to make the park more dog friendly, including:</p> <ul style="list-style-type: none"> <li>• Improving the turf area</li> <li>• Incorporating physical separation between dogs, children's play areas, and traffic – Refer to Theme 3.</li> </ul> <p>Unfortunately, Charles Evans Reserve is considered too small to be able to safely accommodate a designated off-leash area, however, this will be considered for future parks in Cremorne.</p>
Feedback Theme 3: Separation of Dogs and Children	
What we heard:	Our response:
<ul style="list-style-type: none"> <li>• <i>"I feel the children's play area should be fenced. I keep my leashed dog off the playground, but many leashed and unleashed dogs urinate on the tanbark and play equipment."</i></li> <li>• <i>"A fence around the playground because every single visit my daughter and I both end up with dog poo on our shoes etc as dogs are often off leash and owners do not watch where they are pooing!"</i></li> </ul>	<p>There is a clear divide between dog owners and parents of small children:</p> <ul style="list-style-type: none"> <li>• Dog owners appear to be of the opinion that the playground is barely used, and should be downsized or removed to make more space for dogs.</li> <li>• Parents don't like the number of dogs off-leash, and that they toilet in the tan bark that their children play in.</li> </ul>

<ul style="list-style-type: none"> <li>• <i>“Fence around playground to separate dogs and children (yes, I know it’s not an off-lead park, but it is used as such so may as well be done safely!)”</i></li> <li>• <i>“Either create a separate place for dogs to be walked so they don’t destroy the grass or fence a playground area to keep dogs out of the tan bark.”</i></li> </ul>	<p>It is anticipated that a new, well-considered design can cater for both of these user groups, and will provide an opportunity to reduce conflict.</p> <p>As mentioned in Themes 1 and 2, allowing for separation of dogs and children will be a key consideration.</p>
<p><b>Feedback Theme 4: Places to Sit, Eat, and Socialise</b></p>	
<p><b>What we heard:</b></p>	<p><b>Our response:</b></p>
<ul style="list-style-type: none"> <li>• <i>“Having a nice green space at the end of our street to allow family &amp; friends to gather. The playground provides a great option for families to escape their houses with little or no back yard space, and the general space gives dogs &amp; their owners a place to socialise.”</i></li> <li>• <i>“Our street has its Christmas picnic there.”</i></li> <li>• <i>“Keep the current amenities but upgrade them and offer more seating/tables.”</i></li> <li>• <i>“Upgrade the play area and more seating tables for picnics or just to have a rest.”</i></li> <li>• <i>“Needs more table and chairs for lunch. Often walk here from nearby office and nowhere to sit and eat properly. Standalone bench seats offer little value beyond taking a phone call when actually trying to use the space. Would love to be able to meet here with friends and staff and congregate properly.”</i></li> <li>• <i>“More seating, updated play equipment and outdoor lighting.”</i></li> <li>• <i>“It’s a fantastic place to take kids and a great meeting place to socialize with friends.”</i></li> </ul>	<p>‘Having a picnic’, ‘eating lunch or having coffee’, and ‘socialising with a group of people’ were the second, third, and fourth highest responses for how people would like to use the park (‘Spending time with children’ was the top response and is captured in Theme 1).</p> <p>The new design will seek to increase the number of seating options provided, including more picnic settings and places to meet in groups.</p> <p>It is anticipated that these facilities will be able to cater to residents and office workers alike at different times of the week.</p>
<p><b>Feedback Theme 5: Connection to Nature</b></p>	
<p><b>What we heard:</b></p>	<p><b>Our response:</b></p>
<ul style="list-style-type: none"> <li>• <i>“...one of the only relatively quiet places in Cremorne where you can hear birds.”</i></li> <li>• <i>“I like the shady trees. I have attended a local annual BBQ that happens there also so the social aspect I like. It’s cool on a hot day because of the large trees and the grass - please don’t mess with the natural coolth this area offers - e.g. I can imagine a major overhaul where it ends up covering the natural permeability and biodiversity that must be below the ground there!”</i></li> <li>• <i>“Work around the existing trees - the biodiversity that exists below the ground is important and this should not be disturbed more than absolutely necessary.”</i></li> <li>• <i>“There is something special about this place and how cool it stays. Please let the natural layers of underground remain in some sections of this place.”</i></li> </ul>	<p>The feedback widely Charles Evans Reserve recognised Charles Evans Reserve as one of the few green spaces in Cremorne, providing important relief to the surrounding high-density built form. As such, the new design will seek to emphasise these natural qualities by:</p> <ul style="list-style-type: none"> <li>• Minimising hard surfaces</li> <li>• Retaining mature existing trees where possible</li> <li>• Ensuring new tree and plant selection responds to the site and enhances the existing vegetation.</li> </ul>

Feedback Theme 6: Fix the Basics	
What we heard:	Our response:
<ul style="list-style-type: none"> <li>• <i>“Needs a tidy up, new and cleaned seats, BBQ.”</i></li> <li>• <i>“Have the maintenance people rake the leaves and remove them to assist the grass to grow. If there was a decent coverage of grass it would make the park look 1,000% better at minimal cost while the Council considers the overall redevelopment of the park.”</i></li> <li>• <i>“The grass needs to have better upkeep. Otherwise, it’s already great.”</i></li> <li>• <i>“The lawn needs to be reseeded and irrigation system needs to be turned on, so the grass has a chance to grow. A BBQ would be good as well.”</i></li> <li>• <i>“Fix the plants on the freeway wall - some of them are falling off because the brackets have fallen off.”</i></li> <li>• <i>“Grass always dies from people walking in it.”</i></li> </ul>	<p>We received a lot of feedback regarding the existing maintenance of the park. As part of the redesign of the park, we will:</p> <ul style="list-style-type: none"> <li>• Review the park’s current maintenance inputs and adjust these as necessary.</li> <li>• Address recurring maintenance issues through appropriate design (for example, redesigning the lawn area to ensure it can tolerate high use and low light).</li> <li>• Avoid design options and materials that require a high degree of ongoing maintenance.</li> </ul>

**Requests for items that cannot be addressed in the scope of this project:**

- We received 8 requests for public toilets at this site. Due to the small size of the park and the high cost of installation, public toilets cannot be accommodated at this location as part of this project.
- We received 6 requests for Council to purchase land to provide additional open spaces in Cremorne. Council acknowledges the lack of open space in Cremorne and is actively seeking opportunities for land acquisition in addition to upgrading Charles Evans Reserve. However, this is a long-term process and the upgrade of Charles Evans Reserve will deliver a short-term improvement to the quality of open space available to the local community.

**Evaluating the engagement**

Objective	Evaluation
Inform the community about the plans to upgrade Charles Evans Reserve	<ul style="list-style-type: none"> <li>• The Your Say Yarra page received 507 visitors.</li> <li>• There were 3,300 impressions across our social media posts and around 37% of visits to the YSY page came from our social media posts.</li> <li>• 33% of visitors spent at least one minute on the YSY page.</li> <li>• Around 4% of visitors to the page contributed to the survey (126 contributions).</li> </ul>
Identify whether there is community support for a formal playground.	<ul style="list-style-type: none"> <li>• There was strong support for building a new playground to replace the current one, with 61% of contributors supporting this option.</li> </ul>
Ensure that feedback is received from both residents and people who work in the Cremorne area.	<ul style="list-style-type: none"> <li>• Neighbouring businesses were contacted by email and encouraged to participate in the online survey and attend the pop-up sessions.</li> <li>• 73% of contributors identified as living in Cremorne, with 3.9% identifying as working in Cremorne.</li> </ul>

<p>Identify any particular needs for specific facilities and design elements based on how the community are using the space.</p>	<ul style="list-style-type: none"><li>• Around 70% of contributors said that they visited the park with children.</li><li>• The next most popular options for using the park were having a picnic (49%) and eating lunch or having a coffee (45%).</li><li>• All of the facilities that contributors were asked to rank received support. The three facilities that were ranked highest were:<ul style="list-style-type: none"><li>– Playground (dedicated) – average rank 7.06</li><li>– Open grassed area – average rank 6.88</li><li>– Seats with tables – average rank 6.45</li></ul></li><li>• The data identifies some conflicting priorities and requires further analysis.</li></ul>
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# Charles Evans Reserve Upgrade Stage 2 Community Engagement Report



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This report details the specifics of the Charles Evans Reserve Stage 2 community engagement and evaluates the participation. The consultation opened on 19 Feb 2024 and was live until 18 Mar 2024.

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## Background

Charles Evans Reserve is a small park located near the Yarra River in Cremorne. It includes a playground, drinking fountain, garden beds and small grassy area. This park must meet the needs of a diverse and increasing population and accommodate different groups of park users, including residents, visitors and people who work in the local area.

Cremorne has less than 0.5% open space and land for additional open space is not likely to become available in the short term. Additionally, commercial development is drawing new people to the area for work and Cremorne's residential population is also growing.

As such, we're upgrading Charles Evans Reserve to make sure the park can serve a broad range of park users for years to come.

## Why we ran this consultation?

### Stage 1 Community Engagement – August/September 2023

Last year we asked the community for feedback to better understand how they want to use this space and what improvements they think we should make (refer to Stage 1 Community Engagement Report for details). A key element was understanding how the community feels about the existing playground. It was clear from the responses we received during the consultation that the community want the existing playground to be replaced and upgraded.

The feedback received during the first stage of consultation informed the development of the Draft Concept Design for the reserve.

### Stage 2 Community Engagement - Draft Concept Design – February/March 2024

Earlier this year we presented the Draft Concept Design to the community for feedback before proceeding with the detailed design stage.

We proposed to upgrade the existing playground with a new playground of similar size. The design for the upgraded playground will consider the following elements:

- A larger, or better use of the existing playground space
- Providing play facilities for a wider age range of children
- Improving accessibility and provide better separation of the play area from dogs and traffic.
- Exploring nature play options – this is in addition to upgrading and replacing the existing play equipment.

The design also considers the possibility of providing a basketball hoop or multi-court for informal ball sports to further broaden the age range of play facilities.

## Objectives of this engagement

1. Providing an update about the results of Stage 1 Community Engagement
2. Checking in with the community and gaining support for the proposed Draft Concept Design
3. Understanding the level of community support for the park to expand into Cubitt Street.

### Level of Community influence

#### Negotiable

The community can influence:

1. Whether the park expands into Cubitt Street.
2. Minor changes to the Draft Concept Design that meet the overall project objectives.

#### Non-negotiable

The community cannot influence:

1. Whether the project goes ahead. The park needs an upgrade.
2. The types of upgrades that are delivered (not taking new ideas and suggestions).
3. Retention of trees – site located within Significant Landscape Overlay. Certain trees may not be removed to make space for other facilities.
4. The budget. We have an allocated amount that we will be spending on this project that has already been decided on.

### What did we ask?

#### Participants were asked:

1. What do you like about the draft Concept Design? (open text response)
2. Is there anything else we need to consider in the Concept Design? (open text response)
3. Do you support expanding the park into Cubitt Street?
  - Yes
  - No
  - Unsure
4. If the park is expanded into Cubitt Street, given the limited space, what types of sports activities would you like to see prioritised? (open text response)

#### Methods included:

- Online survey
- Two (2) in-person information sessions at the park
- Postcard and letter drop to surrounding residents
- Individual consultations with surrounding residents & property owners

### Who did we hear from?

Demographic data was collected via the 99 online survey submissions.

- 90% of people surveyed live in Yarra (76% from either Cremorne or Richmond).
- 58% of people surveyed were women.
- The most common age range was 35-49 (51%), the next most common age was 25-34 (23%).

What's your connection to Yarra?	Numbers	Percentage
I live in Yarra	89	89.9%
I work in Yarra	35	35.35%
I visit Yarra	6	6.06%
I study in Yarra	1	1.01%

I own a property or mortgage in Yarra	45	45.45%
I rent in Yarra	6	6.06%
I own a business in Yarra	8	8.08%
<b>What gender do you identify as?</b>	<b>Numbers</b>	<b>Percentage</b>
Man	38	38.38%
Woman	57	57.58%
Self-described	0	0%
I prefer not to say	4	4.04%
<b>What is your age range?</b>	<b>Numbers</b>	<b>Percentage</b>
Under 11	3	3.06%
12 to 17	0	0%
18 to 24	1	1.02%
25 to 34	23	23.47%
35 to 49	50	51.02%
50 to 59	16	16.33%
60 to 69	2	2.04%
70 to 84	3	3.06%
85 and older	0	0%
I prefer not to say	0	0%
<b>What suburb do you live in</b>	<b>Numbers</b>	<b>Percentage</b>
Abbotsford	3	3.03%
Alphington	0	0%

Burnley	1	1.01%
Carlton North	0	0%
Clifton Hill	1	1.01%
Collingwood	8	8.08%
Cremorne	63	63.64%
Fairfield	0	0%
Fitzroy	1	1.01%
Fitzroy North	3	3.03%
Princes Hill	0	0%
Richmond	12	12.12%
I live outside of Yarra	7	7.07%
<b>Select all that apply. I am...</b>	<b>Numbers</b>	<b>Percentage</b>
Someone who speaks a language other than English at home.	7	7.07%
A person living with a disability.	2	2.02%
A member of the LGBTIQA+ community.	8	8.08%
Someone of Aboriginal or Torres Strait Islander descent.	0	0%
None of the above.	79	79.80%
I prefer not to say.	6	6.06%



### Engagement Reach

Engagement and Communications Activity
2 x place-based pop-ups
4 x individual meetings between project team and community members
Your Say Yarra (YSY) page
Mail outs to owners and occupiers of residences and businesses in the streets immediately surrounding the park
Social media posts and ads
Council's email newsletter
Targeted emails to stakeholders

### What did we hear?

Council received 99 survey contributions during this consultation. The following section provides a summary of responses for each survey question. Responses referring to the same or related topic are listed once with the frequency shown in brackets. Community responses have been grouped into themes that will be addressed during the detailed design phase of the project.

### What do you like about the Draft Concept Design? (open text response)

#### Summary of points that people liked:

- Expansion of the park / multi-sports area (35)
- Like it overall (24)
- Variety of uses proposed / spatial layout (20)
- Barbeque facilities (18)
- Proposed playground (11)
- Tables / seating / picnic area (10)
- The lawn / green space (10)
- Space for dogs (7)
- Trees / planting (6)
- Upgrading of facilities (4)
- Mural / beautification of soundwall (3)

*"This looks excellent - very impressive how you've managed to make the most out of limited space and provide a reason to explore this park for kids, adults, workers, residents and dog owners."*

*"Amazing amount of diversity catering to many local needs in a small space!"*

*"Overall concept is great, including expansion into Cubitt St, addition of BBQ, more seating, tables, updated playground in shaded area, retaining on-lead dog lawn, and increased and updated planting."*

**Is there anything else we need to consider in the Concept Design? (open text response)**

Summary of points that people thought could be improved:

- Playground design / additional play equipment (39)
- Fenced / dedicated off-leash dog area (8)
- No concerns (8)
- Impact to Cubitt St – cars turning / parking loss / flood mitigation (8)
- Need for shade (7)
- Public toilet (6)
- Concern around additional litter & ongoing maintenance (6)
- Groundcover alternatives to lawn (3)
- Indigenous / native trees & planting (2)
- Upgrade to soundwall (2)
- Additional lighting / safety (2)
- Park noise affecting residents (2)
- Reduce / remove children’s play area (2)
- No murals (2)
- Too many picnic tables (1)
- No smoking signs (1)
- Not a fan of dog area (1)
- Smaller lawn area (1)
- Proximity of food area to dog area (1)
- Shelter for picnic area (1)
- Gated entrances (1)
- Deciduous trees to allow summer shade & winter light (1)
- Additional trees (1)
- Expand it further (1)

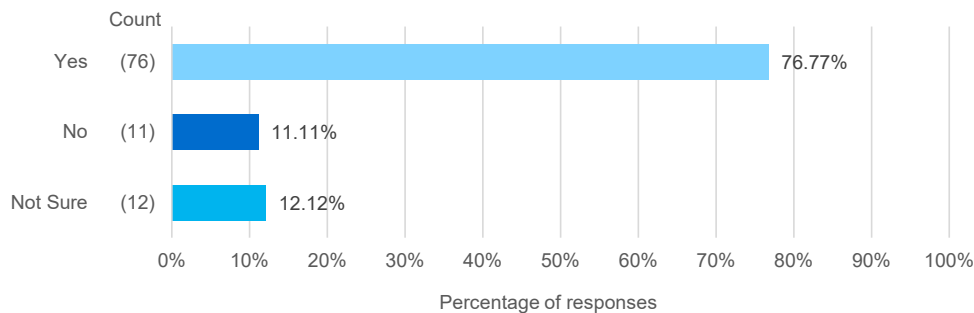
*“Please make sure there is adequate lighting and also, please make sure the playground actually includes fun playground equipment similar to what is there now which allows multiple children to play at one time.”*

*“The current space is quite dark and damp, so thought would be needed to create an inviting space.”*

*“If changes are being considered to this design they should ensure that there is still a fair distribution of space for the different groups who use it. I use the park primarily to meet friends with our dogs and would like that grassy space to remain.”*

*“I am not supportive of the removal of 4 car parks. Need to ensure additional resources are provided to maintain the park with its increased usage.”*

**Do you support expanding the park into Cubitt Street?**



**If the park is expanded into Cubitt Street, given the limited space, what types of sports activities would you like to see prioritised? (open text response)**

Summary of sports that respondents would like to see included:

- Basketball (43)
- Tennis / pickleball / rebound wall (16)
- Soccer (11)
- Multi-court / multi-use (9)
- I don't mind / not sure (4)
- Outdoor gym / fitness equipment (4)
- Four-square / handball / downball (4)
- Netball (3)
- Space for scooters / skateboards / bikes (2)
- Badminton (2)
- Trampolines (1)
- Volleyball net (1)
- Giant chess (1)
- Anything that isn't noisy (1)
- Lawn bowls (1)
- Climbing / bouldering (1)
- Gymnastics (1)
- Cricket (1)

Other responses not relating to sports facilities:

- No facilities (10)
- Children's playground (7)
- Picnic / reading areas (2)
- Public toilet (1)
- Off-lead dog space (1)

### **Individual consultation**

Further to the online survey and in-person consultation sessions, we sent additional letters to surrounding residents and property owners inviting them to make a one-on-one appointment with Council project officers to discuss any concerns or questions they had about the project. Project officers conducted four (4) one-on-one meetings and also received one (2) detailed email submissions regarding the project. The feedback received from these individual consultations largely reiterated the feedback and concerns raised by survey respondents, including:

- Upgrades to the soundwall
- Trees and planting
- Concern around noise from park facilities affecting residents
- Safety and lighting
- Concerns around the loss of carparking / traffic implications if the park is expanded into Cubitt St.

Common feedback themes that will be addressed during the detailed design phase:

Feedback Theme 1: Children’s Playground	
What did we hear	Our response
<ul style="list-style-type: none"> <li>• <i>“The young children’s area is lacking equipment. It seems a downgrade and a downsize. We need a large variety of children’s equipment. Swings, cubby style play centre, slides, safe climbing, tunnels, ground trampoline, sandpit, basketball hoop for toddlers.”</i></li> <li>• <i>“Provide more play equipment for young children.”</i></li> <li>• <i>“Reduction of play equipment for local young children. I would like to see the number of equipment options maintained rather than reduced (eg. keep 2 slides, keep climbing frames and tunnel, keep 2 swings). Young children miss out on proposed plan.”</i></li> <li>• <i>“Diversity in the play equipment has reduced. Consider less logs and cubbies in exchange for more variety of equipment. A playground needs 2 swings, somewhere to climb, slide, imagine, rock, balance, swing, jump.”</i></li> </ul>	<ul style="list-style-type: none"> <li>• The new playground will occupy approximately the same size footprint as the existing playground.</li> <li>• Due to existing tree protection zones, and the need to accommodate other existing uses within the park, we are unable to increase the size of the playground.</li> <li>• We are working closely with a playground designer and play expert to create a customised play solution that will deliver the same or increased range of play opportunities as the existing playground.</li> <li>• Quality of play is not determined by the quantity of equipment provided, but rather the quality and range of play experiences offered. For example, a basket swing can accommodate up to four children, and is usable by a broader age range, compared to a combination toddler and junior swing.</li> <li>• Council is currently writing a Play Space Strategy. The final playground design will be peer reviewed to ensure it meets the objectives of this strategy.</li> </ul>
Feedback Theme 2: Off-leash Dog Area	
What did we hear	Our response
<ul style="list-style-type: none"> <li>• <i>“Rather than an informal fence around the playground, I would prefer a fence that runs the whole way around so dogs can’t get into that space. That way the lawn area could be an off leash area.”</i></li> <li>• <i>“Could the dog area be fenced? There are no fenced dog parks within a 30 minute walk of Cremorne.”</i></li> <li>• <i>“Off leash space for dogs is a must. There are far more dogs in the neighbourhood than children.”</i></li> </ul>	<ul style="list-style-type: none"> <li>• Dog off-leash areas are designated in the Council Order that was adopted by Council at its meeting on 10 October 2023.</li> <li>• Council recognises the need for dog off-leash areas in Cremorne, however, Charles Evans Reserve is too small to safely accommodate an off-leash dog area as well as its other uses.</li> <li>• Additionally, allowing dogs off-leash would be too costly for Council to manage as it would require restoration and replacement of lawn on a continual basis.</li> </ul>

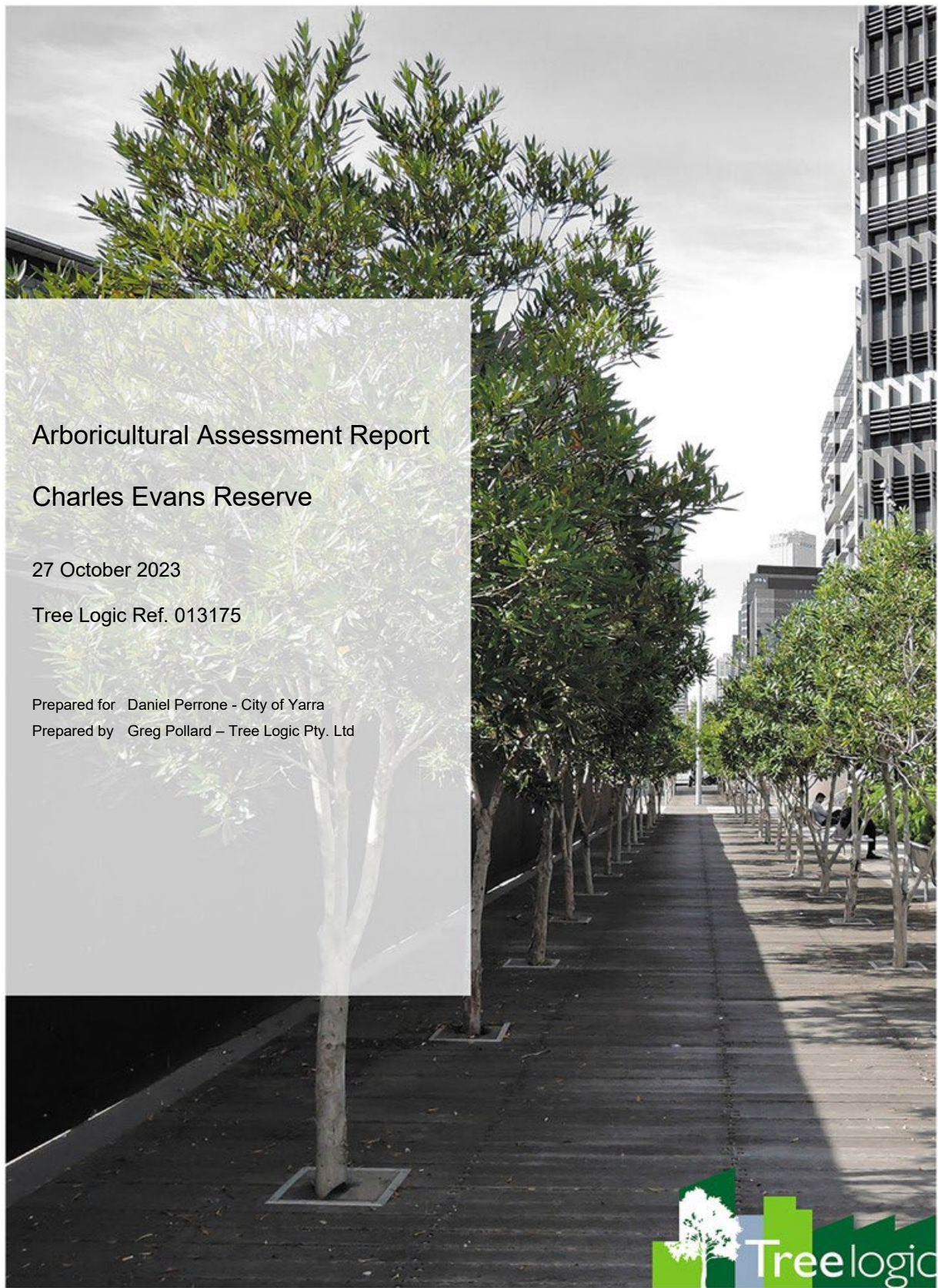
Feedback Theme 3: Cubitt St Carparking / Traffic Implications	
What did we hear	Our response
<ul style="list-style-type: none"> <li>• <i>“Parking is so limited in this area at the moment. taking away car parks will cause even more of a nightmare for us local residents.”</i></li> <li>• <i>“It is already difficult for residents to get a car park in Cubitt St and reducing this by another 4 spaces is going to compound this problem. Is there a way to still provide a sporting area without giving up 4 car spaces?”</i></li> </ul>	<ul style="list-style-type: none"> <li>• The design of the proposed expansion into Cubitt St will be reviewed in detail to minimise carparking losses.</li> <li>• In order to deliver the Cubitt St expansion part of the project, a separate Road Discontinuance process needs to be followed. As part of this process, a traffic impact assessment will need to be undertaken, and surrounding residents/property owners will have the opportunity to make a formal submission to Council about the proposal.</li> </ul>
Feedback Theme 4: Sports Facilities	
What did we hear	Our response
<ul style="list-style-type: none"> <li>• <i>“Love the sports facilities for the older kids. The BBQ will be a great addition too.”</i></li> <li>• <i>“A multi-use court would be great, with ability to use for racquet sports and basketball/handball”</i></li> <li>• <i>“The mixed-sport play area is great and a much better use of space currently taken up by the road.”</i></li> </ul>	<ul style="list-style-type: none"> <li>• The proposal for a multi-sport court area was well received by the community.</li> <li>• Basketball, tennis rebound wall, and handball were the top three sports requested by respondents.</li> <li>• Council will continue to investigate the feasibility of creating a sports area at the southern end of Cubitt St, considering concerns raised by community.</li> <li>• The final design of the sports area will need approval by Transurban (who manages the adjacent freeway) and will be required to be netted to prevent balls from entering the freeway.</li> </ul>
Feedback Theme 5: Amenity & Maintenance Concerns	
What did we hear	Our response
<ul style="list-style-type: none"> <li>• <i>“I don’t like the playground being put so close to residential buildings. All play areas and sports areas should be away from existing buildings. Residents and home owners have a right to quiet enjoyment of the space.”</i></li> <li>• <i>“If you are putting in a BBQ then you will get more people eating and drinking (possibly with alcohol). People will need to use the toilet, so you need to cater for this and for all the rubbish that will be left as a result.”</i></li> <li>• <i>“I am concerned about the ongoing maintenance, the Council has been unable to maintain the current park with the irrigation system not working, unable to repair the lawn area and unable to remove dead leaves etc.”</i></li> </ul>	<ul style="list-style-type: none"> <li>• The reason for relocating the playground is to address existing site issues, that is, that the existing lawn area (which needs sunlight to grow) is located in the shade, and the existing playground is located in the sunniest part of the park, requiring a shade sail. Whilst the new playground location will be closer to residences, the overall use of the park will remain unchanged and is not expected to generate additional noise.</li> <li>• We will include low-level ambient lighting to the park during dusk hours to improve user safety, without attracting additional use of the park at night.</li> <li>• We will review the park’s current maintenance inputs and adjust these as necessary to accommodate the new design.</li> <li>• We will address recurring maintenance issues through appropriate design and materials.</li> </ul>

**Requests for items that cannot be addressed in the scope of this project:**

- We received 7 requests for public toilets at this site. Due to the small size of the park and the high cost of installation, public toilets cannot be accommodated at this location as part of this project.
- We received 2 requests to upgrade the freeway soundwall. This is not a Council asset and is out of the scope of this project.
- As stated under Feedback Theme 1 above, we cannot accommodate requests to further expand the playground.

**Evaluating the engagement:**

Objective	Evaluation
<p><b>Inform the community:</b> Provide an update about the results of Stage 1 community engagement.</p>	<ul style="list-style-type: none"> <li>• We ensured that this consultation was shared through a variety of channels and methods and is relevant, timely and accurate.</li> <li>• 827 views on the Your Say Yarra page (target 500)</li> <li>• Reached 3,803 people on our social media channels.</li> <li>• Reached 12,924 people through email campaigns.</li> </ul>
<p><b>Seeking feedback:</b> Checking in with the community and gaining support for the proposed concept design/plan. Understanding the level of community support for the park to expand into Cubitt Street.</p>	<ul style="list-style-type: none"> <li>• Contribution rate of at least 13% on YSY page (target 5%)</li> <li>• At least 50 in-person conversations with community throughout the 2 pop up sessions (target 30)</li> <li>• We receive input from all target groups identified as highly impacted.</li> <li>• Responses received relate to the content discussed and are easily used by the project team to inform the development of the strategy.</li> </ul>
<p><b>To make the engagement accessible and inclusive:</b> We will actively seek to remove any known barriers to allow people of all abilities from our diverse community to participate.</p>	<ul style="list-style-type: none"> <li>• We used plain English descriptions and messaging.</li> <li>• Translation panels used on all printed materials and option to translate the YSY page into top 10 languages spoken in Yarra.</li> <li>• Translators available on request for in person pop up sessions.</li> <li>• We reached out to relevant advisory committees to inform them about the consultation.</li> </ul>
<p><b>To share how feedback helped inform the final decision:</b> We will be clear about how feedback will be used to inform the final decision.</p>	<ul style="list-style-type: none"> <li>• Community and stakeholders were updated on the final decision and how their feedback influenced that decision.</li> </ul>



# Arboricultural Assessment Report

## Charles Evans Reserve

27 October 2023

Tree Logic Ref. 013175

Prepared for Daniel Perrone - City of Yarra

Prepared by Greg Pollard – Tree Logic Pty. Ltd

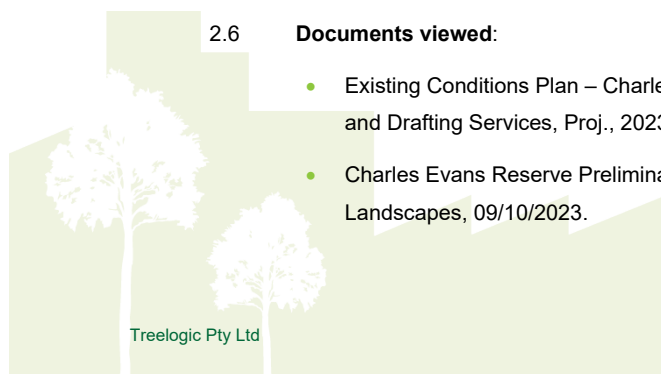


## 1 Introduction

- 1.1 Tree Logic was engaged to undertake an assessment and prepare a preliminary arboricultural report for trees growing at Charles Evans Reserve, Cremorne.
- 1.2 The requirements of the arboricultural report include;
- To provide information on trees within the study area, including their species, origin, age category, dimensions, health and structure
  - To assign the trees an arboricultural rating reflecting their retention value
  - Determine the Tree Protection Zones (TPZ) and Structural Root Zones (SRZ) for trees, compliant with AS4970 'Protection of trees on development sites'
  - To provide any appropriate tree management recommendations including suitability for retention in light of potential redevelopment of the reserve.

## 2 Method

- 2.1 Site inspection was carried out on 25 October, 2023. Trees located within Charles Evans Reserve as well as two adjacent trees in the road reserve were inspected.
- 2.2 Trees were assessed to determine their species, type, age category and condition. Tree dimensions were recorded with overall tree height and average crown width estimated and trunk diameter measured with a diameter tape nominally at 1.4 metres above ground level.
- 2.3 Trees details are provided in Appendix 1 and a tree location plan at Appendix 2. Tree locations are based on the supplied Feature Survey with the exception of one recently planted street tree, the location of which has been approximated.
- 2.4 Each of the assessed trees was attributed an 'Arboricultural Rating' which combines tree condition factors (health and structure) with tree amenity value. It should be noted that the arboricultural rating is different to the conservation/ecological values placed on trees by other professions. Definitions of arboricultural ratings can be seen in Appendix 3.
- 2.5 The assessed trees have been allocated Tree Protection Zones (TPZ). The Australian Standard, AS 4970-2009, has been used in the allocation of TPZs. This method provides a TPZ that addresses both the stability and growing requirements of a tree. TPZ distances are measured as a radius from the centre of the trunk at (or near) ground level. TPZ measurements are provided in Appendix 1.
- 2.6 **Documents viewed:**
- Existing Conditions Plan – Charles Evans Reserve Cremorne, Surfcoast Surveying and Drafting Services, Proj., 2023-175 Rev A April 2023.
  - Charles Evans Reserve Preliminary Findings Site Analysis, Andrea Proctor Landscapes, 09/10/2023.



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### 3 Observations

- 3.1 Charles Evans Reserve is a relatively flat, triangular shaped public park covering an area of approximately 950 square metres. It is located on the western side at the southern end of Cubitt Street, Cremorne and is bounded to the south by a sound barrier along the adjacent freeway and to the north by residential properties. An east-west aligned pedestrian path in the northern section of the site is accessible from Dover Street to the west as well as the Cubitt Street frontage.
- 3.2 A playground is situated centrally in the eastern half of the park with vegetation mostly confined to the park's perimeter. Shrubs and climbing plants along the freeway barrier were of no arboricultural significance and were not individually assessed.
- 3.3 Twenty-two (22) individual trees were assessed with two being located outside of the park in the Cubitt Street road reserve. One of these, Tree 1, was a Norfolk Island Hibiscus (*Lagunaria patersonia*) which is likely to have self-sown given its location hard against fencing of the adjacent private property. This tree has developed two trunks from near ground level and appeared to be represented on the supplied survey as two trees. The second tree outside of the park, Tree 22, was a small Lemon-scented Gum (*Corymbia citriodora*) located in a road cut-out along the western edge of Cubitt Street. It is not represented on the supplied survey plan and may have been planted since the survey.
- 3.4 The tree population comprised nine different species including twelve deciduous exotics and ten Australian natives. It was dominated in number by six Callery Pear (*Pyrus calleryana* var.) and five Native Frangipani (*Hymenosporum flavum*) although the largest trees were two Lombardy Poplar (*Populus nigra* 'italica'), being Tree Nos. 10 and 11, followed by Tree 8, a maturing Lemon-scented Gum on the south side of the playground. A third Lombardy Poplar (Tree 12) was a poor specimen which it is recommended be removed on account of extensive basal decay.
- 3.5 The trees' health and structural condition varied considerably though the majority fell within typical parameters. The Callery Pear trees were mostly attributed a 'Fair' health rating. They were downgraded on their structure as all exhibited acute branch attachments, a trait which generally leads to a greater incidence of branch failure, but one that is common for many varieties of this species. Of the more prominent trees, the two large Poplars and Lemon-scented Gum were considered typical, as was Tree 16, a European Nettle Tree (*Celtis australis*). Tree 18, a Chinese Elm (*Ulmus parvifolia*) displayed reasonable vigour, though it had a distinct crown bias to the south, largely on account of a previously limb failure.

#### 3.6 Arboricultural Rating

The assessed trees were attributed with an arboricultural rating. This rating reflects a combination of tree health and structure (arboricultural merit) and also conveys an amenity value. Amenity relates to the trees' functional and aesthetic characteristics within an urban landscape context.

The potential arboricultural ratings range from 'High' through three categories of 'Moderate' value (Mod. A, B or C) down to Low or Very Low value trees. 'Moderate A' rated trees were the previously noted Lemon-scented Gum (Tree 8) and European Nettle Tree (Tree 16) with seven trees including Lombardy Poplars (Trees 10, 11), Native Frangipani (Trees 3, 4 and 5) and Callery Pear (Trees 13 and 14) attributed a Moderate B rating. Figure 1 provides a breakdown of the tree population by arboricultural rating.

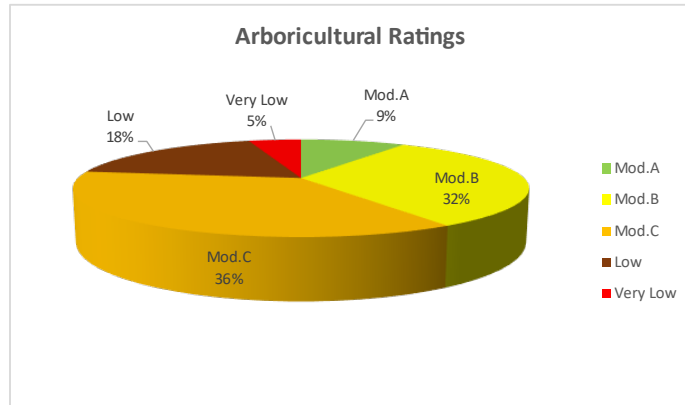


Figure 1: Breakdown of Arboricultural Ratings

#### 4 Photos



Image 1: Trees 3 and 4 the largest of the five Native Frangipani along the Cubitt St frontage.



Image 2: A view to the south of the Lemon-scented Gum (Tree 8), one of the higher quality trees at the site.



*Image 3: Tree 16 - Celtis australis*



*Image 4: Looking eastwards along the south boundary with Lombardy Poplar (Tree 11) adjacent to the playground.*



*Image 5: Trunk decay at base of Tree 12.*



*Image 6: Lopsided crown of Chinese Elm (Tree 18).*

## 5 Tree Protection Zones

- 5.1 The Tree Protection Zones (TPZs) provided in Appendix 1 are calculated using the formula provided in the Australian Standard AS4970 where the Radial TPZ = Trunk diameter (DBH) measured at 1.4m above grade and multiplied by 12. TPZ distances are measured as a radius from the centre of the trunk at (or near) ground level.
- 5.2 The TPZ forms an area around a tree or group of trees that addresses both the stability and growing requirements of a tree. Where changes to a site are proposed, construction and other activities should be excluded from the TPZ, or at least minimised and controlled if trees selected for retention are to be given the best prospects for longer term viability.
- 5.3 Minor encroachment, up to 10% of the TPZ area, is generally well tolerated by healthy trees. Encroachment greater than 10% is considered major encroachment under AS4970 and is only permissible if it can be demonstrated that the tree would remain viable.

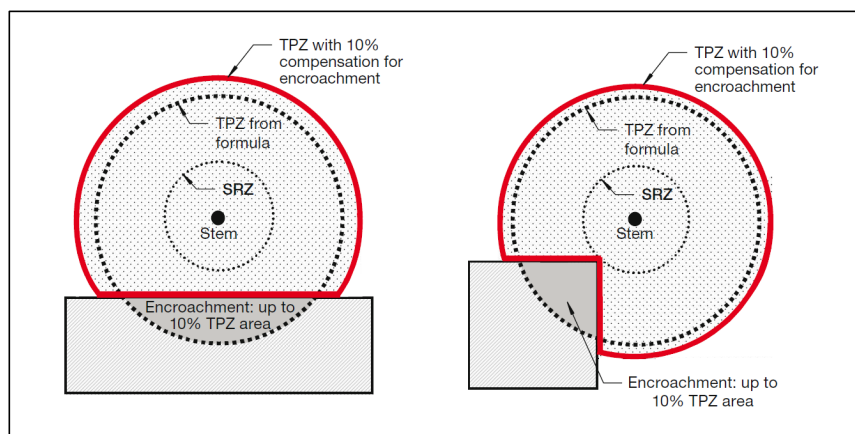
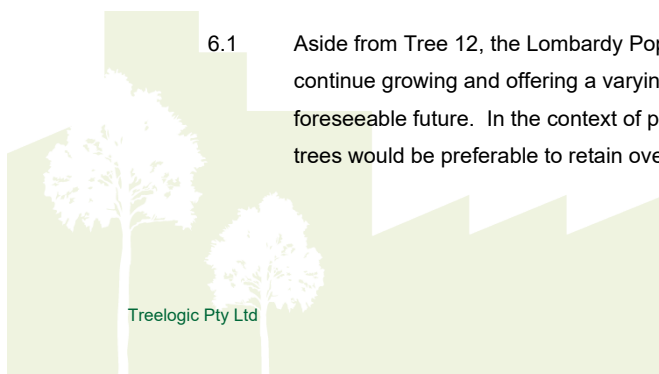


Figure 1: Examples of minor encroachment into a TPZ. (Extract from: AS4970-2009).

- 5.4 The Structural Root Zone (SRZ) provided for each tree has been calculated using the method provided in AS4970. The SRZ is the area close to the trunk in which the larger woody roots required for tree stability are found. These roots generally taper rapidly. The SRZ is the minimum area recommended to maintain tree stability but it does not reflect the area required to sustain tree health. In most instances, to avoid compromising tree stability, works will need to be excluded entirely from within the SRZ of trees being retained.

## 6 Tree Management Recommendations

- 6.1 Aside from Tree 12, the Lombardy Poplar with trunk decay, the remaining trees would likely continue growing and offering a varying degree of amenity to the local area for the foreseeable future. In the context of potential redevelopment of the park, however, some trees would be preferable to retain over others.



- 6.2 Shrubs and smaller trees are relatively easy to replace and, therefore, where broader improvements are to occur, they should not hamper design intent regardless of their current condition. Trees such as the recently planted street tree (No. 22) and other smaller trees within the park would fit this category.
- 6.3 Medium and larger trees generally offer greater environmental and aesthetic benefits which would take considerably longer to replicate with replacement planting. Where they are in reasonable condition and suited to their location, they are worthy of consideration through any planning and design process and should be retained, if possible. In some instances, there is an overall benefit to a project in removing selected larger trees, however, such benefits should be clearly demonstrated before this occurs. Table 1 categorises the assessed trees' retention value from an arboricultural perspective in the context of park redevelopment.

Table 1: Tree retention value with park redevelopment

Retention category	Tree Nos.
Retention recommended	8, 10, 11, 16
Retain if possible	3, 4, 5, 13, 14
Remove or retain	1, 2, 6, 7, 9, 15, 17, 18, 19, 20, 21, 22,
Removal recommended	12

## 7 Conclusions


- 7.1 Tree Logic was engaged to assess the condition and retention value of trees in light of potential redevelopment of Charles Evans Reserve, Cremorne. Twenty-two trees were assessed with characteristics provided at Appendix 1 and locations at Appendix 2.
- 7.2 If their growing conditions remained unchanged, the majority of assessed trees could be expected to continue growing for the foreseeable future. In the context of upgrading the park, Table 1 provides a guide as to the trees' relative retention value from an arboricultural perspective.
- 7.3 The trees have been assigned Tree Protection Zones (TPZs) to indicate the area around them likely to require a level of protection if their viability is to be assured along with changes at the site. More specific assessment of intended works and their impacts may be required as detailed design progresses.
- 7.4 If not already done on a routine basis, any medium and large trees that are retained in conjunction with redevelopment works should be assessed for pruning requirements.



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Report Ref. 013175 | Charles Evans Reserve, Cremorne

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**Attachment 4 Attachment 4 - Treelogic Report Charles Evans Reserve, Cremorne**

**Appendix 1 - Tree Assessment Data: Charles Evans Reserve - Cubitt Street, Cremorne**

Key: **DBH** = Diameter at breast height, 1.4m above ground level, unless otherwise indicated. **Basal** dimensions is trunk diameter at base immediately above root buttress. **ARB rating** = arboricultural rating. **TPZ** = Tree protection zone in radial metres. **SRZ** = Structural root zone in radial metres. **ULE**= Useful Life-expectancy. Definition of the descriptor categories used in the assessment can be seen in Appendix 3.

Tree ID	Species	Common Name	Age	Origin	DBH (cm)	Basal (cm)	Height x Width (m)	Health	Structure	Arb. Rating	ULE (years)	Comments	TPZ (m radius)	SRZ (m radius)
1	<i>Lagunaria patersonia</i>	Norfolk Island Hibiscus	Early-mature	Australian native	45,29	70	12x11	Fair	Poor	Low	11-20 y	Surveyed as two separate trees. South trunk leaning. Poorly located, impacting boundary fence and footpath, Ivy growing up trunk.	6.5	2.8
2	<i>Hymenosporum flavum</i>	Native Frangipani	Semi-mature	Australian native	9	12	5x3	Fair	Fair	Mod.C	21-40 y		2	1.5
3	<i>Hymenosporum flavum</i>	Native Frangipani	Semi-mature	Australian native	23	28	10x6	Fair	Fair	Mod.B	21-40 y		2.8	1.9
4	<i>Hymenosporum flavum</i>	Native Frangipani	Semi-mature	Australian native	22	28	9x5	Fair	Fair	Mod.B	21-40 y		2.6	1.9
5	<i>Hymenosporum flavum</i>	Native Frangipani	Semi-mature	Australian native	13	16	8x4	Fair	Fair	Mod.B	21-40 y		2	1.5
6	<i>Hymenosporum flavum</i>	Native Frangipani	Semi-mature	Australian native	9	11	3x3	Fair	Fair	Mod.C	21-40 y		2	1.5
7	<i>Waterhousea floribunda</i>	Weeping Lilly Pilly	Semi-mature	Australian native	7,7,5	15	4x4	Fair	Fair to Poor	Mod.C	21-40 y		2	1.5
8	<i>Corymbia citriodora</i>	Lemon-scented Gum	Early-mature	Australian native	49	59	16x16	Fair	Fair	Mod.A	21-40 y	Minor deadwood.	5.9	2.7
9	<i>Acacia implexa</i>	Lightwood	Semi-mature	Indigenous (Planted)	9,7	14	5x5	Fair	Fair to Poor	Low	11-20 y	Small tree.	2	1.5
10	<i>Populus nigra 'Italica'</i>	Lombardy Poplar	Maturing	Exotic deciduous	95	110	24x9	Fair	Fair to Poor	Mod.B	11-20 y		11.4	3.4
11	<i>Populus nigra 'Italica'</i>	Lombardy Poplar	Maturing	Exotic deciduous	95	112	26x10	Fair	Fair to Poor	Mod.B	11-20 y		11.4	3.5
12	<i>Populus nigra 'Italica'</i>	Lombardy Poplar	Semi-mature	Exotic deciduous	35	51	11x5	Fair to Poor	Very Poor	Very Low	<1 y	Basal trunk decay. Recommend removal.	4.2	2.5
13	<i>Pyrus calleryana</i>	Callery's Pear	Semi-mature	Exotic deciduous	33	36	10x8	Fair	Fair to Poor	Mod.B	11-20 y	Acute branch attachments.	4	2.2
14	<i>Pyrus calleryana</i>	Callery's Pear	Semi-mature	Exotic deciduous	25	28	9x5	Fair	Fair to Poor	Mod.B	11-20 y	Acute branch attachments.	3	1.9
15	<i>Pyrus calleryana</i>	Callery's Pear	Semi-mature	Exotic deciduous	18	21	8x5	Fair	Fair to Poor	Mod.C	11-20 y	Partially suppressed. Acute branch attachments.	2.2	1.7
16	<i>Celtis australis</i>	European Nettle Tree	Semi-mature	Exotic deciduous	38	45	9x9	Fair	Fair	Mod.A	21-40 y	Acute branch attachments.	4.6	2.4
17	<i>Celtis australis</i>	European Nettle Tree	Semi-mature	Exotic deciduous	29	35	8x8	Fair	Fair to Poor	Mod.C	11-20 y	Partly suppressed.	3.5	2.1
18	<i>Ulmus parvifolia</i>	Chinese Elm	Early-mature	Exotic deciduous	44	50	10x13	Fair	Poor	Mod.C	6-10 y	Previous limb failure from north side, crown biased towards south.	5.3	2.5
19	<i>Pyrus calleryana</i>	Callery's Pear	Semi-mature	Exotic deciduous	8	10	5x2	Fair to Poor	Fair to Poor	Low	11-20 y	Acute branch attachments.	2	1.5
20	<i>Pyrus calleryana</i>	Callery's Pear	Semi-mature	Exotic deciduous	17	20	7x5	Fair	Fair to Poor	Mod.C	21-40 y	Acute branch attachments.	2	1.7
21	<i>Pyrus calleryana</i>	Callery's Pear	Semi-mature	Exotic deciduous	17	22	7x5	Fair	Fair to Poor	Mod.C	21-40 y	Acute branch attachments.	2	1.8
22	<i>Corymbia citriodora</i>	Lemon-scented Gum	Young	Australian native	2	3	1x1	Fair	Fair	Low	40+	Small street tree recently planted in road cut-out. Location on plan approximate.	2	1.5



**APPENDIX 2 — TREE LOCATIONS AND PROTECTION ZONES**

**PROJECT**  
Charles Evans Reserve, Cremorne

TL REF. 013175    MAP NO. 1 / 1    DATE 2023-10-27    CLIENT City of Yarra

**LEGEND**

- |                    |            |                         |
|--------------------|------------|-------------------------|
| <b>Arb. Rating</b> | ● Low      | <b>Protection Zones</b> |
| ● Mod-A            | ● Very Low | ○ TPZ                   |
| ● Mod-B            | □ shrubs   | ○ SRZ                   |
| ● Mod-C            |            |                         |

**DATA SOURCES**  
Existing Conditions Plan, Surfcoast Surveying, Charles Evans Reserve Rev A, April 2023.

**TREE LOCATION DISCLAIMER**  
Tree locations based on supplied survey plan  
**COORDINATE REFERENCE SYSTEM**  
EPSG: 28355 | GDA 94 MGA Zone 55



ABN: 95 080 021 610    **TREELOGIC.PTY.LTD**  
TEL: 1300 656 926    4 / 21 Eugene Toss  
Ringwood, VIC  
Australia 3134



## Appendix 3: Arboricultural Descriptors (February 2019)

Note that not all of the described tree descriptors may be used in a tree assessment and report. The assessment is undertaken with regard to contemporary arboricultural practices and consists of a visual inspection of external and above-ground tree parts.

### 1. Tree Condition

The assessment of tree condition evaluates factors of health and structure. The descriptors of health and structure attributed to a tree evaluate the individual specimen to what could be considered typical for that species growing in its location under current climatic conditions. For example, some species can display inherently poor branching architecture, such as multiple acute branch attachments with included bark. Whilst these structural defects may technically be considered arboriculturally poor, they are typical for the species and may not constitute an increased risk of failure. These trees may be assigned a structural rating of fair-poor (rather than poor) at the discretion of the assessor.

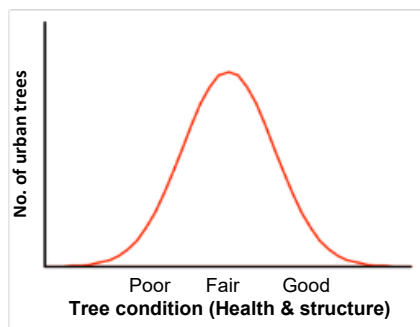


Diagram 1: Indicative normal distribution curve for tree condition

Diagram 1, provides an indicative distribution curve for tree condition to illustrate that within a normal tree population the majority of specimens are centrally located within the condition range (normal distribution curve). Furthermore, that those individual trees with an assessed condition approaching the outer ends of the spectrum occur less often.

### 2. Tree Name

Provides botanical name, (genus, species, variety and cultivar) according to accepted international code of taxonomic classification, and common name.

### 3. Tree Type

Describes the general geographic origin of the species and its type e.g. deciduous or evergreen.

Category	Description
Indigenous	Occurs naturally in the area or region of the subject site. Remnant.
Victorian native	Occurs naturally within some part of the State of Victoria (not exclusively) but is not indigenous (component of EVC benchmark). Could be planted indigenous trees.
Australian native	Occurs naturally within Australia but is not a Victorian native or indigenous
Exotic deciduous	Occurs outside of Australia and typically sheds its leaves during winter
Exotic evergreen	Occurs outside of Australia and typically holds its leaves all year round
Exotic conifer	Occurs outside of Australia and is classified as a gymnosperm
Native conifer	Occurs naturally within Australia and is classified as a gymnosperm
Native Palm	Occurs naturally within Australia. Woody monocotyledon
Exotic Palm	Occurs outside of Australia. Woody monocotyledon



#### 4. Height and Width

Indicates height and width of the individual tree; dimensions are expressed in metres. Crown heights are measured with a height meter where possible. Due to the topography of some sites and/or the density of vegetation it may not be possible to do this for every tree. Tree heights may be estimated in line with previous height meter readings in conjunction with assessor's experience. Crown widths are generally paced (estimated) at the widest axis or can be measured on two axes and averaged. In some instances the crown width can be measured on the four cardinal direction points (North, South, East and West).

Crown height, crown spread are generally recorded to the nearest half metre (crown spread would be rounded up) for dimensions up to 10 m and the nearest whole metre for dimensions over 10 m. Estimated dimensions (e.g. for off-site or otherwise inaccessible trees where accurate data cannot be recovered) shall be clearly identified in the assessment data.

#### 5. Trunk diameters

The position where trunk diameters are captured may vary dependent on the requirements of the specific assessment and an individual trees specific characteristics. DBH is the typical trunk diameter captured as it relates to the allocation of tree protection distances. The basal trunk diameter assists in the allocation of a structural root zone. Some municipalities require trunk diameters be captured at different heights, with 1.0 m above grade being a common requirement. The specific planning schemes will be checked to ascertain requirements.

Stem diameters shall be recorded in centimetres, rounded to the nearest 1 cm (0.01 m).

##### **Diameter at Breast Height (DBH)**

Indicates the trunk diameter (expressed in centimetres) of an individual tree measured at 1.4m above the existing ground level or where otherwise indicated, multiple leaders are measured individually. Plants with multiple leader habit may be measured at the base. The range of methods to suit particular trunk shapes, configurations and site conditions can be seen in Appendix A of Australian Standard AS 4970-2009 *Protection of trees on development sites*. Measurements undertaken using foresters tape or builders tape.

##### **Basal trunk diameter**

The basal dimension is the trunk diameter measured at the base of the trunk or main stem(s) immediately above the root buttress. Used to ascertain the Structural Root Zone (SRZ) as outlined in AS4970.

#### 6. Age class

Relates to the physiological stage of the tree's life cycle.

Category	Description
Young	Sapling tree and/or recently planted. Approximately 5 or less years in location.
Semi-mature	Tree increasing in size and yet to achieve expected size in situation. Primary developmental stage.
Early-mature	Tree established, generally growing vigorously. > 50% of attainable age/size.
Mature	Specimen approaching expected size in situation, with reduced incremental growth.
Over-mature	Mature full-size with a retrenching crown. Tree is senescent and in decline. Significant decay generally present.

#### 7. Health

Assesses various attributes to describe the overall health and vigour of the tree.

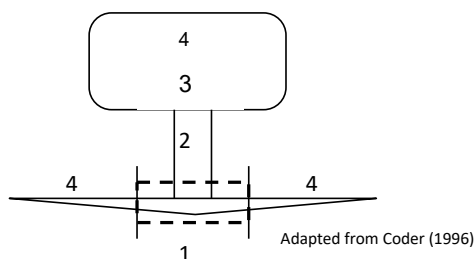
Health Category	Vigour, Extension growth	Decline symptoms, Deadwood, Dieback	Foliage density, colour, size, intactness	Pests and or disease
<b>Good</b>	Above typical. Excellent. Full canopy density	Negligible	Better than typical	Negligible
<b>Fair</b>	Typical vigour. >80% canopy density	Minor or expected. Little or no dead wood	Typical. Minor deficiencies or defects could be present.	Minor, within damage thresholds
<b>Fair to Poor</b>	Below typical - low vigour	More than typical. Small sub-branch dieback	Exhibiting deficiencies. Could be thinning, or smaller	Exceeds damage thresholds
<b>Poor</b>	Minimal - declining	Excessive, large and/or prominent amount & size of dead wood	Exhibiting severe deficiencies. Thinning foliage, generally smaller or deformed	Extreme and contributing to decline
<b>Dead</b>	N/A	N/A	N/A	N/A

**8. Structure**

Assesses principal components of tree structure (Diagram 2). Structure ratings will also take into account general branching architecture, stem taper, live crown ratio, crown symmetry (bias or lean) and crown position such as tree being suppressed amongst more dominant trees.

Diagram 2: Tree structure zones

- 1. Root plate & lower stem
- 2. Trunk
- 3. Primary branch support
- 4. Outer crown & roots



The lowest or worst descriptor assigned to the tree in any column could generally be the overall rating assigned to the tree. The assessment for structure is limited to observations of external and above ground tree parts. It does not include any exploratory assessment of underground or internal tree parts unless this is requested as part of the investigation. Trees are assessed and then given a rating for a point in time. Generally, trees with a poor or very poor structure are beyond the benefit of practical arboricultural treatments.

The management of trees in the urban environment requires appropriate arboricultural input and consideration of risk. Risk potential will take into account the combination of likelihood of failure and impact, including the perceived importance of the target(s). See table over page.

Structure Category	Zone 1 - Root plate & lower stem	Zone 2 - Trunk	Zone 3 - Primary branch support	Zone 4 - Outer crown and roots
<b>Good</b>	No obvious damage, disease or decay; obvious basal flare / stable in ground	No obvious damage, disease or decay; well tapered	Well formed, attached, spaced and tapered. No history of failure.	No obvious damage, disease, decay or structural defect. No history of failure.
<b>Fair</b>	Minor damage or decay. Basal flare present.	Minor damage or decay	Generally well attached, spaced and tapered branches. Minor structural deficiencies may be present or developing. No history of branch failure.	Minor damage, disease or decay; minor branch end-weight or over-extension. No history of branch failure.
<b>Fair to Poor</b>	Moderate damage or decay; minimal basal flare.	Moderate damage or decay; approaching recognised thresholds	Weak, decayed or with acute branch attachments; previous branch failure evidence.	Moderate damage, disease or decay; moderate branch end-weight or over-extension. Minor branch failure evident.
<b>Poor</b>	Major damage, disease or decay; fungal fruiting bodies present. Excessive lean placing pressure on root plate	Major damage, disease or decay; exceeds recognised thresholds; fungal fruiting bodies present. Acute lean. Stump re-sprout	Decayed, cavities or has acute branch attachments with included bark; excessive compression flaring; failure likely. Evidence of major branch failure.	Major damage, disease or decay; fungal fruiting bodies present; major branch end-weight or over-extension. Branch failure evident.
<b>Very Poor</b>	Excessive damage, disease or decay; unstable / loose in ground; altered exposure; failure probable	Excessive damage, disease or decay; cavities. Excessive lean. Stump re-sprout	Decayed, cavities or branch attachments with active split; failure imminent. History of major branch failure.	Excessive damage, disease or decay; excessive branch end-weight or over-extension. History of branch failure.

### Useful life expectancy

Assessment of useful life expectancy provides an indication of health and tree appropriateness and involves an estimate of how long a tree is likely to remain in the landscape based on species, stage of life (cycle), health, amenity, environmental services contribution, conflicts with adjacent infrastructure and risk to the community. It would enable tree managers to develop long-term plans for the eventual removal and replacement of existing trees in the public realm. It is not a measure of the biological life of the tree within the natural range of the species. It is more a measure of the health status and the trees positive contribution to the urban landscape.

Within an urban landscape context, particularly in relation to Road trees, it could be considered a point where the costs to maintain the asset (tree) outweigh the benefits the tree is returning.

The assessment is based on the site conditions not being significantly altered and that any prescribed maintenance works are carried out (site conditions are presumed to remain relatively constant and the tree would be maintained under scheduled maintenance programs). See table over page.

Useful Life Expectancy category	Typical characteristics
<1 year (No remaining ULE)	Tree may be dead or mostly dead. Tree may exhibit major structural faults. Tree may be an imminent failure hazard. Excessive infrastructure damage with high risk potential that cannot be remedied.
1-5 years (Transitory, Brief)	Tree is exhibiting severe chronic decline. Crown is likely to be less than 50% typical density. Crown may be mostly epicormic growth. Dieback of large limbs is common (large deadwood may have been pruned out). Tree may be over-mature and senescing. Infrastructure conflicts with heightened risk potential. Tree has outgrown site constraints.
6-10 years (Short)	Tree is exhibiting chronic decline. Crown density will be less than typical and epicormic growth is likely to present. The crown may still be mostly entire, but some dieback is likely to be evident. Dieback may include large limbs. Over-mature and senescing or early decline symptoms in short-lived species. Early infrastructure conflicts with potential to increase regardless of management inputs.
11-20 years (Moderate)	Tree not showing symptoms of chronic decline, but growth characteristics are likely to be reduced (bud development, extension growth etc.). Tree may be over-mature and beginning to senesce. Potential for infrastructure conflicts regardless of management inputs.
21-40 years (Moderately long)	Trees displaying normal growth characteristics but vigour is likely to be reduced (bud development, extension growth etc.). Tree may be growing in restricted environment (e.g. Roadscapes) or may be in late maturity. Semi-mature and mature trees exhibiting normal growth characteristics. Juvenile trees in Roadscapes.
>40 years (Long)	Generally juvenile and semi-mature trees exhibiting normal growth characteristics within adequate spaces to sustain growth, such as in parks or open space. Could also pertain to maturing, long-lived trees. Tree well suited to the site with negligible potential for infrastructure conflicts.

Note that ULE may change for a tree dependent on the prevailing climatic conditions, which can either increase or decrease, or sudden changes to a tree's growing environment creating an acute stress.

The ULE may not be applicable for trees that are manipulated, such as topiary, or grown for specific horticultural purposes, such as fruit trees.

There may be instances where remedial tree maintenance could be extend a tree's ULE.

### 9. Arboricultural Rating

Relates to the combination of tree condition factors, including health and structure (arboricultural merit), and also conveys an amenity value. Amenity relates to the trees biological, functional and aesthetic characteristics (Hitchmough 1994) within an urban landscape context. The presence of any serious disease or tree-related hazards that would impact risk potential are taken into account. See table over page.

Arboricultural rating Category	Description
High	<p>Tree of high quality in good to fair condition; good vigour. Generally a prominent arboricultural/landscape feature. Particularly good example of the species; rare or uncommon. Tree may have significant conservation or other cultural value.</p> <p>These trees have the potential to be a medium- to long-term components of the landscape (moderately long to long ULE) if managed appropriately.</p> <p>Retention of these trees is highly desirable.</p>
Moderate	<p><i>General -</i></p> <p>Tree of moderate quality, in fair or better condition. Tree may have a condition, and or structural problem that will respond to arboricultural treatment.</p> <p>These trees have the potential to be a moderate- to long-term component of the landscape (moderate to long ULE) if managed appropriately. Retention of these trees is generally desirable.</p> <p>The following sub-categories relate predominately to age and size and amenity.</p>
	<p>A. Moderate to large, maturing tree. Contributes to the landscape character. Tree may have conservation or other cultural value.</p>
	<p>B. Moderate sized, established tree, &gt; 50% of attainable age/size. Contributes to the landscape character. Maturing tree with amenity value but with identified deficiencies.</p>
<p>C. Small and/or semi-mature tree, established, &gt;5 years in the location. May not be a dominant canopy. No special qualities. Maturing tree with accumulating deficiencies, trending towards becoming of Low arboricultural value.</p>	
Low	<p>Unremarkable tree of low quality or little amenity value. Tree in either poor health or with poor structure or a combination. Short to transitory useful life expectancy.</p> <p>Tree is not significant because of either its size or age, such as young trees with a stem diameter below 15 cm. Trees regularly pruned to restrict size. These trees are easily replaceable.</p> <p>Tree (species) is functionally inappropriate to specific location and would be expected to be problematic if retained.</p> <p>Retention of such trees may be considered if not requiring a disproportionate expenditure of resources for a tree in its condition and location.</p>
None	<p>Trees of low quality with an estimated remaining life expectancy of less than 5 years.</p> <p>Tree has either a severe structural defect or health problem or combination that cannot be sustained with practical arboricultural techniques and the loss of the tree would be expected in the short term.</p> <p>Trees that are dead or are showing signs of significant, immediate, and irreversible overall decline. Tree infected with pathogens of significance to either the health or safety of the tree or other adjacent trees.</p> <p>Tree whose retention would not be viable after the removal of adjacent trees (includes trees that have developed in close spaced groups and would not be expected to acclimatise to severe alterations to surrounding environment – removal of adjacent shelter trees).</p> <p>Tree has a detrimental effect on the environment, for example, the tree is a recognised environmental woody weed with potential to spread into waterways or natural areas.</p> <p>Unremarkable tree of no material landscape, conservation or other cultural value.</p>

Trees have many values, not all of which are considered when an arboricultural assessment is undertaken. However, individual trees or tree group features may be considered important community resources because of unique or noteworthy characteristics or values other than their age, dimensions, health or structural condition. Recognition of one or more of the following criterion is designed to highlight other considerations that may influence the future management of such trees.

Significance	Description
Horticultural Value/ Rarity	Outstanding horticultural or genetic value; could be an important source of propagating stock, including specimens that are particularly resistant to disease or exposure. Any tree of a species or variety that is rare.
Historic, Aboriginal Cultural or Heritage Value	Tree could have value as a remnant of a particular important historical period or a remnant of a site or activity no longer in action. Tree has a recognised association with historic aboriginal activities, including scar trees.  Tree commemorates a particular occasion, including plantings by notable people, or having associations with an important event in local history.
Ecological Value	Tree could have value as habitat for indigenous wildlife, including providing breeding, foraging or roosting habitat, or is a component of a wildlife reserve.  Remnant Indigenous vegetation that contribute to biological diversity

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There can be no guarantees provided for on-going tree safety. It should be noted that not all of the potential structural concerns associated with trees can be eliminated and that there will always be a residual risk following any mitigation works. Also, not all tree defects are observable and extreme weather events are unpredictable. Since trees are complex, living organisms, it is difficult to quantify and precisely measure all variables when inspecting a standing tree for hazard.

Trees should be reassessed on a regular basis; the scheduled period of reassessment will be dependent on the characteristics of the tree, the landscape context and perceived targets, and resources available to maintain them.



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## 7.7 Proposed C247yara - 21 Northumberland Street and 26 Wellington Street Collingwood

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### Executive Summary

#### Purpose

The purpose of this report is to present a request to amend the Yarra Planning Scheme to permit residential use of 20 lots within the development at 21 Northumberland Street and 26 Wellington Street, Collingwood (the Request). The request has been made by Best Hooper Lawyers on behalf of the Victorian Distillery and Silo Consortium (the Consortium).

Council has two options:

- (a) Option 1: Request authorisation to prepare and exhibit amendment C247yara; or
- (b) Option 2: Refuse the amendment request.

#### Key Issues

Council has received a request to amend the Yarra Planning Scheme to permit the use of dwelling for 20 lots at 21 Northumberland Street and 26 Wellington Street, Collingwood (the Site).

The Request has been made following enforcement notices being issued for lots within the Site not being used in accordance with their approved planning permits.

The Site is located within the Gipps Street Major Employment Precinct and included within the Commercial 2 Zone (C2Z). The purpose of the C2Z is to *'encourage commercial areas for offices, appropriate manufacturing and industrial, bulky goods retailing, other retail uses, and associated business and commercial services'*. Specifically, the C2Z prohibits residential uses.

Council must decide whether it wishes to proceed with or refuse the request to amend the Yarra Planning Scheme.

#### Financial Implications

The costs associated with the exhibition of the amendment, statutory fees and panel fees would be met by the proponent as outlined in the Planning and Environment (Fees) Regulations 2016. Council's own legal advice and representation throughout the process would be subject to Council's Governance budget.

#### RECOMMENDATION

That Council adopts option 1 and requests authorisation to prepare and exhibit amendment C247yara.



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## 7.7 Proposed C247yara - 21 Northumberland Street and 26 Wellington Street Collingwood

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<b>Reference</b>	D24/47120
<b>Author</b>	Kyle Everett - Strategic Planner
<b>Authoriser</b>	Manager City Strategy
<b>Disclosure</b>	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.

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### Purpose

1. The purpose of this report is to present a request to amend the Yarra Planning Scheme to permit residential use of 20 lots within the development at 21 Northumberland Street and 26 Wellington Street, Collingwood (the Request). The Request has been made by Best Hooper Lawyers on behalf of the Victorian Distillery and Silo Consortium (the Consortium).
2. Council has two options:
  - (a) Option 1: Request authorisation to prepare and exhibit amendment C247yara; or
  - (b) Option 2: It can refuse the amendment request.

### Critical analysis

#### History and background

##### *Site Context*

3. The Request applies to the land at 21 Northumberland Street and 26 Wellington Street, Collingwood (the Site). The Site is located within the Gipps Street Major Employment Precinct and is included within the Commercial 2 Zone (C2Z). The purpose of the C2Z is to *'encourage commercial areas for offices, appropriate manufacturing and industrial, bulky goods retailing, other retail uses, and associated business and commercial services'*. Specifically, the C2Z prohibits residential uses.
4. The Site is a L shaped parcel of land which extends from Wellington Street to Northumberland Street and is approximately 2790 m<sup>2</sup> (see Image 1).



Image 1 Aerial Map - 21 Northumberland Street and 26 Wellington Street Collingwood (red)

5. The Site consists of various buildings including four silos that are associated with the historic brewing use, common areas and a car park.
6. The buildings are identified as being of individual significance to the City of Yarra for local historic and architectural significance (see HO116). The buildings are an example of a large 19<sup>th</sup> century distilling complex.

#### *Planning permits granted to develop the site*

7. Two planning permits were granted to the site in 1996 and 1997 for the site to facilitate a mix of office, warehouse and caretaker dwellings. Importantly, with regards to the caretaker dwellings, these permits specifically identified the area designated that could be used as a dwelling and office within each caretaker unit.
  - (a) Planning permit 95/103 allowed for the redevelopment of the complex. The permit allowed the use of 15 office/warehouses with caretaker dwellings and two commercial only lots. This permit did not identify the uses that were allowed within the silo structure; and
  - (b) Planning permit 97/828 followed 95/103 and spatially identified the permitted uses in each lot within the silo structure.
8. There are a total of 29 lots on the Site, 24 lots have caretaker permits approved and 5 lots have permits for commercial uses only.

#### *Enforcement action and required amendment documentation*

9. In 2017, the Site became subject to Council enforcement action after becoming aware of illegal residential uses within the Site due to a formal objection that was lodged against a nearby commercial development planning permit application.
10. Council first wrote to the parties on 4 October 2017, giving them 60 days to either cease use or prove existing use rights. Enforcement action was paused when a request to permit residential uses within the Site was received.
11. Council received the formal request on 26 March 2018 from Best Hooper lawyers on behalf of VDASC to consider an amendment C247yara to the Yarra Planning Scheme to permit the residential uses for selected lots. The Request included the following documentation:
  - (a) A Planning Report prepared by Urbis Consultants; and
  - (b) Amendment documentation for C247yara.

12. Officers reviewed the Request documentation and were unable to properly consider the request with the information that was provided.
13. Additional information was requested and provided by the proponent to Council in February 2019. Council officers sought advice from both internal and external parties. A peer review of the proponent's information was undertaken on issues of contention.

#### *Strategic and technical reports*

14. The following technical reports have informed Council's consideration of the Request.

#### Planning Advice

15. The Planning Report (see Attachment 8) prepared by Urbis (Planning Consultants) on behalf of the proponent considered the use of the lots as dwellings on the physical and planning context of the Site. It recommended the Specific Control Overlay (SCO) and an incorporated document are the appropriate planning tools to achieve the desired outcome to permit the use of certain lots for a dwelling.
16. Officers generally agree with the planning tools proposed but required changes to the incorporated document. For details, please see the Discussion section below.

#### Traffic Engineering Advice

17. A traffic report (see Attachments 6 and 7) was prepared by Traffix Group Pty Ltd on behalf of the proponent. The report found that there was no broader impact to the traffic network that would arise from the use of a dwelling as opposed to a caretaker use. Officers are satisfied with the advice.

#### Heritage Advice

18. A Heritage Report (see Attachment 5) was prepared by GJM Heritage Pty Ltd on behalf of the proponent. The report concluded that the amendment would have no significant impact on the cultural significance of the heritage place. Officers are satisfied with the advice.

#### Economic Impact Assessment

19. An Economic Impact Report (see Attachment 4) was prepared by Essential Economics Pty Ltd on behalf of the proponent. The advice supported dwelling use, sighting that the change in use would not adversely affect the Gipps Street Major Employment Precinct.
20. Officers engaged SGS Consultants Pty Ltd to conduct a peer review (see Attachment 10) of the proponent's advice. The SGS Peer Review recommended that Council consider planning controls to manage resident amenity expectations and placing an expiry on the use by revising the proponent's Incorporated Document (Attachment 1).

#### Acoustic Assessment

21. An Acoustic Assessment (see Attachment 3) by Acoustic Logic Pty Ltd on behalf of the proponent considered the current acoustic levels and whether any acoustic treatment measures are required for the existing residents.
22. Officers engaged SLR Consulting to conduct a peer review (see Attachment 9) of the proponent's advice. The review highlighted that the proponent's Acoustic Assessment did not properly consider future uses or changes in commercial operations and identified some gaps in their findings. The peer review recommended a series of potential treatment options which have been considered by officers in drafting the proposed Incorporated Document (see Attachment 1).

#### *Referral to the Environmental Protection Authority and assessment of risk to human health*

23. On 25 October 2019 Council officers notified the Environmental Protection Agency (EPA) of the matter. Following discussions with the proponent, the EPA and Council officers, it was determined that an environmental audit could be provided later in the planning scheme amendment process.

24. To allow the deferral of the audit until later in the process, the EPA requested that the following work was to be undertaken immediately and checked by a certified environmental auditor to establish whether there was any immediate risk to human health:
  - (a) An environmental auditor verified vapour risk assessment; and
  - (b) The development and implementation of an auditor verified management plan to respond to potential risks.
25. The proponent was made aware of the above requirements on 29 November 2019.

#### Land Contamination Assessment

26. In August 2020, Edge Group was engaged by the proponent to provide a land contamination assessment for the Site and to determine whether there was any immediate risk to human health.
27. The proponent requested multiple extensions to provide the required Soil Vapour Risk Assessment (SVRA) and Site Management Plan (SMP).
28. Council received the SVRA and SMP in September 2021. The assessment concluded that the potential risk to human health under its current use is low. The assessment also recommended that the SMP be implemented to reduce the potential risk from soil contamination on the Site.
29. On 19 September 2023 the proponent provided confirmation that the recommendations of the SMP had been implemented.

#### Discussion

##### *Rationale for considering the Amendment Request*

30. Typically, councils are not supportive of single site amendments that allow residential uses in employment areas, unless they are strategically supported more broadly, do not cause negative impacts on the surrounding precinct and achieve clear and tangible benefits.
31. Council's Yarra Spatial Economic and Employment Strategy 2018 (SEES) outlines that any site-specific zone changes should be avoided and that any land use changes be considered at a broader scale before entertaining them.
32. The two planning permits that were issued for the development of the Site at the time would not be issued in today's context. At the time when these permits were assessed, the City of Yarra had only recently formed, and the Yarra Planning Scheme had not been finalised.
33. It is likely these permits were issued in a different policy context and to facilitate the sensitive reuse of the heritage place at a time when demand for employment space in Collingwood was not as high as today.
34. This amendment request has been considered by officers due to the unusual permit allowing numerous caretaker residence to support the reuse of the heritage buildings and the significant impact enforcement action may have.
35. Technical studies provided by the proponent and advice prepared on behalf of Council found that any health risks can be managed and potential impacts on the Gipps Street Major Employment Precinct (MEP) could be mitigated.
36. The EPA has been notified of the current stage of the Request and the incorporated document. The EPA has provided comment and is supportive of the contents of the incorporated document.

##### *Rationale for applying the Specific Control Overlay (SCO) and Incorporate Document vs rezoning.*

37. Officers consider rezoning the land to another zone to permit residential uses is not strategically supported and could have tangible implications on the surrounding businesses within the Gipps Street Major Employment Precinct (MEP).
38. Planning policy at State and Local levels support retaining Yarra's current employment zoned land, especially within MEPs like the Gipps Street Precinct.

39. Commercial businesses face stricter planning requirements when they are located in residential zones or adjacent to residentially zoned land. If the Site was to be rezoned to a residential zone, any planning application for these businesses would need to address potential amenity concerns, such as noise, odours, light pollution, unsightly views, and hours of operation.
40. Additionally, properties within 30 meters of a residential zone face more extensive notice and review requirements for planning applications. If the Site is rezoned to residential, new land uses such as offices, creative enterprises, and startup businesses would require a permit, while certain uses, like warehouses, would be prohibited.
41. In a Gipps Street Precinct context this includes businesses such as clothing warehouse / distribution, online goods distribution and light manufacturing. Collectively these planning restrictions are a disincentive for businesses to invest, operate and remain in these areas closer to residentially zoned land.
42. The Gipps Street MEP is unique due to the size of employment land in the inner city location. This makes the area attractive to many businesses that add to the vibrancy of Collingwood and Yarra.
43. Typically, once rezoning of employment land occurs in inner city locations it is transformed to residential uses in the long-term, if not in perpetuity.
44. There is sufficient housing capacity within Yarra's current zones that allow residential development to meet Yarra's forecasted housing demand as per *Victoria in the Future 2023* data.
45. This being a single site the contribution towards the housing supply is negligible, while the impacts of a rezoning on surrounding business would outweigh the benefits.
46. By not rezoning the land the option for commercial only uses on the land is being retained into the future. Utilising an SCO and incorporated document retains the intent of the current caretaker dwelling permits to provide opportunities for small businesses and creative uses to work and live in the area.

*Proposed planning scheme amendment C247yara*

47. The proposed amendment consists of:
  - (a) Changes to ordinances in the Yarra Planning Scheme:
    - (i) Introduction of Schedule to Clause 45.12 Specific Control Overlay, Schedule 22 (Attachment 2);
    - (ii) Schedule to Clause 72.04 Documents Incorporated in this Planning Scheme (see Attachment 2);
  - (b) Mapping changes to apply the Specific Control Overlay to the site (Attachment 2); and
  - (c) Introduction of the Incorporated Document (Attachment 1).

*Lots to be included in proposed amendment C247yara*

48. The initial request received by officers sought to permit 24 of the 29 lots for residential purposes. Overall, the residential use of 20 of the 29 lots on the Site is either unlawful or in question.
49. Officers do not support the inclusion of 24 lots in the amendment and found the information provided to support the listed 24 lots to be inaccurate.
50. A review was requested and following this the proponent agreed to include 20 lots. The other 9 lots could either:
  - (a) Prove existing use rights; or
  - (b) Are lawfully being used as a caretaker dwelling and upon contact with officers did not wish to participate in the amendment; or

- (c) Are lawfully being used as a commercial property.

*Incorporated Document*

- 51. The purpose of the Incorporated Document is to achieve the following:
  - (a) To allow the Identified Lots to be used as a residential dwelling in accordance with site specific controls set out in the document; and
  - (b) To ensure that the permitted uses do not adversely impact the normal operations of the surrounding current and future non-residential (commercial) land-uses with the Gipps Street MEP.
- 52. The introduction of the Incorporated Document is needed to place conditions on the identified lots so the permitted uses can be managed. This includes conditions that:
  - (a) Place an expiry on the permitted use akin to standard provisions in the scheme;
  - (b) Ensure that realistic amenity expectations are held by current and future residents within the Site;
  - (c) Ensure that the identified lots may need to make reasonable adjustments to their properties at their own cost to minimise noise impacts from surrounding uses; and
  - (d) Ensure that potential land contamination is managed.
- 53. An expiry condition is proposed to ensure current residents have security in tenure for as long as they remain at the Site, while requiring the lots to transition back to the intended commercial use should they decide to vacate the site. This condition is in response to economic and planning advice provided by SGS Consultants. The condition to achieve this outcome states:
  - (a) If the residential use has been unoccupied for a continuous period of 2 years, or has not stopped for two or more periods which together total 2 years in any period of 3 years.
- 54. A condition has been applied that requires the residents to enter a Section 173 agreement with the responsible authority (Council) to properly manage the amenity expectations of the residents within the Site. This condition is in response to planning and economic advice provided by SGS consultants. The Section 173 agreement would do the following:
  - (a) Ensure that the owners acknowledge reduced amenity expectations due to its location within the Gipps Street MEP;
  - (b) Acknowledge that future planning applications within the surrounding Gipps Street MEP may not need to take residential amenity of those properties into consideration;
  - (c) The owners would agree not to object to a planning permit application or lodge an application for review with the Victorian Civil and Administrative Tribunal based on amenity grounds in relation to commercial planning permit applications within the Gipps Street MEP; and
  - (d) The owners of the identified lots may need to make reasonable adjustments to their properties at their cost, if any non-residential uses generate noise levels greater outlined in the Noise Protocols under the Environmental Protection Regulations 2017.
- 55. A clause is applied to ensure that, if required, an environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued as soon as reasonably practicable. If the Environmental Audit Statement contains conditions or recommendations of an ongoing nature, the owners of all affected Identified Lots must enter into an agreement as soon as reasonably practicable with the Responsible Authority.

*Changes to ordinances and maps within the Yarra Planning Scheme*

- 56. The proposed amendment makes the following changes to ordinances and maps within the Yarra Planning Scheme (Attachment 2):
  - (a) Introduce a new Schedule to Clause 45.12 Specific Control Overlay;

- (b) Amend the Schedule to Clause 72.04 Documents incorporated in this Planning Scheme; and
  - (c) Amend planning scheme maps to apply the Specific Control Overlay to the site.
57. These changes are required to functionally implement the incorporated document within the Scheme.
58. The Specific Control Overlay identifies land where an incorporated document applies. Schedules to Clauses 45.12 and 72.04 list the map reference, name of the incorporated document and its expiry (if applicable).

### Options

59. Council has two options at this stage of the process:
- (a) Option 1: Request authorisation to prepare and exhibit amendment C247yara; or
  - (b) Option 2: It can refuse the amendment request.
60. Officers recommend that Council proceed with Option 1:
- (a) The amendment in its recommended form would ensure the uninhibited functioning of the Gipps Street MEP by introducing conditions to manage the residential uses and their amenity expectations; and
  - (b) The amendment provides for the potential transition from residential to commercial uses should residents decide to vacate their premises.

### Next Steps

61. If Council were to pursue Option 1 the following steps would be taken:
- (a) Notify the land owners of the site of Council's intention to progress C247yara;
  - (b) Request authorisation from the Minister for Planning to prepare and exhibit Amendment C247yara; and
  - (c) Once authorisation has been received, officers would undertake a formal exhibition of the amendment with the opportunity for the community to make submissions.
62. If Council were to pursue Option 2 and refuse the amendment request, Council would be required to resume the enforcement process for units where existing use rights for residential use could not be provided.

### Community and stakeholder engagement

63. If Council were to proceed with the amendment and authorisation from the Minister for Planning is obtained, formal public exhibition of the amendment would occur under the Planning and Environment Act 1987.
64. Council officers have been in contact with the owners of the properties through their legal representatives Best Hoopers Lawyers prior to drafting this report.
65. Council officers have engaged with owners that were not represented by Best Hoopers Lawyers to understand the status of the use of their lot.

### Policy analysis

#### Alignment to Community Vision and Council Plan

66. The proposed amendment is supported by Objective 3 Local Economy, Strategy 1: *Support Yarra's employment precincts and drive economic development opportunities.*
67. It does this by ensuring the impacts on the Gipps Street MEP are minimised and managed through the introduction of the incorporated document.

### Climate emergency and sustainability implications

68. Progressing amendment C247yara would not have any implications on Yarra City Council's commitment to addressing the climate emergency or have any known negative sustainability outcomes.

### Community and social implications

69. There are no adverse community or social implications in progressing Amendment C247yara to the Yarra Planning Scheme.

### Economic development implications

70. The economic impact of allowing the identified lots to be used as a residential dwelling is likely to be minimal in the context of the wider Gipps Street MEP.
71. If the amendment were to progress it would implement a range of conditions to ensure the functioning of the Gipps Street MEP. It would also apply an expiry date to these uses to enable a potential transition from residential to commercial uses over time.

### Human rights and gender equality implications

72. There are no known human rights implications for requesting authorisation to prepare and exhibit Amendment C247yara to the Yarra Planning Scheme.

## Operational analysis

### Financial and resource impacts

73. The costs associated with the exhibition of the amendment, statutory fees and panel fees would be met by the proponent as outlined in the Planning and Environment (Fees) Regulations 2016. Council's own legal advice and representation throughout the process would be subject to Council's Governance budget. This would largely depend on whether a public panel hearing following the exhibition is required or not.

### Legal Implications

74. The amendment would be processed and considered in accordance with the provisions of the Planning and Environment Act 1987.

## Conclusion

75. Following enforcement action to either cease or rectify illegal residential uses on the land at 21 Northumberland Street and 26 Wellington Street, Collingwood, Council received a request to amend the Yarra Planning Scheme to permit dwelling use for 20 lots within the Site.
76. Strategic work and technical reports have been prepared by the proponent to support the Request. Where required, a peer review has been conducted to understand the implications of permitting the identified illegal dwellings. The relevant provisions and control mechanisms have been amended based on independent advice.
77. Council officers have considered the Request and conclude that the Amendment with its Special Controls Overlay and Incorporated Document balances the need for the proponent to rectify the difficult situation whilst also protecting the longevity of the Gipps Street Major Employment Precinct.
78. The community and stakeholders will be able to make a submission on the Amendment when it is exhibited. After the exhibition, Council will consider submissions and can chose to abandon the Amendment or to progress it.



## RECOMMENDATION

1. That Council:
  - (a) notes the officer report and Attachments 1 to 10 considering the amendment Request C247yara that applies to the land at 21 Northumberland Street and 26 Wellington Street, Collingwood;
  - (b) adopts the proposed C247yara amendment documentation in Attachments 1 and 2 and requests authorisation to prepare and exhibit C274yara under section 8A of the Planning and Environment Act 1987;
  - (c) exhibits Amendment C247yara, in accordance with section 17, 18 and 19 of the Planning and Environment Act 1987, if authorisation to prepare Amendment is received from the Minister for Planning; and
  - (d) authorises the Manager City Strategy to make any minor adjustments required to meet the intent of the resolution.

## Attachments

- [1](#) Attachment 1 - C247yara - Incorporated-Document
- [2](#) Attachment 2 - C247yara - Amendment Documents Council to consider
- [3](#) Attachment 3 - C247yara - Acoustic Assessment by Acoustic Logic
- [4](#) Attachment 4 - C247yara - Economic Considerations Report by Essential Economics
- [5](#) Attachment 5 - C247yara - Heritage Report by GJM Heritage
- [6](#) Attachment 6 - C247yara - Traffic Engineering Assessment Memorandum by Traffix Group
- [7](#) Attachment 7 - C247yara - Traffic Memorandum by Traffix Group
- [8](#) Attachment 8 - C247yara - Urban Planning Report by Urbis
- [9](#) Attachment 9 - C247yara - SLR Peer Review of Acoustic Report
- [10](#) Attachment 10 - C247yara - SGS Peer Review of Economic and Urban Planning Reports



## YARRA PLANNING SCHEME

### Incorporated Document

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This document is an incorporated document in the Yarra Planning Scheme pursuant to section 6(2)(j) of the Planning and Environment Act 1987



OFFICIAL

## 1.0 INTRODUCTION

This document is an Incorporated Document in the schedules to Clause 45.12 - Specific Controls Overlay (SCO) and Clause 72.04 - Incorporated Documents of the Yarra Planning Scheme (scheme).

The land identified in Clause 2.0 of this document may be used and developed in accordance with the site specific controls contained in Clauses 6.0 of this document.

Despite any provision to the contrary in the Scheme, pursuant to Clause 51.01 of the Scheme the land identified in this incorporated document may be used and developed in accordance with the specific controls contained in this document.

In the event of any inconsistency between the specific controls contained in this document and any provision of the Scheme, the specific controls contained in this document will prevail.

## 2.0 LAND DESCRIPTION

This document applies to 21 Northumberland Street and 26 Wellington Street, Collingwood known as 'the land' being all of the land within SCO22, 21 Northumberland Street and 26 Wellington Street, Collingwood Incorporated Document.

The controls in this document apply to the lots identified in Table 1 below ("Identified Lots"), which are all located on the land generally described as 26 Wellington Street and 21 Northumberland Street, Collingwood, as shown on Plan of Subdivision PS404294.

A reference in this document to the Identified Lots includes a reference to any part thereof. In this document, unless the context admits otherwise, the singular includes the plural and vice versa.

**Table 1 - Identified lots that this incorporated document applies to and associated car park in brackets.**

3B (41)	11C (32 and 33)	11H (Pt 11H)	11N (Pt11N)
5C (57)	11D (24 and 44)	11J (Pt 11J)	13 (43 and 54)
5D (58)	11E (29, 53 and 60)	11K (Pt 11K)	14 (37 and 51)
5F (42)	11F (52)	11L (Pt 11L and 45)	15
11B (Pt11B)	11G (34)	11M Pt 11M)	16 (46)



Figure 1 – Map of land subject to this Incorporated Document as outlined in red.

### 3.0 APPLICATION OF PLANNING SCHEME PROVISIONS

Despite any provision to the contrary or any inconsistent provision in the scheme, pursuant to Clause 45.12 of the scheme the land identified in the incorporated document may be used and developed in accordance with the specific controls contained in this document.

In the event of any inconsistency between the specific controls contained in this document and general provisions of the scheme, the specific controls contained in this document will prevail.

### 4.0 EXPIRY OF THIS SPECIFIC CONTROL

The use permitted under this Incorporated Document expire if all Identified Lots expire as subject to the Clause 6.0 Conditions.

### 5.0 PURPOSE

The purpose of this Incorporated Document is:

- To permit the use of the Identified Lots as dwellings subject to the Clause 6.0 conditions of this document; and
- To ensure the permitted uses do not adversely impact on the normal operation of the surrounding non-residential land uses and the future development of the Gipps Street Major Employment Precinct, Collingwood.

## 6.0 CONDITIONS

The following conditions apply to the use allowed by this incorporated document.

### Site specific controls

The use of any Identified Lot for a dwelling may continue provided all the below conditions are met to the satisfaction of the responsible authority (unless the responsible authority considers that a condition is not relevant to the Identified Lot).

Condition number	Condition
1	The Identified Lot has been unoccupied for a continuous period of 2 years or for 2 or more periods which together total 2 years in any period of 3 years.
2	The use of the Identified Lot as a dwelling must be conducted within the gross floor area of the dwelling existing on the Identified Lot at the date a notice is published in the <i>Victorian Government Gazette</i> for the approval of Amendment C247yara.
3	The Identified Lot must not be consolidated with any other Identified Lot unless the lots to be consolidated are subject to this incorporated document.
4	The number of dwellings within the Identified Lot at the date a notice is published in the <i>Victorian Government Gazette</i> for the approval of Amendment C247yara to the Scheme must not be increased.
5	<p>Written confirmation of compliance with the provisions, recommendations and requirements of the "<i>Site Management Plan – SMP 21 Northumberland Street and 26 Wellington Street Collingwood Victoria 3066 August 2021</i>" (SMP) must be provided by a suitable qualified environmental consultant or other suitable person acceptable to the responsible authority. To the extent any provisions, recommendations or requirements of the SMP are required to be implemented on an on-going basis, written confirmation of ongoing compliance must be provided by a suitably qualified environmental consultant or suitable person acceptable to the responsible authority at least quarterly (or at an interval otherwise agreed by the responsible authority)</p> <p>Condition 5 does not apply if an Environmental Audit Statement in accordance with Clause 7.0 of this incorporated document is required, and the Environmental Audit Statement states that the SMP is no longer required.</p>
6	The registered proprietor of any Identified Lot must at its own cost, undertake noise attenuation to that Identified Lot in the event that noise generated by a non-residential use, when measured at that Identified Lot, is greater than that outlined in the Noise Protocol under the <i>Environment Protection Regulations 2017</i> (as amended from time to time) and the Environment Reference Standard (Victoria Government Gazette S245, 26 May 2021) (as amended from time to time).

7	<p>Within 3 months of the date a notice is published in the <i>Victorian Government Gazette</i> for the approval of Amendment C247yara to the Scheme, the registered proprietor of the Identified Lot has entered into an agreement with the responsible authority under section 173 of the <i>Planning and Environment Act 1987</i> (P&amp;E Act 1987) providing for the following:</p> <ul style="list-style-type: none"> <li>• An agreement by the owner that if an application for a permit for land within the Gipps Major Street Employment Precinct, Collingwood, is lodged with the responsible authority, the owner/occupier will not object to the application relying upon use of the Identified Lots for residential purposes, and if a notice of decision to grant a permit for the application is issued by the responsible authority, the owner/occupier will not lodge an application for review with the Victorian Civil and Administrative Tribunal in respect of the notice of decision relying upon use of the Identified Lots for residential purposes.</li> <li>• An acknowledgement by the owner of the expiry conditions set out in Clause 6.0 of the incorporated document.</li> <li>• An acknowledgement by the owner that:             <ul style="list-style-type: none"> <li>• The amenity in the dwelling may be minimised due to its location within the Gipps Street Major Employment Precinct, Collingwood.</li> <li>• Future planning applications under the P&amp;E Act 1987 may not take into consideration impact on residential amenity, including but not limited to overshadowing, overlooking, odour and noise, in the same way that an application in a residential zone would take those matters into account, and has paid the responsible authority's reasonable costs of the preparation, execution and registration of the section 173 agreement.</li> </ul> </li> </ul>
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#### 7.0 REQUIREMENT FOR AN ENVIRONMENTAL AUDIT STATEMENT

As soon as reasonably practicable after the date a notice is published in the *Victorian Government Gazette* for the approval of Amendment C247yara:

- a) A preliminary risk screen assessment statement (**PRSA**) in accordance with the *Environment Protection Act 2017* must be issued stating that an environmental audit is not required for a sensitive use (high); or
- b) An environmental audit statement under Part 8.3 of the *Environment Protection Act 2017* (environmental audit statement) must be issued stating that the Identified Lots are suitable for a sensitive use (high).

Unless with the written consent of the responsible authority, if a PRSA in accordance with clause 7.0(a) or an Environmental Audit Statement in accordance with clause 7.0(b) is not issued within 6 months of the date Amendment C247yara to the Scheme is approved this control will expire.

The following requirements apply if an Environmental Audit Statement in accordance with clause 7.0(b) is issued:

- If the Environmental Audit Statement contains any recommendations, written confirmation of compliance with any recommendations of the Environmental Audit Statement must be provided as soon as reasonably practicable by a suitably qualified environmental consultant or other suitable person acceptable to the responsible authority. Compliance sign off must be in accordance with any requirements in the Environmental Audit Statement recommendations regarding verification of works.

- If the Environmental Audit Statement contains recommendations of an ongoing nature, the owners of all affected Identified Lots must enter into an agreement as soon as reasonably practicable with the responsible authority under section 173 of the P&E Act 1987 which gives effect to those recommendations and an application must be made to the Registrar of Titles to register the section 173 agreement on the titles to the affected Identified Lots under section 181 of the P&E Act 1987.
- The owners of the affected Identified Lots must pay the responsible authority's reasonable costs of the preparation, execution and registration of the section 173 agreement.
- Unless with the written consent of the responsible authority, if an agreement under section 173 is required under this clause and is not registered on the titles to all affected Identified Lots within 6 months of the date of the Environmental Audit Statement, this control will expire.

#### **8.0 EXEMPTION FROM NOTICE AND REVIEW**

Any application to construct a building or construct or carry out works under this incorporated document is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the P&E Act 1987.

**END OF DOCUMENT**

*Planning and Environment Act 1987*

## **Yarra Planning Scheme**

### **Amendment C247yara**

#### **Explanatory Report**

##### **Overview**

The amendment applies the Specific Controls Overlay (SCO22) to 21 Northumberland Street and 26 Wellington Street, Collingwood, and introduces an incorporated document to allow the identified lots to be used as a residential dwelling and ensure that the existing use does not adversely impact the operation of the surrounding current and future non-residential land uses. The incorporated document is required to include conditions on the identified lots to manage the existing use within the development.

##### **Where you may inspect this amendment**

The amendment can be inspected free of charge at the Yarra City Council website at [www.yarracity.vic.gov.au/amendmentC247yara](http://www.yarracity.vic.gov.au/amendmentC247yara)

The amendment is available for public inspection, free of charge, during office hours at the following places:

Collingwood Town Hall, Service Desk, 140 Hoddle Street, Abbotsford VIC 3067

The amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

##### **Submissions**

Any person may make a submission to the planning authority about the amendment. Submissions about the amendment must be received by [to be determined once authorisation is received].

A submission must be sent to: [strategicplanning@yarracity.vic.gov.au](mailto:strategicplanning@yarracity.vic.gov.au)

##### **Panel hearing dates**

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- Directions hearing: [to be determined once authorisation is received]

Unofficial



- Panel hearing: [to be determined once authorisation is received]

## Details of the amendment

### Who is the planning authority?

The amendment has been prepared by the Yarra City Council, which is the planning authority for the amendment.

The amendment has been made at the request of the Victorian Silos and Distillery Consortium.

### Land affected by the amendment

The amendment applies to land at 21 Northumberland Street and 26 Wellington Street, Collingwood as shown in Figure 1.



Figure 1 - Land affected by the amendment within the red line at 21 Northumberland Street and 26 Wellington Street, Collingwood.

### What the amendment does

The amendment applies the Specific Controls Overlay (SCO22) to 21 Northumberland Street and 26 Wellington Street, Collingwood, and introduces an incorporated document to allow the identified lots to be used as a residential dwelling and ensure that the existing use does not adversely impact the operation of the surrounding current and future non-residential land uses. The incorporated document is required to include conditions on the identified lots to manage the existing use within the development. Specifically, the amendment:

- Amends the Schedule to Clause 45.12 (Specific Controls Overlay) to list 21 Northumberland Street and 26 Wellington Street, Collingwood, as an

Unofficial

incorporated document.

- Amends the Schedule to Clause 72.04 (Incorporated documents) to include 21 Northumberland Street and 26 Wellington Street, Collingwood as an incorporated document.
- Inserts planning scheme map No. 06SCO to apply the Specific Controls Overlay to 21 Northumberland Street and 26 Wellington Street, Collingwood.

## **Strategic assessment of the amendment**

### **Why is the amendment required?**

The amendment is required to ensure the use of each individual lot within 21 Northumberland Street and 26 Wellington Street, Collingwood, may continue as a residential dwelling within the existing development. The amendment is required to ensure that the existing use does not adversely impact the operation of the surrounding current and future non-residential land uses.

Two planning permits were issued for the development of the site in 1995 and 1997, which included a number of caretaker dwellings that would unlikely be supported under the current planning scheme requirements in the Commercial 2 Zone.

Currently, there are no planning controls which apply to the land to manage the potential conflict between residential and commercial uses within the precinct and risk to human health.

The amendment strikes a balance between ensuring the potential impact on the Gipps Street Major Employment Precinct are minimised and managed while providing existing residents security of tenure.

The amendment is required to apply the Specific Controls Overlay (SCO22) to 21 Northumberland Street and 26 Wellington Street, Collingwood and introduce an incorporated document to allow the identified lots to be used as a residential dwelling and ensure that the uses do not adversely impact the operation of the surrounding current and future non-residential land uses.

The incorporated document is required to introduce conditions to manage the existing residential use for each of the identified lots. This includes conditions including but not limited to:

- Placing an expiry on the existing use.
- Ensuring realistic amenity expectations are understood and accepted by residents within the employment precinct.
- Ensuring the identified lots may need to make reasonable adjustments to individual properties at their own cost to minimise noise impacts from surrounding uses.
- Ensuring land contamination is appropriately managed.

Unofficial

### **How does the amendment implement the objectives of planning in Victoria?**

The amendment implements the objectives in section 4 of the *Planning and Environment Act 1987*, in particular:

- To provide for the fair, orderly, economic and sustainable use, and development of land.
- To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.
- To balance the present and future interests of all Victorians.

### **How does the amendment address any environmental, social and economic effects?**

The amendment is consistent with the overarching goal in the planning scheme to:

*'Integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.'*

#### Environmental

The amendment ensures that land contamination and risk to human health are managed through the conditions set out in the incorporated document.

The amendment will require the preparation and implementation of an environmental audit for the site. The amendment also introduces conditions that manage potential noise conflict from existing and future commercial uses.

#### Social

The amendment applied conditions to assist in managing the residential uses within an employment precinct. This will provide framework for existing residential and commercial uses within and surrounding the Site to operate without conflict.

#### Economic

The amendment applies an expiry condition to the lots affected. This is to ensure current residents have security in tenure for as long as they wish to remain at the property while allowing for a potential transition to the intended commercial use should the site be vacated.

The amendment also introduces conditions to manage the residential uses and their amenity expectation. This ensures that residential uses will not adversely impact the normal operations of existing and future commercial uses.

### **Does the amendment address relevant bushfire risk?**

The land affected by the amendment is not located within an area of identified bushfire risk.

Unofficial

## **Does the amendment comply with the requirements of any other Minister's Direction applicable to the amendment?**

### Ministerial direction 1 – Potentially contaminated land

The amendment complies with *Ministerial Direction No. 1 (Potentially contaminated land)* under section 12 of the *Planning and Environment Act 1987*.

The relevant assessments have been undertaken prior to the responsible authority giving notice under section 17, 18 and 19 of the Act. The landowners of the land at 21 Northumberland Street and 26 Wellington Street have implemented the recommendations of the preliminary risk assessment and site management plan. The incorporated document includes conditions that set out the steps the landowners must take to obtain an environmental audit which has been informed by advice from the Environmental Protection Agency (EPA).

### Ministerial direction 9 – Metropolitan strategy

The amendment complies with *Ministerial Direction No. 9 (Metropolitan strategy)* under section 12 of the *Planning and Environment Act 1987*.

- Direction 1.1 - *Create a city structure that strengthens Melbourne's competitiveness for jobs and investment which seeks to strengthen the competitiveness of Melbourne's employment areas.*

The amendment supports the direction by introducing planning controls to manage residential use within a Major Employment Precinct. It strikes a balance between ensuring the impacts on the Gipps Street Employment Precinct are minimised and managed while providing existing residents security of tenure.

### Ministerial direction 11 – Strategic assessment of amendments

The amendment complies with *Ministerial Direction No. 11 (Strategic Assessment of Amendments)* under section 12 of the *Planning and Environment Act 1987*. The amendment is consistent with this direction which ensures a comprehensive strategic evaluation of a planning scheme amendment and the desired objective.

### Ministerial direction 19 – Amendments that may result in impacts on environment, amenity and human health

The amendment complies with *Ministerial Direction No. 19 (Amendments that may result in impacts on environment, amenity and human health)* under section 12 of the *Planning and Environment Act 1987*.

The views of the Environmental Protection Agency have been sought prior to the preparation and exhibition of the amendment. These views have been incorporated into the conditions set out in the incorporated document.

## **How does the amendment support or implement the Planning Policy Framework and any adopted State policy?**

Unofficial

Clause 13.05 (Noise)

- Clause 13.05-1S (Noise management) - *To assist the management of noise effects on sensitive land uses.*

The amendment supports the objectives of clause 13.05 through the conditions in the incorporated document. The condition ensures that the owners of the residential dwellings make reasonable adjustments to their properties in response to noise conflict. This will ensure that the current and future commercial uses can operate with minimal interruption.

Clause 13.07 (Amenity, human health and safety)

- Clause 13.07-1S (Land use compatibility) - *To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.*
- Clause 13.07-1L (Caretakers house) - *Protect business and industry by preventing the establishment of dwellings unassociated with a business and industry in industrial and commercial zones where a dwelling is prohibited.*

The amendment supports the objectives of clause 13.07 through the introduction of an incorporated document. The incorporated document includes conditions to manage potentially contaminated land and manage risk to human health. This includes conditions to ensure that an environmental audit is conducted and implemented for the site within a timeframe.

Clause 17.01 (Employment)

- Clause 17.01-1S (Diversified economy) - *To strengthen and diversify the economy.*
- Clause 17.01.1L (Employment) - *To maintain and grow employment in the Cremorne and Gipps Street major employment precincts, as identified in clause 02.04 (Strategic Framework Plan).*

The amendment supports the objectives of clause 17.01 through the introduction of an incorporated document. The incorporated document includes conditions that support the functioning of the Gipps Street Major Employment Precinct. This includes an expiry condition on the identified lots. A condition has been applied that requires residents to enter a section 173 agreement with the responsible authority (council) to properly manage the amenity expectations of residents within the employment precinct.

Clause 17.03 (Industry)

- Clause 17.03-1S (Industrial land supply) - *To ensure availability of land for industry.*
- Clause 17.03-3R (Regionally significant industrial land) - *To protect industrial land of regional significance and facilitate continual growth in freight, logistics and*

Unofficial

*manufacturing investment.*

The amendment supports the objective of clause 17.03 through the introduction of an incorporated document which includes conditions to support the operation of the Gipps Street Major Employment Precinct.

The Melbourne Industrial and Commercial Land Use Plan (MICLUP) identifies the precinct as regionally significant industrial land. The amendment acknowledges that there are lots which have existing use rights while others do not. The amendment applies conditions to manage these conflicting land uses while enabling a potential for transition the land to its intended commercial use.

### **How does the amendment support or implement the Municipal Planning Strategy?**

The Municipal Planning Strategy identifies the importance of Yarra's employment areas and seeks to support the importance of Major Employment Precincts such as the Gipps Street Employment Precinct. The MPS also seeks:

- *To minimise pressure for residential conversion of employment precincts.*
- *Ensure sensitive land uses (such as residential uses) are designed and located to minimise the potential conflict with existing surrounding employment uses (including existing retail, commercial, hospitality, nighttime economy, creative and cultural uses).*

The amendment strikes a balance between ensuring the impact on the precinct are minimised and managed while providing existing residents security of tenure. The incorporated document will ensure that residents are able to continue to live at their residence, which provides clarity in relation to amenity expectations and allows the potential for the land to transition to commercial use in accordance with the zone.

### **Does the amendment make proper use of the Victoria Planning Provisions?**

The amendment uses the most appropriate VPP tool to achieve its objective. The application of the Specific Controls Overlay and introduction of an incorporated document are appropriate to permit the existing residential dwelling use within the Commercial 2 Zone.

### **How does the amendment address the views of any relevant agency?**

The Environmental Protection Agency (EPA) has been informed of the amendment and provided advice in relation to on the conditions set out in the incorporated document.

### **The views of relevant agencies will be obtained during exhibition of the amendment. Does the amendment address relevant**

Unofficial

**requirements of the Transport Integration Act 2010?**

The amendment is consistent with the requirements of the *Transport Integration Act 2010* and facilitates development outcomes that promote the principles of transit-oriented development.

Particular consideration has been given to ensuring vehicular movements do not impact the Principal Public Transport Network (PPTN).

**Resource and administrative costs**

**What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment will have minimal impact on the general operation of council's Statutory Planning Department and can be accommodated within existing resources.

Unofficial

*Planning and Environment Act 1987*

## **Yarra Planning Scheme**

### **Amendment C247yara**

#### **Instruction sheet**

The planning authority for this amendment is the Yarra City Council.

The Yarra Planning Scheme is amended as follows:

#### **Planning Scheme Maps**

The Planning Scheme Maps are amended by a total of one attached map sheet.

#### **Overlay Maps**

1. Amend Planning Scheme Map No 6 SCO is in the manner shown on the attached map marked "Yarra Planning Scheme, Amendment C247yara".

#### **Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

2. In **Overlays** – Clause 45.12, replace the Schedule with a new Schedule in the form of the attached document.
3. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.

**End of document**



YARRA PLANNING SCHEME

18/04/2019  
C225

SCHEDULE TO CLAUSE 45.12 SPECIFIC CONTROLS OVERLAY

1.0

Specific controls

24/04/2024  
6324yara Proposed C247yara

PS Map Ref	Name of incorporated document
SCO1	351-353 Church Street, Richmond – Incorporated Document, February 2019
SCO2	520 Victoria Street, 2A Burnley Street and 2-30 Burnley Street, Richmond, Burnley Street West Precinct, Incorporated Plan, 2012
SCO3	10 Bromham Place, Richmond Incorporated Document, February 2013
SCO4	Fitzroy Former Gasworks Site Incorporated Document, February 2018
SCO5	Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016
SCO6	Flying Fox Campsite, Yarra Bend Park, December 2004
SCO7	Tramway Infrastructure Upgrades Incorporated Document, May 2017
SCO9	Specific Site and Exclusion – Lot 2 on PS433628L (452 Johnston Street, Abbotsford)
SCO12	North East Link Project Incorporated Document, December 2019 (amended September 2023)
SCO13	Walk Up Village, 81-89 Rupert Street, Collingwood – September 2022
SCO14	462-482 Swan Street, Richmond Incorporated Document, September 2020
SCO15	36-52 Wellington Street, Collingwood – September 2020
SCO16	Victorian Institute of Forensic Mental Health Thomas Embling Hospital Incorporated Document, August 2020 (updated August 2022)
SCO17	Alphington Link Incorporated Document, May 2022
SCO18	484 - 490 Swan Street, Richmond Incorporated Document, May 2023
SCO21	27 & 31 Victoria Parade, Fitzroy (Department of Transport and Planning, February 2024)
SCO22	21 Northumberland Street and 26 Wellington Street Collingwood (Yarra City Council, May 2024)

15/01/2024  
VC249

## SCHEDULE TO CLAUSE 72.04 INCORPORATED DOCUMENTS

## 1.0

## Incorporated documents

09/05/2024  
C308yara Proposed C247yara

Name of document	Introduced by:
5-15 Mayfield Street, Abbotsford Incorporated Document (October 2018)	C188
10 Bromham Place, Richmond Incorporated Document (February 2013)	C171
18-62 Trenerry Crescent, Abbotsford Incorporated Plan (May 2018)	C218
27 & 31 Victoria Parade, Fitzroy (Department of Transport and Planning, February 2024)	C324yara
32-68 Mollison Street, Abbotsford Incorporated Plan (February 2022)	C280yara
36-52 Wellington Street, Collingwood Incorporated Document (September 2020)	C285yara
351-353 Church Street, Richmond Incorporated Document (February 2019)	C225
462-482 Swan Street, Richmond Incorporated Document (September 2020)	C282yara
484 - 490 Swan Street, Richmond Incorporated Document (May 2023)	C316yara
520 Victoria Street, 2A Burnley Street and 2-30 Burnley Street, Richmond Burnley Street West Precinct Incorporated Plan (2012)	C150
Alphington Link Incorporated Document (May 2022)	C300yara
Atherton Gardens Fitzroy Incorporated Document (September 2010)	C136
Caulfield Dandenong Rail Upgrade Project Incorporated Document (April 2016)	GC37
Chandler Highway Upgrade Incorporated Document (March 2016, Amended December 2017)	GC80
City of Yarra Database of Heritage Significant Areas (City of Yarra, March 2024)	C308yara
Cremorne Balmain Dover Street Project	NPS1
Crown Land Car Park Works, Burnley (August 2005)	C92
Fitzroy Former Gasworks Site Incorporated Document (February 2018)	C242
Flying Fox Campsite, Yarra Bend Park (December 2004)	C90
Hurstbridge Rail Line Upgrade Incorporated Document (January 2017)	GC60
Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions (July 2014)	C178
Local Policy "Protection of Biodiversity" Sites of Remnant Vegetation (Biosis 2001)	C49
M1 Redevelopment Project (October 2006)	C86
Melbourne City Link Project, Advertising Sign Locations (November 2003)	VC20
Melbourne Metro Rail Project: Upgrades to the Rail Network Incorporated Document (May 2018)	GC96
North East Link Project Incorporated Document (December 2019, Amended September 2023)	GC223
Planning and Design Principles for the Richmond Maltings Site, Cremorne (November 2007)	C101
Richmond Walk Up Estate Redevelopment Incorporated Document (September 2010)	C136



YARRA PLANNING SCHEME

Name of document	Introduced by:
<i>Social housing redevelopment; Atherton Gardens Estate, Fitzroy, and Richmond Public Housing Estate, Richmond, for which the Minister for Planning is the Responsible Authority (May 2010)</i>	C135
<i>Specific Site and Exclusion – Lot 2 on PS433628L, 452 Johnston Street, Abbotsford</i>	C56
<i>Swan Street Works, Burnley (June 2005)</i>	C91
<i>Tramway Infrastructure Upgrades Incorporated Document (May 2017)</i>	GC68
<i>Victoria Gardens Comprehensive Development Plan (Department of Transport and Planning, April 2024)</i>	C307yara
<i>Victorian Institute of Forensic Mental Health Thomas Embling Hospital Incorporated Document (August 2020, Updated August 2022)</i>	C311yara
<i>Walk Up Village, 81-89 Rupert Street, Collingwood (September 2022)</i>	C310yara
<i>Yarra Gardens Precinct Plan (Urbis LHD, December 2009)</i>	C126
<i>Yarra Development Contributions Plan 2017 (HillPDA, December 2023)</i>	VC249
<i>Yarra High Streets (Queens Parade) Statements of Significance Incorporated Document (Yarra City Council, March 2020)</i>	C231yaraPt1yara
<i>Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance Incorporated Document (Yarra City Council, May 2020)</i>	C245yara
<i>21 Northumberland Street and 26 Wellington Street Collingwood Incorporated Document (Yarra City Council, May 2024)</i>	C247yara

# YARRA PLANNING SCHEME - LOCAL PROVISION AMENDMENT C247yara




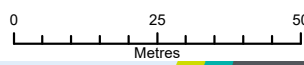
**LEGEND**

-  SCO22 - Specific Controls Overlay - Schedule 22
-  Local Government Area

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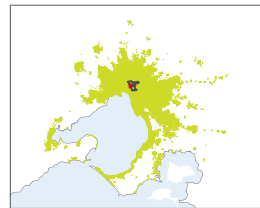
Planning Group  
Print Date: 08/12/2023  
Amendment Version: 2

**VICTORIA**  
State Government

Department of Transport and Planning

Part of Planning Scheme Map 6SCO



### **Strategic Assessment Guidelines Checklist**

This checklist is a tool that provides a quick snapshot of the abovementioned information. It may be useful to use while preparing an amendment assessment.

**Note:** In the 'Comment' field, you must click in the top left part of the field to enter any comments.

Strategic Consideration	Yes	No	N/A	Comment
<p>Why is an amendment required?</p>	<ul style="list-style-type: none"> <li>• What does the amendment intend to do and what is its desired outcome? <input type="checkbox"/></li> <li>• How does it intend to do it? <input type="checkbox"/></li> <li>• Is it supported by or is it a result of any strategic study or report? <input checked="" type="checkbox"/></li> <li>• Will the planning policy, provision or control result in the desired planning outcome? <input checked="" type="checkbox"/></li> <li>• Will the amendment have a net community benefit? <input type="checkbox"/></li> <li>• Will the community benefit outweigh the cost of the new control? <input type="checkbox"/></li> <li>• Does the amendment repeat provisions already in the scheme? <input type="checkbox"/></li> <li>• Is the planning scheme the most appropriate means of controlling the issue or can other existing regulatory or process mechanisms deal with the issue? <input checked="" type="checkbox"/></li> <li>• Is the matter already dealt with under other regulations? <input type="checkbox"/></li> </ul>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>See explanatory report.</p> <p>See explanatory report.</p>
<p>Does the amendment implement the objectives of planning and any environmental, social and economic effects?</p>	<ul style="list-style-type: none"> <li>• Does the amendment implement the objectives of planning in Victoria? (Refer to section 4 of the <i>Planning and Environment Act 1987</i>) <input checked="" type="checkbox"/></li> <li>• Does the amendment adequately address any environmental effects? <input checked="" type="checkbox"/></li> <li>• Does the amendment adequately address any social effects? <input checked="" type="checkbox"/></li> <li>• Does the amendment adequately address any economic effects? <input checked="" type="checkbox"/></li> </ul>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
<p>Does the amendment address relevant bushfire risk?</p>	<ul style="list-style-type: none"> <li>• Does the amendment meet the objective and give effect to the strategies to address the risk to life as a priority, property, community infrastructure and the natural environment from bushfire in the Planning Policy Framework (Clause 13.02 of the planning scheme)? <input type="checkbox"/></li> <li>• Has the view of the relevant fire authority been sought in formulating the amendment? <input type="checkbox"/></li> <li>• If the planning scheme includes a Local Planning Policy Framework at Clause 20, is the amendment consistent with the Local Planning Policy Framework objectives and strategies that apply to bushfire risk? <input type="checkbox"/></li> </ul>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
	<ul style="list-style-type: none"> <li>• Is local policy for bushfire risk management required to support the amendment? <input type="checkbox"/></li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

<p>Does the amendment comply with all the relevant Minister's Directions?</p>	<ul style="list-style-type: none"> <li>• Does the amendment comply with the requirements of the Ministerial Direction - The Form and Content of Planning Schemes? <input checked="" type="checkbox"/></li> <li>• Do any other Minister's Directions apply to the amendment? If so, have they been complied with? <input checked="" type="checkbox"/></li> <li>• Is the amendment accompanied by all of the information required by a Minister's Direction? <input checked="" type="checkbox"/></li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Yes, see explanatory report.</p>
<p>Does the amendment support or implement the PPF?</p>	<ul style="list-style-type: none"> <li>• Does the amendment support or give effect to the PPF? <input checked="" type="checkbox"/></li> <li>• Are there any competing PPF objectives and how are they balanced? <input type="checkbox"/></li> <li>• Does the amendment support or give effect to any relevant adopted state policy? <input checked="" type="checkbox"/></li> </ul> <p>If the planning scheme includes a Municipal Planning Strategy (MPS) at Clause 02 and the amendment seeks to introduce or amend a local planning policy in the PPF:</p> <ul style="list-style-type: none"> <li>• Does the new or amended local planning policy:                             <ul style="list-style-type: none"> <li>– respond to a demonstrated need? <input type="checkbox"/></li> <li>– implement a strategic direction in the MPS? <input type="checkbox"/></li> <li>– relate to a specific discretion or group of discretions in the planning scheme? <input type="checkbox"/></li> <li>– assist the responsible authority to make a decision? <input type="checkbox"/></li> <li>– (assist any other person to understand whether a proposal is likely to be supported)? <input type="checkbox"/></li> </ul> </li> <li>• Does the amendment affect any existing local planning policy or tool? <input type="checkbox"/></li> <li>• Is a local planning policy necessary OR is the issue adequately covered by another planning tool or decision guideline? <input type="checkbox"/></li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Does the amendment support or implement the LPPF?  *This strategic consideration only applies if the planning scheme includes an</p>	<ul style="list-style-type: none"> <li>• Does the amendment implement or support the MSS? <input checked="" type="checkbox"/></li> <li>• Does the amendment seek to change the objectives or strategies of the MSS? If so, what is the change? <input type="checkbox"/></li> <li>• What effect will any change to the MSS have on the rest of the MSS:                             <ul style="list-style-type: none"> <li>– Is the amendment consistent/inconsistent with strategic directions elsewhere in the MSS? <input type="checkbox"/></li> </ul> </li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<p>LPPF at Clause 20</p>	<ul style="list-style-type: none"> <li>- Has the cumulative effect of this amendment on the strategic directions in the MSS been considered? <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/></li> <li>• Does the new or amended local planning policy:             <ul style="list-style-type: none"> <li>- respond to a demonstrated need? <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></li> <li>- implement an objective or strategy in the MSS? <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/></li> <li>- relate to a specific discretion or group of discretions in the scheme? <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/></li> <li>- assist the responsible authority to make a decision? <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/></li> <li>- assist any other person to understand whether a proposal is likely to be supported? <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/></li> </ul> </li> <li>• Does the amendment affect any existing local planning policy or tool? <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/></li> <li>• Is a local planning policy necessary OR is the issue covered by another planning tool or decision guideline? <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/></li> </ul>				
<p>Does the amendment support or implement the MPS? *This strategic consideration only applies if the planning scheme includes an MPS at Clause 02</p>	<ul style="list-style-type: none"> <li>• How does the amendment seek to implement or support the MPS? <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></li> <li>• Does the amendment seek to change the strategic directions of the MPS? If so, what is the change? <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/></li> <li>• What effect will any change to the MPS have on the rest of the MPS?             <ul style="list-style-type: none"> <li>- Is the amendment consistent/inconsistent with strategic directions elsewhere in the MPS? <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/></li> <li>- Is the amendment consistent/inconsistent with strategic directions elsewhere in the MPS? <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/></li> <li>- What is the cumulative effect of this amendment on the other directions in the MPS? <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/></li> </ul> </li> </ul>				
<p>Does the amendment make proper use of the VPP?</p>	<ul style="list-style-type: none"> <li>• Does the amendment use the most appropriate VPP tool to achieve the strategic objective of the scheme? <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></li> <li>• Does the amendment affect, conflict with or duplicate another existing provision in the planning scheme that deals with the same land, use or development? <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/></li> <li>• If so, have the provisions been reconciled? <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/></li> <li>• Does the control capture matters that do not specifically relate to the purpose or objectives of the control or matters that should not be dealt with under planning? <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></li> </ul>				



	<ul style="list-style-type: none"> <li>• Does the amendment make any existing provision in the planning scheme redundant? <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/></li> <li>• Is the amendment consistent with any relevant planning practice note? <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></li> </ul>	
How does the amendment address the views of any relevant agency?	<ul style="list-style-type: none"> <li>• Have the views of any relevant agency been addressed? <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></li> </ul>	
Does the amendment address the requirements of the <i>Transport Integration Act 2010</i> (TIA)?	<ul style="list-style-type: none"> <li>• Is the amendment likely to have a significant impact on the transport system as defined by section 3 of the TIA? If so, explain how the amendment addresses the transport system objectives and decision-making principles set out in Part 2, Divisions 2 and 3 of the TIA. <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/></li> <li>• Are there any applicable statements of policy principles prepared under section 22 of the TIA? If so, assess how the amendment addresses any specified policy principles that apply to the proposal. <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/></li> </ul>	
What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?	<ul style="list-style-type: none"> <li>• Has the council considered the cost implications in implementing and administering the new planning provisions including:                             <ul style="list-style-type: none"> <li>– estimated increase in number of planning permit applications <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></li> <li>– planning staff resources <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></li> <li>– other miscellaneous costs including legal or other professional advice, for example, heritage advisers <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></li> <li>– capacity to consider the new application within the prescribed time? <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></li> </ul> </li> </ul>	



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## Victorian Distillery and Silos

### Acoustic Assessment

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1

**DOCUMENT CONTROL REGISTER**

<b>Project Number</b>	20181422.1
<b>Project Name</b>	Victorian Distillery and Silos
<b>Document Title</b>	Acoustic Assessment
<b>Document Reference</b>	20181422.1/1501A/R0/MS
<b>Issue Type</b>	Email
<b>Attention To</b>	Best Hooper Lawyers

Revision	Date	Document Reference	Prepared By	Checked By	Approved By
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## 1 INTRODUCTION

Acoustic Logic Consultancy (ALC) has been engaged by Best Hooper Lawyers to conduct an Acoustic Assessment from noise associated with existing operators surrounding the development located at 21 Northumberland Street, and 26 Wellington Street, Collingwood - Victorian Distillery and Silos (VDAS). The assessment will assess noise emissions from surrounding uses and what in principle treatment measures may be considered to mitigate noise emissions to existing residents at VDAS.

## 2 SITE DESCRIPTION

The development under consideration is situated on 21 Northumberland Street and 26 Wellington Street, Collingwood. The property is bounded by Northumberland Street to the north, Byron Street to the East and commercial properties to the south and west. The current development has been used as a residential development in part or whole since 2001.

The following local noise sources have been identified.

- Source 1: Porsche Centre Melbourne (Porsche) (located at 109-111 Victoria Parade) back of house car wash (Porsche car wash). The car wash entrance is approximately 20m east of the subject site;
- Source 2: Melbourne Pathology building exhaust fans adjacent its car park, approximately 20m south of the subject site;
- Source 3: Melbourne Pathology building (located at 103 Victoria Parade) roof exhaust fans and mechanical equipment, approximately 30m south of the subject site;
- Source 4: Jetstar building (located at 79 Victoria Parade) roof mechanical plant, approximately 45m south-west of the subject site;

The following additional observations were made while on site

1. Telstra exchange site - located across Northumberland Street is currently undergoing significant redevelopment. Noise from the redevelopment will need to ensure compliance with SEPP N-1 and SEPP N-2 at the VDAS site to address noise emissions.
2. Noise associated with mechanical plant serving the development was not audible during site inspection. Plant and equipment within the development are related to individual apartment use and as such no further assessment or analysis is required.
3. Other commercial developments inspected do not generate noise that is audible at the subject site noting that the existing commercial tenancies operate during normal office hours and as such no further assessment is required. Several domestic style condensing units are installed but were not audible during site inspection and given the hours of operation are not expected to impact existing residential receivers.
4. No music venues were found to be within the immediate area that currently generate music noise levels that are audible at the subject site. On this basis assessment of music noise is not required.
5. ALC were advised by the Body Corporate that no complaints from residents had been with respect to existing plant and equipment serving existing surrounding commercial sites.

Figure 1 indicates the subject site and the surrounding environment. It is noted that it was not possible to gain access to either the Melbourne Pathology or Jetstar buildings to review plant and

equipment. Assessment has been based on site inspection both at ground and elevated levels on both the development and adjoining public car park.

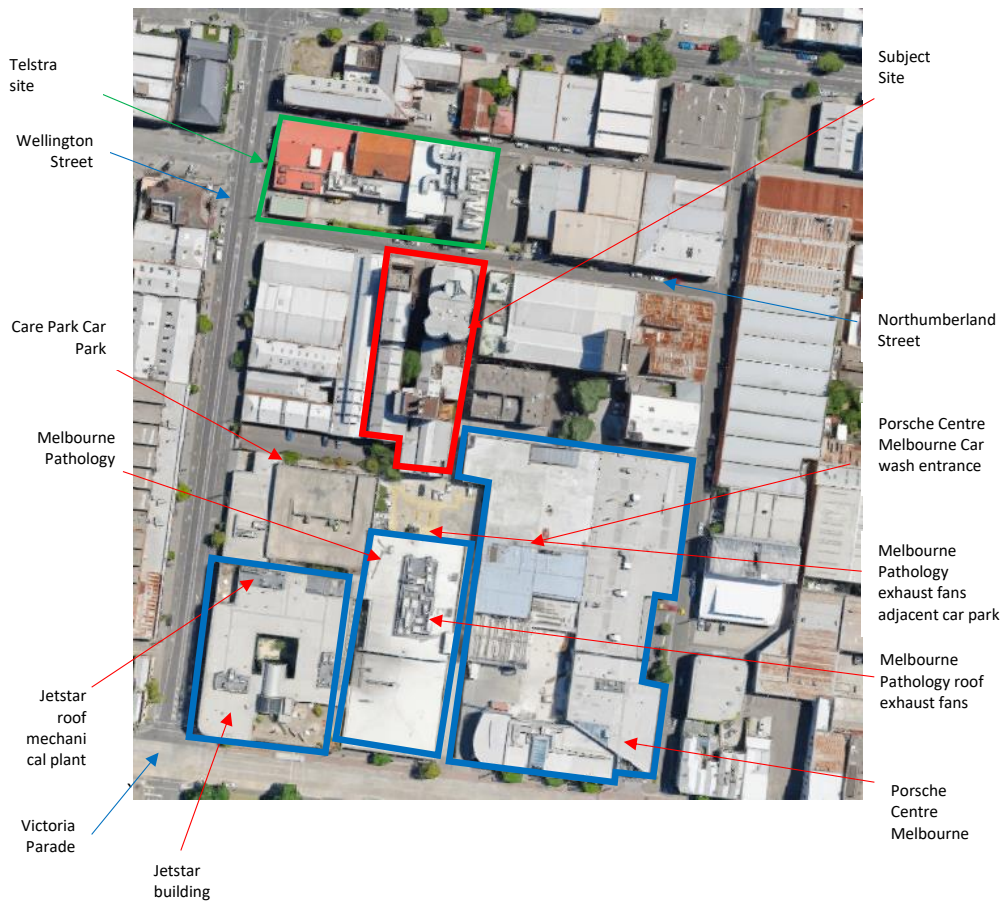


Figure 1: Site Map and adjacent noise sources (Source: Google Maps)

### 3 DOCUMENTS TAKEN INTO ACCOUNT

1. State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N1).
2. State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N2).
3. Clause 52.03 of the Yarra Planning Scheme.

#### 4 ENVIRONMENTAL NOISE DESCRIPTORS

Environmental noise constantly varies in level, due to fluctuations in local noise sources including traffic. Accordingly, a 15-minute measurement interval is normally utilised. Over this period, noise levels are monitored on a continuous basis and statistical and integrating techniques are used to determine noise description parameters.

In the case of environmental noise three principle measurement parameters are used, namely  $L_{10}$ ,  $L_{90}$  and  $L_{eq}$ .

The  $L_{10}$  and  $L_{90}$  measurement parameters are statistical levels that represent the average maximum and average minimum noise levels respectively, over the measurement intervals.

The  $L_{10}$  parameter is commonly used to measure noise produced by a particular intrusive noise source since it represents the average of the loudest noise levels produced by the source.

Conversely, the  $L_{90}$  level (which is commonly referred to as the background noise level) represents the noise level heard in the quieter periods during a measurement interval. The  $L_{90}$  parameter is used to set the allowable noise level for new, potentially intrusive noise sources since the disturbance caused by the new source depends on how audible it is above the pre-existing noise environment, particularly during quiet periods, as represented by the  $L_{90}$  level.

The  $L_{eq}$  parameter represents the average noise energy during a measurement period. This parameter is derived by integrating the noise levels measured over the measurement period.  $L_{eq}$  is important in the assessment of traffic and rail noise impact as it closely corresponds with human perception of a changing noise environment; such is the character of industrial noise.

The  $L_1$  parameter (or the noise level exceeded for 1% of the time) is used during the night period to assess potential sleep arousal effects due to transient noise sources.

## 5 MEASURED NOISE LEVELS

### 5.1 MEASUREMENT LOCATIONS

Figures 2 and 3 below show the subject site and measurement locations.



Figure 2 – Measurement Locations (source: Google Maps)



Figure 3 – Measurement Locations (source: Google Maps)



Unattended noise measurements were conducted on site to establish the background noise levels in the area at the location indicated in Figure 1 from the 19<sup>th</sup> to 25<sup>th</sup> October 2018. Manned noise measurements were conducted on the 19<sup>th</sup>, 24<sup>th</sup> and 25<sup>th</sup> of October 2018 and 14<sup>th</sup> January 2019.

Noise level measurements of noise sources were conducted at the locations indicated in Figure 2, at 1.5 metres above floor level:

- Location 1: Noise emitted from Porsche car wash – manned noise level measurements were conducted adjacent the façade of the subject site. Car wash is located within the Porsche dealership service centre (refer Appendix 1) and only operates during the day period.
- Location 2: Noise from Melbourne Pathology exhaust fans below Melbourne Pathology level 1 slab (under croft - free field).
- Location 3: View of both Jetstar and Melbourne Pathology roof top plant locations on the roof level of the public car park adjacent the subject site. Plant noise not audible.
- Location 4: Unmanned noise monitor installation on second-floor balcony within courtyard area.
- Location 5: Measurements conducted at roof level of the brickwork tower facing Jetstar and Melbourne Pathology buildings. Plant noise was not audible. Noise governed by general urban hum (transportation noise).
- Location 6: Noise from plant on roof of 'Results Based Training' - 6 metres from plant and equipment - level 7, Care Park car park (free field).
- Location 7: Noise from plant on the ground floor of the Care Park Car Park and exhaust fans serving the Melbourne Pathology building– manned noise level measurements were conducted on the ground level adjacent the façade of subject site.
- Location 8: Level 6 - Care Park car park (free field).
- Location 9: Level 7 Care Park car park (free field).
- Location 10: Level 6/7 of Care Park car park (free field).

## **5.2 EQUIPMENT USED**

The long-term noise monitoring was conducted using an ARL-315 noise monitor. The equipment was calibrated at the beginning and the end of the measurement using a Nor-1256 calibrator; no significant drift was detected. All measurements were taken on fast response mode.

A Norsonic Nor140 sound level meter was used to undertake manned noise level measurements. The noise monitor was calibrated at the beginning and end of the measurement period using a Nor-1256 and NC74 calibrator; no significant drift was detected. Measurements were taken on A-weighting and fast time constant.

5.3 MEASURED NOISE LEVELS

The measured background noise levels from unmanned monitoring are presented in Table 1.

Table 1 – Measured (Unmanned) Background Levels

Period	Time	Measured Background Level dB(A) L <sub>90</sub>
Day	Monday – Friday (7am–6pm) Saturday (7am–1pm)	46*
Evening	Monday – Sunday (6pm–10pm) Saturday (1pm–6pm) Sunday (7am–6pm)	42*
Night	Monday – Sunday (10pm–7am)	39*

\*Note – Noise levels have been corrected by -2.5dB to account for façade reflection and have excluded periods influenced by construction activity

Table 2 – Measured Noise Levels (Manned Measurements)

Date	Location	Time	Noise Level L <sub>eq</sub> dB(A)	Comment
20/10/18	1	15:46-16:01pm	60 <sup>1</sup>	Porsche car wash at site boundary
19/10/18	2	14:25-14:26pm	54 <sup>1</sup>	Melbourne Pathology exhaust fans
20/10/18	3	15:21-15:30pm	53	General background noise plant noise not audible
		16:18pm-16:33pm	54	
	5	15:43-15:58pm	54	General background noise plant noise not audible
24/10/18	6	14:59-15:00pm	60	Plant noise - 'Results Based Training' building
	7	15:44-15:46pm	50 <sup>1</sup>	Melbourne Pathology exhaust fans
	8	14:55-14:56pm	53	Melbourne Pathology exhaust fans dock
	9	14:00-14:01pm	52	General background noise plant noise not audible
	10	14:02pm-14:03pm	52	General background noise plant noise not audible
14/1/19	8	14:53-14:54pm	53	General background noise plant noise not audible

Note 1 – Measured noise levels presented have been corrected -2.5 dB(A) for façade reflection

## 6 ASSESSMENT CRITERIA

### 6.1 EPA SEPP N-1

SEPP N-1 details the methodology to be used in assessing environmental noise emissions such that protection of residential amenity may be preserved. SEPP are statutory instruments that are required to be complied with by both private individuals, and public and private sector organisations. SEPP N-1 includes both Schedule A and B that provide procedures to measure noise from premises and to determine noise emission limits respectively.

To determine the assessment criteria both the 'Zoning' level and ambient background noise levels are required to determine if the background noise level is neutral, high or low.

#### 6.1.1 Zoning Level

The 'Zoning' level is determined by the Influencing Factor (IF) and is calculated by the formula nominated in B.2.4 of SEPP N-1. The IF is calculated from the proportion of industrial and commercial land around noise sensitive areas (in this case residential premises). Review of the surrounding area indicates an IF of 0.498 which results in the Zoning limits detailed in the table below.

Table 3 – Zoning Levels - SEPP N-1

Period	Zoning Level
Day time	59
Evening	53
Night time	48

6.1.2 Environmental Noise Limits

Table 4 summarises the SEPP N-1 criteria for the Site.

Table 4 – Internal Noise Level Criteria Based on SEPP N-1

Period	Time	Measured Background L <sub>90,15min</sub> (dB(A))	Zoning limit	Classification	Allowable Noise Level Emission Leq dB(A)
Day	7am – 6pm (Mon – Fri) 7am – 1pm (Sat)	46	59	Low	57
Evening	6pm – 10pm (Mon – Fri) 1pm – 10pm (Sat) 7am – 10pm (Sun)	42	53	Low	50
Night	10pm – 7am	39	48	Neutral	48

7 NOISE ASSESSMENT

Based on measured noise levels presented in Section 5 noise emissions have been assessed at the subject development and compared with environmental noise assessment criteria above. Predicted noise levels are presented in Table 5. Comparison indicates that the car wash serving Porsche and the under croft exhaust fans serving the Melbourne Pathology building exceed SEPP N-1.

Table 5 – Internal Noise Level Criteria Based on SEPP N-1

Source	Plant/Item	Predicted/Measured Noise level Leq dB(A)	Criteria dB(A)	Complies / Exceedance	Comment
Eastern boundary	Porsche car wash	60	59 <sup>1</sup>	No / 3 dB	Refer below
Melbourne Pathology Building	Undercroft Exhaust fans	54	48 <sup>2</sup>	No / 6 dB(A)	Refer below

Note 1: The car wash only operates during the day period and as such is assessed against day time criteria only.

Note 2: The Melbourne Pathology building fans operate 24 hours a day and as such assessment has been made against the night time criteria. If compliance is achieved during this period noise emissions will comply at all other times.

## 8 DISCUSSION

No existing operators were found to generate music noise that is audible at the subject development. Noise levels at the subject site are typically governed by transportation noise from the surrounding road network. During inspection and testing noise from the Porsche car wash and Melbourne Pathology undercroft fans were found to generate noise emissions that are above SEPP N-1 criteria. Currently noise levels at the subject site are generally low in level and consistent with residential development throughout Melbourne and acceptable acoustically for residential development.

### **Porsche car wash**

A minor exceedance of 3 dB was determined for operation of the Porsche car wash at the VDAS site at ground level. A 3 dB exceedance is a just perceptible increase in level above SEPP N-1 criteria. The levels are not excessive and would not represent a loss of amenity given current operation is restricted to the daytime period only. On this basis current operation is considered acceptable and no ameliorative treatment or measures are required.

### **Melbourne Pathology exhaust fans**

Noise emissions from the undercroft Melbourne Pathology exhaust fans comply with daytime criteria but are 4 dB(A) and 6 dB(A) above the evening and night time criteria at the boundary of the VDAS site (Figure 4 below shows fans within the undercroft).



Figure 4: Location of Melbourne Pathology exhaust fans

Although noise levels are higher than SEPP N-1 the overall level of noise is similar to that generated by a domestic air conditioning unit at 1.5 metres. These levels are low in level and unlikely to impact existing residents which is evidenced by the fact that no complaints from existing residents within the VDAS have been made with respect to their operation. If noise levels from fan were required to be treated acoustically lined duct could be installed to fans to meet SEPP N-1 criteria.

Notwithstanding the levels generated by both the Porsche car wash and Melbourne Pathology the noise levels are low in level and have not resulted in complaint or would be considered as offensive noise. The levels are commensurate with levels found at surrounding residential areas are low and this is evidenced by the fact that no complaints with respect to operation have been made by existing residents within VDAS which has been occupied since 2001.

## 9 CONCLUSION

Inspection of the VDAS site indicates that existing noise levels at the subject site are typically governed by transportation noise from surrounding streets and generally low in level. Assessment of existing noise emissions from surrounding uses indicated the following:

1. There are no existing live music venue / operators within the vicinity of the VDAS site which generate music noise that is audible at the development and as such there is no exceedance of SEPP N-2.
2. The Porsche car wash operates during the day period only. Levels measured were 3 dB above the daytime criteria. 3 dB(A) is just perceptible increase in level and not considered to be a significant loss of amenity given current operation is restricted to the daytime period only. On this basis current operation is considered acceptable and no ameliorative treatment or measures are required.
3. Noise from operation of the Jetstar building does not impact the VDAS based on testing and inspection conducted at the site.
4. Noise from operation of the four under croft exhaust fans serving the Melbourne Pathology building were found to comply with day time criteria and were 4 dB(A) and 6 dB(A) higher than the evening and night period criteria. The levels are currently low in level and unlikely to impact existing residents and currently do not cause offensive noise and commensurate with inner city living and acceptable. Notwithstanding conventional acoustic treatment could be implemented on the fans to address noise from operation.

Review of the subject site also indicates that existing residents at the VDAS site have co-existed with existing commercial development without complaint from 2001. This is consistent with the existing low levels of noise emission from existing operators and as such the existing site is considered suitable for residential occupation with respect to noise emissions from surrounding operators.

We trust this information is satisfactory. Please contact us should you have any further queries.

Yours faithfully,



Matthew Shields

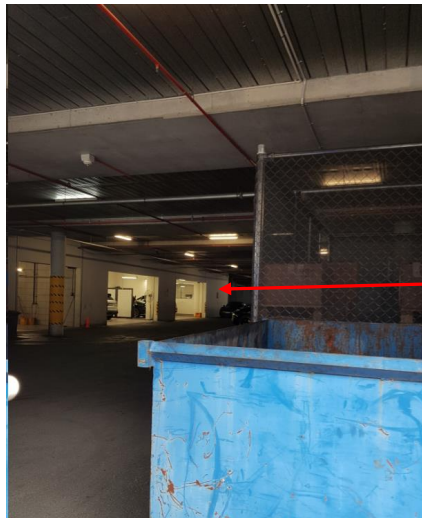
APPENDIX 1: PHOTOGRAPHS



Location 1 as depicted in Figure 2 - Porsche car wash noise measurement location



Porsche car wash is behind these grilles.



Porsche car wash area



Fans in undercroft

Location 2 – Melbourne Pathology Fan Noise at site boundary



Four exhaust fans within Melbourne Pathology under croft as indicated in area in above photo





Receiver balcony

Location 2 – Pathology Fan Noise at site boundary



Jetstar roof



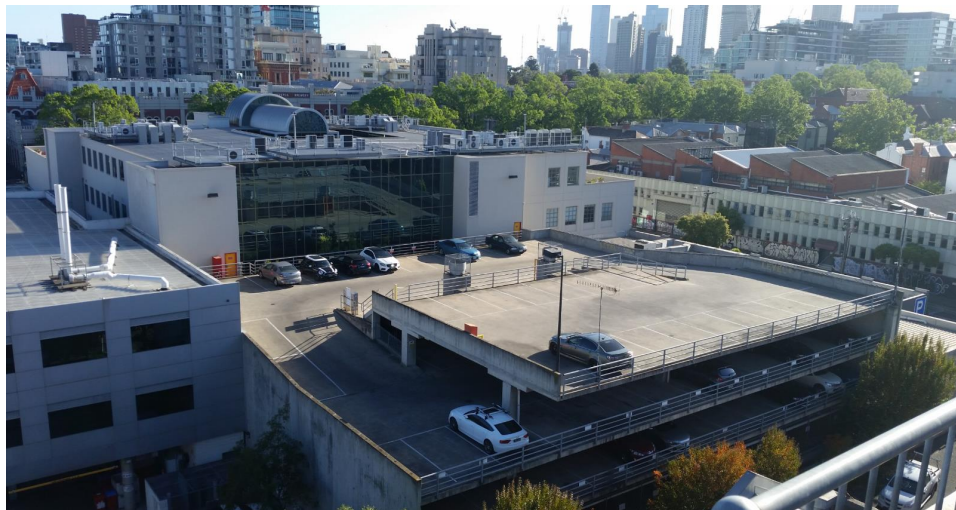
Measurement location 3 -  
Melbourne Ppathology roof plant

Location 3 – Car park top floor – View to Melbourne Pathology and Jetstar roof plant



Monitor location

Location 4: Unmanned noise monitor location



Location 5 (Roof terrace on balcony Brick Stack Vent) – Towards Jetstar Building  
Plant noise not audible above general background level



Location 5 – (Roof terrace balcony Brick Stack Vent) View to Melbourne Pathology Building  
Plant noise not audible above general background level



Photo viewed from Care Park car park – Small condensing units serving commercial buildings along western boundary of VDAS site – daytime operation



Photo from Care Park car park - commercial buildings to west of VDAS site – Daytime operation



View to East from (Roof terrace balcony Brick Stack Vent)

Brick Stack Vent Roof  
Terrace



Photo from Car park car park Facing toward VDAS Brick Stack Vent Balcony



ESSENTIAL ECONOMICS

**Victorian Distillery and Silos**

**Economic Considerations**

**Amendment C247 Yarra Planning Scheme**

Prepared for

VDAS Consortium of Owners

By

Essential Economics Pty Ltd

**6 February 2019**

**Disclaimer**

Every effort has been made to ensure the accuracy of the material and the integrity of the analysis presented in this report. However, Essential Economics Pty Ltd accepts no liability for any actions taken on the basis of report contents.

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## INTRODUCTION

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This report has been prepared by Essential Economics Pty Ltd on instructions received from Best Hooper Lawyers who are representing a consortium of owners of lots located at 26 Wellington Street and 21 Northumberland Street, Collingwood in the City of Yarra. These lots form the subject site, which is also referred to as the Victorian Distillery and Silos (VDAS) site.

The consultant has been requested to advise on economic considerations in support of Amendment C247 to the Yarra Planning Scheme which proposes to include the subject site in Clause 51.01 to the Commercial 2 Zone (C2Z) in which the site is located. This report addresses the strategic justification for the site-specific Amendment, including consideration of Council's relevant planning strategies, namely the *Business and Industrial Land Study (2012)*, the *Spatial Economic and Employment Strategy (2018)*, and the draft *Housing Strategy (2018)*.

In addition, the consultant has undertaken a land use survey of the area surrounding the subject site, with this study area also including the C2Z in the Gipps Street Precinct in Collingwood. The study area is generally defined by Wellington Street to the west, Hoddle Street to the east, Vere Street to the north, and Victoria Parade to the south.

This report comprises the following Chapters:

- Chapter 1: Description of the Subject Site
- Chapter 2: Relevant City of Yarra Planning and Development Reports
- Chapter 3: Existing Patterns of Land Use and Development in the Gipps Street Study Area
- Chapter 4: Summary and Conclusion.

## 1 DESCRIPTION OF SUBJECT SITE

---

### 1.1 Subject Site

The subject site comprises lots located at 26 Wellington Street and 21 Northumberland Street, Collingwood in the City of Yarra, as shown in Figure 1.1. The subject site is also referred to as the Victorian Distillery and Silos (VDAS) site.

Figure 1.2 shows the subject site located in the Commercial 2 Zone (C2Z) in the Yarra Planning Scheme, which also encompasses parts of the surrounding Gipps Street Study Area which has been defined for this assessment.

The subject site contains a total of 29 units, with two units in a combined ownership/use; thus, the actual number of units under separate ownership totals 28 units. The 16 Distillery units were developed over three stages from 1994 and occupied from 1998 and comprise a variety of commercial and residential uses, while the 12 Silo units were developed from 2002 and are all in residential use.

The subject site is located in proximity to both the Smith Street and Victoria Street activity centres and to public transport services (bus, tram and train). The site is also located within walking distance of Melbourne's CBD (approximately 1.7km).

### 1.2 Zoning Context

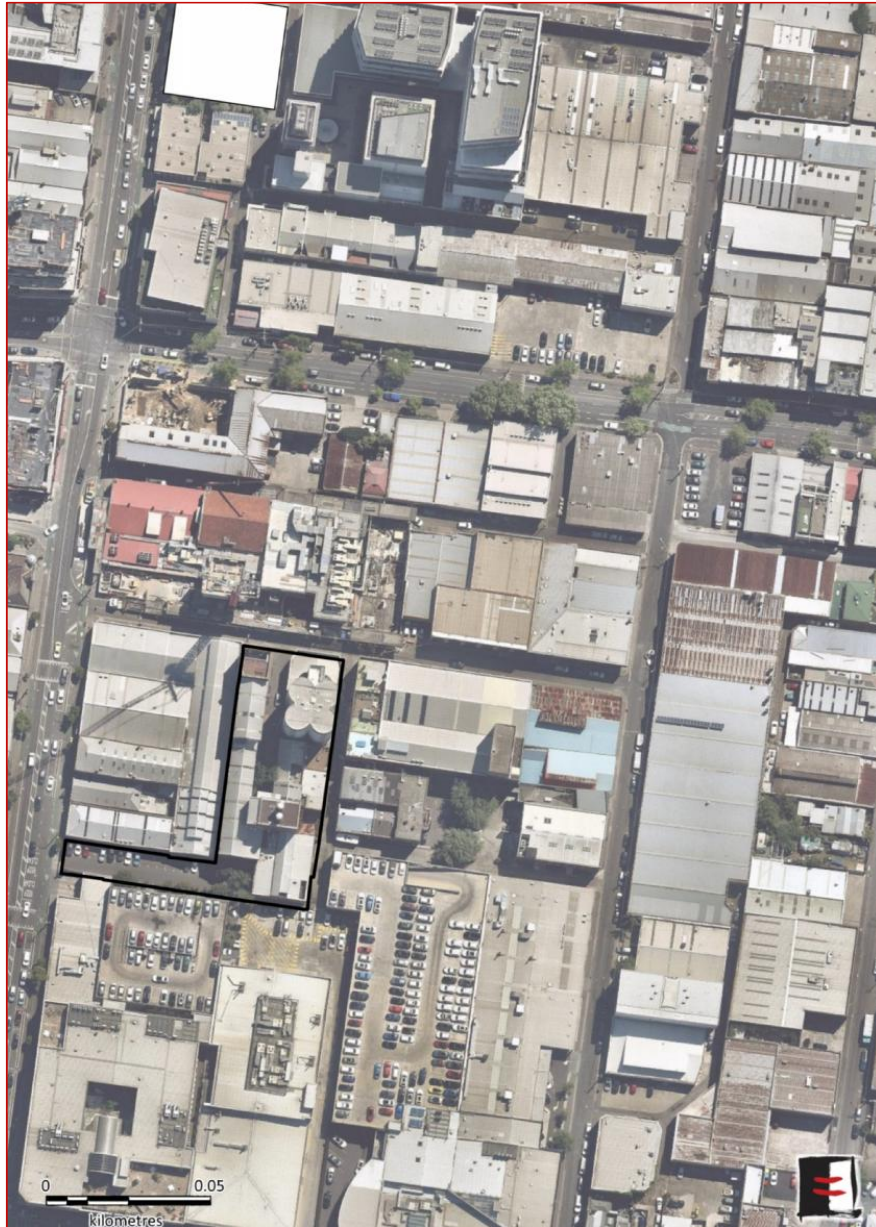
A number of units located on the subject site are characterised as 'residential' use, while others are commercial and home-office uses. However, accommodation use (other than caretaker's house, motel and residential hotel) is prohibited by the zoning controls in Clause 34.02 to the C2Z.

The clients have requested Council to include the subject site in the Schedule to Clause 51.01 (Specific Sites and Exclusions) of the Yarra Planning Scheme to allow the use of the land as a 'dwelling'. Owners of the units are seeking only the specific recognition of existing uses; they are not seeking to rezone the land or gain any additional development rights that could result in more intensive uses.

### 1.3 Gipps Street Study Area and Land Use Pattern

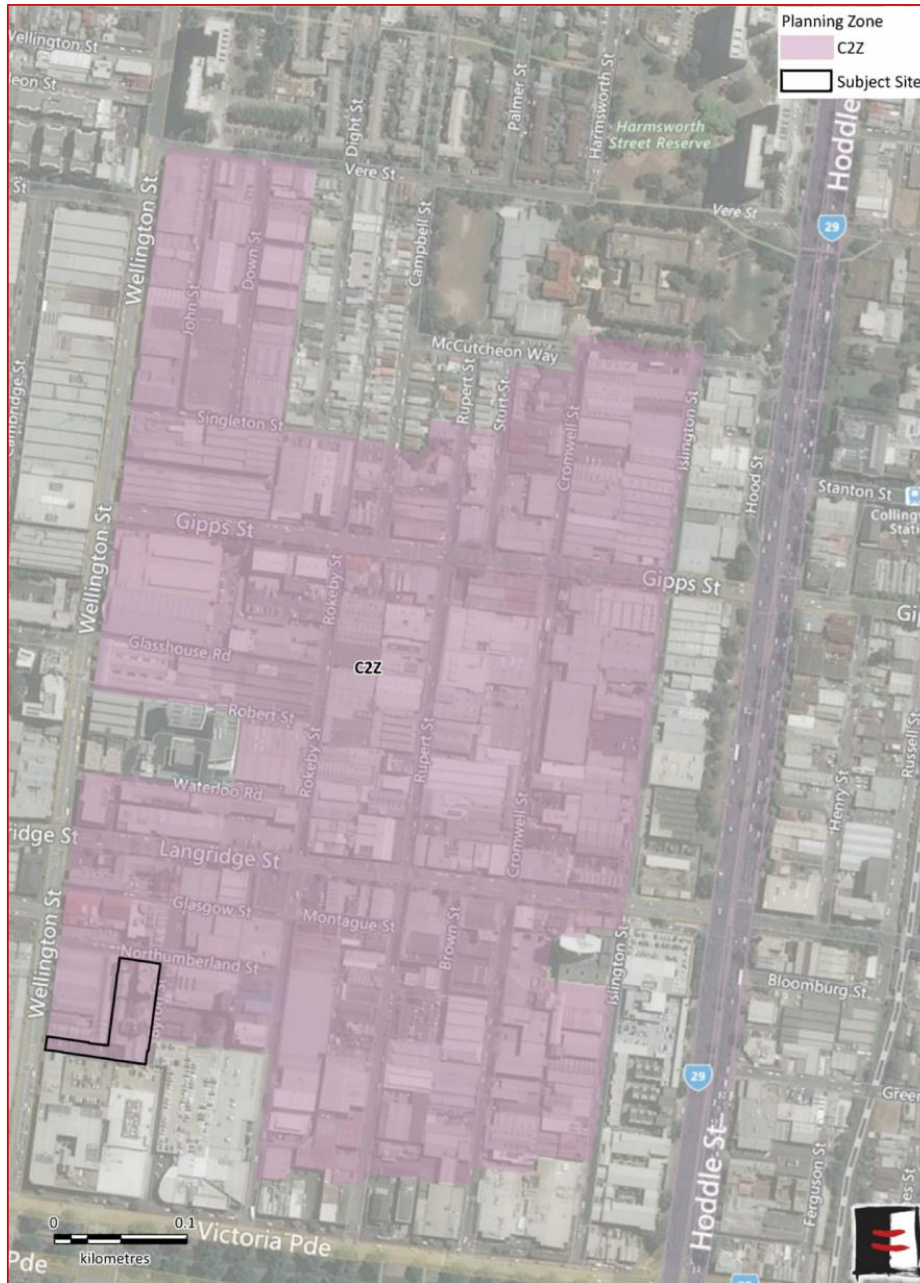
The study area – defined as the Gipps Street Study Area – contains a range of land uses. In summary, these land uses largely comprise commercial/business uses which reflect the C2Z in which the subject site is located, and also a mix of other uses that include residential dwellings (houses and units), education facilities, light manufacturing and other activities. This range of uses is described in Chapter 3 in the context of the request for the subject site to be included in the Schedule to Clause 51.01.

Figure 1.1: Subject Site and Environs



Source: Essential Economics and Nearmap Aerial Imagery

Figure 1.2: Subject Site and Commercial 2 Zone



Source: Essential Economics, Planzone and Bing Maps

## 2 RELEVANT CITY OF YARRA PLANNING AND DEVELOPMENT REPORTS

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This Chapter provides a description of several Yarra City Council reports that are relevant to the subject site and its inclusion in Amendment C247 to the Yarra Planning Scheme.

### 2.1 Business and Industrial Land Study (2012)

The *Yarra Business and Industrial Land Strategy* (BILS), prepared by SGS Economics and Planning Pty Ltd, was adopted by Yarra Council in June 2012. Although the BILS has been superseded by the Spatial Economic and Employment Study (2018), outlined in Section 2.2, the BILS makes a number of important observations regarding business and industrial activity in the City of Yarra.

The Strategy “sets out a 10-15 year direction for Yarra’s business and industrial areas”, noting that “local economic conditions have continued to evolve including growing pressure for residential and mixed use redevelopment in Yarra’s business and industrial areas, ongoing industry changes and adjustments, new business development opportunities and new infrastructure investments” (p1).

BILS also acknowledges the “implications for the future form and character of areas which are likely to change” over time (p2). Importantly, the Strategy also notes that “the existing business and industrial areas have changed significantly over the past one hundred years. The pattern and mix of activities will continue to change, responding to local, metropolitan and global influences” (p2, 3).

In the context of the subject site and its existing composition of residential, home office and other activities, the BILS notes that “firms in (Yarra) gain major productivity benefits through high quality access to skills and jobs” (p5).

Reference is made to Yarra’s Municipal Strategic Statement which “supports an increase in Yarra’s resident and worker populations while protecting local heritage and amenity” (p6). This is also an important point, noting that the VDAS site contains the historic distillery and silos.

Having regard for the role of traditional activities that have occupied industrial areas in Yarra – and these largely comprise activities in Manufacturing; Electricity, gas, water and waste services; Construction; and Transport, postal and warehousing – these sectors accounted for 25.4% of all employment in Yarra in 1996. By 2026, BILS forecasts that these sectors will account for just 7.3% of the municipality’s employment, with the actual number of jobs in these industries falling by 53% over the period, involving the loss of 7,120 jobs over the 30-year period (from 13,400 jobs to 6,280 jobs, p10). BILS states that “the projections suggest continued employment decline in industrial land sectors between 2016 and 2026 driven by structural change and globalisation” (p9).

However, BILS forecasts significant growth for other employment opportunities including, for example, Professional, scientific and technical services (an additional 7,660 jobs between 1996

and 2026) and in several essentially office-based sectors that include Financial & insurance services (an additional 8,620 jobs), as well as employment growth in the Health and Education sectors.

On considering anticipated development opportunities (p13), BILS notes, among other opportunities, broad-based demand for mixed use developments which could include residential development at upper levels.

In summary, the area in which the subject site is located – described in BILS as “CIB4, Gipps Street Node” – is identified as a “*core industrial and business node*” where the bulk of these core activities are to be retained, and where development of commercial office conversions, small offices, light industry and office warehouses is to be facilitated (p40). BILS recommended that the CIB4 precinct be retained as “*one of Yarra’s strategic employment precincts*” (p45).

## 2.2 Yarra Spatial Economic and Employment Study (2018)

The *Yarra Spatial Economic and Employment Strategy* (SEES) was prepared in 2018 by SGS Economics and Planning Pty Ltd and adopted by Council on 4 September 2018. The SEES “*has been developed to assist the City of Yarra to understand and capitalise on Yarra’s economic strengths and respond to key trends and economic drivers over the next ten to fifteen years*” (p3).

The SEES recognises that housing is significant in high amenity areas like Yarra, but highlights the need to limit ‘ad hoc’ conversion of employment land for residential purposes or speculative land trading. This limitation is regarded as necessary to ensure the ongoing viability of existing employment precincts (p3). While changes in the nature of employment growth are recognised, “*demand for industrial activities is forecast to decrease further*” (p5).

One of the strategic directions in the SEES is to “*retain and grow Yarra’s major employment precincts*” – this includes the Gipps Street Precinct in Collingwood where the subject site is located and where opportunities for a range of professional services, creative industries, medical-related activities and small-scale manufacture can develop (p5).

While employment growth in Yarra is recognised, the SEES also highlights – among “*trends and drivers*” of economic activity in Yarra – the City’s “*transition to a desirable residential address with increased residential development, including the conversion of former industrial warehouse buildings to apartments*” (p21).

In regard to economic activity, the SEES notes the importance of innovation, particularly the importance of “*density and proximity*” as contributing to “*the likelihood of business to business interaction that lead to innovation*” (p25). The Strategy also recognises that “*connectivity and networks (...) facilitate relationships between people, firms and places (...) that underpin idea generation, innovation and commercialization efforts*” (p25).

The Strategy recognises that most industrial precincts in Yarra have transitioned (or continue to transition) to commercial, retail or residential uses, and that this is apparent in the Gipps Street Precinct (p25). In regard to the residential component, the SEES notes that “*there are*

*benefits to accommodating additional housing in established urban areas with good access to employment, transport and services” (p27). These benefits include contributions by residents to increased levels of retail expenditures for nearby activity centres, and opportunities for residents to live in locations with access to public transport and the like.*

The SEES provides support to the retention of the C2Z where a considerable share of Yarra’s commercial and business employment is located, and noting the opportunities for further development and intensification of business and economic growth. This includes the Gipps Street Precinct, with its proximity to central Melbourne, transport links, business synergies, and the overall ‘vibrancy’ of Yarra (p61, 62).

In summary, the SEES provides strong support for the continuation of business and other commercial activities in the C2Z, and does not encourage the encroachment of residential development into these areas of employment and economic growth. However, the SEES notes that *“future strategic planning work may identify opportunities for future change” (p5).*

### **2.3 Yarra Housing Strategy (2018)**

The *Yarra Housing Strategy (YHS)* *“informs how best to accommodate housing growth in the municipality and to underpin new housing policy in the Yarra Planning Scheme” (p7).* The Strategy, which was adopted by Council on 4 September 2018, provides a housing growth framework for Yarra, with a ‘vision’ to achieve this over the coming 15 years.

The YHS notes that – as indicated in the Yarra Planning Scheme – the municipality relies on 42 designated Strategic Redevelopment Sites (SRS) to accommodate most (85%) of Yarra’s additional dwellings (p25), with the sites chosen for their location and ability to absorb growth. Moreover, the YHS notes that many other sites in Yarra are also capable of accommodating new growth under State planning policy criteria. According to *Victoria in Future 2016*, more than 13,400 new dwellings will be required in Yarra by 2031 (YHS, p41) and this housing growth will support a diverse community.

Indeed, as the YHS indicates (p33), what is now known as the City of Yarra has been evolving as a place to live and work since European settlement in the 1830s. The practical point in today’s context is that the emergence of Yarra reflects *“a global trend of people wanting to live closer to city centres to access employment, an inner city lifestyle, nightlife and vibrant places” (p33).* Overall, the Strategy highlights that Yarra now reflects a global trend of people wanting to live closer to city centres, including closer to work spaces.

The YHS acknowledges (p44) that *“Melbourne’s high population growth, liveability and booming economy has underpinned a strong housing market in recent years. Population forecasts and economic outlooks indicate that this is expected to continue to support the Melbourne housing market in the medium term”.* Furthermore, the Strategy notes that *“Yarra’s reputation as a prime residential property location continues with significant increases in property values in the last 12 months”.*

Also noted in the YHS is the reality that *“the limited opportunities for substantial growth in Yarra’s residential area neighbourhoods have resulted in more intensive development in Yarra’s*

*major activity centres and former industrial areas, adding new housing near jobs, transport and services” (p47).*

The YHS notes that residential uses are not permitted in land under C2Z, and also emphasises that *“it is important to keep the balance between land available for housing growth and ensuring adequate employment land to accommodate growth in businesses and jobs” (p54).*

Clearly, the YHS highlights the important role of Yarra’s growth in housing, businesses and jobs. While housing is not permitted in the C2Z, the YHS does confirm that *“Yarra has a significant amount of C2Z land” (p54).*

In these circumstances, a conclusion to be drawn is that the existence of residential uses for some 20 years on the subject site, although in the C2Z, has not diminished the business and employment role of the zone. Moreover, a number of existing residential uses are identified in the C2Z in Gipps Street Study Area, as highlighted in Section 3.

## 2.4 Implications for the Subject Site

The three strategies highlighted in this Chapter confirm Council’s planning efforts to accommodate growth in areas over coming years that are appropriate for either:

- business and employment growth; or
- residential growth.

In this context, C2Z land in Yarra is identified as not available for residential development, except in particular cases where a rezoning is considered appropriate, such as land located in proximity to an activity centre (YHS, p52).

According to the relevant strategies, if changes to existing zoning is considered necessary, further strategic planning will be required at that time.

However, both the 2018 SEES and the 2018 YHS identify the underlying trends accounting for the City of Yarra’s continuing growth in both employment/business development and in residential development. Principal among these development trends is the desire among many Yarra residents – and especially among working residents – to live and work in a vibrant setting where accessibility to transport, services and amenities is maximised. In this context, the location of the subject site within a convenient 20-minute walking time of the CBD is emphasised.

For example, the SEES emphasises the economic importance of fostering innovation and the innovation that occurs through connectivity and networks. However, also importantly, the residential component is significant in contributing to economic innovation through business contacts and activity and the like: after all, residents live and connect in many ways, including their business and workplace connections and their enjoyment of vibrant live/work environments, and good transport access and local amenity. This is the point that needs highlighting in the context of the subject site in the Gipps Street Precinct and the need to deal



with the issue of ‘residential’ uses that have been in existence on the site under the C2Z for up to two decades.

Having regard for this review of relevant City of Yarra strategies, it is considered that the formality of recognising the existing residential use of parts of the VDAS site would not adversely impact on the continuation of the Gipps Street Precinct in the C2Z as an employment/commercial locality. This aspect is considered in the subsequent chapters with reference to the existing pattern of land use and development on the subject site and in the surrounding Gipps Street study area.

### 3 EXISTING PATTERNS OF LAND USE AND DEVELOPMENT IN THE GIPPS STREET STUDY AREA

---

This Chapter provides a description of existing use and development of land located in the Gipps Street Study Area in which the subject site is located. Reference is made to commercial/employment, residential, and other uses in the study area.

#### 3.1 Gipps Street Study Area

The Study Area boundaries, as illustrated in Figure 3.1, are defined as follows:

- To the north: Vere Street
- To the south: Victoria Parade
- To the east: Hoddle Street
- To the west: Wellington Street.

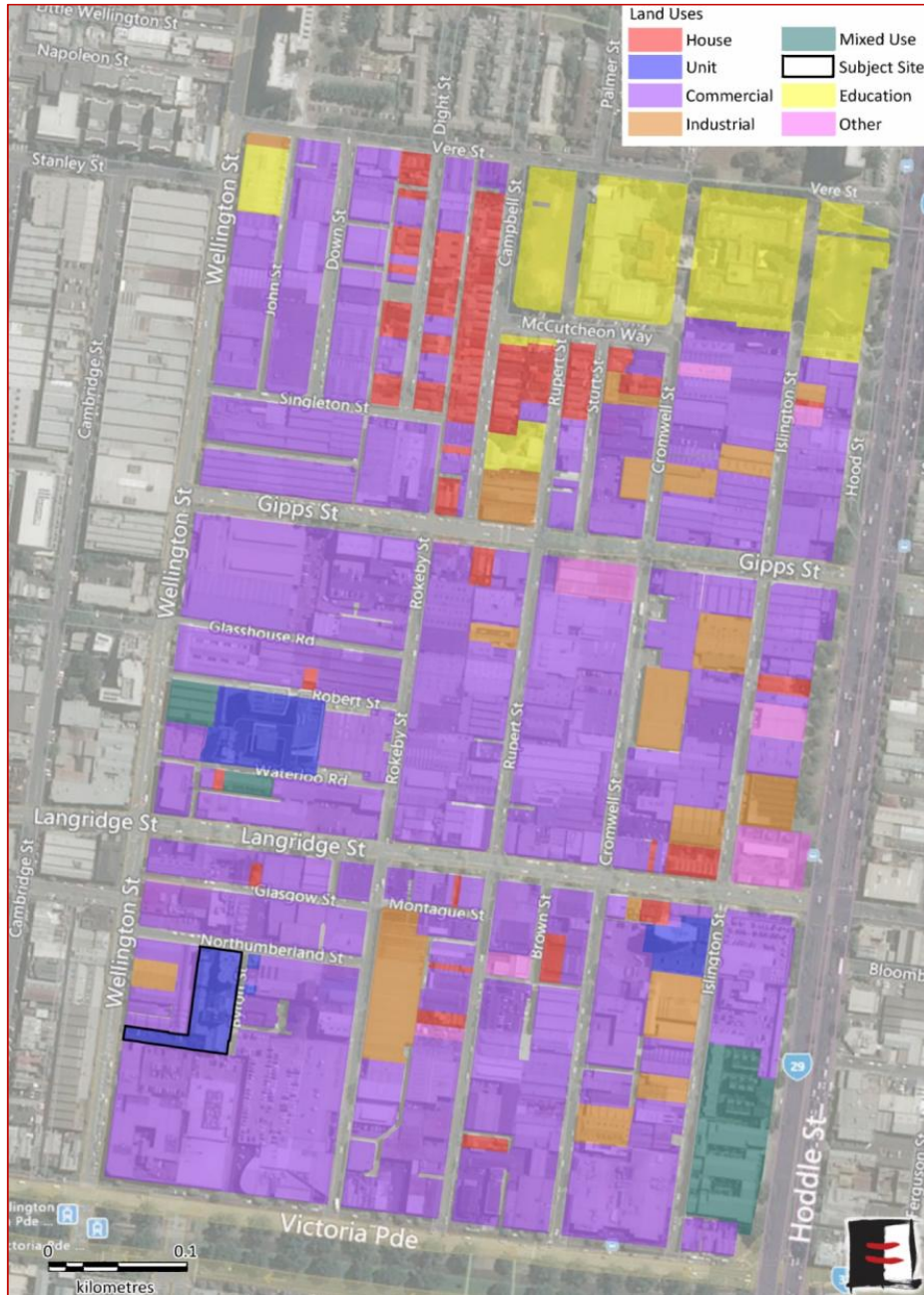
Figure 3.2 shows the boundaries of the C2Z which applies to the majority of the Gipps Street Study Area.

The Study Area covers land that essentially comprises the **Gipps Street Precinct** identified in the Yarra Spatial Economic and Employment Strategy (Table 2, p76) and which is identified as an “employment precinct”.

While the Study Area is essentially identified as an employment precinct in regard to the C2Z which applies to most of this area, the reality is that residential uses are also evident in the Study Area, as indicated in the land use distribution by type in Figure 3.1 (showing houses and residential unit development) and the land use zoning shown in Figure 3.2 (showing the range of zones in the Study Area, including areas in the MUZ).

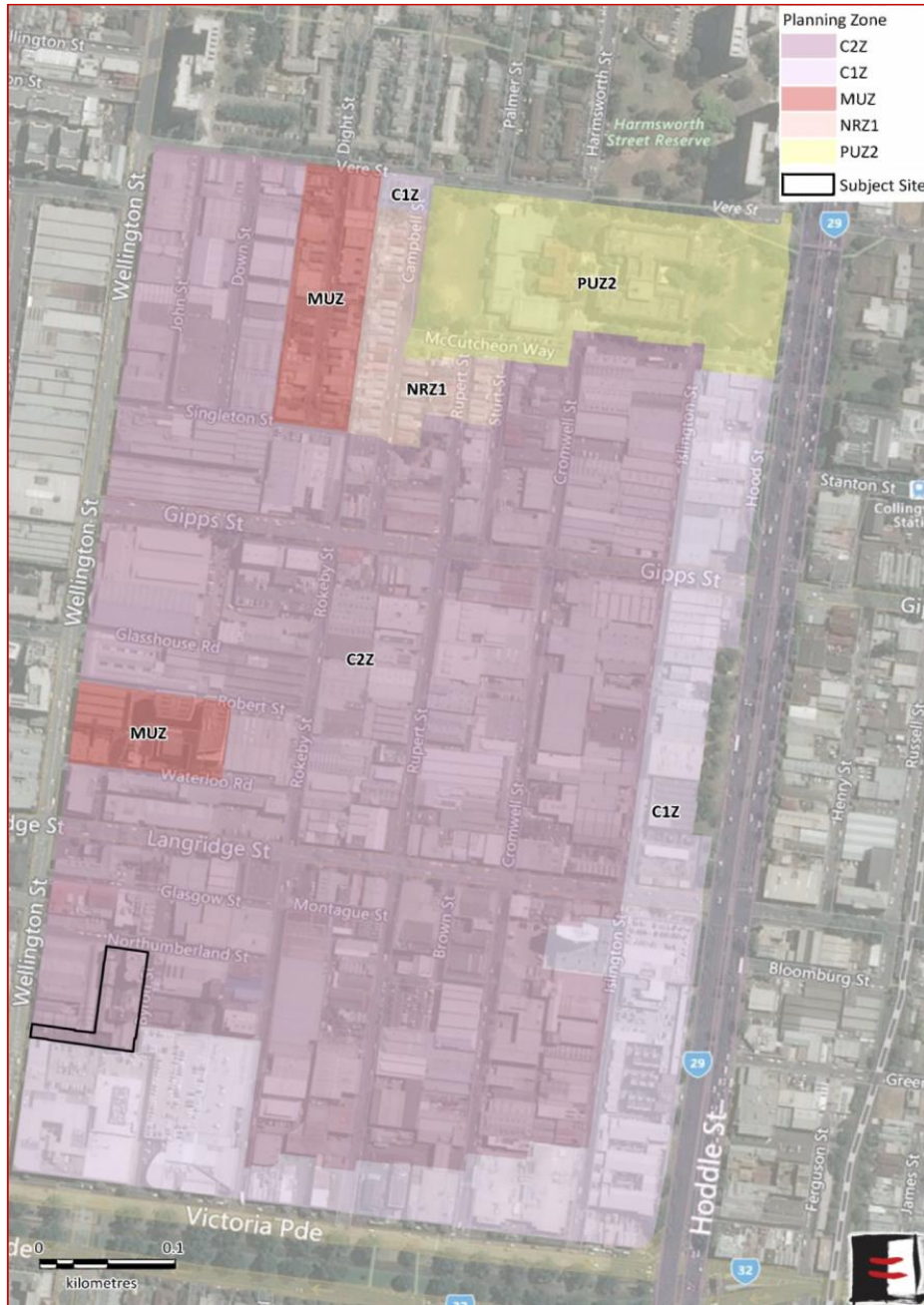
The following sections provide a summary of land use and development in the Study Area.

Figure 3.1: Land Use by Type in Gipps Street Study Area



Source: Essential Economics Land Use Survey October/November 2018, with MapInfo  
 Note: Hoddle Street residential units are located above ground floor commercial uses.

Figure 3.2: Land Use Zoning in the Gipps Street Study Area



Source: Essential Economics, Planzone and Bing Maps

### 3.2 Summary of Uses in Gipps Street Study Area

A summary of existing uses in the Gipps Street Study Area is provided in Table 3.1, with data identified by land use type and sub-categories. The predominant land use in the Study Area is employment land consisting of commercial and industrial uses. This land use type accounts for 77% of total land located in the Study Area. Smaller areas of land in the study area are occupied by residential uses (9%), education (9%) and other uses (14%).

The existing residential units on the VDAS site are included in Table 3.1 under “Residential Use – Units”.

**Table 3.1: Existing Land Use in the Gipps Street Study Area**

Land Use <sup>(1)</sup>	Land Area <sup>(2)</sup>	Share of Total Land	Lot Count	Average Lot Size
<b>Employment Use</b>				
Commercial	203,600m <sup>2</sup>	70.3%	394	517m <sup>2</sup>
Light Industrial	19,650m <sup>2</sup>	6.8%	28	702m <sup>2</sup>
<b>Sub-Total</b>	<b>223,250m<sup>2</sup></b>	<b>77.0%</b>	<b>422</b>	<b>529m<sup>2</sup></b>
<b>Residential Use</b>				
House	16,820m <sup>2</sup>	5.8%	123	137m <sup>2</sup>
Unit <sup>(3)</sup>	9,180m <sup>2</sup>	3.2%	na	na
<b>Sub-Total</b>	<b>25,990m<sup>2</sup></b>	<b>9.0%</b>	na	na
<b>Other Use</b>				
Mixed Use	9,960m <sup>2</sup>	2.7%	8	996m <sup>2</sup>
Education	26,270m <sup>2</sup>	9.1%	41	641m <sup>2</sup>
Other	6,290m <sup>2</sup>	2.2%	15	420m <sup>2</sup>
<b>Sub-Total</b>	<b>40,530m<sup>2</sup></b>	<b>14.0%</b>	<b>64</b>	<b>633m<sup>2</sup></b>
<b>Total</b>	<b>289,770m<sup>2</sup></b>	<b>100.0%</b>	<b>609</b>	-

Source: Essential Economics field survey, October 2018

Note: <sup>(1)</sup> Excludes land uses with frontage to Victoria Parade

<sup>(2)</sup> Numbers rounded

<sup>(3)</sup> Lot count for total residential units not available. Includes VDAS residential units.

<sup>(4)</sup> Data presented in Table 3.1 is shown spatially in Figure 3.1.

### 3.3 Commercial Development

Commercial activity is the dominant land use in the Gipps Street Study Area and accounts for approximately 203,600m<sup>2</sup> or 70% of all occupied land in the precinct (i.e., excluding land for roads and public use). A wide range of activities are in commercial uses, with examples including offices, wholesalers, retail and cafes.

Average lot size for a commercial use is 517m<sup>2</sup>, noting that this figure does not account for multi-level tenancies which is very common for most of the contemporary built-form in the precinct.

It is typical for many commercial uses to operate within long-established industrial buildings, indicating that a change in land use patterns has taken place in the precinct over time, generally moving from industrial to commercial/office use. This land use pattern is reinforced by the observation that the study area has historically been zoned industrial before being rezoned to the C2Z.

A new office development is under-construction at 2-16 Northumberland Street, opposite the Northumberland Street entrance to the subject site. The new development has a site area of 3,116m<sup>2</sup> and will accommodate some 15,100m<sup>2</sup> of office floorspace and 172m<sup>2</sup> of retail space. Overall, the development will comprise ground floor plus 12 levels, with an overall building height of 51.2m (excluding services). This information is sourced from the Planning Application report prepared by Urbis, May 2016.

A commercial development by Pace Development is also under-construction at 51 Langridge Street, on the south-east corner with Wellington Street, with the building comprising 2,650m<sup>2</sup> of office floorspace over 10 levels, plus a café at ground floor (85m<sup>2</sup>), a rooftop terrace, staff amenities and on-site carparking.

It is evident from field visits to the Gipps Street Study Area that commercial development (largely comprising offices, but also a number of wholesale businesses and the like) have tended to locate in former industrial buildings, mainly of 1 and 2 storeys in height. The only 'multi-storey' commercial buildings are contemporary office developments, such as those noted above, and these contemporary buildings accommodate lifts to access high-rise floors. In this context, it is unlikely that the long-established VDAS buildings would have been suitable for conversion for office or other commercial uses, noting the VDAS buildings' specific configuration (including silos) to meet their original industrial purpose. In this context, the transformation of the VDAS buildings to residential use is therefore considered to be an appropriate form of redevelopment of the original buildings.

In a similar context, the long-established silos located in Langridge Street, between Islington and Cromwell Streets, were transformed into 49 residential units some years ago.

### **3.4 Industrial Development**

Industrial land in the Gipps Street Study Area comprises approximately 19,650m<sup>2</sup> or 7% of total land within the Study Area. The typical industrial land uses are automotive-related, with small pockets also associated with small-scale manufacturing. Average lot size for industrial activities is around 700m<sup>2</sup>.

Much of the Study Area has origins in industrial/manufacturing activity, with many older industrial sites now being used for different purposes. An example is the former Islington Silos, as noted above in respect to their conversion to residential units.

### 3.5 Residential Development

Residential stock in the Study Area is primarily located on land in the residential zone to the north of the precinct, with higher-density residential units located to the southern part of the precinct. By land volume, houses take up 16,820m<sup>2</sup> or 5.8% of total land in the precinct and units take up 9,180m<sup>2</sup> or 3.2% of total land. In total, residential uses account for approximately 11% of land in the Study Area.

An estimated total of approximately 745 dwellings are located in the precinct, including approximately 125 houses and 620 units (with approximately 145 in the Mixed Use zone). Nineteenth Century terrace and row houses comprise the majority of the housing stock, while apartments comprise the majority of the residential units. Several redevelopments have involved the conversion of industrial buildings to residential use and include the Yorkshire Brewery, Islington Silos and the VDAS development (which is the subject of this report).

Housing lot sizes in the precinct average 136m<sup>2</sup> in area; data is not available for average unit size, noting that unit development is typically constructed over several levels.

### 3.6 Mixed Use

In addition to Employment and Residential uses, several areas of mixed-use activities are identified in the Gipps Street Study Area, representing approximately 9,960m<sup>2</sup> of land area or 2.7% of total land in the Study Area. An estimated 145 dwellings exist in these mixed-use areas and are included in the unit count in Section 3.5.

### 3.7 Implications for the Subject Site

The land use survey conducted in the Gipps Street Study Area indicates that the dominant use is in Commercial/Employment uses (77% of land area), with smaller shares of total land area allocated to Residential uses (11%), Education (9%), and Other uses (3%).

Essentially, the commercial/employment dominance of the Study Area reflects the underlying land use zoning (namely, C2Z) and the role of the area as commercial precinct.

Those parts of the Study Area that have residential uses generally reflect 19<sup>th</sup> Century Victorian-era housing development comprising terrace and row housing, as well as residential apartments developed in more recent years. These include contemporary dwellings developed in re-purposed buildings, such as the Yorkshire Brewery (in the MUZ) and the Islington Silos (in the C2Z).

This wide and varied pattern of land usage – extending from mainly commercial and industrial uses, to smaller areas of residential use – confirms the underlying inner city trends in terms of demand for suitable localities to support residential and/or commercial and employment uses. Strategy plans prepared for the City of Yarra (as summarised in Chapter 2) highlight the role and significance of this inner city demand for both living and working spaces in locations that are accessible to retail, health, education, transport, community facilities, local amenities and

other services. A number of original industrial-type buildings in the C2Z also appear to have commercial uses at ground floor and residential above.

In this context, it is not surprising that residential uses have emerged in the VDAS development on the subject site.

Importantly, it is evident from the land use survey results for the surrounding area that the inclusion of these units as 'residential' on the subject site under Clause 51.01, as proposed under Amendment C247 to the Yarra Planning Scheme, would not adversely affect the ongoing operation of commercial activities in the immediate area or the wider areas surrounding the subject site. Conversely, and from an economics perspective, the continuing operation of commercial and other activities in the area surrounding the subject site will not adversely affect the residential use of units on the subject site.

The construction of office development at 2-16 Northumberland Street will provide 15,100m<sup>2</sup> of lettable floorspace and would be expected to accommodate an estimated 760 to 1,000 office workers when completed (on the basis of 15m<sup>2</sup> to 20m<sup>2</sup> per office job). In contrast, if the VDAS site were developed for office purposes, the 29 units would be expected to accommodate at most only 90 jobs (with an average of 3 jobs per unit, and assuming all units are currently dwellings); this figure is well below the likely job capacity at the adjacent site presently under-construction. A further consideration is whether the units on the VDAS site are actually suitable for office-type uses, noting the small floorspace areas for each unit and the reality that this is a multi-level development devoid of lifts (except in the Silos component) that would otherwise be expected in a commercial office development.

The SEES forecasts that Yarra's employment growth in the commercial sector is likely to total 25,000 new jobs between 2016 and 2031 (p32). On this basis, if the 29 units on the subject site were in office use, and supporting around 90 jobs as noted above, the site would only accommodate 0.36% of potential office employment in Yarra; this is a negligible share.



## 4 SUMMARY AND CONCLUSION

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The main findings drawn from this economics-related assessment of Amendment C247 to the Yarra Planning Scheme as it affects the subject site are as follows:

### **Subject Site**

- 1 The subject site comprises lots located at 26 Wellington Street and 21 Northumberland Street, Collingwood in the City of Yarra. The site, which is also referred to as the Victorian Distillery and Silos (VDAS) site, is located in the Commercial 2 Zone. The site contains 29 units which include a mix of residential, commercial office / home office uses.
- 2 The subject site is located in proximity to both the Smith Street and Victoria Street activity centres and to public transport services (bus, tram and train), and is also located within walking distance of the Melbourne CBD (approximately 1.7km).

### **Amendment C247 Yarra Planning Scheme**

- 3 The clients have requested Council to include the subject site in the Schedule to Clause 51.01 (Specific Sites and Exclusions) of the Yarra Planning Scheme to allow the use of the land as a 'dwelling'. Owners of the units are seeking only the specific recognition of existing uses; they are not seeking to rezone the land or gain any additional development rights that could result in more intensive uses.
- 4 The request for the VDAS site to be included in the Schedule to Clause 51.01 has arisen as Council considers that certain units are occupied as dwellings. However, reference to various Council and other material dating back to the 1990s indicates that, over time, discussions were held in respect to converting the VDAS site to residential accommodation, and that these properties have been treated as dwellings for all practical purposes.

### **City of Yarra Planning and Development Strategies**

- 5 The *Yarra Spatial Economic and Employment Study* (SEES, 2018) and the *Yarra Housing Strategy* (YHS, 2018) identify the underlying trends accounting for the City of Yarra's continuing growth in both employment/business development and in residential development. Principal among these development trends is the desire among many Yarra residents – and especially among working residents – to live and work in a vibrant setting where accessibility to transport, services and amenities is maximised.
- 6 The SEES emphasises the economic importance of fostering innovation and the innovation that occurs through connectivity and networks. Similarly, residents live and connect in many ways, including their business and workplace connections and their enjoyment of vibrant 'live/work' environments, attractive levels of local amenity, and convenient access to transport. These considerations are important in the context of the subject site and the need to deal with the issue of 'residential' uses that have been

in existence on the site under the C2Z for around two decades. Although the SEES does not support residential encroachment in the C2Z, in the consultant's view the development of the VDAS site for residential use is appropriate, considering the nature of the built form (silos and a distillery) and the small building footprint relative to larger developments in the Study Area and in other parts of the municipality.

- 7 From the review of relevant City of Yarra strategies, it is concluded that the formality of recognising the existing residential use of parts of the subject site would not adversely impact on the continuation of the Gipps Street Precinct in the C2Z as an employment/commercial locality. Importantly, such recognition of residential uses on the subject site would not diminish or adversely affect the findings and recommendations of Council's SEES or YHS.

**Existing Land Use in the Study Area in which the Subject Site is Located**

- 8 The land use survey conducted in the Gipps Street Study Area indicates that the dominant use is in Commercial/Employment uses (77% of land area), with smaller shares of total land area allocated to Residential uses (9%), Education (9%), and Other uses (5%). In essence, the commercial/employment dominance of the study area reflects the underlying land use zoning, namely C2Z, and the historic role of the area as an industrial/commercial precinct.
- 9 Residential use in the study area reflects housing development comprising 19<sup>th</sup> Century Victorian-era terrace and row housing, together with contemporary apartment developments, including dwellings developed in re-purposed buildings, such as the Yorkshire Brewery and the Islington Silos, with each of these re-developments (for residential use) surrounded by areas containing commercial uses.
- 10 This wide and varied pattern of land usage – extending from mainly commercial/business uses, to smaller areas of residential use – confirms the underlying inner city trends in terms of demand for suitable localities to support residential and/or commercial and employment uses. Strategy plans prepared for the City of Yarra highlight the role and significance of this inner city demand for both living and working spaces in locations that are accessible to retail, health, education, transport, community facilities and local amenities. In this context, it is not surprising that residential uses have emerged in the VDAS development on the subject site, with the site also accommodating a number of office and home-office uses.
- 11 An office development presently under-construction at 2-16 Northumberland Street, opposite the subject site, will provide 15,100m<sup>2</sup> of lettable floorspace and would be expected to accommodate an estimated 760 to 1,000 office workers when completed. In contrast, if the subject site was developed for office purposes, the 29 units would be expected to accommodate only around 90 jobs and this figure is very small when compared with the likely job capacity at the adjacent site presently under-construction.
- 12 Yarra's employment growth in the commercial sector is likely to total 25,000 new jobs between 2016 and 2031, according to the SEES (p32). On this basis, if the 29 units on

the subject site were in office use, and supporting around 90 jobs as noted above, the site would only accommodate 0.36% of potential office employment in Yarra; this is a negligible share. Thus, recognition of the 'dwelling' use on the subject site would not significantly diminish Yarra's capacity to accommodate more jobs.

**Implications Associated with the Amendment**

- 13 It is evident from the land use survey results that the inclusion of units as 'residential' on the subject site under Clause 51.01, as proposed under Amendment C247 to the Yarra Planning Scheme, would not adversely affect the ongoing operation of commercial activities in the immediate area or the wider areas surrounding the subject site. Conversely, the continuing operation of commercial and other activities in the area surrounding the subject site will not adversely affect the residential use of units on the subject site. After all, residential use has been a feature of most of the units on the subject site for around 20 years.

**Conclusion**

- 14 This assessment supports the inclusion of the subject site in the Schedule to Clause 51.10 of the Yarra Planning Scheme to classify the existing units on the site as "dwellings". Importantly, such inclusion would not adversely affect the employment focus of the wider area described as the "Gipps Street Precinct" in Council's recently-prepared SEES (March 2018).



GJM Heritage

# Former Victoria Old Distillery

## Heritage Report Yarra Planning Scheme Amendment C247

15 November 2018

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Former Victoria Old Distillery

2018-064

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## 1. Introduction

### 1.1 The Project

A consortium of owners of units within the Former Victoria Old Distillery (the heritage place), which forms part of 26 Wellington Street and 21 Northumberland Street, Collingwood (the subject land), are seeking to implement Amendment C247 to the Yarra Planning Scheme. The amendment would include the former distillery and silos in the Schedule to Clause 52.03 (now numbered Clause 51.01) - Specific Sites and Exclusions of the Yarra Planning Scheme to regularise the use of the land as a 'dwelling'.

This report assesses the impact of Yarra C247 against the heritage provisions of the Yarra Planning Scheme and the significance of the heritage place.

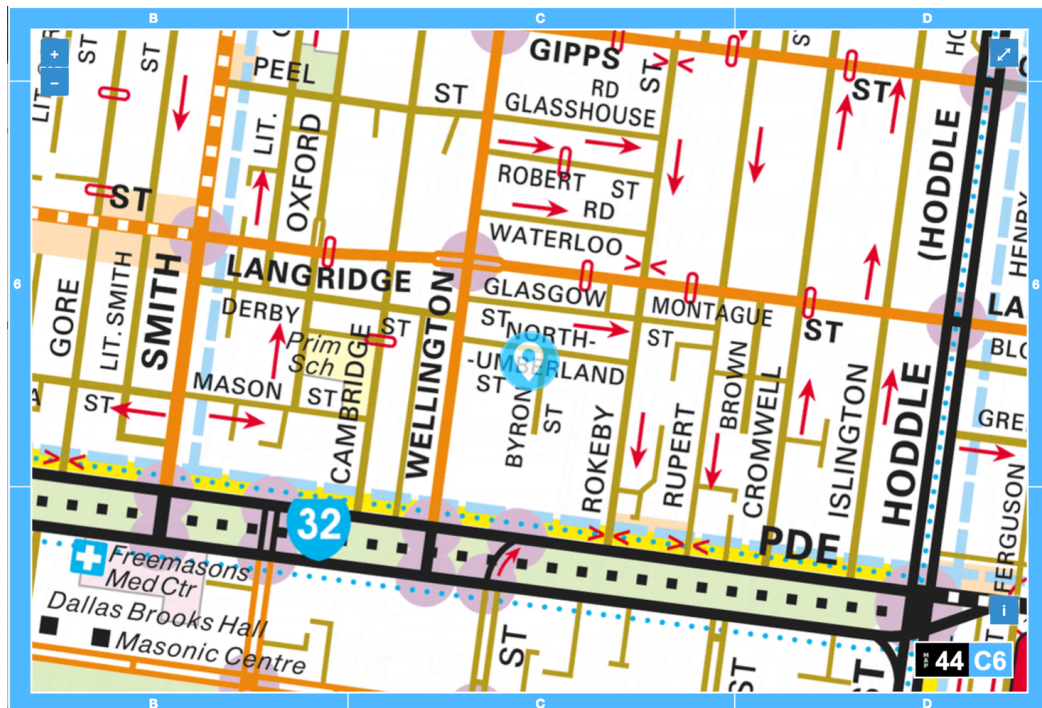


Figure 1. Location of the Former Victoria Old Distillery, 26 Wellington Street and 21 Northumberland Street, Collingwood – shown with blue drop pin (©Melway.com, retrieved 29 Oct 2018)

### 1.2 Methodology

A site visit was made on 3 October 2017 and the following documentation has been relied upon:

- Letter from Best Hooper to Mr David Walmsley, Manager, Strategic Planning, City of Yarra dated 26 March 2018
- Report entitled 'Victorian Distillery and Silos Consortium - 26 Wellington Street and 21 Northumberland Street, Collingwood', Urbis, 26 March 2018. Note: this report is to be updated.
- Report entitled 'Victorian Distillery and Silos Consortium - Preliminary Site Investigation - 21 Northumberland Street and 26 Wellington Street, Collingwood, VIC 3066', Edge Group, March 2018. Note: this report is to be updated.

- The Heritage Related Provisions of the Yarra Planning Scheme, namely:
  - Clause 15.03-1S – Heritage Conservation
  - Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay
  - Clause 43.01 – Heritage Overlay
  - Schedule to Clause 43.01.
- Clause 51.01 – Specific Sites and Exclusions of the Yarra Planning Scheme. Note: prior to the approval of Amendment VC148 this clause was numbered Clause 52.03.
- Victorian Heritage Database (VHD) entry for Former Victoria Old Distillery (HO116), 21 Northumberland Street, Collingwood (from Building Citation in the *City of Yarra Heritage Review*, Allom Lovell & Associates, 1998).
- National Trust of Australia (Victoria) Classification Report B2669 – Former Aitken’s Distillery
- Planning Practice Note 1 - *Applying the Heritage Overlay* (August 2018)

### 1.3 Limitations

This report is intended to complement the material listed above and does not seek to repeat content contained within these documents. Internal controls are not specified in the Schedule to the Yarra Planning Scheme and, as a result, internal fabric or spaces within the buildings that make up the former distillery complex have not been inspected or assessed.

The subject land is larger than the heritage place, the latter of which is solely addressed as 21 Northumberland Street. This advice only refers to the land that forms the heritage place as defined by the extent of HO116 – Former Victoria Old Distillery. Refer to Figures 5 and 18 that show the extent of the heritage place in relation to the cadastral block.



## 2. The Heritage Place

### 2.1 Location

The subject land is addressed at both 26 Wellington Street and 21 Northumberland Street, Collingwood and borders Byron Street to the east. The immediate context is a mixture of former industrial properties, and commercial development with residential uses.



Figure 2. Aerial photograph of Collingwood with the subject land shaded in red (©nearmap, 19 Oct 2018)



Figure 3. View of the heritage place from the south



Figure 4. View of the heritage place from the intersection of Derby and Wellington Streets

### 2.2 Description

The subject land is an 'L' shaped parcel. The north-south oriented portion of this land that addresses Northumberland Street is occupied by the Former Victoria Old Distillery, while the east-west oriented portion of land that addresses Wellington Street is occupied by at-grade car parking and provides access to the heritage place and the rear of the adjacent property at 28 Wellington Street. The heritage place is centred around a service lane running north-south.

Former Victoria Old Distillery

2018-064

The complex comprises a five-storey distillery tower at the northern end of the site. It is constructed of red brick, with cream brick string courses at each level. Windows are semi-circular arched, within recessed arched openings. The building is surmounted by a cream brick bracketed cornice, above which is a brick balustraded parapet. The red brick corner pilasters are decorated with cream brick diaper patterns.

A four to five storey building is attached to the tower to the south. Also constructed of red brick, the building has segmental-arched window openings with segmental loading bay door openings. A later, and architecturally plainer, brick kiln tower towards the centre of the site retains two brick chimneys.

A group of four attached reinforced concrete grain silos located towards the north of the site date from its use as a maltings. Apartments have been created in the silos through the introduction of aluminium framed windows and a stair and lift tower and attached balconies. Later two and three storey buildings also in red brick make up the remainder of the original form of the complex. The large shed element at the southern end of the site has been converted to corrugated steel clad three storey units.

Many of the original windows have been replaced throughout the complex and additional openings have been introduced to many buildings to facilitate their adaptation to studios, offices and residential apartments. Industrial-style steel balconies have been added to various buildings within the complex. Steel plant and other elements have been reused on the exterior of the buildings for primarily decorative purposes, which also help interpret the industrial nature of the complex.

The complex is now occupied by a range of studio, commercial, home office and residential units integrated within the shell of the former distillery and maltings buildings.



Figure 5. Aerial of the Former Victoria Old Distillery – subject land outlined in red and the heritage place outlined in yellow (©nearmap, 19 Oct 2018)

Former Victoria Old Distillery

2018-064



Figure 6. Wellington Street entrance



Figure 7. At-grade car parking off Wellington Street



Figure 8. view from adjacent property to the south



Figure 9. View east along Northumberland Street



Figure 10. View north along Byron Street



Figure 11. View west along Northumberland Street

gard'ner jarman martin

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Figure 12. Distillery tower



Figure 13. Distillery courtyard



Figure 14. Silos



Figure 15. View west along Byron Street

### 2.3 History

The following history is adapted from the Building Citation in the City of Yarra Heritage Review (Allom Lovell & Associates, 1998).

In 1862 Thomas Aitken opened his distillery on this site, and by 1864 it was employing 5 to 6 staff. By 1878, the works continued under the proprietorship of Aitken and were known as the Victoria Parade Distillery. The Victoria Brewery to the south in East Melbourne was also in his ownership until 1884. In 1885, when Alfred Nation and Son acquired the Brewery, the distillery also passed into their ownership, retaining its name. By 1891 William Blanchard was the manager. Its fortunes continued to be tied to the Victoria Brewery; ownership of both complexes passed to the Melbourne Brewing and Distillery Co between 1894 and 1901.

The complex operated as a malting complex by Samuel Burston and Co Ltd from 1910. It continued in this use until the redevelopment of the complex in the late 1990s.

In 1995 a planning permit (95-103) was issued for the conversion of the distillery buildings into 20 lots for partial use as offices including 15 caretaker units. This was followed in 1997 by planning permit (97-128) that provided for the 12-lot subdivision, alterations and additions of the silos component of the site for office, light industrial and caretaker unit use.

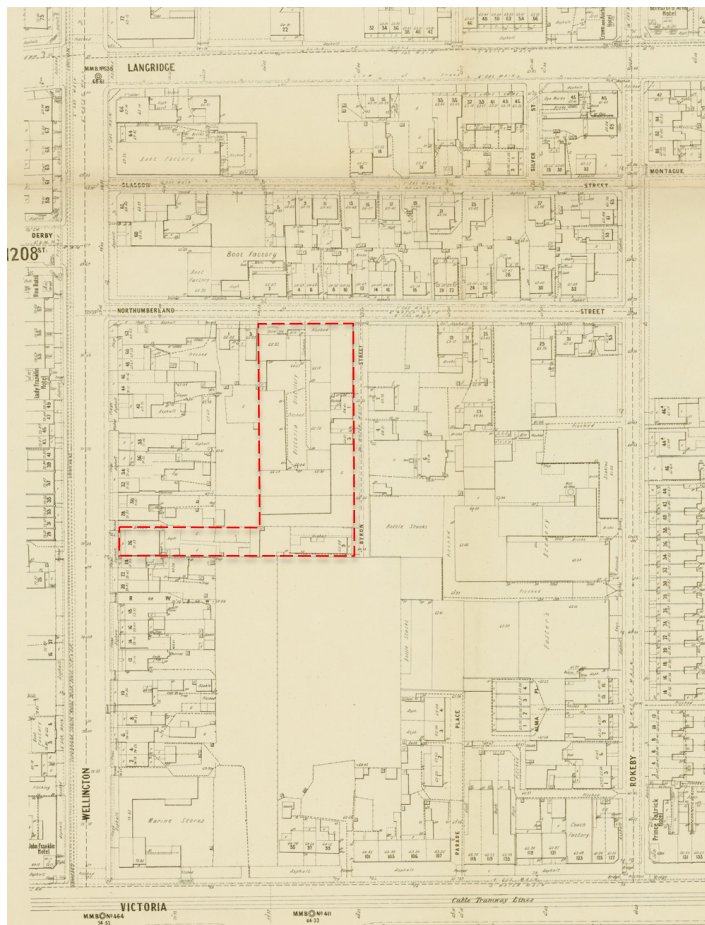


Figure 16. Extract of Melbourne Metropolitan Board of Works (MMBW) Detail Plan No. 1209 (1899) – subject land outlined in red

### 3. Heritage Controls

#### 3.1 Victorian Heritage Register / Victorian Heritage Inventory

The subject site is not included in the Victorian Heritage Register (VHR) as an individual place, or part of an area, of state-level heritage significance. The subject site is not included in the Victorian Heritage Inventory as a site of potential archaeological value; however, all archaeology older than 75 years is protected under the *Heritage Act 2017*.

#### 3.2 National Trust / Register of the National Estate

The subject site been classified by the National Trust of Australia (Victoria) (B2669 – Former Aitken’s Distillery) but is not included on the Australian Government’s Register of the National Estate. Classification by the National Trust does not place any statutory obligations on owners.

#### 3.3 Yarra Planning Scheme

The subject land is located within the Commercial 2 Zone (C2Z) of the Yarra Planning Scheme and is subject to Schedule 11 of the Design and Development Overlay (DDO) and in part to Schedule 2 of the DDO.

Of relevance to this report, part of the subject land is located within the Heritage Overlay – HO116 ‘Former Victoria Old Distillery’. The subject land is not included within a heritage precinct and does not abut any land affected by the Heritage Overlay.

PS map ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted ?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO116	NORTHUMBERLAND STREET COLLINGWOOD Former Victoria Old Distillery	Yes	No	No	No	No	No	Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No

Figure 17. Extract from the Schedule to the Heritage Overlay of the Stonnington Planning Scheme showing HO116 (accessed 24 Oct 2018).

External paint controls are called up in the Schedule to the Heritage Overlay but internal alteration or tree controls are not applied to HO116. The Incorporated Plan ‘Planning Permit Exemptions’ (Lovell Chen, July 2014) applied to HO116, which exempts some repair and minor alteration works from triggering a permit under Clause 43.01-1.

The heritage place is identified as being ‘Individually Significant’ in *City of Yarra: Review of Heritage Overlay Areas 2007 – Appendix 8, Revised May 2017* (Appendix 8). Clause 22.02 defines ‘individually significant’ heritage places as:

*Individually significant: The place is a heritage place in its own right. Within a Heritage Overlay applying to an area each individually significant place is also Contributory.*

Figure 18 shows that the Former Victoria Old Distillery is an isolated heritage place that does not abut any other land that is subject to the Heritage Overlay or the VHR. The nearest heritage place to the former distillery complex is HO109 – Former William Peatt Boot Factory, 55 Langridge Street, Collingwood which is located approximately 50m away at its nearest point.

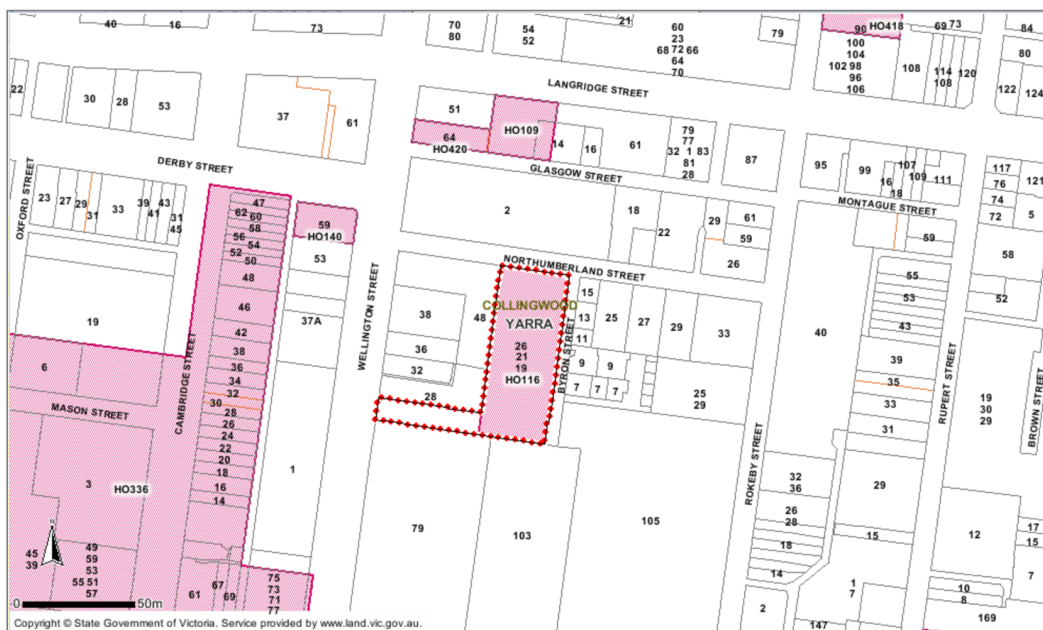


Figure 18. Planning Maps Online showing the subject land (indicated by red dotted line) and HO116 in pink (accessed 29 October 2018)

3.4 Statement of Significance

The citation from the 1998 City of Yarra Heritage Review is brief but defines the significance of the Former Victoria Old Distillery as:

*The former Victoria Old Distillery is of considerable local historical and architectural significance. It is a surviving example of a large 19th century distilling complex, illustrating an early phase of industrial activity in Collingwood. The building reflects the development of the brewing industry in Victoria and in particular in Collingwood, an area noted for its breweries in the 19th century. The distillery is associated with Thomas Aitken, its founder and influential protectionist in the colony. The complex was also connected with the nearby Victoria Brewery, East Melbourne.*

*Architecturally, the building is relatively intact, and is a notable element in the vicinity.*

The full City of Yarra heritage citation from the VHD is provided at Appendix 1.

The National Trust statement of significance reads:

*Of national importance, Aitken's distillery is historically significant as one of the earliest large-scale mechanized distilleries in Victoria. Located in the center [sic] of the country's nineteenth century brewing and distilling industry on the Collingwood slope, the distillery was the first and remained the largest of the Collingwood distillers and is the sole survivor. It is of interest for its establishment by noted brewing entrepreneur and protectionist Thomas Aitken as well as for its intactness.*

*Operated as a malting complex by its present owners since around 1910. The buildings are an outstanding example of continuity of function and physical integrity in an industrial site.*

## 4. Yarra Planning Scheme Provisions Relating to Heritage

On 31 July 2018 Amendment VC148 to the Victorian Planning Scheme implemented changes to the Victorian Planning Provisions, including the content and form of the Heritage Overlay and associated policy. The Yarra Planning Scheme retains local heritage policy at Clause 22.02 as it has not yet been integrated into Clause 15.03 and the Schedule to the Heritage Overlay also remains in the previous format.

### 4.1 Heritage Overlay

The purposes of the Heritage Overlay is:

*To implement the Municipal Planning Strategy and the Planning Policy Framework.*

*To conserve and enhance heritage places of natural or cultural significance.*

*To conserve and enhance those elements which contribute to the significance of heritage places.*

*To ensure that development does not adversely affect the significance of heritage places.*

*To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

Because the subject site is affected by a Heritage Overlay, pursuant to Clause 43.01-1 of the Victoria Planning Provisions, a planning permit is required to carry out a range of activities including (amongst other things) to:

- *Subdivide land*
- *Demolish or remove a building*
- *Construct a building or construct or carry out works*
- *Externally alter a building.*

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Responsible Authority must consider the following decision guidelines set out in Clause 43.01-8:

- *The Municipal Planning Strategy and the Planning Policy Framework*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.*
- *Any applicable heritage design guideline specified in the schedule to this overlay.*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed subdivision will adversely affect the significance of the heritage place.*
- *Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.*



- *Whether the lopping or development will adversely affect the health, appearance or significance of the tree.*
- *Whether the location, style, size, colour and materials of the proposed solar energy facility will adversely affect the significance, character or appearance of the heritage place.*

## 4.2 State Planning Policy Framework

Clause 15.03-1S of the Victoria Planning Provisions contains the State's heritage planning policy. Its objective is:

*To ensure the conservation of places of heritage significance.*

The strategies to achieve the objective, which are relevant to this proposal, are:

*Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific, or social significance.*

*Encourage appropriate development that respects places with identified heritage values.*

*Retain those elements that contribute to the importance of the heritage place.*

*Encourage the conservation and restoration of contributory elements.*

*Ensure an appropriate setting and context for heritage places is maintained or enhanced.*

Clause 15.03-1S also requires that the following policy guidelines be considered as relevant:

*The findings and recommendations of the Victorian Heritage Council.*

*The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013.*

## 4.3 Municipal Strategic Statement (MSS)

Yarra's MSS at Clause 21.05-1 recognises the role heritage plays in creating the city's character. It goes on to state that *"In conserving areas of heritage significance there is also a need to provide for adaptive reuse and change of buildings"*, which has occurred extensively on former industrial sites across the municipality including the Former Victoria Old Distillery.

Object 14 of the MSS is *"To protect and enhance Yarra's heritage places"*, which is consistent with the purposes of the Heritage Overlay. Clause 21.05-1 goes on to identify nine (9) strategies to achieve this objective.

*Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.*

*Strategy 14.2 Support the restoration of heritage places.*

*Strategy 14.3 Protect the heritage skyline of heritage precincts.*

*Strategy 14.4 Protect the subdivision pattern within heritage places.*

*Strategy 14.5 Protect the significant landscape and heritage within streets, parks, gardens, waterways or other open spaces.*

*Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*

*Strategy 14.7 Protect sites of significance to Aboriginal people.*

*Strategy 14.8 Apply the Development Guidelines for sites subject to a Heritage Overlay policy at clause 22.02.*

*Strategy 14.9 Apply the Landmarks and Tall Structures policy at clause 22.03.*

#### 4.4 Local Planning Policy

The heritage policy within the Yarra Planning Scheme is currently set out at Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay. This policy provides the following objectives at Clause 22.02-4, which are consistent with both the state policy at Clause 15.03-1S and the MSS at 21.05-1:

*To conserve Yarra's natural and cultural heritage.*

*To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.*

*To retain significant view lines to, and vistas of, heritage places. To preserve the scale and pattern of streetscapes in heritage places.*

*To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.*

*To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.*

*To ensure that additions and new works to a heritage place respect the significance of the place.*

*To encourage the retention of 'individually significant' and 'contributory' heritage places. To protect archaeological sites of cultural heritage significance.*

Policies are provided under a range of development types.

Yarra C247 is only considering regularising, what became in part, a residential subdivision of this previously industrial complex and does not contemplate any works beyond that approved under earlier permits (93-103 & 07-128). The relevant policy matters within Clause 22.02 is therefore limited to subdivision:

##### **22.02-5.6 Subdivision**

*Support the subdivision of sites which do not detract from the heritage value of the place or contributory element.*

*Where appropriate, use a building envelope plan to protect the heritage values of the place. The building envelope plans should:*

- *Reflect the original rhythm of the streetscape.*
- *Allow sufficient space surrounding the heritage place or contributory element to a heritage place to retain its significance or contribution.*

## 5. Yarra Amendment C247

Yarra Planning Scheme Amendment C247 proposes to allow the continued use of the heritage place as 'a dwelling' through its inclusion within Clause 51.01 - Specific Sites and Exclusions.

### 5.1 Clause 51.01 - Specific Sites and Exclusions

Amendment VC148 made a number of changes to the layout and content of the Victoria Planning Provisions including renumbering Clause 52.03 to 51.01. The Schedule to Clause 51.01 provides, under certain circumstances, for specific controls that allow the land to be used or developed in a manner that would otherwise be prohibited or restricted. In this case, it is proposed that land within C2Z be used as a dwelling, which would otherwise be a prohibited use.

The application of Clause 52.03 (now Clause 51.01) – Specific Sites and Exclusions is considered in the Urbis report (26 March 2018).

### 5.2 Other potential responses

#### 5.2.1 Rezoning the subject land

An alternative mechanism to regularise the existing residential use would include the rezoning of the subject land to a zone - such as the Commercial 1 Zone - that allows such a use either with a permit or as of right. Again, the Urbis report (26 March 2018) considers this matter in depth. The Urbis report concluded that the proposal for a site-specific exemption is an appropriate mechanism to regularise the continued use of the site for dwellings.

#### 5.2.2 Amending the Schedule to the Heritage Overlay

Clause 43.01-9 – Use of a heritage place provides for a permit to be granted to use a heritage place for a use that would otherwise be prohibited if the following conditions are met:

- *The schedule to this overlay [the Heritage Overlay] specifies the heritage place as one where prohibited uses may be permitted.*
- *The use will not adversely affect the significance of the heritage place.*
- *The benefits obtained from the use can be demonstrably applied towards the conservation of the heritage place.*

While these conditions are likely to be met, selecting the 'Prohibited uses may be permitted?' column in the Schedule to the Heritage Overlay for HO116 would still require that a permit be issued for the use of the heritage place for a dwelling. This change would also not address the land at 26 Wellington Street that is not subject to the Heritage Overlay.

## 6. Analysis

This assessment is limited to the impact of the proposed regularising of the existing use of the heritage place, as a dwelling, through the implementation of Yarra Planning Scheme Amendment C247. No comment is provided in relation to the land outside the extent of HO116 as it has no recognised heritage significance.

### 6.1 Current Uses

The current mix of uses – light industrial, commercial studios, home office and residential – have been operating within the heritage place for approximately 20 years. The subdivision pattern evident within the distillery and factory/warehouse parts of the complex provide for various space types within the existing structures that have enabled a wide range of uses and activities including home office, small scale manufacturing, professional services and apartments. In contrast, the four concrete silos associated with the later, maltings use are generally smaller repetitive units that are more compatible with use as apartments.

### 6.2 Impact of the Existing Development

The late-90s works to convert and adapt the heritage place were principally undertaken as part of planning permits 95-103 and 97-128 and this development can still be considered to be an exemplar of adaptive reuse for the retention of the primary forms of the distillery complex, the use of existing spaces without gutting the interior of buildings and the use of remnant elements of plant and equipment to interpret the industrial past of the buildings.

More common contemporary approaches to the redevelopment of former industrial sites, but arguably less successful in heritage terms, include where only the façades of the building are retained and a new medium or high-rise building is constructed within this form, or where new apartment buildings are constructed in close proximity to enable the conservation of the heritage place. The latter approach is evident in the redevelopment of the nearby Yorkshire Brewery Complex at 1-21 Robert Street, Collingwood which is included on the VHR (H0807).

The heritage values identified in the heritage citation for the Former Victoria Old Distillery remain legible in the heritage place as it exists today, and it is our view that the redevelopment was acceptable in terms of the Yarra Planning Scheme and represents a good heritage outcome.

### 6.3 Yarra Amendment C247

Yarra Amendment C247 does not include the approval of alterations or additions to the heritage place and will not change the character or appearance of the former distillery complex. The impacts are therefore limited to a theoretical change of use and amendment to the nature of the existing subdivision.

#### 6.3.1 Impact of a change of use

The Heritage Overlay does not consider use beyond Clause 43.01-9 – Use of a heritage place, as discussed above. Likewise, state policy only references use in terms of “*Support adaptive reuse of heritage buildings where their use has become redundant*” (Clause 15.03-15). This along with the statement within the MSS, “... *there is also a need to provide for adaptive reuse and change of buildings*” (Clause 21.05-1) recognises that heritage places, such as the Former Victoria Old Distillery, which no longer fulfil their original need to be adapted to meet current needs and contemporary uses.

Although no further works are proposed, Clause 22.02-2 defines ‘Adaptation’ as “... *modifying a place to suit the existing use or a proposed use*”. The adaptive reuse of the Former Victoria Old Distillery, whether for commercial or residential uses, is appropriate and consistent with the relevant provisions of the Yarra Planning Scheme.

A theoretical change to the uses that occur at the former distillery brought about by Yarra Amendment C247 will have no impact on its cultural significance. Therefore, the proposal is consistent with the relevant decision-making guidelines in Clause 43.01.

### 6.3.2 Subdivision

The primary change that Amendment C247 makes is altering the nature of the approved subdivision, from a predominantly commercial subdivision with caretaker's residences, to allow residential use.

The subdivision policy at Clause 22.02-5.6 seeks to "Support the subdivision of sites which do not detract from the heritage value of the place or contributory element", and in the case of the Former Victoria Old Distillery, there will be no impact in the nature of the subdivision to allow for its use as a dwelling.

The policy goes on to describe the use of a building envelope plan to protect the heritage values of the place. In this case no development is contemplated and the provisions of this policy do not apply.

Strategy 14.4 of the MSS seeks to protect the subdivision pattern within heritage places. However, this strategy is written in the context of precinct Heritage Overlays with a historic subdivision pattern, which is not relevant in this case.

The following decision guidelines of Clause 43.01 are relevant to subdivision:

- *Whether the proposed subdivision will adversely affect the significance of the heritage place.*
- *Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.*

Subdivision has already occurred on this site and was necessary to enable the adaptive reuse of the former distillery. The changes proposed to the nature of that subdivision through allowing its use as a dwelling will have no additional impact on the identified significance on the heritage place. Likewise, Yarra Amendment C247 will not alter the nature of any future development that may be contemplated at the former distillery.

The State Planning Policy at Clause 15.03-1S makes no reference to subdivision.

## 7. Conclusion

Yarra Planning Scheme Amendment C247 serves to regularise an existing use that has successfully been housed with the Former Victoria Old Distillery for 20 years. The amendment will have no adverse impact on the cultural significance of the heritage place, nor will it affect its character or appearance. It will not materially change the nature of the existing subdivision or limit potential future development outcomes.

The absence of adjacent or abutting heritage places means that the Amendment will also have no impact on other land that is subject to the Heritage Overlay.

It is our view that Yarra Amendment C247 is appropriate under the heritage provisions of the Yarra Planning Scheme.

Former Victoria Old Distillery

2018-064

### **Appendix 1: VHD Entry for Former Victoria Old Distillery (HO116)**

(From Building Citation in the *City of Yarra Heritage Review*, Allom Lovell & Associates, 1998 – retrieved 29 Oct 2018)

gard'ner jarman martin

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## Victorian Heritage Database Report

Report generated 30/10/18



# Victoria Old Distillery, Former



Victoria Distillery



Victoria Distillery



Victoria Distillery



Victoria Distillery

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### Location

21 Northumberland Street, COLLINGWOOD, City of Yarra

### Municipality

YARRA CITY

### Level of significance

Incl in HO area indiv sig

### Heritage Overlay Numbers

HO116

### Heritage Listing

Yarra City



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## Statement of Significance

Last updated on - January 1, 2008

The following wording is from the Allom and Lovell Building Citation, 1998 for the property. Please note that this is a "Building Citation", not a "Statement of Significance". For further information refer to the Building Citation held by the City of Yarra.

### History:

In 1862 Thomas Aitken opened his distillery on this site, and by 1864 it was employing 5 to 6 staff. By 1878, the works continued under the proprietorship of Aitken and were known as the Victoria Parade Distillery. The Victoria Brewery to the south in East Melbourne was also in his ownership until 1884. In 1885, when Alfred Nation and Son acquired the Brewery, the distillery also passed into their ownership, retaining its name. By 1891 William Blanchard was the manager. Its fortunes continued to be tied to the Victoria Brewery; ownership of both complexes passed to the Melbourne Brewing and Distillery Co between 1894 and 1901. Samuel Burston and Co Ltd, Makers, were in owners in 1910.

### Description:

The former Victoria Old Distillery is a five-storey tower constructed of red brick, with cream brick string courses at each level. Windows are semi-circular arched, within recessed arched openings. Most of the original windows have been replaced. The building is surmounted by a cream brick bracketed cornice, above which is a pierced brick balustraded parapet. The red brick corner piers are decorated with cream brick diaper patterns.

A four and five storey building is attached to the tower to the south. Also constructed of red brick, the building has segmental-arched window openings. Ground, first and second floor levels have segmental arched loading bay door openings.

### Significance:

The former Victoria Old Distillery is of considerable local historical and architectural significance. It is a surviving example of a large 19th century distilling complex, illustrating an early phase of industrial activity in Collingwood. The building reflects the development of the brewing industry in Victoria and in particular in Collingwood, an area noted for its breweries in the 19th century. The distillery is associated with Thomas Aitken, its founder and influential protectionist in the colony. The complex was also connected with the nearby Victoria Brewery, East Melbourne.

Architecturally, the building is relatively intact, and is a notable element in the vicinity.

Heritage Study/Consultant	Yarra - City of Collingwood Conservation Study, Andrew Ward & Associates, 1989; Yarra - City of Collingwood Conservation Study, Andrew Ward & Associates, 1995; Yarra - City of Yarra Heritage Review, Allom Lovell & Associates, 1998; Yarra - City of Yarra Review of Heritage Overlay Areas, Graeme Butler & Associates, 2007;
Construction dates	1862,
Hermes Number	99177
Property Number	

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## Physical Description 1

The former Victoria Old Distillery is a five-storey tower constructed of red brick, with cream brick string courses at each level. Windows are semi-circular arched, within recessed arched openings. Most of the original windows have been replaced. The building is surmounted by a cream brick bracketed cornice, above which is a pierced brick balustraded parapet. The red brick corner piers are decorated with cream brick diaper patterns.

A four and five storey building is attached to the tower to the south. Also constructed of red brick, the building has segmental-arched window openings. Ground, first and second floor levels have segmental arched loading bay door openings.

### **Integrity**

not assessed

*This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place data owner.*

*For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>*



# Memorandum

Project: 26 Wellington Street & 21 Northumberland Street, Collingwood  
Our Ref: 25150M#1  
Date: 11<sup>th</sup> January, 2019

**RE: Traffic Engineering Assessment  
Victorian Distillery and Silos - 26 Wellington Street and 21 Northumberland Street, Collingwood**

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## 1 Introduction and Proposal

Our instructions are to review the proposal by the consortium of owners within the Victorian Distillery and Silos at 26 Wellington Street and 21 Northumberland Street, Collingwood (VDAS) to allow the use of the site for the purposes of dwellings.

The proposal is for VDAS to be included in the Schedule to Clause 51.01 (Specific Sites and Exclusions) of the Yarra Planning Scheme (Planning Scheme) to allow use of the land as a “dwelling” (Amendment). It is understood that the proposal is not seeking to rezone the land or for any additional development rights that could result in more intensive uses, only site-specific recognition of existing dwellings.

For the purposes of our assessment, we have been instructed to consider that the majority of lots on the site currently have planning permission to be ‘Caretakers Dwellings’, in addition to permissions for commercial uses. We have been requested to consider the traffic engineering implications of assessing the Caretakers Dwellings being used as Dwellings.

We have also been instructed to consider the implications if the number of lots used as Dwellings exceeded the current maximum number of Caretakers Dwellings permitted.

The current planning permission allowing other commercial uses on the site is not proposed to be altered. Accordingly, the proposal does not mean that each lot on the site will change its use to Dwelling to the exclusion of all commercial uses.

## 2 Subject Site and Background

In or about 1995 a permit was issued by the Council to redevelop the VDAS to a “20 lot subdivision provisions of associated services and partial use as offices” including 15 caretaker units (Planning Permit No. 95/103). This permit related to the “distillery” part of the building.

A further permit was issued on 24 July 1997 for the “alterations, additions and 12 lot subdivision to the existing building, provision of signage and the change of use to office, light industry and caretakers residences” (Planning Permit No. 97-128). This permit related to the “silos” part of the building.

We are instructed that the various lots on the site comprise a mixture of land uses including solely commercial businesses, a variety of home office style businesses and lots used exclusively as dwellings.

The proposed amendment will allow any lot on the site the flexibility to be used as a dwelling, but does not necessarily mean any of the current uses on the site will change and does not alter each lot’s ability to be used for commercial purposes.

Memorandum  
26 Wellington Street & 21 Northumberland Street, Collingwood



### 3 Existing Conditions

The subject site is L-shaped and spans between Wellington Street and Northumberland Street in Collingwood. A locality plan and photo of the site are provided at Figure 1 and Figure 2, respectively.

The site has a frontage of approximately 10m to Wellington Street, 32m to Northumberland Street and an overall area of approximately 2,786m<sup>2</sup>.

We understand that the site is divided into 29 'lots' or 'units' and these are variously used for a combination of solely commercial purposes, a variety of home office style or home-based businesses and as dwellings.

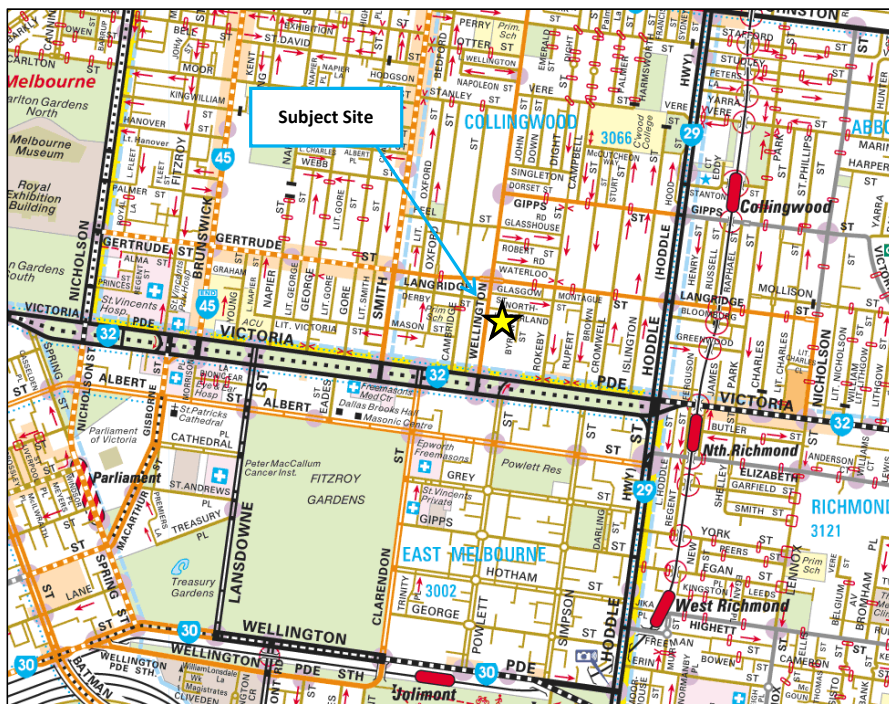
A total of 54 car spaces are provided on the site. It is understood that all lots have access to at least 1 on-site car space. There are also areas for loading and bicycle parking on the site (in excess of 40 bicycles within secure areas).

Vehicle access to the site is provided at 3 locations:

- A 3.5m wide crossover to Wellington Street.
- A 4.7m wide crossover to Northumberland Street at the site's eastern boundary.
- A 6.25m wide crossover to Northumberland Street towards the site's western boundary.

The site is zoned Commercial 2. Nearby land use is a mixture of commercial, industrial and residential uses. The site is proximate to a number of Activity Centres including the Brunswick Street, Smith Street, Victoria Street and Bridge Road Activity Centres. The site is also within 1.5km of the Melbourne CBD.

Memorandum  
26 Wellington Street & 21 Northumberland Street, Collingwood



Source: Melway

Figure 1: Locality Plan



Source: Nearmap

Figure 2: Subject Site



## 4 Existing Transport Conditions

### Road Network

Wellington Street is a Council Arterial Road aligned in a north-south direction. Wellington Street typically provides a traffic lane and bicycle lane in each direction, separated by a painted median. On-street parking is limited to the east side of the street. A 40km/h speed limit applies to Wellington Street.

Northumberland Street is a local road aligned in an east-west direction. It has a carriageway width of approximately 5.8m and provides on-street parking on the north side of the street only. It forms an unsignalised T-intersection with Wellington Street. A 40km/h area speed limit applies to Northumberland Street.

### Parking Conditions

On-street parking surrounding the site is highly restricted. Parking is generally subject to short-term parking restrictions. There are 90 on-street car spaces within approximately 200m of the subject site.

At the time of the site inspection (11am on Thursday 11<sup>th</sup> October, 2018), on-street parking was in high demand with 3 vacant spaces, representing a 97% occupancy rate.

There is a commercial off-street carpark adjacent to the site on Wellington Street. This carpark provides 152 car spaces and is open between 6am-8pm Mon-Thu, 6am-12am Fri and 8am-7pm Sat-Sun. Parking is charged at \$6/hr or \$20 all day.

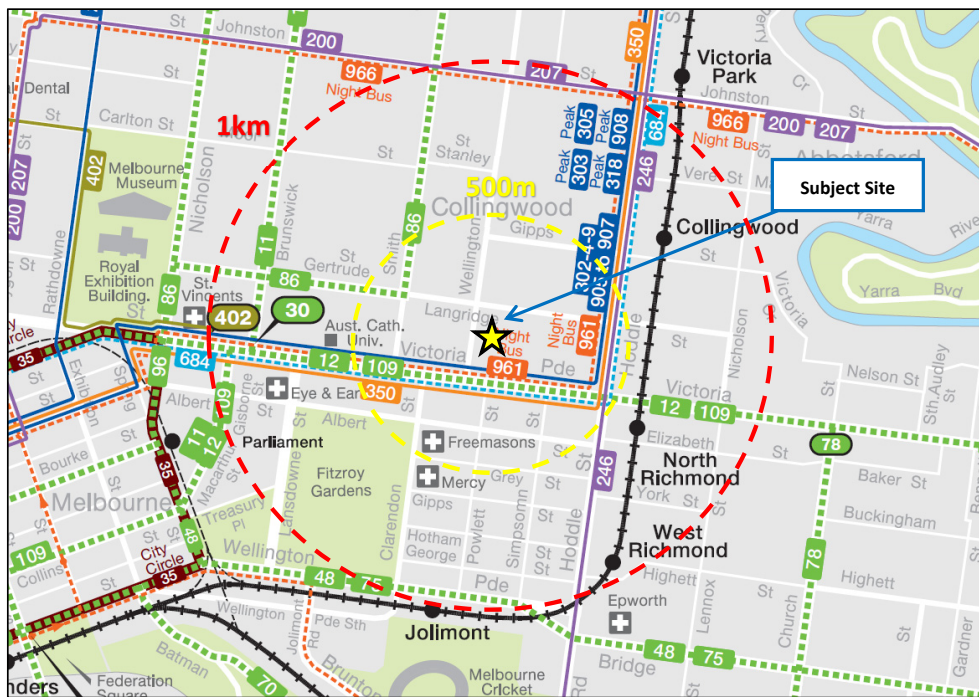
### Public Transport and Alternative Transport Modes

The site has a high level of access to convenient public transport services, with train, tram and bus services available in the nearby area. Figure 3 details the public transport routes within the vicinity of the site. The site is located within the Principal Public Transport Network (PPTN) area, as shown at Figure 4.

The site is highly walkable, with a number of Activity Centres and the Melbourne CBD within walking distance of the site. The site has a walk score of 99 out of 100, classifying it as a 'walkers paradise'. Inner Melbourne is also well serviced by bicycle infrastructure.

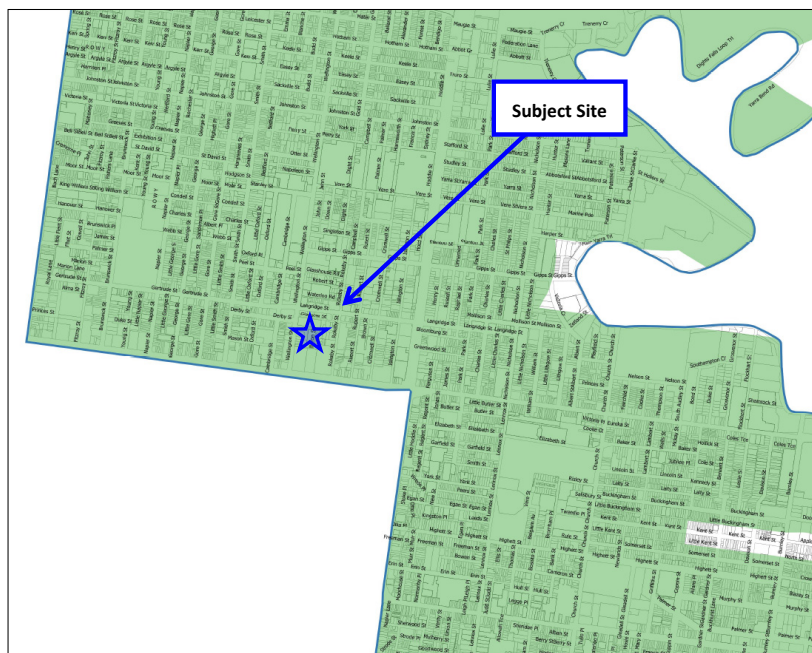
The site also has access to a large number of car share vehicles within a short walk of the site.

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Source: PTV – www.ptv.vic.gov.au

Figure 3: Public Transport Map



Source: Source: <http://planning-schemes.delwp.vic.gov.au>

Figure 4: Principal Public Transport Network Area (shown in green)



## 5 Traffic Engineering Review

Under Clause 73.03 of the Planning Scheme, a Caretaker's House and a Dwelling are defined as follows:

**Caretaker's House:**

*A dwelling on the same site as a building, operation, or plant, and occupied by a supervisor of that building, operation, or plant.*

**Dwelling:**

*A building used as a self-contained residence which must include:*

- a) a kitchen sink;*
- b) food preparation facilities;*
- c) a bath or shower; and*
- d) a closet pan and wash basin.*

*It includes out-buildings and works normal to a dwelling.*

A Caretaker's House is included within the land use term of Dwelling.

**Car Parking Assessment**

The Planning Scheme sets out the parking requirements for new developments under Clause 52.06. The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

A Caretaker's House does not have a specific car parking requirement under Table 1 of Clause 52.06-5. However, given it is included within a 'Dwelling' use under Clause 73.03, it therefore has the same statutory car parking requirement as a Dwelling.



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The subject site is located within the PPTN area (see Figure 4) and accordingly the Column B parking rates of Clause 52.06-5 apply to the site. The applicable rates for a Dwelling (and Caretakers Dwelling) are:

- 1 space per one or two-bedroom dwelling.
- 2 spaces per three or more bedroom dwelling, with studies or studios that are separate rooms counted as bedrooms.
- No visitor parking is required.

We have not inspected the internal configuration of every lot to determine whether lots require 1 or 2 car spaces statutorily. We understand that each lot has access to at least 1 car space on the site.

From a statutory car parking perspective however, this is not relevant. The effective change in use from 'Caretaker's House' to 'Dwelling' does not result in a change in the statutory car parking requirement.

Clause 52.06-3 states that:

*A permit is not required to reduce the number of car parking spaces required for a new use of land if the following requirements are met:*

- *The number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for the new use is less than or equal to the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for the existing use of the land.*
- *The number of car parking spaces currently provided in connection with the existing use is not reduced after the new use commences.*

In this case, changing from a Caretaker's House to a Dwelling does not change the statutory car parking requirement and the number of car spaces has not been reduced as part of this application. Accordingly, there is no planning permit trigger in relation to car parking for the proposed change of use.

What if more lots are used as Dwellings than the current number of permitted Caretaker Dwellings?

If more lots are used as Dwellings than the current planning permission, in our view these lots would have to be assessed on the basis of a change in use to Dwelling and a car parking reduction *may* be required under Clause 52.06-5 depending on the number of car spaces available to the lots in question and the size of the dwelling (i.e. number of bedrooms).

In this scenario, there is no implications for visitor car parking as none is required.

In the event that a reduction in car parking was required because of one or two-bedroom dwellings without car parking or larger three-bedroom dwellings not having 2 car spaces, this would be acceptable in our view.

Empirical car ownership data from the 2016 Census (ABS) indicates that apartments in the Suburb of Collingwood have significantly lower car ownership rates than the Clause 52.06-5 requirements, specifically:

- 0.6 cars per household residing in a one-bedroom apartment.

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- 0.9 cars per household residing in a two-bedroom apartment.
- 1.0 cars per household residing in a three-bedroom apartment.

The site has excellent attributes to support lower car parking for residents including:

- A high level of access to public transport and is within the PPTN.
- The availability of local services, shopping, employment opportunities and recreation facilities within a short distance of the site.
- The site is highly walkable, with the Melbourne CBD and a number of large activity centres within comfortable walking distance.
- Many inner-city destinations are within easy cycling distance.
- The site has convenient access to car share vehicles.

A reduction in car parking for residents would also be consistent with current practice in the City of Yarra for dwellings in similar locations.

We are satisfied that if it was required, a reduction in car parking for Dwellings on this site would be acceptable.

#### **Bicycle Parking**

In our view, there is no bicycle parking requirement for a change in use from 'Caretakers House' to 'Dwelling'. Similar to the statutory assessment of car parking, there is no bicycle parking requirement for a 'Caretakers House', but we are satisfied that it is included under the term 'Dwelling' for the purposes of calculating statutory bicycle parking requirements and there is no trigger for bicycle parking as a result of the change in use.

Notwithstanding the above, in excess of 40 bicycle spaces are on the site (i.e. more than 1 per lot), which is a significantly higher level of bicycle parking than the statutory requirement for a dwelling under Clause 52.34. It is also a high level of bicycle parking in context of the statutory requirements for the various commercial/industrial uses listed at Clause 52.34.

#### **Traffic Impacts**

We are of the view that there is only a minor difference between a Caretaker's House and a regular Dwelling in terms of the transportation needs of residents.

A Caretaker's House by definition requires the resident to be "*a supervisor of that building, operation, or plant.*" That resident/supervisor should not need a car for journey to work purposes, and accordingly, has slightly less need for a car than a resident of an ordinary Dwelling. Aside from this difference, the transport needs of residents would be effectively the same – residents would still need to travel for all other trips (to access services, leisure, etc).

A Caretakers Dwelling could be attached to a commercial use that has external employees, which may drive to the site for work and park on-site or off-site in the nearby area.

We understand that there are 29 individual lots on the site. Assuming all lots were used as Caretaker Dwellings, a highly conservative assumption would be that none of these dwellings would generate a work-based trip from the site by residents (this ignores that two working adults may reside in a lot with

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one person working on-site and another off-site). There will also be trips associated with external employees arriving at the site. Based on the 2016 ABS Census data for the Collingwood SA2 area, 48% of workers in Collingwood drive to work.

Residents of lots used exclusively as dwellings would travel from the site to their place of work. Based on the 2016 ABS Census data for Collingwood, only 27% of employed persons travel by car for work purposes. This is reflective of the excellent transport options available to the site, including its high public transport access, its walkability and cycling connections.

Depending on the mix of dwellings and commercial uses, it is challenging to precisely quantify a before and after traffic generation estimate for the site if dwellings are permitted. However, we are generally satisfied that the difference in traffic generation as a result of changing from Caretaker's House and a regular Dwelling is not significant, with additional resident trips counterbalanced by the reduction in external worker trips.

Setting aside the consideration of existing traffic volumes generated by the existing uses on the site, the following reviews a scenario of 29 lots on the site being used only as dwellings. Dwellings in this location would be expected to generate in the order of 3 vehicle trips per day<sup>1</sup>, with 10% of traffic generation occurring in the peak hours. This equates to a total 87 trips per day and 9 vehicle trips in the peak hours. This level of traffic is low and would not have a perceptible impact on traffic conditions in the area. This traffic is also split between the site entrances on Wellington Street and Northumberland Street.

In our view, it is not necessary to specifically consider the level of traffic is generated by the already permitted commercial uses on the site is. The question in this instance is what is the traffic impact of permitting the use of dwellings on the site and as set out in the paragraph above, in a 'worst case' scenario of considering all lots as dwellings, the traffic impacts are not significant.

Based on the above, we are satisfied that the difference in traffic impacts between 'Caretakers Dwellings' and 'Dwellings' is negligible.

---

<sup>1</sup> This is an average rate, with some dwellings having 1 car space and generating less than this rate and some dwellings having more than 1 car space and may generate higher than this rate.

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## 6 Conclusion

Based on our various investigations, we are of the view that:

- a) From a statutory car parking perspective, allowing the use of dwellings on the site is acceptable, on the basis that:
  - i) Caretaker's Houses have the same statutory requirement as Dwellings.
  - ii) If the number of Dwellings exceeded the number of currently permitted Caretaker's Dwellings, a car parking reduction may be required (depending on the size of the dwelling and the number of allocated car spaces), which is acceptable under the decision guidelines of Clause 52.06-5 and consistent with current practice in the City of Yarra.
- b) The level of traffic generated by the site is not expected to change significantly by allowing the use of the lots as dwellings.

Overall, we are satisfied that there are no traffic engineering reasons why the application to allow dwellings at 26 Wellington Street & 21 Northumberland Street, Collingwood, should not be approved. Please contact myself or Leigh Furness at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD

A handwritten signature in black ink, appearing to read 'C Dunstan'.

Charmaine Dunstan  
Director

# Memorandum



To:	Romy Davidov (Best Hooper Lawyers)	From:	Charmaine Dunstan (Traffix Group)
Our Ref:	G25150M-02B.docx	Date:	Sunday, 24 May 2020
<b>26 Wellington Street &amp; 21 Northumberland Street, Collingwood – Proposed C247 Amendment</b>			

Further to your request, we have undertaken a review of the car parking provision at 26 Wellington Street & 21 Northumberland Street, Collingwood. Amendment C247 would provide a site-specific exemption to allow the use of the site for the purposes of dwellings.

Our instructions are specifically to review the provision of car parking for a number of lots at the subject site under the requirements and decision guidelines of Clause 52.06-5 of the Yarra Planning Scheme.

## Background

Our specific instructions are to review only the residential lots that are being represented by Best Hooper Lawyers. The following table outlines the applicable lots and the associated car parking provision.

Table 1: Summary of Lots

Lot	Use	Bedrooms	Car Spaces
3B	Dwelling & Home Based Business	2	1
5C	Dwelling	3	1
5D	Dwelling	2	1
5F	Dwelling & Home Based Business	1	1
13	Dwelling	6	2
14	Dwelling	3	3
15	Dwelling & Home Based Business	2	1
16	Dwelling & Home Based Business	4	2
11B	Dwelling	3	1
11C	Dwelling	3	2
11D	Dwelling	3	2
11E	Dwelling	3	2
11F	Dwelling	2	1
11G	Dwelling	2	1
11H	Dwelling	2	1

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Lot	Use	Bedrooms	Car Spaces
11J	Dwelling	2	1
11K	Dwelling	3	1
11L	Dwelling & Home Based Business	2	2
11M	Dwelling	3	2
11N	Dwelling	3	2

### Car Parking Assessment

#### Statutory Assessment

The use of the lots falls within the land-use categories of 'dwelling' or 'home based business' under Clause 73.03 of the Planning Scheme. The Planning Scheme sets out the parking requirements for new developments under Clause 52.06. The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

The car parking requirements for each of the lots are set out under Clause 52.06 and the car parking table at Clause 52.06-5 of the Planning Scheme.

The site is located within the PPTN area, and as such, the Column B rates of Table 1 of Clause 52.06 apply.

Column B of Clause 52.06-5 requires car parking as follows:

#### Dwelling

- 1 space per one and two-bedroom dwelling
- 2 spaces per three or more bedroom dwelling, with studies or studios that are separate rooms counted as a bedrooms
- No visitor parking

#### Home based business

- None



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The following table reviews the statutory car parking requirement of each lot.

Table 2: Statutory Car Parking Assessment – Clause 52.06-5 (Column B)

Lot	Use	Statutory Car Parking Rate (Column B)	Parking Requirement (Note 1)	Parking Provision	Shortfall/ Surplus
3B	2 bedroom dwelling Home based business	1 space per dwelling None for the home business	1	1	-
5C	3 bedroom dwelling	2 spaces per dwelling	2	1	-1
5D	2 bedroom dwelling	1 space per dwelling	1	1	-
5F	1 bedroom dwelling Home based business	1 space per dwelling None for the home business	1	1	-
13	6 bedroom dwelling	2 spaces per dwelling	2	2	-
14	3 bedroom dwelling	2 spaces per dwelling	2	3	+1
15	2 bedroom dwelling Home based business	1 space per dwelling	1	1	-
16	4 bedroom dwelling Home based business	2 spaces per dwelling None for the home business	2	2	-
11B	3 bedroom dwelling	2 spaces per dwelling	2	1	-1
11C	3 bedroom dwelling	2 spaces per dwelling	2	2	-
11D	3 bedroom dwelling	2 spaces per dwelling	2	2	-
11E	3 bedroom dwelling	2 spaces per dwelling	2	2	-
11F	2 bedroom dwelling	1 space per dwelling	1	1	-
11G	2 bedroom dwelling	1 space per dwelling	1	1	-
11H	2 bedroom dwelling	1 space per dwelling	1	1	-
11J	2 bedroom dwelling	1 space per dwelling	1	1	-
11K	3 bedroom dwelling	2 spaces per dwelling	2	1	-1
11L	2 bedroom dwelling Home based business	1 space per dwelling None for the home business	1	2	+1
11M	3 bedroom dwelling	2 spaces per dwelling	2	2	-
11N	3 bedroom dwelling	2 spaces per dwelling	2	2	-



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There are three lots, Numbers 5C, 11B and 11K that have a statutory shortfall of car parking. The total shortfall is 3 spaces, 1 space per lot. In each case, this relates to three-bedroom dwellings provided with 1 car space, instead of 2.

Accordingly, a car parking reduction is required under the decision guidelines of Clause 52.06-7. The following sections review the appropriateness of a car parking reduction.

**Reducing the Requirement for Car Parking**

Clause 52.06-7 allows for the statutory car parking requirement to be reduced (including to zero). An application to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

Clause 52.06-7 sets out that a Car Parking Demand Assessment must have regard to the following key factors:

- *The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.*
- *The variation of car parking demand likely to be generated by the proposed use over time.*
- *The short-stay and long-stay car parking demand likely to be generated by the proposed use.*
- *The availability of public transport in the locality of the land.*
- *The convenience of pedestrian and cyclist access to the land.*
- *The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.*
- *The anticipated car ownership rates of likely or proposed visitors to or proposed occupants (residents or employees) of the land.*
- *Any empirical assessment or case study.*

Planning Practice Note 22 (June, 2015) specifies that the provisions for reducing the car parking requirement draw a distinction between the assessment of likely demand for car parking spaces (the Car Parking Demand Assessment), and whether it is appropriate to allow the supply of fewer spaces than assessed by the Car Parking Demand Assessment. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

Accordingly, the applicant must satisfy the responsible authority that the provision of car parking is appropriate on the basis of a two-step process, which has regard to:

- *The car parking demand likely to be generated by the use.*
- *Whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site.*

An assessment of the appropriateness of reducing the car parking provision below the statutory requirement is set out below.





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**Car Parking Demand Assessment**

The following Car Parking Demand Assessment has regard to the above factors as appropriate, which are summarised in the following table.

*Table 3: Car Parking Demand Assessment*

Key Factor	Response
<i>The short-stay and long-stay car parking demand likely to be generated by the proposed use.</i>	There is a shortfall of 3 resident car spaces associated with the development. Resident car parking demand is long-term in nature. Given the extensive short-term parking restrictions that apply to car parking in the vicinity of the site, there is very limited long term/unrestricted car parking in the vicinity of the site. This car parking is in high demand based on historical surveys by our office. Accordingly, for all practical purposes, residents will not be able to maintain a vehicle on-street in the nearby area.
<i>The availability of public transport in the locality of the land.</i>	The site is within the PPTN area and is well served by public transport, with bus and tram services operating in the vicinity of the site. The site is also a walkable distance from Collingwood Railway station. Accordingly, we are satisfied that there is adequate public transport in the vicinity of the site that would reduce the demand for resident car parking.
<i>The convenience of pedestrian and cyclist access to the land.</i>	There is a high level of bicycle infrastructure in the vicinity of the site with separated 'Copenhagen' style bicycle lanes located on Wellington Street, an off-road bicycle path on Hoddle Street, and bicycle lanes on Langridge Street, Smith Street and Gipps Street. The site provides a common bicycle store for 40 bicycles, which is more than the number of lots and considerably higher than the minimum statutory requirements (i.e. 1 space per 5 dwellings). The site is also highly walkable, with a number of activity centres and the Melbourne CBD within walking distance from the site.
<i>The anticipated car ownership rates of likely or proposed visitors to or proposed occupants (residents or employees) of the land.</i>	The ABS data collected in 2016 shows that the average 3 bedroom flat/unit/apartment in Collingwood has 1.0 vehicles, while the average across the entire Yarra City Council is 1.2 vehicles. The lots provide car parking in line with the statutory rate with the exception of 3 x three-bedroom dwellings, which is provided with 1 car space. This is consistent with average for the suburb of Collingwood, and as such we anticipate that the car parking demand for the site will be met.

Based on the above, we are satisfied that the car parking provision meets the expected car parking demand and that there will be no overflow parking associated with the dwellings.

Although we do not consider there to be an overflow of resident car parking, we have assessed the development against the relevant decision guidelines in the following section for completeness.



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**Appropriateness of Providing Fewer Car Spaces Than the Number Likely to be Generated**

The second step is to consider whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site as assessed by the Car Parking Demand Assessment.

Clause 52.06-7 sets out a series of car parking provision factors that should be considered when assessing the appropriateness of providing fewer car spaces on the site than are likely to be generated by the use. The most relevant car parking provision factors are as follows:

- *The Car Parking Demand Assessment.*
- *Any relevant local planning policy or incorporated plan.*
- *The availability of alternative car parking in the locality of the land, including:*
  - *Efficiencies gained from the consolidation of shared car parking spaces.*
  - *Public car parks intended to serve the land.*
  - *On street parking in non-residential zones.*
  - *Streets in residential zones specifically managed for non-residential parking.*
- *The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.*
- *Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.*
- *The future growth and development of any nearby activity centre.*
- *Local traffic management in the locality of the land.*
- *Access to or provision of alternative transport modes to and from the land.*

These factors are considered in the table below.



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Table 4: Car Parking Provision Factors

Key Factor	Response
<p><i>The Car Parking Demand Assessment</i></p> <p><i>The availability of alternative car parking in the locality of the land</i></p> <p><i>Access to or provision of alternative transport modes to and from the land.</i></p>	<p>These factors have been discussed previously in Table 2. We are satisfied that these factors support a reduction of 3 resident car spaces.</p>
<p><i>Impact on Activity Centre</i></p>	<p>We are satisfied that the proposed provision of car parking will not have a negative impact on the activity centre.</p>
<p><i>Local Traffic Management</i></p>	<p>A reduced rate of car parking is consistent with local Council policy in achieving a mode shift away from private cars to public transport, cycling, walking, etc. This applies to resident car parking, as residents without a car space will need to seek alternative modes of transport.</p> <p>This assists in reducing the traffic impacts of the development on the local and broader road network and encourages sustainable transport choices.</p>
<p><i>Practicality of providing car parking</i></p>	<p>It is not proposed to alter the site any way. The site has heritage structures including the silo and distillery building. It is not possible to provide further car parking under the current site constraints without undertaking significant works on the site.</p> <p>Accordingly, we are satisfied that the current car parking provision is an efficient use of the available space and that no further car parking can be practically be provided.</p>

Based on the above, we are satisfied that the current car parking provision for all residential lots reviewed would be appropriate if assessed against Clause 52.06 of the Yarra Planning Scheme.

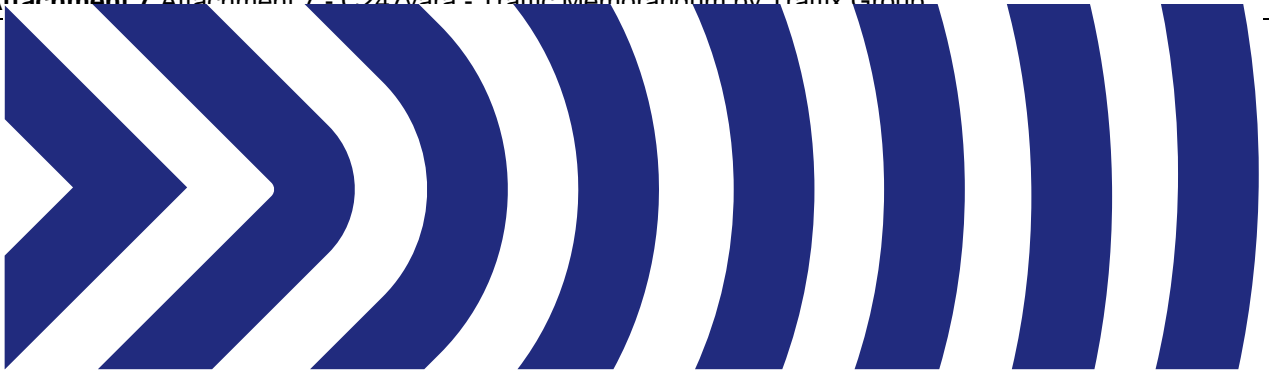
Please contact myself or Leigh Furness (Senior Associate) at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD

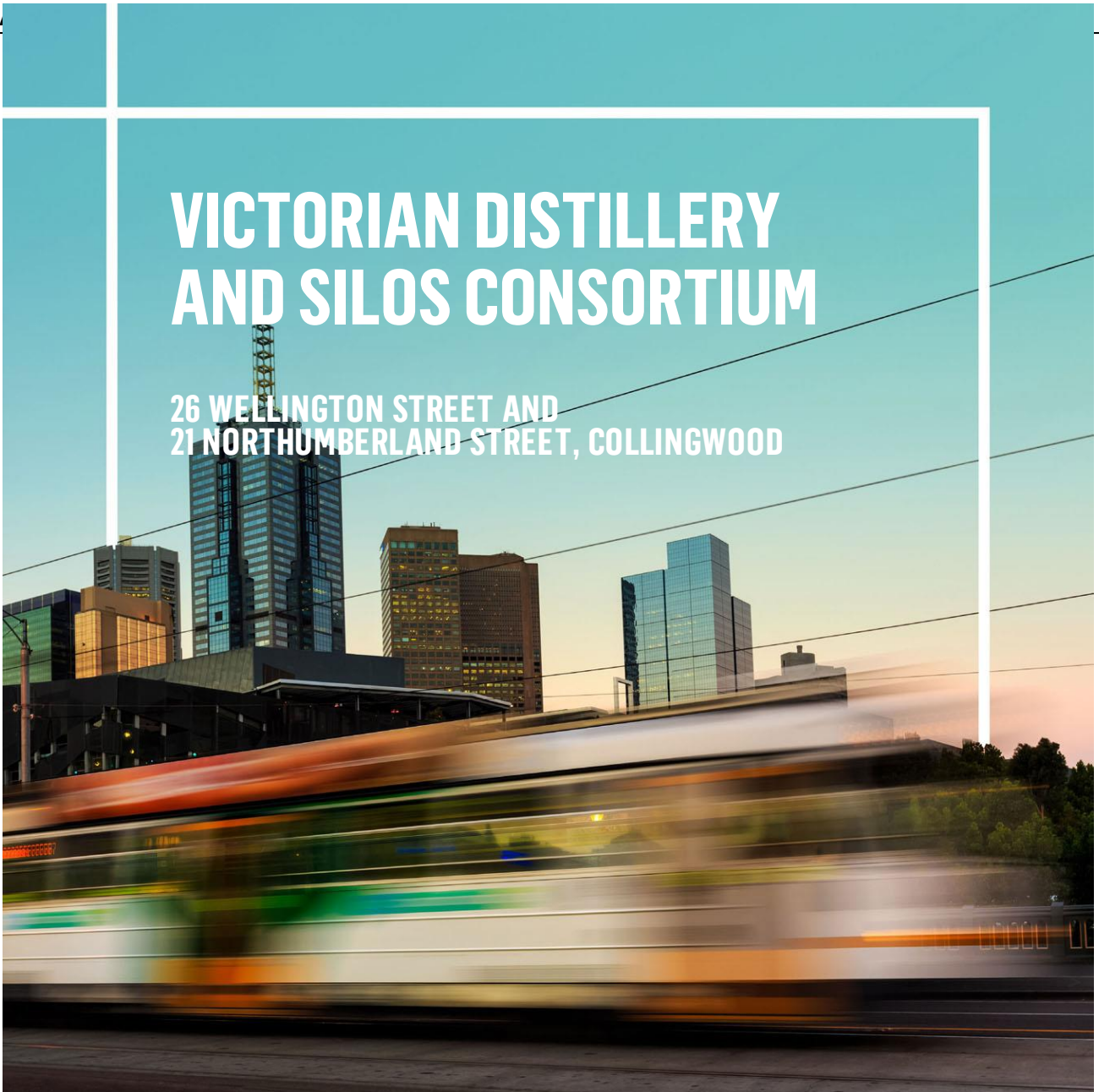
Charmaine Dunstan  
 Director





# VICTORIAN DISTILLERY AND SILOS CONSORTIUM

26 WELLINGTON STREET AND  
21 NORTHUMBERLAND STREET, COLLINGWOOD



24 JANUARY 2019  
MA11561\_RP02  
PREPARED FOR BEST HOOPER LAWYERS



**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

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Project Code	MA11561
Report Number	02

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# 1. INTRODUCTION

Urbis Pty Ltd have been engaged by Best Hooper Lawyers to provide a strategic land use assessment to support a Planning Scheme Amendment in relation to the land at 26 Wellington Street and 21 Northumberland Street, Collingwood (the "subject site").

The subject site is located within the Commercial 2 Zone ("C2Z") of the Yarra Planning Scheme (the "Planning Scheme"). The Zone has a commercial focus and prohibits land uses such as dwellings. Notwithstanding this, we have been instructed that there are a significant number of dwellings which have existed on the subject site since its conversion in the late 1990s and early 2000s.

This request would seek approval for the subject site to be included within Clause 51.01 'Specific Site and Exclusions' of the Yarra Planning Scheme to enable the continued residential use of the land (dwellings), given the C2Z prohibits such uses.

The following report considers the dwelling uses having regard to their physical and planning context and provides justification for inclusion of the subject site within Clause 51.01 of the Yarra Planning Scheme.

In summary:

- Part of the subject site has been utilised for residential purposes (dwellings) since at least 1997 without any reported land use conflicts.
- The proposal for a site-specific exemption is an appropriate mechanism to regulate the continued use of the site for dwellings, will limit residential uses to the periphery of the precinct and will minimise any perceived risk of land use creep. Further, the inclusion of the site within Clause 51.01 does not need any additional development rights, allow for the intensification of existing uses nor restrict any existing land use rights under the C2Z.
- The site is strategically located between two activity centres and has good access to a range of public transport services, employment opportunities and facilities. These characteristics make the site well suited to residential land uses.
- The proposal is consistent with the Planning Policy Framework and Municipal Planning Strategy, the purpose of the C2Z and its decision guidelines by limiting residential uses to the periphery of the Gipps Precinct and ensuring that no adverse land use conflicts arise. Further, the site appropriately responds to Yarra's key strategic documents.
- The proposal affects a small portion of C2Z land within the City of Yarra and will not compromise the vitality of this employment precinct nor Yarra's ability to meet forecasted employment growth.
- The Gipps Precinct has shifted away from intensive industrial uses into a mix of commercial, office and creative industry uses. These types of uses can readily co-exist with residential uses.
- The location of the site on the periphery of the C2Z land, adjacent to the C1Z and MUZ further illustrates that residential uses in this location are appropriate and will not compromise the operations of existing commercial uses.
- There are no existing uses in the study area that will adversely impact on the amenity of the residential dwellings.
- The presence of residential uses in this location will not prohibit or unreasonably constrain the redevelopment of surrounding properties for higher density commercial buildings.
- The buildings on the subject site are well suited to residential uses and provide high levels of internal amenity for residents.

## 2. RELEVANT CONSIDERATIONS AND LIMITATIONS

In undertaking this report, we have considered the following:

- Current zoning and overlay provisions of the site and surrounds, Planning Policy Framework and Municipal Planning Strategy and other relevant provisions of the Yarra Planning Scheme.
- Relevant strategic planning policies and documents including:
  - Plan Melbourne 2017-2050
  - Yarra Spatial Economic and Employment Strategy (2018)
  - Yarra Housing Strategy (2018)
  - Gipps Precinct Local Area Plan (2010)
  - Yarra Business and Industrial Land Strategy (2012)
  - Yarra Economic Development Strategy (2012)
  - Inner Regional Housing Statement (January 2006)
- History of the zoning, urban development and land use patterns in the surrounding area.
- Certificate of Title.
- Planning and Building Permit History of the subject site including endorsed plans.
- Ministerial Guidelines for the Strategic Assessment of Planning Scheme Amendments.

Our assessment is limited in its scope. Specifically:

- We have not undertaken any technical evaluation of employment or commercial land needs or the viability (or otherwise) of such land uses.
- We have not been provided with or considered any technical assessments of the condition of the subject site (i.e. building condition) or surrounding areas, such as traffic.
- We have not been provided with detailed layout plans of the subject site, however, we have relied on inspections of the subject site and dwellings.
- We have limited our review to the statutory and strategic town planning considerations that are relevant to our area of expertise. Specific advice should be sought, if necessary, in relation to any non-town planning related matters.

### 2.1. STUDY AREA LAND USE ASSESSMENT

To provide a basis for this assessment, a focused land use study has been undertaken in the area surrounding the subject site.

The study area is bounded by:

- Landridge Street to the north
- Rokeby Street to the east
- Victoria Parade to the south; and
- Wellington Street to the west (see **Figure 1** below).

This study area was chosen as by its natural, larger road boundaries and to highlight its strategic context along the periphery of the C2Z adjacent to the C1Z and MUZ.

The study area boundary is shown in Figure 1 below.

Figure 1 – Study Area Boundary



A site inspection of the study area was undertaken to determine (where possible) the land uses occurring within the area. The findings of this land use assessment are provided at **Appendix A**.

### 3. SUBJECT SITE AND SURROUNDS

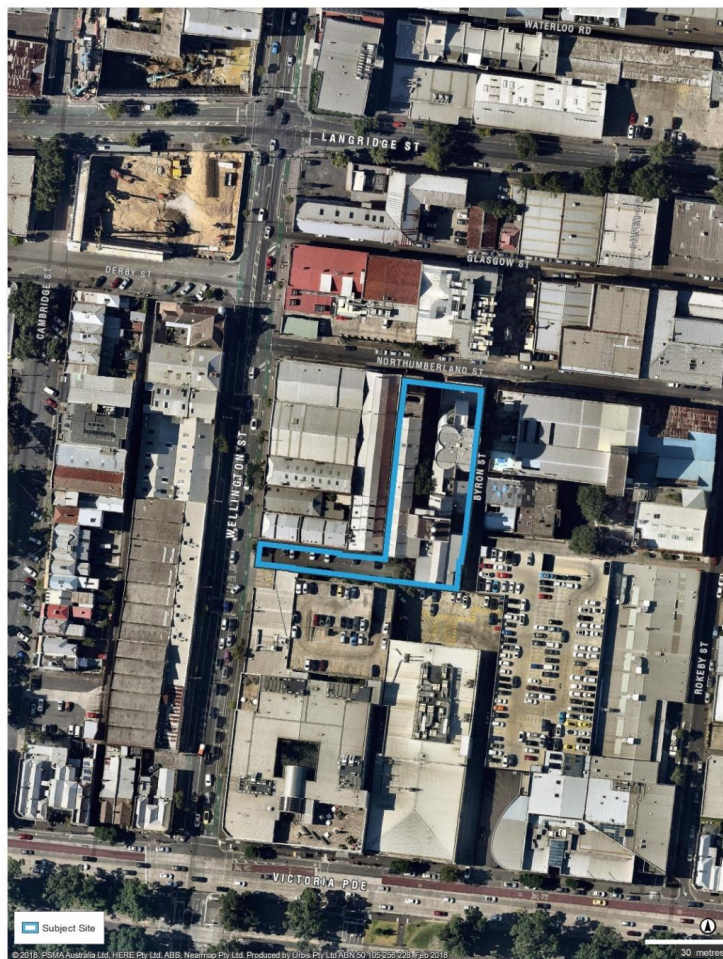
#### 3.1. SUBJECT SITE

The subject site is located 1.3 kilometres east of the Melbourne CBD, 180 metres north of Victoria Parade and 70 metres east of Wellington Street.

The subject site is an 'L-shaped' parcel of land which extends from Wellington Street to Northumberland Street, Collingwood. The site has a frontage of approximately 10 metres to Wellington Street, 32 metres to Northumberland Street and an overall area of approximately 2786 square metres.

For further detail refer to aerial map at **Figure 2** below.

Figure 2 – Aerial Map of Subject Site



**26 WELLINGTON ST & 21 NORTHUMBERLAND ST, COLLINGWOOD**  
SITE LOCATION

### 3.2. CERTIFICATES OF TITLE

The subject site is formally described on Plan of Subdivision 404294 and comprises 78 lots as follows:

- Lots 3B to 3D of Plan of Subdivision 404294;
- Lots 5A to 5F of Plan of Subdivision 404294;
- Lots 6 to 8 of Plan of Subdivision 404294;
- Lots 11B to 11N of Plan of Subdivision 404294;
- Lots 13 to 66 of Plan of Subdivision 404294; and
- Lots CM1 to CM2 of Plan of Subdivision 404294.

### 3.3. LAND USE

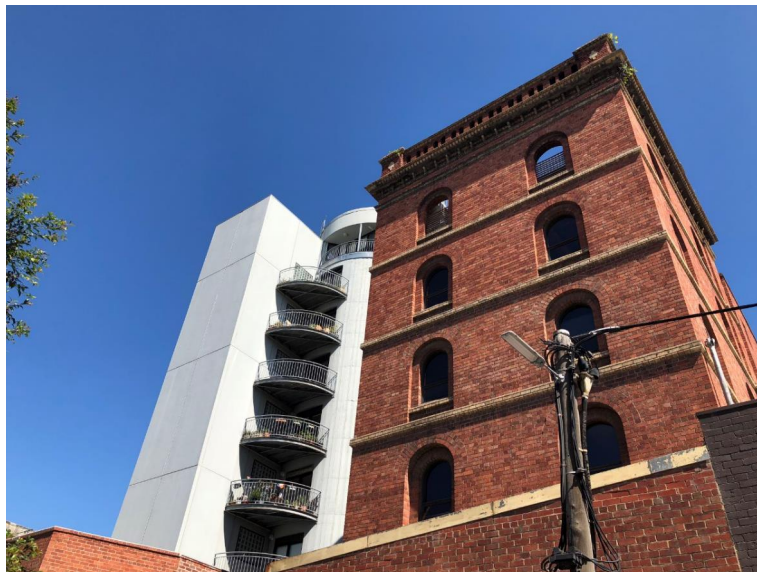
We are instructed that all of the dwellings have existed for a period of time. **Appendix B** includes the details of the planning and building permit history available for the site. These documents demonstrate that there has been a mix of uses present on the site which have, over time, shifted away from industrial uses to include dwellings, offices, art studios and home offices.

We have been instructed in respect of the following:

- Properties were purchased between 1998 to 2016.
- The earliest record of a residential dwelling on the site was in 1998. This dwelling was not used in association with any business.
- 55% of landowners use or lease their property as a principal place of residence.
- 38% of landowners use or lease their property as a home office. The home offices comprise a mix of businesses, creative industries, consultancies and art studios/galleries.
- At least 77% properties were used as a primary place of residence prior to the current landowners purchasing the property.
- At least 2 properties were either used as a home office or primarily for commercial properties prior to the current landowners purchasing the property.
- All lots within the silos (12 units) were sold after being fitted out as residences with kitchens, bathrooms and bedrooms.



Picture 1 - Subject site viewed from Byron Street to the north-east



Picture 2 - Subject site viewed from Northumberland Street to the north-west

## **3.4. IMMEDIATE INTERFACES**

### **3.4.1. North**

The subject site abuts Northumberland Street to the north. Northumberland Street is a two-way street that runs in an east-west direction connecting Wellington and Rokeby Streets. On-street parking is located on the northern side of the street.

Across Northumberland Street is No.2-16 Northumberland Street which comprises a red brick and concrete building (Telstra Exchange) and a separate red brick garage in the south-west corner of the property. Vehicle access is provided via multiple crossovers along Northumberland Street, and at-grade car parking is provided in the south-eastern portion of the land.

Planning Permit No. PLN16/0435 was issued for the site by the City of Yarra in 2016 and allows for the development of the site for a 6 storey building and a 13 storey building for offices and a food and drink premises.

### **3.4.2. East**

To the east, the subject site abuts Byron Street. Byron Street is an 'L' shaped Street that extends south from Northumberland Street to the rear of No.105 Victoria Parade, and continues east to connect with Rokeby Street.

Across Byron Street is Nos.7, 9, 11 and 13 Byron Street and No.105 Wellington Parade.

The properties along Byron Street are currently developed with triple-storey brick buildings which appear to accommodate commercial uses and creative studios. These properties are accessible via Byron Street, and feature single car garages at ground level and upper level balconies oriented to Byron Street.

No.105-133 Victoria Parade is located to the south-east of the site and currently comprises a double-storey car dealership.

### **3.4.3. South**

No.'s 79 and 103 Victoria Parade abut the subject site to the south.

No.79 Victoria Parade comprises a three-storey office building that steps down to single storey building at the rear. The building contains Jetstar's offices and a car park with a fitness centre located in the centre of the building. This site is accessible via crossover at the north-west corner of the property.

No.103 Victoria Parade comprises a two to three storey pathology centre with at-grade car parking at the rear accessible via a crossover along Victoria Parade. This site shares a driveway with the subject site off Wellington Street.

### **3.4.4. West**

To the west, the site abuts No.48-52 and No.28-30 Wellington Street.

No.48-52 Wellington Street comprises a single-storey brick warehouse that is currently used for motor vehicle sales with on-site office facilities, as allowed by Planning Permit No. PLN12/0428. This building is built to the common boundary and is accessible via a crossover on Wellington Street and Northumberland Street.

No.28-30 Wellington Street comprises a single storey building accessible via a single crossover to Wellington Street. Planning Permit No. PLN12/0606 allowed for the use of this site for food production (coffee roasting). The site currently appears to be used for a cake and wine wholesaler and office.

Three other lots are situated between the subject site and Wellington Street however they do not immediately abut the site. These properties are Nos. 32, 36 and 38 Wellington Street, and each comprise single-storey commercial/warehouse buildings fronting Wellington Street.

On 2 March 2018, Council was advised by VCAT that they had set aside Council's decision and directed Council to issue permit PLN16/0922 for the development of a 11 storey mixed use building at 1-57 Wellington Street and 71-77 Victoria Parade, Collingwood.

### 3.5. SURROUNDING CONTEXT

The subject site is located within an established and highly walkable mixed-use area of Collingwood, just east of the Smith Street Activity Centre. The site's relationship with the activity centre ensures that there are a range of services, shops, facilities and entertainment opportunities within proximity of the subject site.

The surrounding area is characterised by a mix of land uses with a number of commercial, industrial and residential uses culminating in a diverse urban environment typical of an inner-city location. The site's context is framed by a strong presence of commercial uses along Wellington Street to the west and Victoria Parade to the south.

A site inspection of the study area found that the industrial and commercial uses feature a mix of professional services and creative consultancies, café's, automotive works, car parks, display suites, warehouse and storage spaces, and light industry.

The mix of land uses found within the study area can be attributed to the varied zones that have been applied to the area. Specifically, the subject site is located on the fringe of a Commercial 2 Zone ("C2Z"). On the western side of Wellington Street, land is located within the Mixed Use Zone ("MUZ"). Abutting the site to the south, land is located within the Commercial 1 Zone ("C1Z"), which extends to and along Victoria Parade.

A pocket of land located approximately 420 metres north-east of the subject site is located within the General Residential Zone ("GRZ").

In a wider context, the subject site is well serviced in terms of proximity to existing infrastructure and facilities including the following key services and facilities:

- Fitzroy Gardens (400m south-west)
- Australian Catholic University (650m west)
- St Vincent's Hospital (900m west)
- Collingwood Town Hall and Library (600m north-east)

Furthermore, the subject site is located approximately 1.2 kilometres to the east of the Carlton Gardens and Royal Exhibition Building and approximately 1.2 kilometres west of the Yarra River and park areas.

Please refer to Figure 3 following for a location map of the subject site.

### 3.6. TRANSPORT ACCESSIBILITY

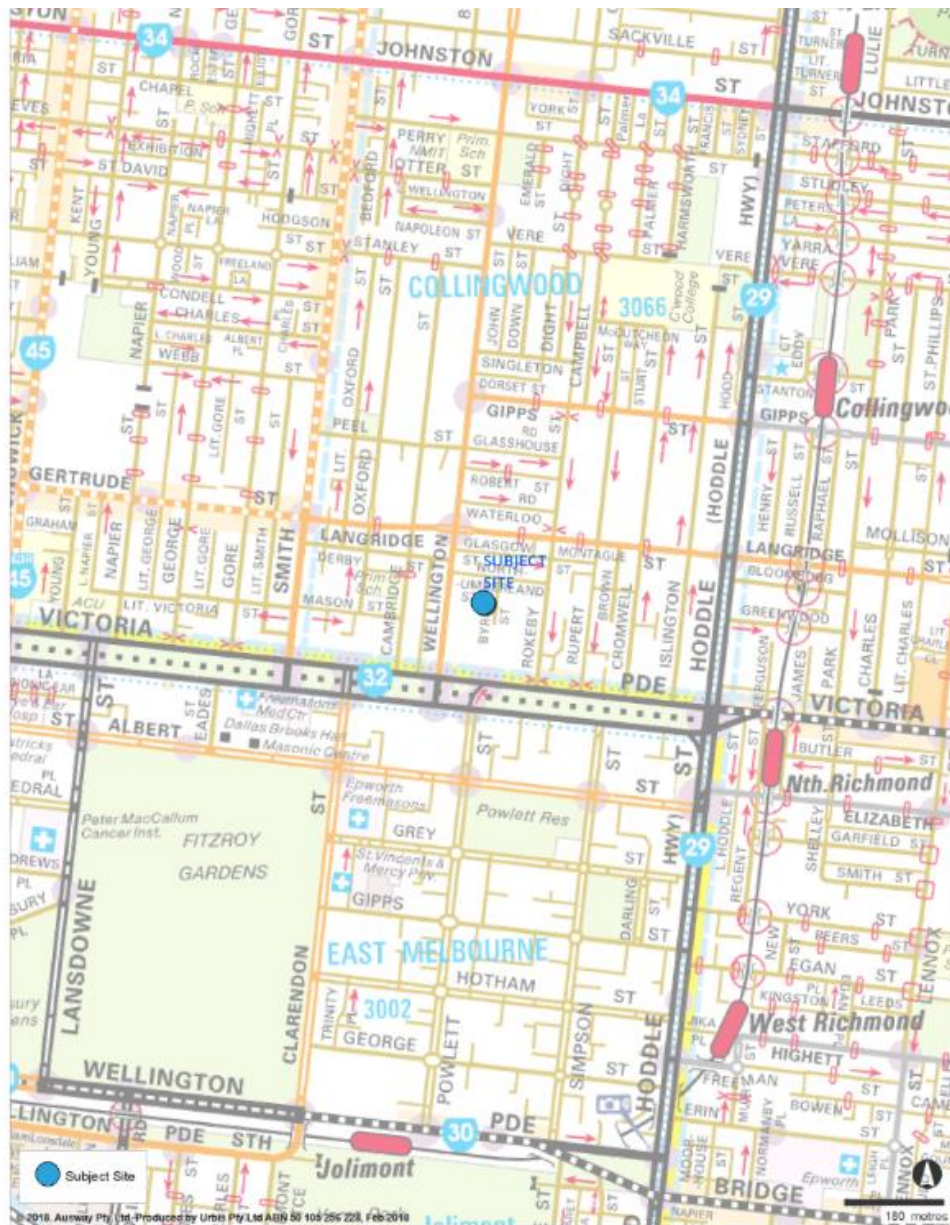
The subject site benefits from a high degree of connectivity to Melbourne's principal public transport network, and is generally well-positioned to provide convenient access to a number of key community services, commercial precincts and high quality public spaces. These include Melbourne's CBD, Smith Street and Victoria Street Activity Centres, Fitzroy Gardens and the Epworth Freemasons Hospital.

Key transport nodes proximate to the subject site include:

- North Richmond Station, approximately 600 metres to the south-east.
- Collingwood Station, approximately 690 metres to the north-east.
- Tram route 86 (Bundoora RMIT to Waterfront City Docklands) traversing Smith and Gertrude Streets with the closest stop located approximately 360 metres to the north-west.
- Tram routes 12 (Victoria Gardens to St Kilda, Fitzroy St) and 109 (Box Hill to Port Melbourne) traversing Victoria Parade with the closest stop located approximately 210 metres to the south-west.
- Multiple bus routes between Collingwood and wider metropolitan areas traversing Hoddle Street with the closest stop located approximately 435 metres to the north-east.



Figure 3 – Locality Map of Subject Site



**26 WELLINGTON ST & 21 NORTHUMBERLAND ST, COLLINGWOOD**  
SITE LOCATION

## 4. EXISTING PLANNING POLICY AND CONTROLS

### 4.1. COMMERCIAL 2 ZONE

The subject site is located within the Commercial 2 Zone (C2Z), pursuant to Clause 34.02 of the Planning Scheme. The purpose of this Clause is:

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

Pursuant to this Clause “accommodation” (which includes dwellings) is a prohibited land use.

Clause 34.02-2 further relates to “Use of Land” and specifies that ‘a use must not detrimentally affect the amenity of the neighbourhood, including through the:

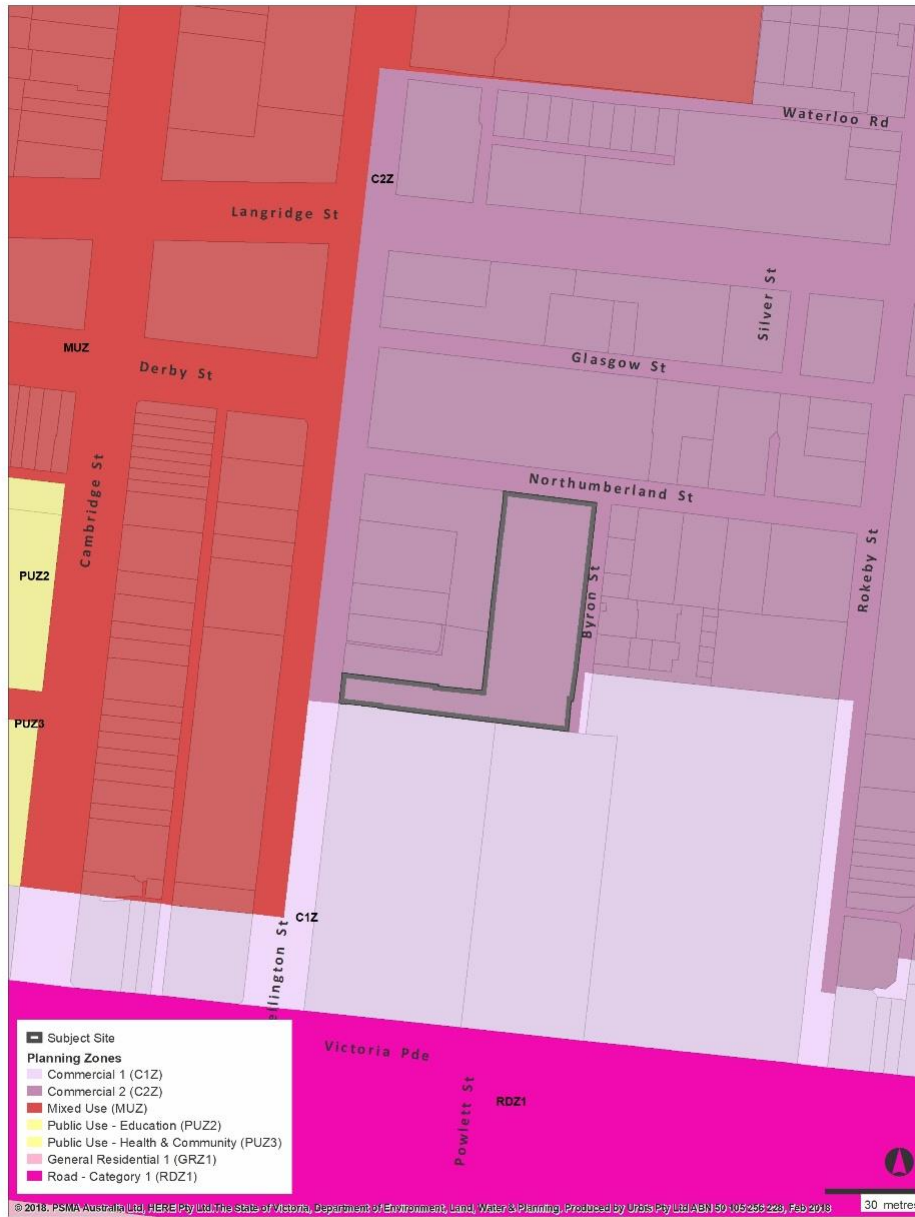
- *Transport of materials, goods or commodities to or from the land.*
- *Appearance of any building, works or materials.*
- *Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.’*

Clause 34.02-7 contains several ‘Decision Guidelines’ that are relevant to this assessment including:

- The Municipal Planning Strategy and the Planning Policy Framework.
- The interface with adjoining zones, especially the relationship with residential areas.
- The effect that existing uses may have on the proposed use.
- The drainage of the land.
- The availability of and connection to services.
- The effect of traffic to be generated on roads.
- The interim use of those parts of the land not required for the proposed use

These decision guidelines have been considered in detail in Section 5.4 of this report.

Figure 4 – Zoning Map of Subject Site



**26 WELLINGTON ST & 21 NORTHUMBERLAND ST, COLLINGWOOD**  
**PLANNING ZONES**

## 4.2. OVERLAY PROVISIONS

The subject site is affected by the following Overlay provisions:

### 4.2.1. Design and Development Overlay (DDO2)

The subject site is affected by Design and Development Overlay – Schedule 2: Main Roads and Boulevards.

The built form design objectives relate to the importance of main roads, respecting existing streetscapes and reinforcing heritage qualities to encourage high quality architecture and urban design.

### 4.2.2. Design and Development Overlay (DDO11)

The subject site is affected by Design and Development Overlay – Schedule 11: Gipps Precinct.

DDO11 was introduced into the Planning Scheme in 2011 via Amendment C102, which also sought to rezone land within the Gipps Precinct from the Industrial 1 Zone (INZ1) to the Business 3 Zone (B3Z – now known as C2Z). The rezoning of the land was required to respond to the decline in industrial activity in the area, and to facilitate the transition to accommodate offices and service based industries in the future.

In its consideration of Amendment C102, the Panel raised questions regarding the appropriateness of the B3Z (amongst other things), particularly as the strategic basis for the amendment was 6 years old and the replacement review/strategy was yet to be finalised. However, the Panel was not able to recommend the rezoning of the Gipps Precinct to an alternative zone as part of this process and concluded that:

*'the Business 3 Zone is a more appropriate zone than the current zoning. If the Amendment were to be put on hold until the 2011 Review is complete, it may take some time for an alternative zone to be realised on the site. The Panel finds that the Business 3 Zone is more appropriate in the interim until the findings of the 2011 Review are made available.'*

Further, the Panel generally agreed *'that residential development could be a viable outcome for the Gipps Precinct, but whether that eventuates will depend upon the findings of the current Review of the Gipps Precinct being undertaken by Council and SGS Economics.'*

The strategic reviews that followed since this time are discussed later in this report.

### 4.2.3. Heritage Overlay (HO116)

The subject site is affected by Heritage Overlay – Schedule 116: Northumberland Street, Collingwood (Former Victoria Old Distillery).

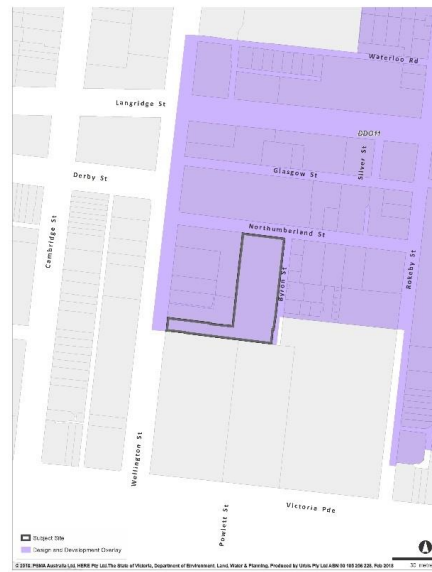
HO116 only affects part of the subject site, with the protected five-storey red brick tower listed as being individually significant.

The relative areas affected by the overlays are shown in **Figure 5** following.

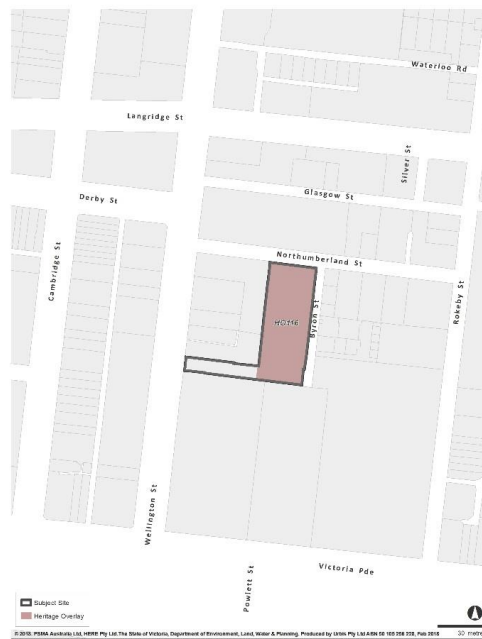
Figure 5 – Overlay Maps



**URBIS** 26 WELLINGTON ST & 21 NORTHUMBERLAND ST, COLLINGWOOD  
DESIGN AND DEVELOPMENT OVERLAY (DDO2)



**URBIS** 26 WELLINGTON ST & 21 NORTHUMBERLAND ST, COLLINGWOOD  
DESIGN AND DEVELOPMENT OVERLAY (DDO1)



**URBIS** 26 WELLINGTON ST & 21 NORTHUMBERLAND ST, COLLINGWOOD  
HERITAGE OVERLAY (HO116)

### 4.3. PLAN MELBOURNE

Plan Melbourne 2017-2050 provides a metropolitan planning strategy to guide Metropolitan Melbourne's growth to 2050. It is a strategy focussed on providing employment, housing and transport around the central city, Metropolitan Activity Centres and established suburbs in anticipation of a predicted population growth from 4.5 to 8 million people by 2050.

Plan Melbourne identifies Melbourne's central subregion as a key location that will need to accommodate significant housing and employment growth in the future. It projects that the population of this region will grow between 300,000 to 450,000 additional people by 2050.

The Plan establishes outcomes, objectives and directions that seek to guide Melbourne's future development, of which the most relevant to this assessment are as follows:

**'Outcome 1; Melbourne is a productive city that attracts investment, supports innovation and creates jobs'.**

Outcome 1 identifies creating a diverse, flexible and resilient economy as a key objective in order to foster significant growth and investment and support employment growth as Melbourne's population continues to grow.

Outcome 1 contains the following policies of relevance to the proposed site-specific exemption:

Direction 1.1; *Create a city structure that strengthens Melbourne's competitiveness for jobs and investment*

- Support the central city to become Australia's largest commercial and residential centre by 2050
- Plan for the redevelopment of major urban renewal precincts in and around the central city to deliver high-quality, distinct and diverse neighbourhoods offering a mix of uses
- Facilitate the development of national employment and innovation clusters

Direction 1.3; *Create development opportunities at urban renewal precincts across Melbourne*

- Plan for and facilitate the development of urban renewal precincts

**'Outcome 2: Melbourne provides housing choice in locations close to jobs and services'.**

Outcome 2 identifies the provision of diverse housing close to jobs and services as a key strategic imperative in the central city. Here, the Plan seeks to promote and preserve housing stock with direct access to transport, education, commercial precincts and quality public spaces. Outcome 2 contains the following policies of relevance to the proposed site-specific exemption:

- *Facilitate an increased percentage of new housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.*
- *Facilitate well-designed, high-density residential developments that support a vibrant public realm in Melbourne's central city.*
- *Support new housing in activity centres and other places that offer good access to jobs, services and public transport.*
- *Facilitate housing that offers choice and meets changing household needs.*

### 4.4. PLANNING POLICY FRAMEWORK

The Planning Policy Framework (PPF) seeks to develop objectives for planning in Victoria to foster land use and development which integrates relevant environmental, social and economic factors ultimately producing outcomes that satisfy the current and future needs of Victoria's population.

The following Clauses of the Planning Policy Framework ("PPF") are considered relevant to this assessment:

- **Clause 11 'Settlement'** states that planning is to anticipate and respond to the needs of existing and future communities through the provision of zones and serviced land for housing and community facilities. The policy also seeks to facilitate sustainable development that takes full advantage of existing settlement patterns.

- **Clause 11.02 'Managing Growth'** seeks to ensure that sufficient land and supporting infrastructure is available to meet forecast demand and support sustainable urban development.
- **Clause 11.03 'Planning for Places'** encourages the concentration of major retail, residential, commercial, administrative, entertainment and cultural development into activity centres that are highly accessible to the community.
- **Clause 15 'Built Environment and Heritage'** states that planning should ensure all new land use and development appropriately responds to its landscape, built form and cultural context.
- **Clause 15.01 'Built Environment'** aims to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity. The policy asks for building design outcomes that contribute positively to the local context and enhance the public realm.
- **Clause 15.03-1S (Heritage Conservation)** seeks to *'ensure the conservation of places of heritage significance'* by (amongst other things) supporting the *'adaptive reuse of heritage building whose use has become redundant.'*
- **Clause 16.01-1R (Integrated Housing – Metropolitan Melbourne)** aims to *'promote a housing market that meets community needs'* by increasing *'the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.'*
- **Clause 16.01-2S (Location of Residential Development)** seeks to *'locate housing in designated locations that offer good access to jobs, services and transport.'* This is to be achieved by:
  - *Increasing the 'proportion of new housing in designated locations within established urban areas and reduce the share of new dwellings in greenfield and dispersed development areas.'*
  - *Encouraging 'higher density housing development on sites that are well located in relation to jobs, services and public transport.'*
  - *Ensuring an 'adequate supply of redevelopment opportunities within established urban areas to reduce the pressure for fringe development.'*
- **Clause 17 'Economic Development'** states its main objective is for planning to contribute to the economic well-being of communities and the State as a whole by supporting and fostering economic growth and development by providing land, facilitating decisions, and resolving land use conflicts, so that each district may build on its strengths and achieve its economic potential.
- **Clause 17.03-1S (Industrial Land Supply)** seeks to *'ensure availability of land for industry.'*
- **Clause 18 'Transport'** seeks to ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.
- **Clause 18.02 'Movement Networks'** promotes the use of sustainable personal transport and seeks to ensure that developments provide adequate facilities for walking and cycling.

## 4.5. LOCAL PLANNING POLICY FRAMEWORK

### 4.5.1. Municipal Planning Strategy

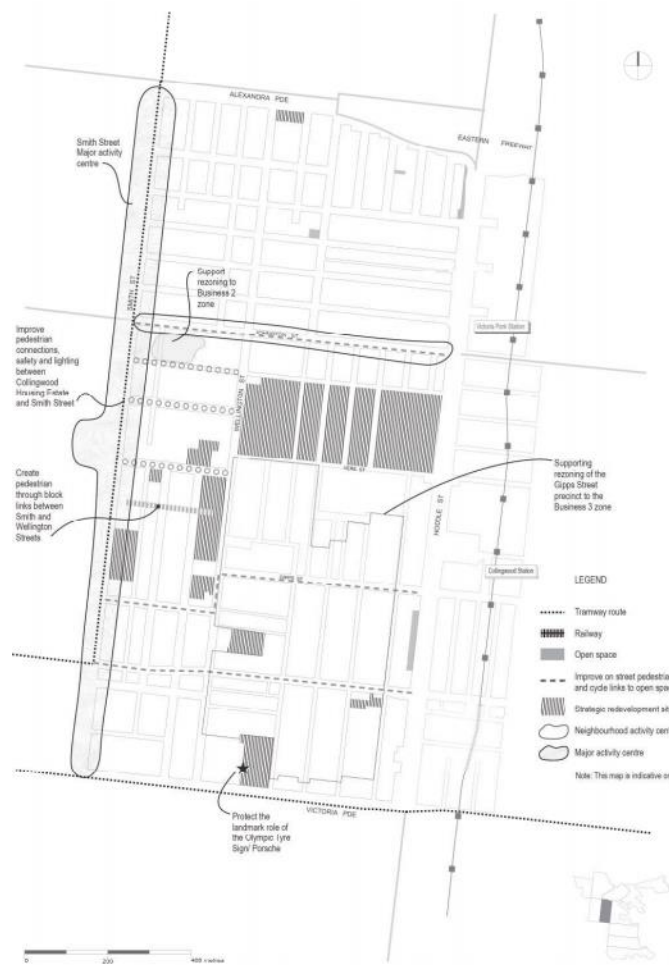
We note that parts of Yarra's Municipal Planning Strategy ("MPS") have not been updated over the past 8 to 10 years, and therefore may not accurately capture current population growth and economic trends nor Plan Melbourne 2017-2050. Notwithstanding this, we have summarised the relevant Clauses of the MSS below.

- **Clause 21.02 (Municipal Profile)** identifies *'the estimated resident population of Yarra is projected to increase to about 90,000 people by 2031.'* Consequently, Yarra will be required to provide *'12,800 additional dwellings with 85% to be provided on strategic redevelopment sites.'*

In relation to commerce, Clause 21.02 notes that *'Yarra has also become a preferred location for many smaller and medium sized businesses, particularly those in computer technology, marketing and design. This trend is expected to continue.'*

- **Clause 21.03** contains the Vision for Yarra by 2020. It includes aims to accommodate a diverse range of people whilst providing increased opportunities for employment, and identifies the subject site within a 'potential commercial and industrial area.'
- **Clause 21.04-1 (Accommodation and Housing)** is contained within Clause 21.04, which relates to Land Use. Clause 21.04-1 highlights that consistent residential growth is occurring as Yarra seeks to accommodate an urban population that is growing in size and diversity. The Clause contains the following objectives that aim to facilitate sustainable residential growth whilst preserving residential amenity for existing and future residents:
  - *Objective 1: To accommodate forecast increases in population.*
  - *Objective 2: To retain a diverse population and household structure.*
  - *Objective 3: To reduce potential amenity conflicts between residential and other uses.*
- **Clause 21.08 (Neighbourhoods)** contains context specific objectives and strategies for the neighbourhoods that comprise the municipality. **Clause 21.08-5 (Collingwood)** speaks to the subject site's wider context of Collingwood.

Figure 6 - Clause 21.08-5 Built Form Character Map (Collingwood)



Source: Yarra Planning Scheme



#### 4.5.2. Local Planning Policies

Other Local Planning Policies of relevance include:

- **Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay)** seeks to ensure that the development of heritage places protects and enhances their heritage significance. The Clause contains policies oriented towards achieving the following objectives:
  - *To protect significant views and vistas to the Royal Exhibition Building and Carlton Gardens.*
  - *To maintain and conserve the significant historic character (built form and landscapes) of the area.*
  - *To ensure new development in the area has regard to the prominence and visibility of the Royal Exhibition Building and Carlton Gardens.*
- **Clause 22.05 (Interface Uses Policy)** outlines objectives relating to the uses that should occur at areas where industrial zones transition to residential zones. The Clause seeks to *'enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes'*, and to *'ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity'*.
- **Clause 22.13 (Residential Built Form Policy)** provides built form guidelines for residential development in Yarra. Whilst this Clause does not provide guidelines relating to the use of land, the built form objectives do illustrate that the existing residential development at the subject site is consistent with local policy guidelines for residential buildings. Pursuant to Clause 22.13-3.3 (Urban Residential), these objectives are to:
  - *Maintain the existing pattern of front setbacks (zero front setback often includes ground floor verandah insets).*
  - *Where the general pattern of development includes gaps between buildings, include a setback on at least one side of the building.*
  - *Orient buildings at right angles to the street frontage.*

#### 4.6. PARTICULAR PROVISIONS

**Clause 51.01 (Specific Sites and Exclusions)** seeks to *"provide in extraordinary circumstances specific controls designed to achieve a particular land use and development outcome"* and provides the mechanism for land to be used in a manner that would otherwise be prohibited.

**Clause 53.10 (Uses with Adverse Amenity Potential)** defines industrial and warehouse type uses that may cause negative impacts to neighbourhoods if not designed or located appropriately. Pursuant to Clause 53.10, uses with adverse amenity potential must not occur within the minimum distances from land in a residential zone as specified in the Table to Clause 53.10.

## 5. STRATEGIC DOCUMENTS

The following sections of this report provide an overview of Yarra's strategic documents.

Section 6.6 of this report provides key commentary in response to these documents.

### 5.1. COUNCIL PLAN

#### 5.1.1. Council Plan (2005-2009)

The Council Plan provides guidance to all public and private stakeholders on how Council aims to respond to the opportunities and challenges facing the City of Yarra over a four-year period.

Though the *Council Plan 2005-2009* version is currently referenced in the Yarra Planning Scheme, Council have since updated their plan twice and the current version is now *Council Plan 2013-2017*.

#### 5.1.2. Council Plan (2013-2017)

The current plan recognises that the City of Yarra is experiencing substantial change, growing in both population and economic activity. It specifically notes that in the five years to 2011, employment in Yarra grew by 18% to around 68,000 jobs and in the eight years to June 2011, the local population had grown by 14% to approximately 80,000 residents.

The 2013-17 Council Plan states its focus as being on enhancing services and facilities and identifying new projects that will improve Yarra's liveability. The plan includes five Strategic Objectives that set out Council's direction:

1. **Celebrating Yarra's uniqueness:** Decisions and priorities must respect the municipalities heritage, uniqueness, and emerging identity.
2. **Supporting Yarra's community:** Council services and activities will be driven by community values, views and needs.
3. **Making Yarra more liveable:** Managing the City's growth and development to be consistent with, as well as add to, local values and amenities.
4. **Ensuring a sustainable Yarra:** Continue working to reduce Yarra's environmental 'footprint' through advocacy and partnerships.
5. **Leading local government:** Ensure services meet changing community need and preferences, while emphasising efficiency and effectiveness.

### 5.2. INNER REGIONAL HOUSING STATEMENT (JANUARY 2006)

The *Inner Regional Housing Statement* is currently referenced in the Yarra Planning Scheme providing strategic directions seeking to meet the housing needs of Metropolitan Melbourne's residential population to 2031.

The Statement acknowledges that the Inner Region is a complex area, wherein changes to housing growth and composition must be carefully managed so as not to impact upon the region's existing character and liveability. Irrespective of the complexity of the task, the Statement determines that residential growth must be achieved, and that liveability must be a key feature of any future residential development. To achieve this, housing growth should be directed to locations that have the capacity for change, and that can provide a high level of economic, social, cultural and environmental sustainability

### 5.3. ECONOMIC DEVELOPMENT STRATEGY

#### 5.3.1. Yarra Economic Development Strategy (2001-2004)

The Economic Development Strategy (EDS) outlines how Council works with local businesses to support economic growth in Yarra. The EDS is intended to provide an achievable, evidence based plan for the future while responding to the challenges and opportunities presented by the local economic context in Yarra.

Though the *Yarra Economic Development Strategy 2001-2004* version is currently referenced in the Planning Scheme, the current version of this document is the *Economic Development Strategy 2015-2020* detailed below.

### 5.3.2. Economic Development Strategy (2015-2020)

Yarra's Economic Development Strategy 2015-2020 seeks to *'outline how Council can best support economic development by fostering greater investment and jobs growth in the municipality'*. The EDS builds on the 2009-2014 Economic Development Strategy and is viewed as a *'flexible document that recognises the need for engagement and partnerships to achieve the strategic goals. It will also adopt strategies that reflect changes in economic conditions and meet the needs of the business community through an annual review and implementation plan.'*

The EDS identifies rapid population growth, employment trends and the development of employment clusters as Yarra's key economic drivers. The EDS also notes the tension between the need to provide diverse housing types to accommodate growing populations and the need to preserve some industrial and commercial land for employment. The site lies within the Collingwood Creative Cluster; this strategy outlines that the municipality should maintain its distinctive neighbourhoods and diverse building typologies, whilst also ensuring an availability of office and studio space to facilitate further growth in the creative sector.

Of relevance, the EDS notes:

- Yarra is the largest employment hub in Inner Melbourne with 67,620 jobs.
- Between 2006 and 2011, employment within Yarra grew by 17%, which equated to an addition of 9,846 jobs to the Yarra economy.
- Yarra has a low level of employment containment with 86% of the working population residing outside the municipality.
- There are 13,621 businesses registered in Yarra. Non-employing businesses, and small businesses (employing 1–4 people) make up 84% of all registered businesses in the municipality.
- Small and medium businesses (SMEs) are making an increasingly significant contribution to the Australian economy, facilitated by the emergence of the digital economy creating new business platforms. The rise of SMEs in Yarra can be seen in the increasing number of residents working from home and the emergence of co-sharing workspaces (including a 17% increase in the number of people working from home between 2006 and 2011).
- Manufacturing activities which are labour-intensive are increasingly moving offshore, and space-intensive activities are locating in outer suburban growth areas. For Yarra, future manufacturing opportunities will lie in more advanced, specialist manufacturing with a focus in innovation and design.
- The creative sector has been identified as an important emerging industry which is associated with innovation and facilitating economic growth. The creative sector in Yarra is comprised of 7,186 workers (11% of total employment) and 2,280 businesses representing 21% of all businesses in the municipality.

The largest sub-sectors include:

- Architecture, Design and Visual Arts.
- Software and Interactive Content.
- Advertising and Marketing.
- The Gipps precinct is located within the Collingwood Creative Cluster and comprises a concentration of creative businesses. A total of 137 creative businesses are located within this cluster.

In addition to the above, the EDS notes that Yarra is also growing as an appealing residential location with projected growth of 33,000 new residents by 2031. The consequential demand for housing is leading to residential encroachment into Yarra's commercial precincts. Recent changes to planning zones, and the introduction of Plan Melbourne, may facilitate this trend further. This Strategy states that it is important that the economic role and employment function of Yarra's commercial precincts is not compromised by increased residential development.

## 5.4. INDUSTRIAL AND BUSINESS LAND STRATEGY

### 5.4.1. Yarra Industrial and Business Land Strategy Review (2004)

Though the *Yarra Industrial and Business Land Strategy Review 2004* version is currently referenced in the Planning Scheme, the current version of this document is *Yarra Business and Industrial Land Strategy 2012* (BILS).

### 5.4.2. Yarra Industrial and Business Land Strategy (2012)

Adopted by City of Yarra in June 2012, the BILS provides a 10-15 year direction for Yarra's business and industrial area and provides '*practical guidance for Council and local stakeholders for land use planning in these areas.*'

The BILS supersedes the 2004 Industrial and Business Land Strategy.

The strategy seeks to provide a 10-15 year framework that will enable Yarra to appropriately respond to changes in local economic conditions. These changes include a decline in inner-city industrial operations, increasing demand for mixed use and commercial space, and the growing influence of residential intensification at the edge of traditionally industrial areas.

Of note, the BILS notes:

- Yarra's business mix comprises small and medium businesses.
- Yarra's business land is strategically significant given its proximity to inner and middle suburban areas to the south and east with very little of this land type.
- Mixed use development with residential uses at the upper level will be a predominant development trend. Key apprehensions about facilitating mixed use areas is the lack of control provided regarding the housing/employment mix (page 13).
- Industrial buildings will be converted into commercial/office uses which is reminiscent of what is currently occurring in the study area (page 13).

Pursuant to the BILS, the subject site is located within a Core Industrial or Business Node ("CIB"). These areas are defined as

*Relatively large or consolidated industrial business nodes, internal areas provide opportunities for businesses to operate with minimal sensitive interfaces. Outer edges of the precinct may however have residential, open space or river corridor interfaces* (page 15).

The subject site is within CIB4 and is one of 11 CIB precincts.

## 5.5. GIPPS PRECINCT LOCAL AREA PLAN (2010)

The Gipps Precinct Local Area Plan was adopted by Council in February 2010. The Plan outlines strategic directions aimed at increasing economic activity, employment, and residential amenity in the Gipps Precinct. The precinct is contained within an area generally bound by Victoria Parade, Hoddle Street, Wellington Street and Vere Street, and is defined in the figure below. The Plan was implemented in anticipation of the area's rezoning from the Industrial 1 Zone to the Commercial 2 Zone. The subject site is located in the south-west corner of the Gipps Precinct.

The Plan acknowledges that there is demand for residential and non-industrial land uses in the area, particularly noting that the adaptive reuse of warehouses for residential conversions has been sought in a range of locations fringing the precinct. Additionally, it is observed that manufacturing activity in the precinct has diminished in favour of low impact commercial operations such as technical and business services.

Figure 7 – Gipps Precinct Boundary



## 5.6. YARRA HOUSING STRATEGY (2018)

Council recently adopted the Yarra Housing Strategy (2018) which aims to direct housing growth to appropriate locations and provide more certainty to the community about where housing growth may occur. The purpose of the strategy is to set out a framework and preferred vision for Yarra’s housing needs over the next 15 years.

The Housing Strategy recognises that as urban consolidation gained support in Melbourne since the early 2000s, development has been actively directed to activity centres and former industrial areas within the inner city. It further notes that this, coupled with the limited opportunities for substantial growth in Yarra’s residential neighbourhoods has resulted in more intensive development in such areas and has provided additional housing near jobs, transport and services.

These recent changes in Yarra reflect a global trend of people wanting to live closer to city centres to access employment, services and a vibrant inner-city lifestyle.

The Housing Strategy recognises the Gipps Street Precinct as a major employment precinct. As Yarra is also experiencing economic and employment growth, Council is seeking to maintain a balance between land available for housing growth and land available for employment uses to ensure that the expected growth in business and jobs can be accommodated.

This Strategy further notes that:

*Compared to other councils in the inner metro region, Yarra has a significant amount of Commercial 2 Zone (C2Z) land, which is used for a variety of commercial purposes. Yarra's major employment precincts of Gipps Street/ Easy Street (Collingwood) and Cremorne Street/Church Street south (Cremorne) are within the C2Z. Residential uses are not permitted in these precincts. These precincts are highly sought after as business locations (particularly in the technology and creative sectors) due to their transport connectivity, business synergies and proximity to vibrant activity centres. (Page 54)*

The 2018 Strategy includes four strategic directions that articulate Yarra's preferred growth strategy, which responds to the unique context of Yarra, including:

- Strategic direction 1: Monitor population growth, land capacity and evolving development trends in Yarra to plan for future housing growth and needs
- Strategic direction 2: Direct housing growth to appropriate locations
- Strategic direction 3: Plan for more housing choice to support Yarra's diverse community
- Strategic direction 4: Facilitate the provision of more affordable housing in Yarra

It is anticipated that the adopted Yarra Housing Strategy will form part of an upcoming amendment to the Yarra Planning Scheme, introducing a new local housing planning policy in the Municipal Planning Strategy to reflect the key strategies outlined in the Yarra Housing Strategy. The amendment would also include the Housing Strategy as a reference document in the scheme.

Separate strategic work, including structure plans and local area plans, are proposed to identify any rezoning potential of land. Any future rezoning of employment land will be informed by the Spatial Economic and Employment Strategy (SEES), detailed further below.

## 5.7. YARRA SPATIAL ECONOMIC AND EMPLOYMENT STRATEGY (2018)

Council also recently adopted the Yarra Spatial Economic and Employment Strategy ("SEES") which is intended to assist Council to understand, and capitalise on, Yarra's economic strengths and respond to the key trends and economic drivers over the next 10 to 15 years.

The SEES includes six directions which will inform new policy in the Yarra Planning Scheme:

- **Strategy 1:** Support employment growth in activity centres
- **Strategy 2:** Retain and grow Yarra's major employment precincts (Cremorne / Church St and Gipps St Major Employment Precincts)
- **Strategy 3:** Identify preferred locations for housing growth to reduce pressures or conversion of employment land for housing
- **Strategy 4:** Support the expansion of Yarra's health related employment and services in Yarra's health precincts
- **Strategy 5:** Retain other C2 zoned land to support the diversity of business and employment opportunities
- **Strategy 6:** Plan for the transition of Yarra's remaining industrial areas (longer term these areas will need investigating for their future development, land use and economic opportunities).

It is anticipated that the adopted SEES will also form part of an upcoming amendment to the Yarra Planning Scheme, introducing a new economic planning policy in the Municipal Planning Strategy to reflect the key recommendations outlined in the SEES.

Key comments in relation to the Gipps Street Precinct include:

- *“Changes to zoning in the Gipps Street precinct (from Industrial 1 to Business 3 in 2011 and subsequently to Commercial 2 in 2013) have taken some time for on-the-ground changes can be observed, but gradually new development is occurring, and new businesses are locating to this area.*
- *Yarra has two significant ‘mixed employment’ precincts: the Gipps Street precinct in the south eastern corner of Collingwood and the Cremorne precinct south of Swan and east of Church Streets...Their proximity to the central city has meant they are an attractive location for business seeking affordable accommodation, but still in close proximity to a large number of other firms, customers and clients.*
- *The Gipps Street precinct is an evolving former industrial precinct. The data and site visits highlight that employment across the precinct is changing, with the evolution of a more diverse commercial employment base focused around the creative sector, service industries, and hybrid office/industrial businesses.*
- *With relatively good accessibility, the Gipps Street precinct it is a desirable location for employment, as well as for housing where it not prohibited by C2 zoning.*
- *The Gipps Street precinct represents an important source of employment capacity into the future that could be realised beyond the 15-year time frame considered by this strategy.*
- *Given the potential for residential development to bid up land prices and disrupt the employment role of the precinct, retention of zoning that prohibits non-employment-related uses would appear the most sensible course of action for this precinct.”*

Given this, the Gipps Street precinct is recommended for retention as an employment precinct by the SEES.

However, it is important to note that the SEES also recognises that whilst the Gipps Precinct has a long history of employment uses, the area does contain *“some housing that pre-dates the introduction of distinct residential and industrial land use zones”*. As outlined throughout this report, we are instructed that the existing residential uses on site have existed on the subject site since the late 1990s and early 2000s.

## 6. STRATEGIC PLANNING ASSESSMENT

The purpose of this report is to assess the merits of a Planning Scheme Amendment request to allow the continued use of the subject site for dwellings through its inclusion within Clause 51.01 'Specific Site and Exclusions' of the Planning Scheme.

Since the late 1990s various residential uses have occurred on the subject site, including home offices and residential apartments, in conjunction with strictly commercial operations. Whilst this report does not seek to assess the planning permit history of the site, the fact that residential uses have occurred over an extended period without adverse impacts (to residents or existing commercial/industrial operations) suggests that residential uses in this area are relatively benign having regard to the physical context of the subject site.

Accordingly, this report seeks to determine whether residential uses are acceptable having regard to the surrounding physical and strategic context of the site. In determining this acceptability, we seek to answer the following questions:

- Is the type of amendment being sought justified?
- What are the implications of residential uses occurring in the C2Z?
- Should the current zone be retained?
- How does the proposal respond to the Decision Guidelines of the C2Z?
- What are the contextual considerations that arise?
- How does the proposal respond to Yarra's key strategic documents?
- Is the layout of subject site suitable for residential use?

In answering these questions, two key themes arise, being the vitality of the commercial precinct and amenity. Moreover, both those strategies currently contained within the Planning Scheme and those recently adopted by Council have been considered.

### 6.1. IS THE TYPE OF AMENDMENT BEING SOUGHT JUSTIFIED?

In light of Yarra's current housing, economic and business strategies, we consider that a site-specific exemption is an appropriate outcome that will isolate the limited residential uses on site to the periphery of the C2Z. Moreover, this will minimise any potential land use conflicts, allow Council to limit the intensification or 'spread' of residential uses within the area, and ensure the longevity of this strategically important employment precinct, until such a time where it may be pertinent to revisit the rezoning of the precinct.

Incorporated documents are the appropriate mechanisms used in site specific exemptions to, in this case, control the land use outcome for the site and will enable commercial uses to continue.

An assessment against the Strategic Assessment Guidelines for the consideration of Planning Scheme Amendments is contained at **Appendix C**.

We have considered the possibility of applying for existing use rights however, given the number of land owners and occupants of the subject site over the years, and the complexity associated with the existing use rights process, this method is not considered appropriate for the timely resolution of this matter. Moreover, it may result in a mixed land use outcome for the site which has the potential to create a fragmented planning outcome. Consequently, what is proposed provides the greatest clarity and certainty.

### 6.2. WHAT ARE THE IMPLICATIONS OF RESIDENTIAL USES OCCURRING WITHIN THE C2Z?

Yarra's Planning Scheme and associated strategies comprise a range of planning policy objectives that seek a balance between protecting existing employment areas and opportunities to consider housing growth and other emerging trends, and to prepare accordingly.



This is evident in the original rezoning of the Gipps Precinct from Industrial 1 Zone (INZ1) to the Commercial 2 Zone in 2011 which was required to respond to emerging trends transitioning away from strictly industrial uses to light industry, commercial and office uses.

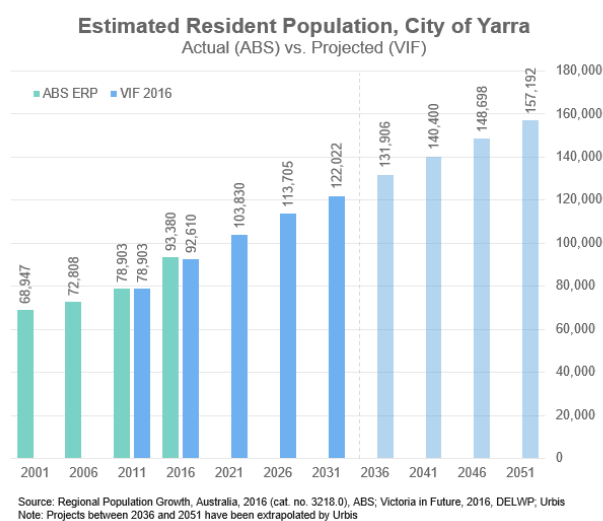
Yarra’s key business, industrial and economic strategies, recognise that ‘Council will need to manage a decline in traditional industrial land demand whilst managing an increase in demand for business land (as defined by the planning scheme zones) (Business and Industrial Land Strategy 2012 - page 11).

The BILS recognises that mixed-use development with residential uses at the upper levels will be ‘a primary development type in the future’. The BILS also notes that Council is generally apprehensive about this trend as they currently do not have the ability to control the extent of housing/employment breakdowns in such developments (page 13). Notwithstanding this, Yarra’s current population growth is already exceeding the most recent population forecasts (see Figure 8 below).

Figure 8 – Actual v. Estimate Population Projections

**ACTUAL  
POPULATION IS  
EXCEEDING MOST  
RECENT  
PROJECTIONS**

URBIS.COM.AU



This will inevitably increase demand for more flexible zoning within Yarra to accommodate the growing resident population. In any case, we note that Planning Schemes can contemplate vertical zoning as has occurred in the Chapel Street Activity Centre (Stonnington C172) whereby constraints are placed on dwellings at lower levels. While in Stonnington C172, the Panel was not overwhelmed with the idea, it nevertheless provided support subject to certainty and flexibility embedded in the planning controls.

Yarra’s most recent Economic Development Strategy 2015 recognises that the Gipps precinct is experiencing a shift towards creative industries with 137 creative businesses present within the area (page 16). As is the case with the study area, these creative industries often include individuals that run their own creative businesses from their homes such as writers, designers, artists etc. These trends provide a further platform to consider the introduction of alternate uses (i.e. residential uses) within the study area, at an appropriate time.

Given the shift away from heavy industrial uses to a mix of light industry, commercial and creative businesses, the implications of residential uses within the C2Z are considered limited and in a broad sense, consistent with the informal transition of the area. The reasons for this are considered in greater detail in the following sections of this report.

Suffice to say, the location of the residential uses on the periphery of the C2Z and the presence of predominantly commercial and creative businesses reduce the potential for amenity impacts and land use conflicts. In addition, the residential uses occupy a small portion of Yarra’s C2Z land and the proposal for a site-specific inclusion allows Council to limit the amount of residential uses occurring within the area and to minimise any perceived risk of land use creep.

### 6.2.1. Are there any adverse economic impacts?

In support of the matters set out above we have undertaken an economic review of the proposal and note that the continued use of the subject site for residential uses will not materially impact the ability of the City of Yarra, nor the commercial precinct, to meet employment growth targets. Further, the approved office development on the Telstra Exchange site is a good example of the precinct's ability to contribute to employment growth.

The subject site represents only a small proportion of the employment land within the City of Yarra. Across the municipality, there is 418 hectares of land zoned that is capable of accommodating employment development (C1Z, C2Z, IN1Z, IN3Z, MUZ). The subject site at 2.79 hectares is therefore less than 1% of the total land available for employment uses, even excluding public uses. We understand that the permitted land uses differ between these zones. As such, only looking at the total supply of C2Z land across the municipality, the subject site is only 2.3% of the 136 hectares supply. A reduction of the potential supply of this level will not have a material impact on jobs growth in the area.

At the local level, the subject site represents just over 11% of the total C2Z land in the block generally bounded by Wellington Street, Vere Street, Hoddle Street and Victoria Parade. However, consideration must be given to the potential for the site to be redeveloped for employment purposes in future, even if it were to remain as part of the broader C2Z. In general, the site is not a suitable location for an intense commercial development. Firstly, it has a very narrow frontage to Wellington Street meaning commercial operations cannot benefit from exposure to the main road through the area. Northumberland Street is a secondary route not suitable for high traffic volumes, therefore not supportive of a major commercial presence that would require access and exposure. Secondly, there is a heritage overlay on part of the site which would limit any future commercial redevelopment. If the site remained as part of the C2Z, it is likely that it would only ever cater to modest commercial development and therefore a relatively small number of jobs.

The SEES indicates that the growth in employment across the municipality will be in the order of 33,000 jobs between 2016 and 2026. If it is accepted that the intensity of employment on this site will not be high (i.e. 50 jobs per hectare as typical of C2 zoned land across Melbourne), then the total number of jobs potentially catered for on site will be modest at around 140 jobs. This represents only 0.4% of the growth in jobs across the City anticipated over the next 10 years.

Furthermore, the potential job outcome on site should not be considered as "jobs lost" to the City of Yarra. As mentioned above, redevelopment of the site is not guaranteed, even if it remained part of the C2Z. Delivery of more jobs on site is only a possibility. It should also be recognised that the site already accommodates a level of employment, with a number of residents operating home-based businesses. Therefore, the net increase in jobs possible on site would not be as significant as the potential job figure might suggest.

### 6.3. SHOULD THE CURRENT ZONE BE RETAINED?

The C2Z was introduced across the Gipps Precinct to facilitate the transition from industrial uses to commercial and light industrial uses. As noted within the SEES,

*"Yarra has two significant 'mixed employment' precincts: the Gipps Street precinct in the south eastern corner of Collingwood and the Cremorne precinct south of Swan and east of Church Streets. Both precincts have a long history of employment uses and as a result contain a mix of industrial buildings, warehouses, and newer office buildings. They also contain some housing that pre-dates the introduction of distinct residential and industrial land use zones. Their proximity to the central city has meant they are an attractive location for business seeking affordable accommodation, but still in close proximity to a large number of other firms, customers and clients" (p. 26).*

The purpose of the C2Z is to generally encourage commercial uses and ensure that these uses do not affect the safety and amenity of adjacent uses. Pursuant to this Zone, dwellings are a prohibited (Section 3) land use.

The inclusion of a site specific exemption will continue to prioritise the continuation of commercial, light industrial and creative businesses in the area whilst allowing the residential uses on the subject site to continue.

The proposal will not impinge on the objectives of the Gipps Precinct in which the site is located. Specifically, the proposal will not prohibit the continued commercial and business operations within the area and will simply allow for the continued use of part of the subject site for dwellings.

Moreover, the proposal does not encourage the intensification of residential uses within the area, which could only be achieved by a future rezoning of the site to an alternative zone. Future studies and changes in business and employment trends would determine if an alternative zone is appropriate.

Notwithstanding current forecasts which support the retention of the Gipps Precinct as an employment node, the proposal is also broadly consistent with the anticipated demand for mixed use developments within Council's BILS, as the proposal would ensure flexibility for current commercial uses to operate with minimal land use conflicts in the future.

## 6.4. HOW DOES THE PROPOSAL RESPOND TO THE DECISION GUIDELINES OF THE C2Z?

Although dwellings are a prohibited land use within the C2Z, this assessment considers the decision guidelines of the C2Z at Clause 34.02-7, to further ascertain the acceptability of residential uses within the current zone.

The proposal responds to these decision guidelines as it is well supported by Yarra's Planning Policy Framework and Municipal Planning Strategy and does not give rise to any land use conflicts.

Specifically, the subject site is located within a strategically advantageous area within proximity to good public transport services and access to a range of services and facilities. These factors respond to policies seeking to achieve 20 minute neighbourhoods and locate residential uses within proximity to employment opportunities (Clauses 11 and 16), and are key determinants in the appropriateness of land for residential uses.

In addition, the proposal is supported by the Yarra Planning Scheme as:

- The proposal will not impinge on the purpose of the C2Z applying to the site (refer to Section 5.3 above).
- The proposal responds to needs to meet forecast population and housing demand whilst ensuring the vitality of the commercial precinct is not compromised, for the reasons discussed throughout this report (Clauses 16, 17, 21.03 and 21.04).
- The continued use of part of the site for residential purposes accords with planning policies and broader planning principles that encourage the adaptive reuse of heritage buildings whose use has become redundant (Clause 15).
- The proposal limits residential uses to the periphery of the precinct to ensure the continued commercial operations can occur with minimal (if any) land use conflicts (Clause 22.05).

With respect to the consideration of land use conflicts, the site's specific interfaces are contained in the following section of this report. In summary, residential uses have occurred on the site for several years. We have not been advised of any formal complaints or land use conflicts during this period.

We have also considered the zoning of the site's interfaces and nearby land uses. The site abuts the C1Z to the south and the MUZ to the west. These zones permit residential land uses and the impact of the proposal on these interfaces is therefore acceptable. These areas are anticipated to incorporate a mix of uses in the future, including dwellings, to respond to population and housing growth trends. They are appropriate interfaces to the subject site and proposal.

Moreover, the types of uses occurring and envisaged by the C2Z are not considered "intensive" and can comfortably co-exist with residential uses. Furthermore, the C2Z is not too dissimilar from the Commercial 1 Zone ("C1Z") which supports residential development. In particular, the two zones generally allow for the contemplation of the same uses (i.e. they allow planning permit applications to be lodged for a wide range of land uses). The key differences being the allocation of Section 1 (as-of-right) and Section 2 (permit required) uses, and the number of prohibited uses.

This is demonstrated in the table below which compares the breakdown of land uses within the Commercial 1 and 2 Zones.

Table 1 – C1Z v C2Z Permitted Land Uses

Commercial 1 Zone	Commercial 2 Zone
<b>Section 1 (as-of-right) Uses</b>	
<ul style="list-style-type: none"> <li>• Accommodation (other than Corrective institution) - Any frontage at ground floor level must not exceed 2 metres (other than a bed and breakfast and caretaker's house)</li> <li>• Art and craft centre</li> <li>• Child care centre - Any frontage at ground floor level must not exceed 2 metres and access must not be shared with a dwelling (other than a caretaker's house).</li> <li>• Cinema</li> <li>• Cinema based entertainment facility</li> <li>• Education centre</li> <li>• Exhibition centre</li> <li>• Home based business</li> <li>• Informal outdoor recreation</li> <li>• Office - The leasable floor area for all offices must not exceed any amount specified in the schedule to this zone</li> <li>• Place of worship - The gross floor area of all buildings must not exceed 250 square metres.</li> <li>• Railway</li> <li>• Retail premises (other than Shop)</li> <li>• Shop (other than Adult sex product shop) The leasable floor area for all shops must not exceed any amount specified in the schedule to this zone</li> <li>• Tramway</li> <li>• Any use listed in Clause 62.01 Must meet the requirements of Clause 62.01.</li> </ul>	<ul style="list-style-type: none"> <li>• Art and craft centre</li> <li>• Art gallery</li> <li>• Cinema - The site must adjoin, or have access to, a road in a Road Zone.</li> <li>• Cinema based entertainment facility - The site must adjoin, or have access to, a road in a Road Zone.</li> <li>• Food and drink premises - The leasable floor area must not exceed 100square metres</li> <li>• Industry (other than Materials recycling and Transfer station) Must not be a purpose shown with a Note 1 or Note 2 in the table to Clause 53.10.  The land must be at least the following distances from land (not a road) which is in a residential zone, Commercial 1 Zone, Capital City Zone, Docklands Zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre:                         <ul style="list-style-type: none"> <li>– The threshold distance, for a purpose listed in the table to Clause 53.10.</li> <li>– 30 metres, for a purpose not listed in the table to Clause 53.10.</li> </ul> </li> <li>• Informal outdoor recreation</li> <li>• Mail centre</li> <li>• Museum</li> <li>• Office</li> <li>• Postal agency</li> <li>• Railway</li> <li>• Restricted retail premises</li> <li>• Shop (other than Adult sex product shop, Restricted retail premises and Supermarket) - Must adjoin, or be on the same land as, a supermarket when the use commences. The combined leasable floor area for all shops adjoining or on the same land as the supermarket must not exceed 500 square metres. The site must adjoin, or have access to, a road in a Road Zone.</li> <li>• Supermarket - The leasable floor area must not exceed 1800 square metres. The site must adjoin, or have access to, a road in a Road Zone. Must be on land within the City of Greater Geelong or within an urban growth boundary in metropolitan Melbourne.</li> <li>• Trade supplies</li> </ul>

Commercial 1 Zone	Commercial 2 Zone
	<ul style="list-style-type: none"> <li>• Tramway</li> <li>• Warehouse (other than Mail centre) Must not be a purpose shown with a Note 1 or Note 2 in the table to Clause 53.10.</li> <li>• The land must be at least the following distances from land (not a road) which is in a residential zone, Commercial 1 Zone, Capital City Zone, Docklands Zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre:                         <ul style="list-style-type: none"> <li>– The threshold distance, for a purpose listed in the table to Clause 53.10.</li> <li>– 30 metres, for a purpose not listed in the table to Clause 53.10.</li> </ul> </li> <li>• Any use listed in Clause 62.01 Must meet the requirements of Clause 62.01.</li> </ul>
<b>Section 2 (Permit Required) Uses</b>	
<ul style="list-style-type: none"> <li>• Adult sex product shop Must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from a residential zone or, land used for a hospital, primary school or secondary school or land in a Public Acquisition Overlay to be acquired for a hospital, primary school or secondary school</li> <li>• Agriculture (other than Apiculture and Intensive animal husbandry)</li> <li>• Industry Must not be a purpose listed in the table to Clause 53.10.</li> <li>• Leisure and recreation facility (other than Informal outdoor recreation, Major sports and recreation facility and Motor racing track)</li> <li>• Place of assembly (other than Carnival, Cinema, Circus, Exhibition centre and Place of worship)</li> <li>• Utility installation (other than Minor utility installation and telecommunications facility)</li> <li>• Warehouse Must not be a purpose listed in the table to Clause 53.10.</li> <li>• Any other use not in Section 1 or 3</li> </ul>	<ul style="list-style-type: none"> <li>• Adult sex product shop Must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from a residential zone, land used for a hospital, primary school or secondary school or land in a Public Acquisition Overlay to be acquired for a hospital, primary school or secondary school.</li> <li>• Agriculture (other than Apiculture and Intensive animal husbandry)</li> <li>• Caretaker's house</li> <li>• Education centre</li> <li>• Leisure and recreation (other than Informal outdoor recreation, Major sports and recreation facility and Motor racing track)</li> <li>• Materials recycling</li> <li>• Motel</li> <li>• Place of assembly (other than Art gallery, Carnival, Cinema and Circus and Museum)</li> <li>• Residential hotel</li> <li>• Retail premises (other than Food and drink premises, Postal agency, Restricted retail premises, Supermarket and Trade supplies)</li> <li>• Supermarket if the section 1 conditions are not met - The leasable floor area must not exceed 1800 square metres unless on land within the City of Greater Geelong or within an urban growth boundary in metropolitan Melbourne. The site must adjoin, or have access to, a road in a Road Zone.</li> </ul>

Commercial 1 Zone	Commercial 2 Zone
	<ul style="list-style-type: none"> <li>• Transfer station - The land must be at least 30 metres from land (not a road) which is in a residential zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.</li> <li>• Utility installation (other than Minor utility installation and Telecommunications facility)</li> <li>• Any other use not in Section 1 or 3</li> <li>•</li> </ul>
<b>Section 3 (Prohibited) Uses</b>	
<ul style="list-style-type: none"> <li>• Corrective institution</li> <li>• Intensive animal husbandry</li> <li>• Major sports and recreation facility</li> <li>• Motor racing track</li> </ul>	<ul style="list-style-type: none"> <li>• Accommodation (other than Caretaker's house, Motel and Residential hotel)</li> <li>• Hospital</li> <li>• Intensive animal husbandry</li> <li>• Major sports and recreation facility</li> <li>• Motor racing track</li> </ul>

The most notable difference in the prohibited land uses between these two zones is that in the C1Z “industry” and warehouse” uses are prohibited where they are for a purpose listed in the table to Clause 53.10. However, the associated threshold distances may preclude several uses from occurring given the location of residential uses within adjoining C1Z and MUZ land.

There is only one “industry” within the study area contained in the Table at Clause 53.10, being a bakery. This bakery is located approximately 60 metres away from the subject site, which is slightly less than the minimum threshold distance of 100m specified Clause 53.10. Given the dwellings on the subject site have coexisted with the bakery without any land use conflicts for several of years, the continued use of the land for residential uses is considered appropriate. Further, the Gipps Precinct has otherwise transitioned away from such industrial and warehouse uses to more creative industries.

For these reasons, the types of land uses envisaged by the C2Z in the Gipps Precinct are not expected to be “intensive”, are similar to those in the C1Z and can comfortably co-exist with residential uses.

In this regard, the proposal appropriately responds to the decision guidelines of the C2Z, will not result in any land use conflicts nor comprises the operation of the existing commercial uses and will make a positive contribution to the area.

### 6.5. WHAT ARE THE CONTEXTUAL CONSIDERATIONS THAT ARISE?

The proposal's impact on the ability for uses in the C2Z to continue to operate is a key consideration in this assessment.

There are two key policies that have been considered in this regard being:

- **Clause 22.05** – Interface Uses policy
- **Clause 53.10** – Uses with adverse amenity potential

**Clause 22.05** seeks to ‘enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes.’ Whilst this policy does not specifically consider residential uses within industrial areas given this is typically prohibited, this Clause still provides a sound basis for assessing the impacts of the proposal on its interfaces.

**Clause 53.10** seeks to 'define those types of industries and warehouses which if not appropriately designed and located may cause offence or unacceptable risk to the neighbourhood' and contains minimum threshold distances for such uses.

As discussed above, the only land use under **Clause 53.10** found within the study area is a bakery at 28-30 Northumberland Street. A bakery is a Section 2 use under the C2Z and the threshold distance associated with this land use pursuant to **Clause 53.10** is 100 metres. The subject site is located approximately 60 metres away from this property which exceeds the requirements of this Clause. As such, the proposed dwellings are not expected to adversely affect the operation of this business, nor is the presence of residential uses expected to compromise the operations of this bakery.

With respect to **Clause 22.05**, we note the following (having regard to the relevant guidelines and decision guidelines within the policy):

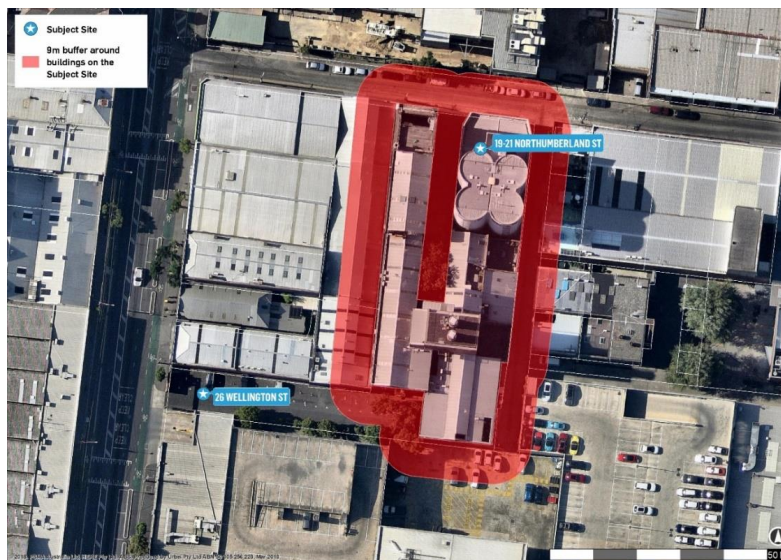
**Dwelling Design**

- The appropriateness of the layout of the subject site for residential uses is discussed in Section 5.7 of this report. Suffice to say, the subject site incorporates appropriate measures to protect residents from unreasonable noise with bedrooms and "sensitive" areas located away from noise sources where possible. Further, the subject site is adequately ventilated.

**Non-residential development near residential properties**

- Majority of land uses within the study area are office, warehouse and creative industries such as architecture and design studios. The nature of these land uses is such that they can readily continue without any significant land use conflicts occurring. We are not aware of any formal reports of land use conflicts being raised since the residential uses were introduced to the site, reaffirming the appropriateness of residential uses within this context.
- The subject site is one of the taller buildings within the immediate area. As a result, the site is virtually un-impacted by nearby buildings.
- With respect to the future development of the area with higher density development, we note that the site has three road abutments. Its location separated from nearby properties would allow the intensive redevelopment of nearby properties for commercial uses without creating adverse amenity impacts such as visual bulk, daylight impacts or overshadowing. We also note that there would be no unreasonable overlooking opportunities should nearby properties redevelop given the adequate separation distance as indicated in the diagram below.

Figure 9 – Nine metre buffer of subject site



Source: Urbis

### Commercial Waste and Construction Management

- Existing commercial uses operate within proximity to existing permitted residential uses. We do not consider the continued use of the dwellings on the subject site would give rise to further conflicts given these aspects are typically governed by a local law.

## 6.6. HOW DOES THE PROPOSAL RESPOND TO YARRA'S STRATEGIC DOCUMENTS?

Section 5 of this report provided an overview of Yarra's strategic documents; the following section provides key commentary in response to these documents.

The conclusion drawn from the consideration of these documents is generally consistent and is summarised below:

- The proposal will limit residential uses to the edge of the Gipps Precinct.
- The nature of types of uses occurring within the study area are not "intensive" and can readily co-exist with residential land uses. The dwelling's proximity to these land uses are unlikely to result in any unreasonable amenity impacts.
- The site forms a small portion of Yarra's business land and its partial use for dwellings is unlikely to impact the vitality of the employment precinct.
- The proposal does not seek to rezone the subject site or allow for the intensification of residential uses within the Gipps precinct (although this may be required in the future to respond to evolving economic trends and population growth).
- The proposal achieves an appropriate balance between retaining the viability of the precinct and ensuring sufficient employment land is available whilst allowing for the continued residential use of the site.

### 6.6.1. Council Plan

Yarra's Council Plan recognises that the City is experiencing substantial change, growing in both population and economic activity.

The proposal responds to the Plan's strategic objectives by respecting the municipalities unique identity, supporting Yarra's community, and ensuring a liveable and sustainable development.

### 6.6.2. Inner Regional Housing Statement

The *Inner Regional Housing Statement* acknowledges that the Inner Region, where the subject site is located, is a complex area, wherein changes to housing growth and composition must be carefully managed so as not to impact upon the region's existing character and liveability.

The proposal responds to the Statements directions by providing housing in a location that has the capacity for change, and that can provide a high level of economic, social, cultural and environmental sustainability.

### 6.6.3. Economic Development Strategy

Yarra's *Economic Development Strategy 2015-2020* identifies the site as being within the Collingwood Creative Cluster; outlining that the municipality should maintain its distinctive neighbourhoods and diverse building typologies, whilst also ensuring an availability of office and studio space to facilitate further growth in the creative sector.

Key comments in response to Yarra's EDS are provided below:

- Yarra's employment areas provide a significant amount of jobs to the population however, the types of employment opportunities provided continues to evolve with the emergence of the digital economy and associated advances in technology.
- SMEs are emerging as a relevant and effective contributor to Yarra's economy however, require land use flexibility in order to be realised.



- The Gipps precinct has further evolved since its original rezoning in 2011 and incorporates a significant amount of creative industries. These industries are well suited to operate within proximity to residential land uses without causing any significant land use conflicts.
- Most recent population projections in Yarra are already being exceeded and this trend may continue into the future.

#### **6.6.4. Business and Industrial Land Strategy**

As discussed earlier, the BILS provides a 10-15 year direction for Yarra's business and industrial area and provides *'practical guidance for Council and local stakeholders for land use planning in these areas.'*

Pursuant to the BILS, the subject site is located within a Core Industrial or Business Node ("CIB"). These areas are defined as:

*Relatively large or consolidated industrial business nodes, internal areas provide opportunities for businesses to operate with minimal sensitive interfaces. Outer edges of the precinct may however have residential, open space or river corridor interfaces (page 15).*

Key comments in response to the BILS are below:

- The land use figures do not accurately reflect the current land uses within the study area which include a large portion of creative uses and some residential uses.
- The subject site only forms a small portion of 24.7 hectares of C2Z land and is located on the periphery of the precinct. Its continued use for dwellings is not expected to significantly impact the vitality of the precinct.
- Each precinct needs to be assessed on a precinct by precinct basis to ensure land is used effectively and responds to the prevailing trends in the economy.

#### **6.6.5. Gipps Precinct Local Area Plan**

The Gipps Precinct Local Area Plan outlines strategic directions aimed at increasing economic activity, employment, and residential amenity in the Gipps Precinct. The subject site is located in the south-west corner of the Precinct.

The Plan acknowledges that there is demand for residential and non-industrial land uses in the area, particularly noting that the adaptive reuse of warehouses for residential conversions has been sought in a range of locations fringing the precinct. Additionally, it is observed that manufacturing activity in the precinct has diminished in favour of low impact commercial operations such as technical and business services

#### **6.6.6. Yarra Housing Strategy**

Council recently adopted the Yarra Housing Strategy (2018) which aims to direct housing growth to appropriate locations and provide more certainty to the community about where housing growth may occur.

The proposal is considered consistent with the adopted Housing Strategy (noting that it is yet to be incorporated into the Yarra Planning Scheme) for the following reasons:

- The proposal does not seek to introduce any additional residential uses to the Gipps Precinct beyond those existing.
- The proposal will limit residential uses to the edge of the Gipps Precinct and will not impinge on the Precinct's ability to accommodate forecast employment growth.
- The location of the existing dwellings is consistent with the attributes of the locations for future housing growth outlined in the Housing Strategy given its proximity to services, employment opportunities, public transport and nearby activity centres.

#### **6.6.7. Yarra Spatial Economic and Employment Strategy**

Council recently adopted the Yarra Spatial Economic and Employment Strategy ("SEES") which is intended to assist Council to understand, and capitalise on, Yarra's economic strengths and respond to the key trends and economic drivers over the next 10 to 15 years.

The Gipps Street precinct is recommended for retention as an employment precinct by the SEES. However, it is important to note that the SEES also recognises that whilst the Gipps Precinct has a long history of

employment uses, the area does contain “*some housing that pre-dates the introduction of distinct residential and industrial land use zones*”. As outlined throughout this report, we are instructed that the existing residential uses on site have existed on the subject site since the late 1990s and early 2000s.

The proposal does not seek to increase the number of residential uses on site and will not compromise the function of the Gipps Precinct as an employment precinct. In this regard, the continued use of part of the site for residential uses is consistent with the SEES.

## **6.7. IS THE LAYOUT OF THE SUBJECT SITE SUITABLE FOR RESIDENTIAL USE?**

A site inspection of the buildings on the subject site confirms that the layout of the buildings is suitable for use as dwellings.

Specifically, the dwellings (including the bedrooms and living areas) are generously sized, have good access to daylight through the provision of multiple windows and each comprise areas of private open space in the form of balconies or rooftop terraces. Moreover, we are instructed that the site was recently inspected by Council for fire safety compliance and was found to comply.

The layout of the dwellings within the distillery buildings are generally well suited to both residential and commercial uses. These dwellings include open plan living areas and separate spaces which can be used as offices. This is the general “set-up” observed in the home-office tenancies visited.

However, the layout of the silo buildings do not, in our view, lend themselves to commercial uses and are more suited to residential uses (noting that the dwellings we visited have not been altered since the current owners have occupied the spaces). These dwellings comprise corridors between the bedroom and living spaces incorporate layouts typical of apartment buildings (i.e. open kitchen, living and dining areas and separated bedroom and bathroom spaces). Given the dwellings within the silo buildings are replicas of each other, it is difficult to envisage that these spaces could have accommodated commercial/office uses in the past.

## 7. CONCLUSION

This report seeks to provide a strategic land use assessment to support a Planning Scheme Amendment in relation to the land at 26 Wellington Street and 21 Northumberland Street, Collingwood (the “subject site”) and its inclusion within Clause 51.01 ‘Specific Site and Exclusions’ of the Yarra Planning Scheme to enable the continued residential use of the land, despite the C2Z prohibiting such uses.

This report has considered a range of matters in relations to the proposal, including the context of the subject site within the defined study area, the surrounding land uses and the relevant statutory and strategic policies.

Overall, our assessment has found that the proposal should be supported on the following basis:

- Part of the subject site has been utilised for residential purposes (dwellings) since at least 1997 without any reported land use conflicts.
- The proposal for a site-specific exemption is an appropriate mechanism to allow the continued use of the site for dwellings, will limit residential uses to the periphery of the precinct and will minimise any perceived risk of land use creep.
- The site is strategically located between two activity centres and has good access to a range of public transport services, employment opportunities and facilities. These characteristics make the site well suited to continued residential land uses.
- The proposal is consistent with the Planning Policy Framework and Municipal Planning Strategy, the purpose of the C2Z and its decision guidelines by limiting residential uses to the periphery of the Gipps Precinct and ensuring that no adverse land use conflicts arise. Further, the site appropriately responds to Yarra’s key strategic documents.
- The proposal affects a small portion of C2Z land within the City of Yarra and will not compromise the vitality of this employment precinct nor Yarra’s ability to meet forecasted employment growth.
- The Gipps Precinct has shifted away from intensive industrial uses and comprises a mix of commercial, office and creative industry uses. These types of uses can readily co-exist with residential uses.
- The location of the site on the periphery of the C2Z land, adjacent to the C1Z and MUZ further reiterates that residential uses in this location is appropriate and will not result compromise the operations of existing commercial uses.
- There are no existing uses in the study area that will adversely impact on the amenity of the residential dwellings.
- The presence of residential uses in this location will not prohibit or unreasonably constrain the redevelopment of surrounding properties for higher density commercial buildings.
- The buildings on the subject site are well suited to residential uses and provide high levels of internal amenity for residents.

## DISCLAIMER

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In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.




## **APPENDIX A      LAND USE ASSESSMENT OF STUDY AREA**

Number	Site Address	Land Use	Description	Image
1	28-30 Wellington St	Commercial	Office/retail <b>Source:</b> <a href="https://www.realestate.com.au/property/28-30-wellington-st-collingwood-vic-3066">https://www.realestate.com.au/property/28-30-wellington-st-collingwood-vic-3066</a> <b>Planning History:</b> Application PLN12/0606 for use of the land for food production (coffee roasting), a food and drinks premises (cafe) and a reduction in car parking requirements. Permit granted ( <a href="https://www.varracity.vic.gov.au/planning-application-search?applicationNumber=PLN12%2F0606">https://www.varracity.vic.gov.au/planning-application-search?applicationNumber=PLN12%2F0606</a> )	
2	32-34 Wellington St	Commercial	Hacer Group Offices <b>Source:</b> <a href="https://www.realcommercial.com.au/property-offices-vic-collingwood-502455310">https://www.realcommercial.com.au/property-offices-vic-collingwood-502455310</a>	
3	15 Byron St	Residential	Residential	
4	13 Byron St	Residential	Home Office <b>Source:</b> <a href="https://www.realestate.com.au/property/13-byron-st-collingwood-vic-3066">https://www.realestate.com.au/property/13-byron-st-collingwood-vic-3066</a>	


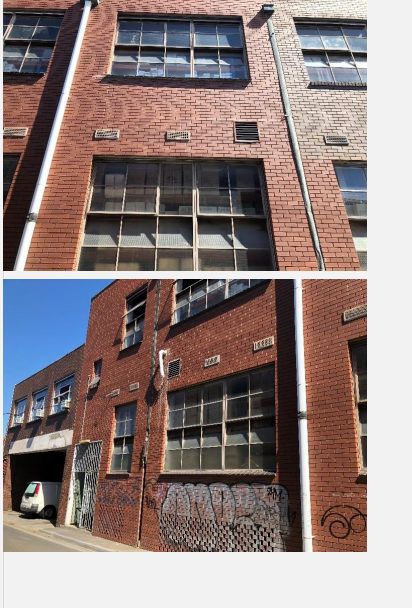


Number	Site Address	Land Use	Description	Image
5	2-16 Northumberland St	Commercial	<p>Telstra Exchange</p> <p><b>Planning History:</b> PLN16/0435 for use and development of the land for the construction of two multi-storey, buildings for offices (no permit required for office use) and food and drink premises (cafe), reduction of car parking</p> <p><a href="https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advised-planning-applications/2017/08/18/pln160435">https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advised-planning-applications/2017/08/18/pln160435</a></p>	
6	11 Byron St	Residential	<p>Dwelling</p> <p><b>Source:</b> <a href="https://www.realestate.com.au/sold/property-house-vic-collingwood-121997230">https://www.realestate.com.au/sold/property-house-vic-collingwood-121997230</a></p>	
7	36 Wellington St	Commercial	<p>Music offices</p> <p><b>Source:</b> <a href="https://www.whitepages.com.au/warner-music-australia-ptv-ltd-10407452/collingwood-vic-10407454B">https://www.whitepages.com.au/warner-music-australia-ptv-ltd-10407452/collingwood-vic-10407454B</a></p>	



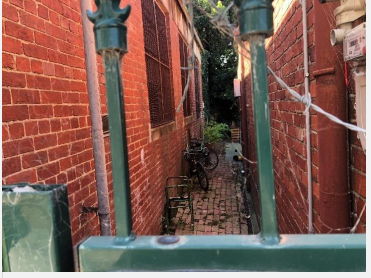
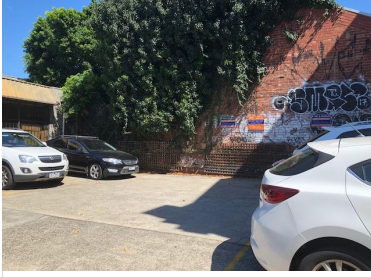

Number	Site Address	Land Use	Description	Image
8	25 Northumberland St	Commercial	Office / warehouse <b>Source:</b> <a href="https://www.realcommercial.com.au/property-offices-vic-collingwood-500808067">https://www.realcommercial.com.au/property-offices-vic-collingwood-500808067</a> <a href="https://www.commercialrealestate.com.au/property/25-northumberland-street-collingwood-vic-3066-2010370288">https://www.commercialrealestate.com.au/property/25-northumberland-street-collingwood-vic-3066-2010370288</a> <b>Planning History:</b> PL04/0983 Use of the site as a dance school and caretakers dwelling; Development of alterations and additions to the existing building – Amended Plan Approved <a href="https://www.yarracity.vic.gov.au/planning-application-search?applicationNumber=PL04%2F0983">https://www.yarracity.vic.gov.au/planning-application-search?applicationNumber=PL04%2F0983</a>	
9	1/9 Byron St	Residential	Dwelling <b>Source:</b> <a href="https://www.theweeklyreview.com.au/domain/converted-warehouse-trendsetter-collingwood/pub/melbourne-times/">https://www.theweeklyreview.com.au/domain/converted-warehouse-trendsetter-collingwood/pub/melbourne-times/</a>	
10	2/9 Byron St	Residential	Dwelling <b>Source:</b> <a href="https://www.realestate.com.au/sold/property-townhouse-vic-collingwood-125491198">https://www.realestate.com.au/sold/property-townhouse-vic-collingwood-125491198</a>	
11	38-46 Wellington St	Commercial	Warehouse / offices (Plasta Masta) <b>Source:</b> <a href="https://www.realestate.com.au/property/38-46-wellington-st-collingwood-vic-3066">https://www.realestate.com.au/property/38-46-wellington-st-collingwood-vic-3066</a>	



Number	Site Address	Land Use	Description	Image
12	1-57 Wellington St	Commercial	Recording studio / warehouse <b>Planning History:</b> Planning Permit Application PLN16/0922 for construction of a 14-storey mixed use building plus basement, part demolition, with a reduction in the car parking requirement. <a href="https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2017/06/29/pln160922">https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2017/06/29/pln160922</a>	
13	27 Northumberland St	Commercial	Ceramic warehouse / showroom <b>Source:</b> <a href="https://www.whereis.com/vic/collingwood-3066/yellowld-12131234">https://www.whereis.com/vic/collingwood-3066/yellowld-12131234</a>	
14	2/7 Byron St	Commercial	Warehouse/showroom/office <b>Source:</b> <a href="https://www.realcommercial.com.au/property-offices-vic-collingwood-502642710">https://www.realcommercial.com.au/property-offices-vic-collingwood-502642710</a>	



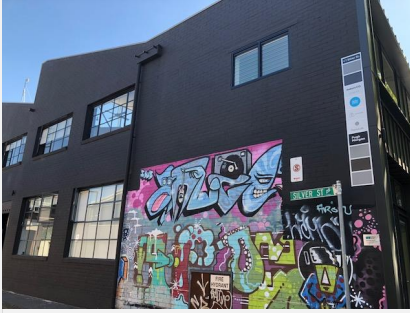

Number	Site Address	Land Use	Description	Image
15	1/7 Byron St	Commercial	Warehouse/showroom/office	
16	3/7 Byron St	Commercial	Office/warehouse/showroom <b>Source:</b> <a href="https://www.realcommercial.com.au/property-offices-vic-collingwood-501869826">https://www.realcommercial.com.au/property-offices-vic-collingwood-501869826</a>	
17	18 Northumberland St	Commercial	Car sales <b>Source:</b> <a href="http://www.mcquinnessauto.com/">http://www.mcquinnessauto.com/</a>	
18	37A-51 Wellington St	Commercial	Offices	





Number	Site Address	Land Use	Description	Image
				
19	22-24 Northumberland St	Commercial	Warehouse / storage for "Shop for Shops"	
20	48-52 Wellington St	Commercial	Office	
21	14 Glasgow St	Residential	Dwelling	

Number	Site Address	Land Use	Description	Image
22	29 Northumberland St	Residential	Open warehouse ground floor / potential dwelling upstairs <b>Source:</b> <a href="https://www.nelsonalexander.com.au/property/458402/1-29-northumberland-street/">https://www.nelsonalexander.com.au/property/458402/1-29-northumberland-street/</a>	
23	16 Glasgow St	Residential	Dwelling <b>Source:</b> <a href="https://www.realestateview.com.au/real-estate/16-glasgow-street-collingwood-vic/property-details-sold-residential-749207/">https://www.realestateview.com.au/real-estate/16-glasgow-street-collingwood-vic/property-details-sold-residential-749207/</a>	 
24	61-75 Langridge St	Commercial	Current car park and office <b>Source:</b> <a href="http://www.aceparking.com.au/find-parking/65-langridge-street-collingwood/">http://www.aceparking.com.au/find-parking/65-langridge-street-collingwood/</a>	 



Number	Site Address	Land Use	Description	Image
25	29 Glasgow St	Commercial	Office / warehouse / showroom	
26	64 Wellington St & 53 Langridge St	Commercial	Red Box Art Studios – Some tenancies potentially function as a home office or dwelling	

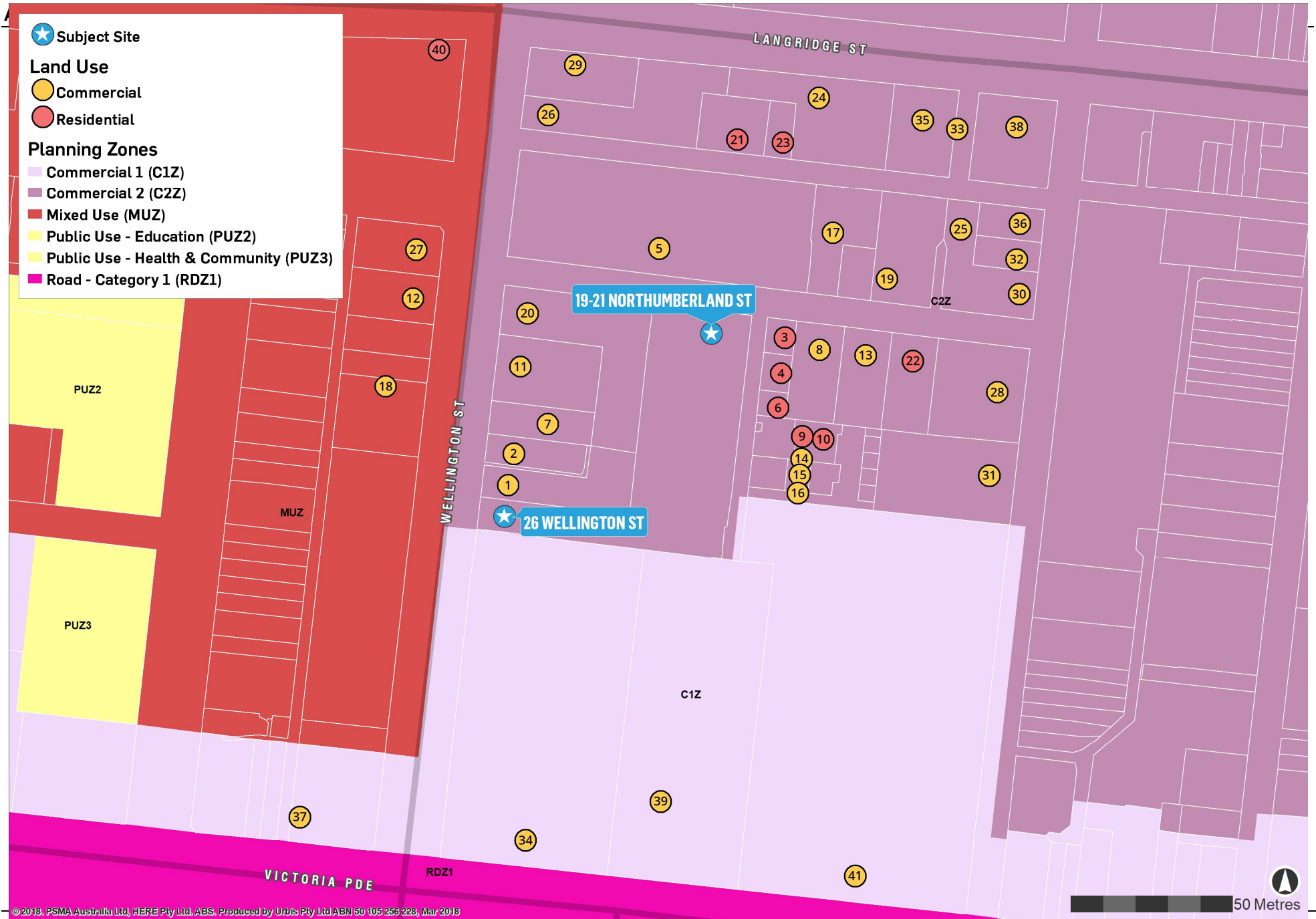
Number	Site Address	Land Use	Description	Image
27	59 Wellington St	Commercial	<p>The Vine Hotel</p> <p><b>Permit History:</b> Permit PLN15/0329 for the part demolition, alterations and additions to allow for the conversion of the existing building into two dwellings.</p>	
28	33-41 Rokeby St	Commercial	Warehouse building	
29	51 Langridge St	Commercial	<p>Current display suite and vacant site until construction</p> <p><b>Planning history:</b></p> <p>PLN17/0332 - Use and development of the land for the construction of a 12 storey office building (plus four basement levels) (no permit required for office use) and a ground floor food and drink premises (cafe - 7am-6pm, 7 days per week), reduction of car parking requirements – Refused</p> <p>Council was informed on 26 September 2017 that a Section 79 'Failure to determine' appeal had been lodged by the Applicant with VCAT.</p> <p><a href="https://www.varracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2017/07/26/pln170332">https://www.varracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2017/07/26/pln170332</a></p>	
30	26-30 Northumberland St	Commercial	<p>Offices and cake &amp; wine wholesaler &amp; Emme's studio space</p> <p><b>Source:</b></p> <p><a href="http://www.cakeindulgence.com.au/contact-us/m">http://www.cakeindulgence.com.au/contact-us/m</a></p> <p><b>Planning History:</b></p> <p>PL05/0843 - Part change of use to a wine wholesale operation, construction of a third storey addition for use as a caretaker's dwelling and a reduction in the car parking requirements</p> <p><a href="https://www.varracity.vic.gov.au/planning-application-search?applicationNumber=PL05%2F0843">https://www.varracity.vic.gov.au/planning-application-search?applicationNumber=PL05%2F0843</a></p>	

Number	Site Address	Land Use	Description	Image
31	25 Rokeby St	Commercial	Offices and Café <b>Source:</b> <a href="http://www.premiersdesignawards.com.au/entry/25-rokeby-street-collingwood/">http://www.premiersdesignawards.com.au/entry/25-rokeby-street-collingwood/</a>	
32	59 Rokeby St	Commercial	Storage / warehouse – 'Shop for Shops'	
33	1 Silver Street	Commercial	Multiple offices / co-working spaces <b>Source:</b> <a href="http://www.creativespaces.net.au/find-a-space/high-noon-5">http://www.creativespaces.net.au/find-a-space/high-noon-5</a>	
34	79-81 Victoria Parade	Commercial	Jetstar offices and a car park	

Number	Site Address	Land Use	Description	Image
35	77-83 Langridge St	Commercial	Office / showroom <b>Sources:</b> <a href="http://www.miglicdean.com.au/for-lease/36-83-langridge-street-collingwood-vic-3066">http://www.miglicdean.com.au/for-lease/36-83-langridge-street-collingwood-vic-3066</a> <a href="http://www.commercialview.com.au/77-85-langridge-street-collingwood-vic/commercial-for-lease-details-11137956">http://www.commercialview.com.au/77-85-langridge-street-collingwood-vic/commercial-for-lease-details-11137956</a> <a href="https://toxmichael.com.au/contact/">https://toxmichael.com.au/contact/</a>	
36	61-63 Rokeby St	Commercial	Workshop or warehouse	
37	75-77 Victoria Parade	Commercial	Restaurant	
38	87-89 Langridge St	Commercial	Shop for Shop display/fitting store <b>Source:</b> <a href="http://www.shopforshops.com/">http://www.shopforshops.com/</a>	



Number	Site Address	Land Use	Description	Image
39	103 Victoria Parade	Commercial	Melbourne Pathology	
40	67-71 Wellington St	Residential	Office building currently under construction <b>Planning history:</b> PLN15/0641 - Development of the land for the construction of a 13 storey building (plus 3 basement levels), use of the land as offices with an associated reduction in the car parking <a href="https://www.varracity.vic.gov.au/planning-application-search?applicationNumber=PLN15%2F0641">https://www.varracity.vic.gov.au/planning-application-search?applicationNumber=PLN15%2F0641</a>	Need photo
41	105-133 Victoria Parade	Commercial	Porsche showrooms and offices <b>Planning history:</b> <a href="http://www8.austlii.edu.au/cgi-bin/viewdoc/au/cases/vic/VCAT/2001/264.html">http://www8.austlii.edu.au/cgi-bin/viewdoc/au/cases/vic/VCAT/2001/264.html</a> Demolition of the existing grain silos and retention of the existing showroom and motor vehicle work	



# **APPENDIX B      PLANNING AND BUILDING PERMIT HISTORY**

No.	Date	Permit Type	Reference	Address	Description
1.	26 March 1996	Planning Permit	95/103	26 Wellington Street, Collingwood	The permit allows for the purpose of 20 lot subdivision, provisions of associated services and partial use as offices in accordance with the attached endorsed plans.
2.	30 April 1997	Endorsed Plans (Amended)	95/103	26 Wellington Street, Collingwood	Endorsed plans of The Distillery conversion, prepared by Axia.
3.	04 May 1997	Letter from Axia Architects & Consultants	95/103	26 Wellington Street, Collingwood	Letter highlighting that the zoning of the land is not consistent with the market demand for residential apartments at the site. Also arguing the merits of mixed use development at the site.
4.	24 Jul 1997	Planning Permit	97/828	26 Wellington Street, Collingwood	The permit allows for the purpose of alteration, additions and a 12 lot subdivision to the existing building, provision of signage and a change of use to office, light industry and caretakers residences in accordance with the attached endorsed plans.
5.	29 Sep 1997	Planning Permit	1411/97	26 Wellington Street, Collingwood	The permit allows alterations and additions to the existing building and subdivision into three lots in accordance with the attached endorsed plans.
6.	29 Sep 1997	Delegate Report	1411/97	26 Wellington Street, Collingwood	Recommendation: That a planning permit be issued to land at 26 Wellington Street for the purpose of development and subdivision of an existing building into 3 units.
7.	30 Sep 1997	Endorsed Plans	1411/97	26 Wellington Street, Collingwood	Endorsed plans for the Proposed Silo Redevelopment, prepared by Axia.
8.	22 Dec 1997	Statement of Compliance for Stage One of a Staged Plan	96/1464	21 Northumberland Street and 26 Wellington Street, Collingwood	Statement of Compliance for Stage One of a Staged Plan (subdivision) issued under Section 21.

No.	Date	Permit Type	Reference	Address	Description
9.	21 July 1999	Extension of Time	Planning Permit No. 97/828	26 Wellington Street, Collingwood	12 month extension of time to Planning Permit No. 97/828. <i>'The use/development must now be completed no later 24 July 2000'</i> .
10.	12 Dec 1997	Plan of Subdivision	PS 40494D	26 Wellington Street and 21 Northumberland Street, Collingwood	Plan of Subdivision
11.	1997	Delegate Report	Planning Permit No. 97/828	26 Wellington Street, Collingwood	Recommendation: That a planning permit be issued to land at 26 Wellington Street, Collingwood for the purpose of alteration, addition and subdivision of the building into 12 units, provision of signage and change of use to office, light industry and caretakers dwellings.
12.	29 Aug 1998	Plan of Subdivision	97/1601	21 Northumberland Street, Collingwood	Plan of Subdivision.
13.	09 Dec 1999	Building Permit	1069-990373-0	26 Wellington Street, Collingwood	Nature of Building Work: Construction of ground floor works to existing silo buildings (Stage 1 of overall project works).
14.	24 Mar 2000	EPA Priority Sites Certificate	Silo Building/C arl	26 Wellington Street, Collingwood	Later from EPA stating there are no Priority Sites reported for the municipality as of 24 March 2000.
15.	05 Oct 2000	Endorsed Plans	97/828	21 Northumberland Street, Collingwood	Amendment to plan approved 24 July 1997, prepared by Caulfield Krivanak & Sugar Pty Ltd. Proposed Silo Redevelopment.
16.	2001	Building Owner's Home Warranty Insurance	Certificate No. BAV996-DA000445-00/1/32	21 Northumberland Street, Collingwood	Insurance issues in respect of the <i>'fit out of apartment within existing concrete silo shell'</i> at <i>'cnr Northumberland &amp; Byron Streets, Collingwood'</i> .
17.	02 Mar 2001	Building Permit (Stage 1)	BS1047/20 01037/1	21 Northumberland Street, Collingwood	Building Permit issued for Silo Apartments in relation to Planning Permit NO. 97/828. Nature of building work: Alternations, additions and change of use to an existing building to office/residential use.

No.	Date	Permit Type	Reference	Address	Description
18.	04 Jul 2001	Building Permit (Stage 2)	BS1047/2001037/1	21 Northumberland Street, Collingwood	Building Permit issued for Silo Apartments in relation to Planning Permit NO. 97/828. Nature of building work: Alternations, additions and change of use to an existing building to office/residential use.
19.	16 Mar 2002	Architectural Plans for Proposed Silo Apartments		26 Wellington Street, Collingwood	Plans for the Proposed Silo Apartments at 26 Wellington Street, Collingwood showing the configuration of apartments.
20.	31 May 2007	Paid Invoice	Invoice No. 411894	21 Northumberland Street, Collingwood	Paid invoice for domestic refuse service. Payment for bin delivery to properties within 21 Northumberland Street, Collingwood.
21.	18 Sep 2002	Mandatory Inspections Letter		21 Northumberland Street, Collingwood	Peter Luzinat (Building Surveyor) states the dates that building inspections were approved.
22.	28 Mar 2007	Submission letter to Council re rubbish collection		11k/21 Northumberland Street, Collingwood	Resident's submission to Council seeking better waste collection services.
23.	06 Jul 2007	Request for Building Approval Particulars	326(1)	11C/21 Northumberland Street, Collingwood	Summary of building permits issued in the preceding 10 years issued by City of Yarra.
24.	25 Mar 2017	Letter to Robert Caulfield		26 Wellington Street, Collingwood	Letter from original architect Robert Doyle confirming that he does not possess copies of the original planning permits relating to the silo conversion.
25.	08 May 2017	Reply to Request for Historical Records	Building Permit No. BS1047/2001037/0	26 Wellington Street, Collingwood	Rhys Thomas from Yarra City Council advises Lawrie Groom that Council cannot locate Minutes of the meeting in relation to the 1995 decision to issue a planning permit at 26 Wellington Street, Collingwood.

# **APPENDIX C      ASSESSMENT AGAINST STRATEGIC ASSESSMENT GUIDELINES**

No.	Strategic Assessment Guidelines	Response
1	Why is an amendment required?	<p>The Planning Scheme Amendment is required to allow for the continued use of the subject site for dwellings through the inclusion of the site within Clause 51.01 (Site Specific Exemptions) of the Yarra Planning Scheme.</p> <p>Currently, dwellings are prohibited under the provisions of the Commercial 2 Zone applying to the site.</p>
2	Does the amendment implement the objectives of planning and address any environmental, social and economic effects?	<p>This amendment will implement the objectives of Planning in Victoria by providing for the fair, orderly, economic and sustainable use and development of land. The amendment will provide opportunities for existing residential uses to occur lawfully.</p> <p><b>Environmental Effects</b></p> <p>The site is not subject to an Environmental Audit Overlay nor is recorded on the EPA's Priority Sites Register.</p> <p>Notwithstanding this, the proposed amendment does not pose any adverse environmental effects. Further, an environmental assessment prepared by Edge Group confirms that the site in its currently layout is suitable for both commercial and residential uses.</p> <p>Whilst no changes to the site layout are proposed as part of this application, should any changes to the site layout occur in the future, then an updated assessment of risk would be required.</p> <p><b>Social Effects</b></p> <p>The proposal will allow existing residential land uses to occur lawfully on the subject site. The proposal will result in positive social impacts by contributing to the vibrancy of the area and by providing additional passive surveillance.</p> <p><b>Economic Effects</b></p> <p>The proposal will limit residential uses to the periphery of the C2Z land and will ensure that the vitality of the employment precinct is not compromised.</p>
3	Does the amendment address relevant bushfire risk?	<p>The subject site is not located within the Bushfire Management Overlay nor a bushfire prone area and does not present a bushfire risk.</p>
4	Does the amendment comply with all the relevant Minister's Directions?	<p>The proposal is consistent with the relevant Ministerial Directions being Directions 1, 9 and 11.</p> <p><b>Ministerial Direction 1 – Potentially Contaminated Land</b></p> <p>An environmental assessment has been undertaken which notes that the site has been used previously as a distillery from the mid-1800s to 1992 where it has since (1997) been redeveloped for commercial land use, and partially for residential dwellings.</p>



		<p>The assessment concluded that whilst there is the potential for contamination of soil, groundwater and/or soil vapour sourced from on and off-site activities, in the current site setting there is considered to be a low risk to current site users.</p> <p>As such, the assessment concludes that the site in its current layout is suitable for both commercial and residential uses.</p> <p>Whilst no changes to the site layout are proposed as part of this application, should any changes to the site layout occur in the future, then an updated assessment of risk would be required.</p> <p>Refer to Edge Group report being provided concurrently with this report for further details.</p> <p><b>Ministerial Direction 9 – Metropolitan Planning Strategy</b></p> <p>The proposal is consistent with the current Metropolitan Planning Strategy as it will not compromise the vitality of the existing employment precinct and commercial operations contained within. In addition, the proposal allows the continued use of the land for dwellings within close proximity to public transport, jobs and services.</p> <p><b>Ministerial Direction 11 – Strategic Assessment of Amendments</b></p> <p>This assessment has been prepared in accordance with these assessment requirements</p>
5	Does the amendment support or implement the Planning Policy Framework (PPF)?	The amendment is consistent with and implements the Planning Policy Framework for the reasons discussed in Section 5 of this report.
6	How does the amendment support or implement the Local Planning Policy Framework (LPPF) and, specifically, the Municipal Strategic Statement (MSS)?	The amendment is consistent with and implements the Local Planning Policy Framework for the reasons discussed in Section 5 of this report.
7	How does the amendment support or implement the Municipal Planning Strategy (MPS)?	The amendment is consistent with and implements the Municipal Planning Strategy for the reasons discussed in Section 5 of this report
8	Does the amendment make proper use of the Victoria Planning Provisions?	The Amendment makes proper use of the planning provisions. Any proposed controls associated with this amendment are to be used in a manner that is consistent with the objectives of the Victorian Planning Provisions (VPP).
9	How does the amendment address the views of relevant agencies?	It is not anticipated that any other relevant agency will be affected by the proposed amendment.

10	Does the amendment address the requirements of the Transport Integration Act 2010?	The amendment will not impact the requirements of the Transport Integration Act. The site is strategically located with excellent access to public transport and provides for the integration of land uses with the transport system.
11	What impact will the new planning provisions have on the administrative costs of the responsible authority?	The amendment is not expected to result in any unreasonable resource or administrative costs for the responsible authority.



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24 July 2019

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City of Yarra  
Accounts Payable  
PO Box 168  
RICHMOND VIC 3121

**Attention: Peter Mollison**

Dear Peter

### **Amendment C247 - Victorian Distillery and Silos Development Application Acoustic Review**

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report supporting the proposed Amendment C247 for the Victorian Distillery and Silo site at 21 Northumberland Street and 26 Wellington Street, Collingwood (VDAS).

It is understood that the matter relates to residential occupancy in parts of the VDAS site that were not nominated in the original permit for residential occupancy, yet have been developed and used as residential uses over the last 10-20 years. The VDAS site is within a C2Z zone which does not allow for residential use (other than caretaker type residences). The proposed amendment seeks to make these residential uses lawful within the VDAS site.

Details of the acoustic report provided to support the amendment are as follows:

- Title: Victorian Distillery and Silos, Acoustic Assessment
- Reference: 20181422.1/1501A/R0/MS
- Date: 15 January 2019
- Prepared for: Best Hooper Lawyers
- Prepared by: Acoustic Logic Consultancy (ALC)

We provide below a summary of key sections of the acoustic report and our comments.

SLR also undertook a site inspection on 9 July 2019 to assist with this review.

#### **1 Site Description (Section 2 of Acoustic Report)**

This section of the report describes the location, surrounding uses and preliminary comments based on observation undertaken during a site inspection. Key aspects identified include:

- Main sources of local noise potentially impacting the site as follows:
  - Porsche Centre Melbourne (109-111 Victoria Pde), with carwash entrance noted to be approximately 20 m east of the subject site,

- Melbourne Pathology building (103 Victoria Pde) exhaust fans and roof plant (20-30 m from subject site).
- Jetstar building (79 Victoria Pde) roof mechanical plant, approximately 45 m south-west of the subject site.
- Observations undertaken by the consultant as follows:
  - Telstra exchange site on the other side of Northumberland Street currently undergoing significant redevelopment. The author notes this development will need to ensure compliance at the VDAS site in relation to SEPP N-1 and SEPP N-2 related aspects.
  - Noise from mechanical plant and equipment associated with the subject site was not audible during the inspection. Plant and equipment for the site is indicated to be related to individual apartment use.
  - Other commercial uses (apart from those identified above) in the area were noted to not generate audible noise at the development. Several 'domestic style' condensing units were observed but considered to not cause impact due to their operation times (normal office hours).
  - No music venues were noted to be within the immediate area that would result in audible music noise at the site.
  - ALC were advised by the VDAS Body Corporate that no complaints from residents had been received with respect to existing plant and equipment serving surrounding commercial uses.

**SLR Comments:**

*The site location and surrounding uses are generally well described.*

*It is not clear at what time any site inspections were undertaken upon which most of the assumptions were made about mechanical plant and equipment that could impact the site.*

*In relation to the Telstra Exchange Site, while it is technically correct that that development is now responsible for achieving compliance with SEPP N-1 and SEPP N-2 at VDAS, it potentially places a more onerous obligation on them than had the VDAS site not been used for residential dwellings. However, as the noise generator, with new plant and equipment, we would have to agree that the obligation is now on the Telstra site operator to comply.*

*In relation to the comment re. complaints from residents in VDAS, Body Corporate records may not necessarily reflect all potential noise complaints (residents would normally complain to Council, EPA or even directly to the commercial operator).*

*SLR undertook an inspection of the area on 9 July 2019 between 2 pm and 3.30 pm. We did not identify any other significant noise sources beyond those identified by ALC.*

## **2 Measured Noise Levels (Section 5 of Acoustic Report)**

ALC undertook a series of noise measurements on and around the site for the purposes of establishing existing noise levels at the subject site. Noise measurements included noise from:

- The Porsche Carwash
- Melbourne Pathology Exhaust Fans and roof top plant
- Jetstar plant

- Various other locations around the site

A noise monitor was also left on the site from 19-25 October 2018 for the purposes of determining general background noise levels during the day, evening and night periods.

**SLR Comments:**

*The measurements appear reasonable in terms of their general location and approach to quantifying noise to the VDAS site, there is however minimal technical information in relation to duration and time of measurements, and specific distances from sources. We also note there were no measurements along the northern boundary of the site, but this area is being redeveloped in any case (Telstra Exchange site) and is effectively a building construction site. In any case, the general observations appear to be in line with our own observations on site and our review of available aerial photography.*

*The noise logging data is not presented in its entirety; Table 1 of the document provides a single background level determined for the day, evening and night. We would recommend that the report includes the full logging data and basis for determining the presented background levels (i.e. is it the quietest single day of monitoring or average over numerous days).*

**3 Assessment Criteria (Section 6 of Acoustic Report)**

ALC determine the SEPP N-1 zoning levels and corresponding noise limits at the subject site based on land use zoning and the collected background levels.

The zoning levels and noise limits are presented as follows:

Period	Measured Background Level, dBA	Zoning Level, dBA	Noise Limit, dBA
Day	46	59	57
Evening	42	53	50
Night	39	48	48

NOTE: 'Zoning levels' are determined based on the procedure in SEPP N-1 and are directly related to the proportion of industrial, commercial and residential type zoning within 400 m of a specific residence; the more commercial / industrial usage ratio the higher the zoning levels. The final noise limits determined under SEPP N-1 take into account the zoning levels and the existing background levels in the area. Residential uses in commercial zones, or abutting commercial / industrial zones effectively have high zoning levels and corresponding noise limits – i.e. a balance of reduced amenity for the residents and ability for industries / commercial operators to generate more noise than if they were in a predominantly residential zoned area.

**SLR Comments:**

*Our own calculations of the Zoning Levels match those of ALC, and if the ALC background levels are adopted, we also obtain the same noise limits. We note that the day and evening background levels are 'low' under the SEPP N-1 definitions, and the night period background level is 'neutral' under the SEPP N-1 definitions. We note that any drop in the night period background level would also result in 'low' background levels at night, and corresponding reduced night period noise limits. It is critical that the night period background data collected represents the minimum background collected over a single day of the monitoring period rather than averaging of numerous days of data.*

#### 4 Noise Assessment (Section 7 of Acoustic Report)

ALC determine that two of the sources in the area exceed the SEPP N-1 noise limits at the subject site.

A 3 dBA excess is determined for the Porsche carwash (day period operation only) and a 6 dBA excess is determined for the Melbourne Pathology Undercroft Exhaust Fans during night period operations.

ALC conclude that these exceedances are unlikely to impact existing residents and this is supported by the lack of complaints from VDAS since 2001.

##### SLR Comments:

*We generally agree that a 3 dB excess during the day does not represent a critical impact to residential receivers, and ultimately, if complaints were to occur, it should not be a significant impost on the business in the area to address this with generally minor acoustical works.*

*The night period excess of 6 dBA is more substantial. It would appear that the cause of this excess, being the Melbourne Pathology Undercroft fans, could also be readily addressed with relatively basic noise control works, in the event of complaints.*

*If the residential development was a new application in these circumstances, it would be highly desirable that an 'agent of change' approach be adopted in that the new apartment developer wears the cost of acoustic works to achieve compliance. As the status of the building occupancy is not clear in all parts of the building VDAS site, it is difficult to determine if this is an appropriate or reasonable approach.*

#### 5 Conclusion (Section 9 of Acoustic Report)

The conclusion of the report is that the site is not significantly impacted by noise from existing surrounding commercial operations and the residents of the site have coexisted with the surrounding commercial development without complaint since 2001.

#### 6 SLR Summary and Additional Comments

We make the following general comments and summary:

- If the residents in the development have not been affected or complained about noise (as indicated in the ALC report) since 2001, that is a potential indicator that the use can reasonably co-exist with existing commercial operations. However, this does not necessary support use of additional parts of the site for residential use as those locations could be more exposed to noise sources than existing residential uses.

It is not clear what basis the claim of no complaints is made on – i.e. survey of all residents, or from records within the VDAS management. Residents can complain to Council, or EPA, or the commercial operator itself, and occupants can also change over time, so it is not clear how Body Corporate could have a record of all such complaints. The VDAS records may not be fully conclusive in relation to this.

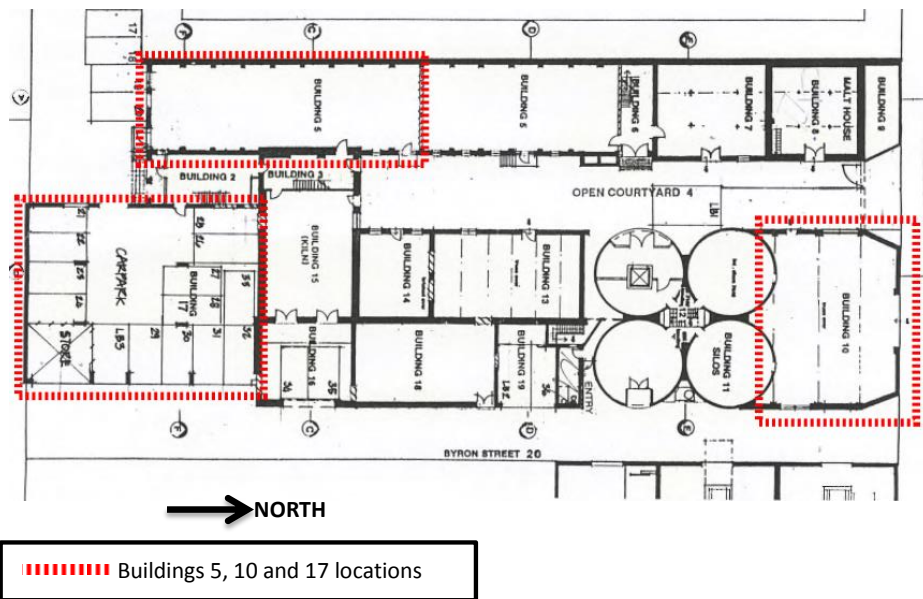
- Under the SEPP N-1 and SEPP N-2 policies, noise is assessed to residential dwelling type uses, and in particular and relevant to the VDAS site, outside a caretakers residence window. As such, the noise policies would only apply to those parts of the VDAS site that have allocated caretakers/dwelling use. From review of the silo and distillery building drawings and original permit documents (1998) we observe that caretaker/ dwelling components are distributed to various parts of the site. It is however not completely clear as to exactly which parts of the site (particularly in the distillery buildings) are allocated residential / caretakers use. The excerpt below provides a summary of allocated caretaker/residential uses for the various building in the VDAS site.

The Distillery  
 Proposed Subdivision Area Schedule

Building Reference Name	Building Number	Warehouse Storage	Light Industry Manufacture	Office	Caretaker Residential	Subdivision Lot Number	Gross Area
		M2	M2	M2	M2		M2
Germinating Building	5A		95	50		1	155
	5B			60	163	2	223
	5C			50	153	3	223
	5D		65	45		4	110
	5E			50	75	5	125
	5F			50	75	6	125
Loft Unit (Stair 2)	6			10	88	7	98
Grainstore	7	58	58	58	135	8	338
Distillery Tower	8	55	55	55	164	9	328
Machine Room	10	60	60	60		10	180
Silos	11A			45	318	11	363
	11B			45	315	12	363
	11C			45	334	13	379
Maintenance Workshops	13		89	45	89	14	223
Barley Store	14		126		84	15	167
Lower Kiln	15A	53		53	53	16	249
Upper Kiln	15B	55		28	208	17	291
Roasting Room	17	140	78	221		18	439
Bagged Mat Store	18	54			175	19	259
<b>Totals</b>				1030		1 to 19	4635
Substation	9					20	
Carparking	36 Cars						
Total Number of Units	19						

The above schedule suggests that there is no allocation of caretaker residential use to Buildings 5A, 5D, 10 and 17. These building are highlighted (in red) in the excerpt below:





However, we also understand that additional permit drawings showing caretakers / residential use may be inconsistent with the above schedule. As such, it is not completely clear which specific parts of the building are legally being used for residential purposes.

- The ALC report has assessed noise to the southernmost part of the site (next to Building 17 and 5) and determined the 6 dBA breach in SEPP N-1 in this area. If this part of the site already has legally allocated residential uses then the formal non-compliance is the current status and would ultimately be the responsibility of the commercial operator to address if complaints arise (or if enforced by Council or EPA).

If this part of the VDAS site did not have legally allocated residential uses (i.e. only used for commercial use) it would have potentially served as a useful buffer for noise from the south, and could effectively eliminate the non-compliance. The amendment would allow for lawful occupation of these buildings and a non-conformance to SEPP N-1 of existing commercial operations at Melbourne Pathology; placing a new legal obligation on them. While the breach is potentially addressed with relatively minor noise control works, they will still require some cost to implement – Council may want to consider an arrangement such that the VDAS contributes (or is fully responsible for) the cost of noise control works to bring the fans into compliance at the nearest residential use in the VDAS site should the amendment be approved in these circumstances.

**Implications on Future Uses / Changes in Commercial Operations**

- Obligation of compliance for existing or future commercial operators in the area will be driven by the nearest existing residential occupancy to a specific business’s operations. Unless the exact location of all legal residential uses currently within the VDAS site is available, it is not possible for us to determine the likelihood of any additional obligations on surrounding businesses with the amendment applied.

- If allocated residential uses are generally distributed to all allotments and all facades of the buildings, there will likely be negligible change in any additional obligations to businesses with the amendment in place.
- Conversely, if there are large parts (or entire facades) of the development with no residential allotment (eg. Buildings 17 or 10 if the Subdivision Area Schedule is correct) then change of use in such buildings could have a significant implication on nearby businesses. This would affect both the current status of compliance (as in the case of Melbourne Pathology) and potential future operations as any expansions, changes in operating hours, night time operations etc. would require detailed review and assessment to a more exposed receiver than would otherwise have been the case under the original permit.

#### *Potential Treatment Options*

- One aspect that can be implemented to provide some protection to existing commercial uses (and to allow for some potential changes in commercial uses in future) is to ensure that any new apartments or dwellings (or use of new buildings / areas for residential purposes) incorporate better than minimum noise attenuation treatments, or specifically address any local external noise sources. In particular, windows and external walls could be nominated to achieve a minimum acoustic rating. If this approach were to be considered by CoY, our suggestion would be to include conditions along the following:

*Any new residential use or redevelopment is to incorporate:*

- *External glazing to achieve not less than Rw 36 dB*
- *External walls to achieve not less than Rw 50 dB*
- *Ventilation paths (makeup air etc.) do not compromise the above ratings.*

*AND be designed to achieve:*

- *Not more than 30 dBA Leq (30 min) in bedrooms*
- *Not more than 35 dBA Leq (30 min) in living or other habitable rooms*
- *Not more than 55 dBA Lmax from commercial vehicle pass-bys and operations*

*The above are to be determined with windows closed and must include character adjustments for the Leq based criteria (as per SEPP N-1 procedure).*

The above requirements could potentially be implemented retrospectively to those parts of the building that were not originally allocated residential dwelling uses. This may require replacement or upgrade of glazing.

Note the above do not necessarily provide for a compliant outcome to SEPP N-1, but they do provide added protection to dwellings and potentially reduce the risk of nuisance and complaint. Provision of warning via a Section 173 agreement advising residents of noise impacts to their dwelling may also assist in reducing the likelihood of complaint.

- We make one final comment – we would expect that parts of the building used as dwellings (and not originally intended to do so) would be required to meet the appropriate current (or those applicable at the time of their conversion) building / BCA regulations. These would include acoustic requirements for partitions within the site between adjacent occupancies. A building surveyor would be able to confirm / clarify what requirements would be applicable.

City of Yarra  
Amendment C247 - Victorian Distillery and Silos  
Development Application Acoustic Review

SLR Ref: 640.10090.05880-L01-v1.1.docx  
Date: 24 July 2019

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Yours sincerely



Jim Antonopoulos BAppSc MAAS  
Principal - Acoustics

Checked/ Authorised by: DW
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Independent insight.



24 July 2019

Peter Mollison, Senior Strategic Planner  
Yarra City Council  
333 Bridge Road  
Richmond, VIC 3121

Email: peter.mollison@yarracity.vic.gov.au

Dear Mr Mollison,

### Peer Review of Amendment C247 to the Yarra Planning Scheme

SGS has been engaged by City of Yarra to undertake a peer review of material prepared by Essential Economics<sup>1</sup> and Urbis<sup>2</sup> in support of Amendment C247.

In undertaking this peer review SGS has been asked to address two key questions:

- Will the Amendment undermine the employment role of the Gipps Precinct?
- Would the Amendment be inconsistent with the Yarra Spatial Economic and Employment Strategy?

This review is in four sections:

- Background
- Review of the Essential Economics and Urbis reports
- Discussion
- Conclusion.

### Background

#### The subject site

The subject site is comprised of the lots located at 26 Wellington Street and 21 Northumberland Street, Collingwood which are known as the Victorian Distillery and Silos (VDAS) site. The L-shaped site is 2,800 square metres in area and has modest frontages to both Wellington and Northumberland Streets.

The site is zoned Commercial 2 (C2Z) in the Yarra Planning Scheme. Accommodation uses, other than caretaker's house, motel and residential hotel, are prohibited in this zone. Dwellings do not therefore constitute a permissible use on the site.

The purpose of the Commercial 2 Zone is to encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services, as well as ensuring that uses do not affect the safety and amenity of adjacent, more sensitive uses (Clause 34.02). The existing dwellings on the subject site would be considered a sensitive use.

The site is also within the Gipps Street Precinct which has been identified in the Yarra Spatial Economic and Employment Strategy (SEES) as a mixed employment precinct. The land adjacent to the south is zoned Commercial 1 (C1Z) and to the west is zoned Mixed Use (MUZ).

#### Current land use

<sup>1</sup> Essential Economics (2019) Victorian Distillery and Silos, Economic Considerations, Amendment C247.

<sup>2</sup> Urbis (2019) Victorian Distillery and Silos Consortium, 26 Wellington Street and 21 Northumberland Street.



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The Essential Economics report states that there are 29 units on the site with 28 separate owners. The 16 Distillery units were developed from 1994 and occupied from 1998. They host a variety of commercial and residential uses. The Silo buildings contain the remaining 12 units. These were developed from 2002 and are all dwellings.<sup>3</sup>

The Urbis report notes that copies of the original planning permits relating to the conversion of the buildings are missing (Appendix B of their report). At the time of writing, it is unclear how the existing dwellings were permitted. Their existence pre-dates the introduction of C2Z and it is likely the site was subject to an industrial zoning at the time the dwellings were established.

**The proposed Amendment**

The proposed Amendment seeks to make the dwellings a permissible use on the site. The proposal, prepared by Best Hooper Lawyers, suggests that the Planning Scheme be amended to include the subject site in the Schedule to Clause 51.01 (Specific Sites and Exclusions) of the Yarra Planning Scheme to allow the use of the land for the purpose of dwellings.

The proposed incorporated document includes the following site-specific control: "Use of the Land for the purpose of 'dwellings', generally within the building envelope of the existing building". This provision would limit the extent of the use for dwellings to the existing built and, therefore, preclude the addition of further floor space for dwellings.

**Review of Essential Economics and Urbis reports**

**Essential Economics assessment of economic considerations**

Essential Economics were engaged by Best Hooper to provide advice on economic considerations to support Amendment C247. They considered Council's relevant planning strategies and completed a land use survey of the area surrounding the subject site.

Essential Economics conclude that "the inclusion (of the dwellings) would not adversely affect the employment focus of the wider area described as the Gipps Street Precinct" (page 19).

The main arguments put forward in support on this conclusion include:

- Allowing dwellings on the site is "significant in contributing to economic innovation through business contacts and activity" (page 8), and, therefore aligns with the SEES aspiration to foster innovation.
- The presence of dwellings on the site "has not diminished the business and employment role of the zone" (page 8).
- If the 29 units on the subject site were converted to employment uses it would accommodate only a "negligible share" of the employment growth forecasts in the SEES (page 16).
- The "transformation of the VDAS buildings to residential uses is an appropriate form of redevelopment of the original buildings" (page 14) and the units are not suitable for office-type uses by virtue of their small floorspace and lack of a lifts (except in the Silos component) (page 16)

The report also notes that the construction of new office development at 2-16 Northumberland Street (immediately north of the VDAS site) will provide 15,100 square metres of lettable floorspace and would be expected to accommodate an estimated 760 to 1,000 office workers when complete. Essential Economics suggest, in contrast, the VDAS site were developed for office purposes, the 29 units would be expected to accommodate at most only 90 jobs (based on an average of 3 jobs per unit); a figure that is well below the likely job capacity at the adjacent site presently under-construction.

<sup>3</sup> Information sourced from Economic Consideration report prepared by Essential Economics, February 2019.



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### Urbis strategic land use assessment

Urbis were engaged by Best Hooper to provide a strategic land use assessment to support Amendment C247. Urbis also considered Council's relevant strategic planning policies and documents, as well as reviewed the current zoning and overlay provisions of the site, the history of the zoning, urban development and land use patterns in the surrounding area, the certificate of title, the planning and building permit history, and the ministerial guidelines for the strategic assessment of planning scheme amendments.

Urbis conclude that:

*site specific exemption is an appropriate outcome that will isolate the limited residential uses on site to the periphery of the C2Z. Moreover, this will minimise the potential land use conflicts, allow Council to limit the intensification or 'spread' of residential uses within the area, and ensure the longevity of this strategically important employment precinct (page 24).*

The arguments put forward in support of this conclusion include:

- Part of the subject site has been utilised for residential purposes (dwellings) since at least 1997 without any reported land use conflicts.
- The site-specific exemption is an appropriate mechanism to allow the continued use of the site for dwellings, will limit residential uses to the periphery of the precinct and will minimise any perceived risk of land use creep.
- The site is strategically located between two activity centres and has good access to a range of public transport services, employment opportunities and facilities. These characteristics make the site well suited to continued residential land uses.
- The proposal is consistent with the Planning Policy Framework and Municipal Planning Strategy, the purpose of the C2Z and its decision guidelines by limiting residential uses to the periphery of the Gipps Precinct and ensuring that no adverse land use conflicts arise. Further, the site appropriately responds to Yarra's key strategic documents.
- The proposal affects a small portion of C2Z land within the City of Yarra and will not compromise the vitality of this employment precinct nor Yarra's ability to meet forecasted employment growth.
- The Gipps Precinct has shifted away from intensive industrial uses and comprises a mix of commercial, office and creative industry uses. These types of uses can readily co-exist with residential uses.
- The location of the site on the periphery of the C2Z land, adjacent to the C1Z and MUZ further reiterates that residential uses in this location is appropriate and will not result compromise the operations of existing commercial uses.
- There are no existing uses in the study area that will adversely impact on the amenity of the residential dwellings.
- The presence of residential uses in this location will not prohibit or unreasonably constrain the redevelopment of surrounding properties for higher density commercial buildings.
- The buildings on the subject site are well suited to residential uses and provide high levels of internal amenity for residents.

Urbis' review of Council's relevant strategic planning policies and documents reiterates Council's intention to retain the Gipps Street precinct as an employment precinct.



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**Summary**

The following table summarises the key arguments put forward by the Consultants and SGS’s responses.

Key arguments in consultant reports	SGS comment
The site is well located and well suited for continued residential land uses	Agree the location is generally suited for residential use, as are many locations that have been designated for employment. This argument does not constitute a strong justification.
The existing floor space is not suited to employment uses	Difficult to verify without inspecting the floor space. Given the potential diversity of employment use that might locate in the Gipps Street precinct, it is hard to accept that the floor space within the development is not suitable for some form of employment uses (e.g. small offices or studios) or that is could not be adapted, if required.
That the loss of employment floor space as a result of permitting dwellings on the site would be insignificant	SGS agrees that the loss of employment floorspace as a result of the Amendment would be modest.
Allowing dwellings on the site will contribute to economic innovation through business contacts and activity	The likely impact of allowing dwellings on the site on ‘economic innovation’ would be negligible.
No existing uses in the study area that will adversely impact on the amenity of the residential dwellings	The Urbis report suggest there is a bakery within 60m of the VDAS site which it therefore <i>within</i> the Clause 53.10 threshold distance of 100m. (However, at page 31, the Urban report appears to erroneously concludes that the buffer distance <i>exceeds</i> the requirements of the clause.)
The presence of residential development has not impacted adjacent employment use <i>in the past</i>	The lack of past ‘conflict’ may reflect the fact that the last 20 year period has seem limited change around the VDAS site. Given the prospect of multi-level employment developments on nearby sites, this happy co-existence may not continue.
The continued presence of dwellings on the site will not impact employment activity beyond the site <i>in the future</i>	A purpose of the C2Z is “To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses”. It follows that allowing dwellings on the site will mean that future proposals adjacent to the subject site must consider the effects on these residents. This may have the potential to undermine employment development on adjacent sites or in the broader precinct if objections concerning impacts on residential amenity become material considerations in future planning decisions.



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## Discussion

### Will the Amendment undermine the employment role of the Gipps Precinct?

This question has been addressed at three scales: that of the site, the locality immediately around the site, and for the broader Gipps Street precinct.

The impact of the Amendment for this particular site would be the effective conversion to housing of land that has been nominally set aside for employment. From the information provided it is unclear what share of floor space on the site is currently used for employment or dwellings. Regardless, permitting dwellings on the site would remove any barrier to the complete conversion of all floor space on the site to housing. That said, it is also possible that individual units within the development could revert to employment uses at some point in future.

Essential Economics estimate that the site could accommodate 90 jobs based on an average of 3 jobs per unit (page 16). In our view this estimate is relatively low. Given the form and scale of buildings of the site (see Figure 2 and Figure 3) it would seem likely the site has an average floor area ratio (FAR) of say 2:1 across the site. This FAR would equate to total floor space in the order of 5,600 square metres. Assuming 20 square metres per job, the existing floor space might have the potential to accommodate 280 jobs – a somewhat higher figure than the Essential Economics' estimate.

Regardless, it would be difficult to argue that the loss of this quantum of land, floor space or jobs would undermine the employment role of the Gipps Precinct.

The site is 2,800 square metres in area, which accounts for approximately 1.1% of the total 24.6 ha of Commercial 2 zoned land in the Gipps Street precinct.

Based on the estimates in the SEES, the Gipps Street precinct currently accommodates in the order of 196,000 square metres of employment floor space and is forecast to accommodate 271,000 square metres by 2031. The total capacity for employment floor space is 496,000 square metres. The loss of 5,800 square metres would be only 1.2% of this capacity estimate.

The removal of the site from the designated reserve of employment land would appear to be a relatively minor loss.

Notwithstanding the modest impact of the loss of employment floor space from the site itself, consideration should be given to the potential impact of the Amendment on the use and development of land in the immediately locality. If the use for dwellings is legitimised, will the residents of the VDAS have the ability to affect the redevelopment of adjoining land for employment use through objections and/or appeals? This issue is not addressed in the Essential Economics or Urbis report.

Many dwellings in the VDAS site are likely to enjoy views over the existing lower-scale development to the east and west. However, these views and access to sunlight would be affected by the development of sites immediately adjacent and in the immediate vicinity. Views to the north will be curtailed by the redevelopment of 2-16 Northumberland Street and this loss of amenity may encourage residents of the VDAS to site object to further redevelopment activity that is likely to further reduce the amenity they current enjoy.

Development in C2 zoned land in Yarra is generally exempt from notice and review (i.e. the notice requirements of section 52(1)(a), (b) and (d); the decision requirements of section 64(1), (2) and (3); and the review rights of section 82(1)). However, these exemptions do not apply to land within 30 metres of a residential zone, which includes the Mixed Use zone.

The figure below highlights those properties that are within 30 metre of the Mixed Use zone and are therefore *not* be exempt from notice and review. Any application to subdivide land, construct a building, or carry out work would be subject to notice requirements and the attendant third party appeal rights. It is possible that residents of the VDAS site might invoke





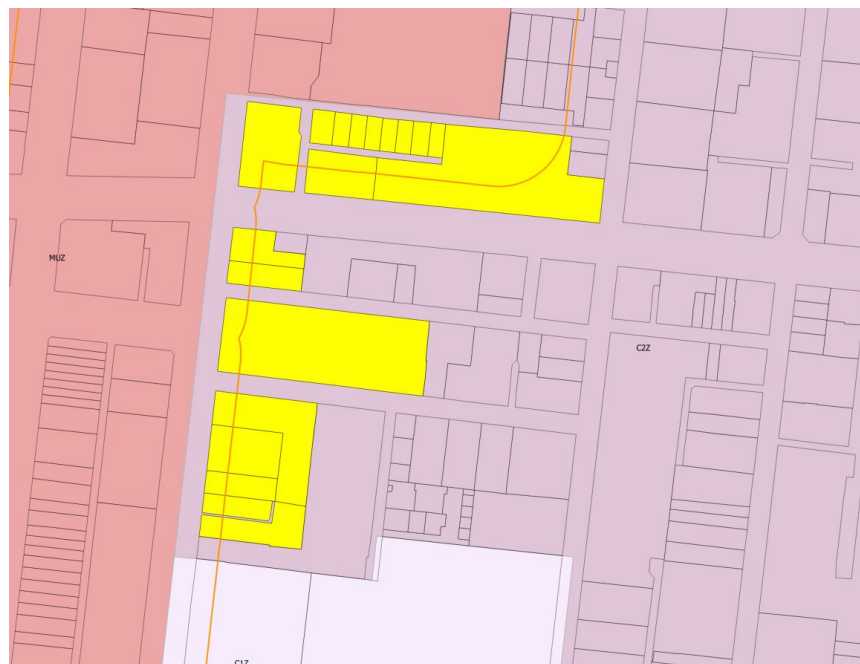
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these appeal rights and could therefore affect the development on these sites for employment purposes. Businesses located on the VDAS site might also invoke these rights. However, the extent to which appeals raised by business as opposed to residents might be treated differently in planning assessments is not entirely clear. However, if the Amendment were to result in additional grounds for appeal that might negatively impact the redevelopment of the broader precinct for more intensive employment development, this would constitute a more serious concern.

The Urbis report notes that there is limited land within a 9 metre buffer of the site. It is not clear how this particular choice of buffer distance is relevant to the consideration of impacts between adjoining development in the C2 Zone.

FIGURE 1: SITES IN THE VICINITY OF THE VDAS SITE THAT ARE NOT EXEMPT FROM NOTICE AND REVIEW



In terms of potential impacts on the broader precinct, the main issue for consideration is whether the Amendment could result in similar approaches from other property owners seeking to similar site-specific exemptions for dwellings. We have no evidence to determine whether this is likely or unlikely in the Gipps Street precinct, on Yarra's employment areas more broadly. However, in a location where residential uses are likely to be more profitable than employment uses, Council should consider whether a potential risk in approving the Amendment is that it will encourage other land owners to lobby for a site-specific exemption or zone change.

#### Would the Amendment be inconsistent with the Yarra SEES?

The Yarra Spatial Economic and Employment Strategy (SEES) was prepared by SGS for Council and finalised in 2018. One of the strategies in the Strategy is to retain and grow Yarra's Major Employment precincts (Strategy 2). The Gipps Street precinct is one of two major employment areas in Yarra that hosts a diverse range of activities including traditional industrial uses, commercial offices and creative industries (SEES, page 63). The SEES recommend that these precincts be retained for employment uses for the following reasons:



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- There is insufficient capacity to accommodate all projected employment growth in Yarra's activity centres
- The diversity of lot size and building stock in these precincts provides a unique environment for established and emerging businesses that are unlike the majority of existing employment lands in Inner Metropolitan Melbourne
- The precinct is already transitioning from lower-value to higher-value employment uses and this transition is likely to be interrupted by allowing residential uses.

The SEES is clear in its position that the C2 zoned Gipps Street precinct be retained for employment uses, at the exclusion of residential. A strict interpretation of the SEES would suggest that the proposed Amendment is thus inconsistent with the SEES.

However, provided the impact of the Amendment is relatively minor (i.e. confined to the site itself and has no impact on the future redevelopment of adjoin sites for employment uses) this inconsistency could be overlooked and would not fundamentally undermining the intent of Strategy 2 in the SEES.

Conclusion

Both the Essential Economics and Urbis reports argue that dwellings have existed on the VDAS site for several decades and their presence has not impacted on employment uses on adjacent land. However, it could also be argued that the lack of conflict between dwellings and employment uses is due to the very limited change that has occurred in this particular location in recent decades. As the area attracts more new development, the harmonious co-existence of the past may not continue into the future.

It is also possible that residents of the VDAS site have been cautious is raising concerns about nearby development given the legality of their use of the site for dwellings is legally questionable.

In considering whether the Amendment should be approved, Council should consider the extent to which allowing dwellings on the VDAS site could have a negative impact on the development of adjoining land parcels through objections or appeals from current or future residents of those dwellings.

While the site-scale impacts of the amendment on employment are modest, it may have the potential to undermine employment development on adjacent sites or in the broader precinct if objections concerning impacts on residential amenity impact future in planning decisions.

If Council can curtail the ability of occupants on the VDAS site to object to new development or appeal planning decisions, the potential impact of the Amendment on the future employment role of the precinct would be substantially mitigated.

Consideration might also be given to limiting the exemption for dwellings to the lifespan of the current building so that the exemption would be extinguished should the site be redeveloped in future.

Kind regards,

A handwritten signature in black ink, appearing to read 'Andrew Spencer'.

Andrew Spencer  
Senior Associate  
SGS Economics & Planning Pty Ltd  
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FIGURE 2: VDAS SITE VIEWED FROM SOUTH EAST



FIGURE 3: VDAS SITE VIEWED FROM NORTH WEST



## 7.8 Bridge Road Special Charge 2024-2030

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<b>Reference</b>	D24/213405
<b>Author</b>	Simon Osborne - Coordinator Economic Development
<b>Authoriser</b>	General Manager City Sustainability and Strategy
<b>Disclosure</b>	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.

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

### Purpose

1. To advise Councillor on the process to commence the statutory process to renew the Bridge Street Special Charge Funding Agreement for the purpose of marketing, tourism, promotion, business development and centre management of the Bridge Road business precinct.
2. The renewed agreement is proposed from 1 October 2024 to 30 June 2030 with the current agreement expiring 30 September 2024.

### Critical analysis

#### History and background

3. 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.
4. The Bridge Road Special Charge (the charge) has been in place since 1997, with the current agreement being in place since 1 October 2018 and expires on 30 September 2024.
5. The 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.
6. Special Rate and Charge declarations are a statutory process governed by Sections 163 - 185C of the Local Government Act 1989. In declaring a Special Rate or Charge, Council must consider that:
  - (a) the proposal relates to the performance of a function authorised under Section 163 of the Act;
  - (b) there will be a special benefit to those persons liable to pay the Special Rate or Charge levy; and
  - (c) there is a reasonable distribution of the rate amongst those persons liable to pay the Special Rate or Charge levy.
7. Council's Rates Department collects the Special Charge through the normal rating process, whilst compliance and reporting are managed by the Economic Development team.
8. All funds collected are distributed to the Bridge Road Main Street (BRMS) Association under a funding agreement with Council.
9. In late 2023, at Council's request, BRMS 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.

10. The outcome from the recent review highlighted some major improvements, in particular a significant increase in the number of members increasing from 19 to well 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.
11. Should Council resolve to commence the Statutory process of the renewal, the BRMS Association will be required to submit a 5 year 9 month Business Plan, as well as a 2024-2025 Marketing Plan prior to the September Council meeting, which will highlight how the Association have actioned recommended changes, as well as providing a detailed account of the strategic direction and tangible projects that the Association are endeavouring to deliver should the Charge be adopted.
12. On 3 April 2024, Council received a letter from BRMS requesting that Council begin the statutory process to renew the Bridge Road Special Charge for a further 6 years, from 1 October 2024 to 30 June 2030 (Attachment 2).
13. The proposed new Special Charge will include 671 properties which will raise an estimated \$217,000 in the first year of the scheme, with a CPI increase of 4% annually for the subsequent years through to 2029-2030.
14. 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 by the levy. Under the current scheme that has been in effect since 2018, Council contributed \$60,000 annually.
15. The proposed boundary map (see figure 1) and property addresses is included in Attachment 1.

#### Discussion

16. To gauge support for striking a new Special Charge for 2024 – 2030, Council officers set BRMS 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 Rate.
17. The total number of commercially rateable properties eligible for the Special Charge 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).
18. 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 Special Charge.
19. From this poll, Council Officers received indications of business support including signed documents from 225 businesses, which accounts for 51 percent of 448 properties. (See attachment 3).
20. Conversely, Council officers received indications from BRMS that only 18 properties or 4 percent out of the 448 properties currently occupied, open, and available for comment are not supportive of the proposed Special Charge. The remaining 205 businesses were neutral in their support.

**Scheme Boundary**

21. 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 boundary, the new properties 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 Special Charge Scheme.



**Figure 1 – Boundary Map**

22. The boundary of the Special Rate 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.
23. Properties exempt from paying the Special Rate levy include:
- (a) all residential properties;
  - (b) automatic teller machines; and
  - (c) non rateable properties.

**Collection of funds**

24. It is proposed that there are four 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 charge.
25. The 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 CIV above \$5.398 million (29) on Bridge Road - pay \$1000 p.a. in 24/25;
  - (b) Ground floor properties on Bridge Road - pay \$390 p.a. in 24/25;
  - (c) Upper-level properties on Bridge Road - pay \$260 p.a. in 24/25; and
  - (d) Side street properties - pay \$130 p.a. in 24/25.
26. Based on a total of 671 properties, and applying the four-tiered model, the Special Charge would raise an approximate total of \$217,000 in the first year of the scheme.

27. A 4% CPI increase is proposed for each of the financial years following from 2024-2025 to 2029-2030, resulting in \$272,007\* being collected in the final year of the scheme. (Please Note: This amount is assuming no changes in the number, valuation or location of properties being charged.
28. In addition to the amount raised by the Special Charge to property owners, the BRMS Association are 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 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 would commit to an annual \$20,000 festive investment for the Bridge Road Town Hall during November/December;
  - (d) BRMS recognises that Council will not fund marketing and promotion activities for the Bridge Road precinct; and
  - (e) The amount being requested would not have a 4% CPI applied to it.

#### Distribution of funds

29. Council will provide the BRMS Association with the collected levy every 3 months (quarterly), on receipt of an accepted Activity Report and valid tax invoice. Prior to BRMS issuing a valid tax invoice, Council will confirm the total levy collected for the 3 month period, to include on the tax invoice. Should the collected levy be less than the expected levy, Council will not supplement payments to cover the balance, Council will only issue funds received.
30. BRMS is currently developing their Business Plan for the proposed 2024 – 2030 Scheme. It is expected that this will be finalised in the coming weeks and will form part of the new funding agreement between BRMS and Council.
31. 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 Special Charge, their desirability as a letting proposition and their general amenity could be enhanced by the activities generated from the Special Charge funds.
32. Any submissions and objections in relation to the Scheme will be presented to Council for consideration in September 2024.
33. Section 163B(6) of the Act states that Council cannot make a declaration of a special rate or charge if it receives objections from a majority of the rateable properties in respect of which the special rate and charge would be imposed (that being greater than 50 percent).
34. Council must consider all submissions and objections received in relation to the Scheme in accordance with the Act prior to making a decision regarding the declaration of the proposed Scheme.

#### Community and stakeholder engagement

35. Council officers have worked closely with the BRMS Association throughout the pre-intention period to declare stage of this proposed Scheme.
36. Council is bound by the statutory process and cannot promote the benefits or achievements of the Scheme to those affected by it. The BRMS Association is responsible for securing support for the Scheme and communicating its benefits to the property and business owners.
37. Council, through the Economic Development team, will communicate the statutory process to those affected property and business owners through the stages dictated by the Act.

## Policy analysis

### Alignment to Community Vision and Council Plan

38. *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.
39. *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.
40. *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.
41. *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.
42. *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.
43. *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

44. 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.
45. 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

46. Vibrant 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.



### Human rights and gender equality implications

47. No known implications.

## Operational analysis

### Financial and resource impacts

48. Council incurs administrative costs for the renewal of the Scheme. These have been included in the FY2023/2024 budget. A place holder exists in the 24/25 budget to support the scheme.
49. Council administers the collection of the funds for the life of the Scheme and distributes the Scheme funds to the BRMS in four quarterly instalments after they submit an Activity Report.

### Legal Implications

50. 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, 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 monies will not be paid to the 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*;
    - (iii) will be required to adopt their six-year Business Plan to guide expenditure of the funds;
  - (c) The BRMS Association will expend the monies raised by the Scheme on behalf of Council as an administrator of the funds and at all times bound by the funding agreement with Council and under the direction of Council, and Council will reserve solely all discretions relevant to the application of the proceeds of the Scheme. 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 Bridge Road Special Charge, there may be an expectation from the commercial precinct that Council will fund marketing and promotion activities for the precinct.

## Conclusion

51. Council has two options to consider:
- (a) Option 1: Council resolves to commence the statutory process, for the renewal of the charge; and
  - (b) Option 2: Council resolves not to commence the statutory process of the proposed Charge and instructs officers to advise the BRMS Association and all affected rate payers in writing of this decision.

## RECOMMENDATION

1. That Council:
  - (a) commence the statutory process in accordance with Section 163 of the Local Government Act 1989 to renew the Bridge Street Special Charge Funding Agreement by:
    - (i) giving rate payers notice by the nominated postal address and the street address in the designated Scheme area of the proposed renewal of the Scheme, the statutory process and their estimated charge amounts from 1 October 2024;
    - (ii) publish a Public notice in The Age on 20 June 2024, include information on the Yarra City Council website and have physical copies available at Richmond and Collingwood Town Halls;
    - (iii) ensure that the proposed declaration be available for public inspection, allow submissions for at least 28 days after the publication of the notice, and that any objections must be received within 28 days of the public notice, and conclude the objection and submission process at 5pm on 19 July 2024;
  - (b) review and collate submissions and objections and report back to Council at the Ordinary Council Meeting on 10 September 2024, to consider submissions and objections and whether to declare (or not) the Scheme for 2024-2030; and
  - (c) gives rate payers notice by the nominated postal address and the street address in the designated Scheme area of the decision regarding the Scheme following the decision at an Ordinary Council Meeting on 10 September 2024.

## Attachments

- 1 [↓](#) Attachment 1 - Bridge Road Special Charge 2024-2030 - Boundary Map
- 2 [↓](#) Attachment 2 - BRMS Special Charge Scheme 2024-2030 Letter from Association to CEO
- 3 [↓](#) Attachment 3 - Evidence of Support for Renewal of Special Charge





**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

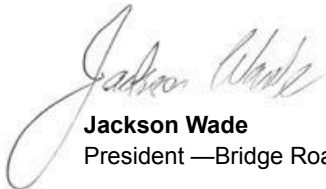
The committee has factored in a reduced council contribution and requested a flat \$45,000 over six years; we have proactively planned for a sustainable future, including a dedicated investment around the Richmond Town Hall of \$20,000 p.a. during the November/December festive season.

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](mailto:jackson@nicheonbridge.com.au).

Thank you once again for your partnership and support.

Yours Sincerely



**Jackson Wade**  
President —Bridge Road Main Street Inc Association

**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
341580	1/191 Lennox St	Richmond Fine Dentistry	\$ 100	\$ 130	1	Signed support form
178355	1/193A Lennox St	<b>Vacant</b>	\$ 100	\$ 130	N/A	
178390	1/195 Lennox St	<b>Vacant</b>	\$ 100	\$ 130	N/A	
182265	1/2-4 Bridge Rd	Smart Fit Studio	\$ 300	\$ 390		Always closed
<b>573160</b>	<b>1/239 Church St</b>	<b>Vacant</b>	<b>\$ 100</b>	<b>\$ 130</b>	N/A	
<b>558350</b>	1/246 Church St	Home Richmond?	<b>\$ 100</b>	<b>\$ 130</b>		
545630	1/37 Griffiths St	Zebras Australia	<b>\$ 100</b>	<b>\$ 130</b>		Left brochure & form. Awaiting response
562140	10/271 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
349580	10/41 Bridge Rd	<b>Residential</b>	\$ 200	\$ 260	N/A	
181200	101 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
517480	101/115 Bridge Rd	<a href="#">Space@115- 7 businesses</a>	\$ 200	\$ 260		Left brochure & form. Awaiting response
562230	101/271 Bridge Rd	GFM Services	\$ 200	\$ 260		Left brochure & form. Awaiting response
182250	10-12 Bridge Rd	Zigi Hairdressing	\$ 300	\$ 390	1	Signed support form
182040	102 Bridge Rd	The Barber Club	\$ 300	\$ 390	1	Signed support form
562240	102/271 Bridge Rd	GFM Services	\$ 200	\$ 260		Left brochure & form. Awaiting response
182035	102A Bridge Rd	Sisterworks	\$ 300	\$ 390	1	Signed support form
562250	103/271 Bridge Rd	GFM Services	\$ 200	\$ 260		Left brochure & form. Awaiting response
182030	104 Bridge Rd	Crafted Culture Café	\$ 300	\$ 390	1	Signed support form
562260	104/271 Bridge Rd	GFM Services	\$ 200	\$ 260		Left brochure & form. Awaiting response
182025	106 Bridge Rd	Phinko Technology	\$ 300	\$ 390	1	Signed support form
181205	107 Bridge Rd	TODCO	\$ 300	\$ 390		Left brochure & form. Awaiting response
181215	109 Bridge Rd	Ms Peachy	\$ 300	\$ 390		Left brochure & form. Awaiting response
182015	110 Bridge Rd	WL Lawyers	\$ 300	\$ 390	1	Signed support form
517470	111 Bridge Rd	Ms Peachy	\$ 300	\$ 390		Left brochure & form. Awaiting response
182005	112 Bridge Rd	Winning Edge Presentation	\$ 300	\$ 390	1	Support form coming
386430	116A Bridge Rd	Bridge Smoke & Gift	\$ 300	\$ 390	1	Signed support form
181230	117 Bridge Rd	Meet & Gather	\$ 300	\$ 390	1	Signed support form
527030	118 Bridge Rd	Salon and café	\$ 300	\$ 390	1	Signed support form
562160	12/271 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
527040	120 Bridge Rd	Climarte Gallery	\$ 300	\$ 390	1	Signed support form
181235	121 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
526200	123-125 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	

**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
181970	124-126 Bridge Rd	The Training Depot	\$ 300	\$ 390	1	Signed support form
181250	127 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
181255	129 Bridge Rd	Casa Blanco	\$ 300	\$ 390	1	Support form coming
562170	13/271 Bridge Rd	Cobb Lane	\$ 300	\$ 390		Discussed proposal with JLL
181260	131 Bridge Rd	Casa Blanco	\$ 300	\$ 390	1	Support form coming
355180	132 Bridge Rd	Will Edwards/Paul Retschk	\$ 300	\$ 390		Left brochure & form. Awaiting response
331670	132A Bridge Rd	OrthoSport Vic Inst	\$ 300	\$ 390	1	Signed support form
181265	133-135 Bridge Rd	Designer Fragrances/Con Ill	\$ 300	\$ 390		To L'Oreal Australia head office
181935	134 Bridge Rd	Lash & Brow Boudoir	\$ 300	\$ 390	1	Signed support form
181930	136 Bridge Rd	Victoria Curtis Cosmetics	\$ 300	\$ 390		Closed
181925	136A Bridge Rd	Lon Gallery	\$ 300	\$ 390	1	Signed support form
181920	138 Bridge Rd	Annie Lewis Winehouse	\$ 300	\$ 390	1	Signed support form
181280	139 Bridge Rd	Lavro Couture Dresses	\$ 300	\$ 390	1	Signed support form
562180	14/271 Bridge Rd	Ella Bar Grigliata Pasta	\$ 300	\$ 390	1	Signed support form
181915	140 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
385730	141 Bridge Rd	Koguis Jewellery	\$ 300	\$ 390	1	Signed support form
182245	14-16 Bridge Rd	14 Bridge	\$ 300	\$ 390	1	Signed support form
181910	142 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
341550	143 Bridge Rd	Roshe Gallery	\$ 300	\$ 390	1	Signed support form
181905	144 Bridge Rd	Love Letter	\$ 300	\$ 390	1	Signed support form
341560	145 Bridge Rd	ANZ Bank	\$ 300	\$ 390	1	Signed support form
181895	146 Bridge Rd	Havana Blue	\$ 300	\$ 390	1	Signed support form
341570	147 Bridge Rd	Bendon Lingerie Outlet	\$ 300	\$ 390		Left brochure & form. Awaiting response
562190	15/271 Bridge Rd	Da Maria's Fresh Food	\$ 300	\$ 390	1	Signed support form
181885	150 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
181880	152 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
507690	153 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
181875	154 Bridge Rd	Ihara Skin & Body Clinic	\$ 300	\$ 390	1	Signed support form
576480	155-159 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
181870	156 Bridge Rd	<b>Flower Happiness</b>	\$ 300	\$ 390	N/A	Shutting down
181865	158 Bridge Rd	Styled & Tailored	\$ 300	\$ 390	No	Struggling. Cannot afford
181860	158A Bridge Rd	MenzClub	\$ 300	\$ 390	1	Signed support form

**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
181855	160 Bridge Rd	Soho Workshop	\$ 300	\$ 390	1	Signed support form
507730	161 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
181850	162 Bridge Rd	American Grocery & Tobac	\$ 300	\$ 390		Left brochure & form. Awaiting response
507740	163 Bridge Rd	Pack & Send	\$ 300	\$ 390	1	Signed support form
181845	164 Bridge Rd	DIVA Nails & Beauty	\$ 300	\$ 390		Left brochure & form. Awaiting response
507750	165 Bridge Rd	Vodafone	\$ 300	\$ 390	1	Signed support form
333910	166 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
<b>385740</b>	<b>166 Lennox St</b>	Endota Spa	<b>\$ 100</b>	<b>\$ 130</b>		Left brochure. Sent email to head office
<b>355220</b>	<b>168 Lennox St</b>	Alter It	<b>\$ 100</b>	<b>\$ 130</b>	1	Signed support form
<b>355190</b>	<b>168A Lennox St</b>	Alter It	<b>\$ 100</b>	<b>\$ 130</b>	1	Signed support form
562210	17/271 Bridge Rd	Au 79 Café	\$ 300	\$ 390		Left brochure & form. Awaiting response
<b>529040</b>	<b>172A Lennox St</b>	<b>Vacant</b>	<b>\$ 100</b>	<b>\$ 130</b>	N/A	
178335	173-177 Lennox St	<b>Vacant</b>	\$ 100	\$ 1,000	N/A	
<b>529050</b>	<b>174 Lennox St</b>	<b>Vacant</b>	<b>\$ 100</b>	<b>\$ 130</b>	N/A	
480190	178 Bridge Rd	Tea Bee Aesthetic	\$ 300	\$ 390		Left brochure & form. Awaiting response
181305	179 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
178340	179-181 Lennox St	Richmond Motors	\$ 100	\$ 130		Left brochure & form. Awaiting response
562220	18/271 Bridge Rd	DeMaria's Grocer	\$ 300	\$ 390	1	Signed support form
181795	180-182 Bridge Rd	P4 Designer Furniture Outl	\$ 300	\$ 390	1	Signed support form
181315	181 Bridge Rd	YSG Tailors	\$ 300	\$ 390	1	Signed support form
182240	18-20 Bridge Rd	Parathaas	\$ 300	\$ 390	1	Signed support form
181790	184 Bridge Rd	Cherish Health	\$ 300	\$ 390	1	Signed support form
505540	185 Bridge Rd	Orthotics Plus	\$ 300	\$ 390		Left brochure & form. Awaiting response
181785	186 Bridge Rd	Bridge Rd Massage	\$ 300	\$ 390		Left brochure & form. Awaiting response
505550	187 Bridge Rd	UBX	\$ 300	\$ 390		Jeremy to follow up with Bram Spencer
181780	188 Bridge Rd	Mr T Salon	\$ 300	\$ 390	1	Signed support form
505560	189 Bridge Rd	Riche Café	\$ 300	\$ 390	1	Signed support form
351020	189 Lennox St	<b>Australia Post postbox</b>	\$ 100	\$ 130	N/A	
562320	19/271 Bridge Rd	Sushi & Nori	\$ 300	\$ 390		Left brochure & form. Awaiting response
181775	190 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
370750	191 Bridge Rd	Aust Red Cross Op Shop	\$ 300	\$ 390		Left brochure & form. Awaiting response
370760	193 Bridge Rd	Anthea Crawford Clearance	\$ 300	\$ 390	1	Signed support form



**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
178350	193 Lennox St	Melbourne Wash & Fold	\$ 100	\$ 130	1	Signed support form
304200	194 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
465540	195 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
181755	196 Bridge Rd	Vinny's Barber Shop	\$ 300	\$ 390		Caleb new business owner. Left brochure
371110	196-198 Church St	Cellarbrations	\$ 100	\$ 130		Left brochure & form. Awaiting response
385030	197 Bridge Rd	Biba Salon	\$ 300	\$ 390		Left brochure & form. Awaiting response
181745	198 Bridge Rd	Richmond Reverence Tatto	\$ 300	\$ 390	No	Not Interested
385040	199 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
341590	2/191 Lennox St	TEREN	\$ 100	\$ 130		Left brochure & form. Awaiting response
178360	2/193A Lennox St	<b>Vacant</b>	\$ 100	\$ 130	N/A	
178395	2/195 Lennox St	<b>Vacant</b>	\$ 100	\$ 130	N/A	
182270	2/2-4 Bridge Rd	Blackbook Wine	\$ 200	\$ 260	1	Support form coming
<b>573170</b>	2/239 Church St	<b>Vacant</b>	\$ 100	\$ 130	N/A	
562060	2/271 Bridge Rd	Coles Supermarket	\$ 300	\$ 1,000	1	To head office. Corporate support
349530	2/41 Bridge Rd	<b>Residential</b>	\$ 200	\$ 260	N/A	
562330	20/271 Bridge Rd	Cannings Butcher	\$ 300	\$ 390		Left brochure & form. Awaiting response
189755	200 Church St	Jono's Junk	\$ 100	\$ 130	1	Signed support form
517490	201/115 Bridge Rd	Prorisk/Armada	\$ 200	\$ 260		Left brochure & form. Awaiting response
576640	201/207 Bridge Rd	Threads Bar Richmond	\$ 200	\$ 260	1	Signed support form
562270	201/271 Bridge Rd	Woolpert	\$ 200	\$ 260		Left brochure & form. Awaiting response
181735	202 Bridge Rd	Granny Square Morris & Co	\$ 300	\$ 390		Left brochure & form. Awaiting response
<b>189760</b>	202 Church St	Ivy Hair & Nails	\$ 100	\$ 130		Left brochure & form. Awaiting response
562280	202/271 Bridge Rd	Woolpert	\$ 200	\$ 260		Left brochure & form. Awaiting response
562290	203/271 Bridge Rd	<b>Vacant</b>	\$ 200	\$ 260	N/A	
181730	204 Bridge Rd	Recovery Lab	\$ 300	\$ 390		Left brochure & form. Awaiting response
189765	204 Church St	<b>Half Moon Temple</b>	\$ 100	\$ 130	N/A	Always closed
562300	204/271 Bridge Rd	Amber Property Group	\$ 200	\$ 260	1	Signed support form
576620	205 Bridge Rd	Ms Parker Wine Bar	\$ 300	\$ 390	1	Signed support form
181720	206 Bridge Rd	<b>Lidis Modis closing down</b>	\$ 300	\$ 390	N/A	
189770	206 Church St	Amble	\$ 100	\$ 130	No	Not relevant Online only No street presence
576630	207 Bridge Rd	The Motley Hotel	\$ 300	\$ 1,000	1	Signed support form
181715	208 Bridge Rd	LLG Locksmiths	\$ 300	\$ 390	1	Signed support form

**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
445850	209 Bridge Rd	Richmond Nails & Cash Bar	\$ 300	\$ 390	1	Signed support form
562340	21/271 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
445860	211 Bridge Rd	Belle Property	\$ 300	\$ 390	1	Signed support form
181705	212 Bridge Rd	Trend Hair Beauty	\$ 300	\$ 390		Left brochure & form. Awaiting response
181695	216 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
181690	218 Bridge Rd	Café Golden Bridge	\$ 300	\$ 390	1	Signed support form
573920	21A/271 Bridge Rd	DaMaria's Grocer	\$ 300	\$ 390	1	Signed support form
182235	22 Bridge Rd	Biggin Scott	\$ 300	\$ 390	1	Signed support form
562350	22/271 Bridge Rd	Earl Canteen	\$ 300	\$ 390		Left brochure & form. Awaiting response
181685	220 Bridge Rd	Golden Bridge Kebabs	\$ 300	\$ 390	1	Signed support form
181405	221 Bridge Rd	Bonds Outlet	\$ 300	\$ 390		To head office for approval
181680	222 Bridge Rd	Subway	\$ 300	\$ 390		Left brochure & form. Awaiting response
181675	224 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
181665	226 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
191875	227-235 Church St	McDonalds	\$ 100	\$ 1,000	1	Signed support form
181660	228 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
180935	23 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
562360	23/271 Bridge Rd	Madman Barbershop	\$ 300	\$ 390		Left brochure & form. Awaiting response
181655	230 Bridge Rd	Swan Skin & Body Solutions	\$ 300	\$ 390	1	Signed support form
428650	231 Bridge Rd	Rare Earth Hair	\$ 300	\$ 390	1	Signed support form
181425	233 Bridge Rd	Siricco	\$ 300	\$ 390		Left brochure & form. Awaiting response
181640	234 Bridge Rd	Luella	\$ 300	\$ 390		Left brochure & form. Awaiting response
181430	235 Bridge Rd	Caneline	\$ 300	\$ 390	1	Signed support form
191870	235A Church St	Steveway Real Estate	\$ 100	\$ 130	1	Signed support form
191865	235B Church St	Steveway Real Estate	\$ 100	\$ 130	1	Signed support form
181635	236-238 Bridge Rd	Stronger	\$ 300	\$ 390	1	Signed support form
191855	237 Church St	Royal Blue Barber Shop	\$ 100	\$ 130	1	Signed support form
182230	24 Bridge Rd	Biggin Scott	\$ 300	\$ 390	1	Signed support form
562370	24/271 Bridge Rd	Gong Cha	\$ 300	\$ 390		Left brochure & form. Awaiting response
181630	240 Bridge Rd	SJB Interiors	\$ 300	\$ 390		Left brochure & form. Awaiting response
181455	241 Bridge Rd	Michael Jenson & Assoc	\$ 300	\$ 390	1	Signed support form
181625	242 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	

**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
387210	243 Bridge Rd	Studio Pilates International	\$ 300	\$ 390	1	Signed support form
387220	245 Bridge Rd	<b>Pop Up Store</b>	\$ 300	\$ 390	N/A	
412830	247-249 Bridge Rd	<b>Pop Up on Bridge</b>	\$ 300	\$ 1,000	N/A	
180940	25 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
387260	251 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
387270	251A Bridge Rd	AXE Architects	\$ 300	\$ 390		Left brochure & form. Awaiting response
<b>191830</b>	251 Church St	La Crepia	<b>\$ 100</b>	<b>\$ 130</b>	1	Signed support form
194555	254 Bridge Rd	The Vine Hotel	\$ 300	\$ 1,000	1	Signed support form
194550	256 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
181475	257 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
194545	258 Bridge Rd	Beef's Barbers	\$ 300	\$ 390	1	Signed support form
189895	258 Church St	Richmond Floors	\$ 100	\$ 130		No one there again
181480	259 Bridge Rd	Georgia Tailoring Alteration	\$ 300	\$ 390	1	Signed support form
191770	259 Church St	Richmond Veterinary Clinic	\$ 100	\$ 130	1	Support form coming
194540	260 Bridge Rd	Melb Muscular Therapies	\$ 300	\$ 390	1	Signed support form
299830	260-262 Church St	Global Vintage Collective/G	\$ 100	\$ 130	1	Support form coming
194485	262-264 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
299775	26-28 Bridge Rd	Biggin Scott	\$ 300	\$ 390	1	Signed support form
189910	264 Church St	Elite Clothing Alterations	\$ 100	\$ 130		Left brochure & form. Awaiting response
194480	266 Bridge Rd	Cignall	\$ 300	\$ 390	No	Not interested
352620	267 Bridge Rd	Mens Body Works	\$ 300	\$ 390		Left brochure & form. Awaiting response
191765	267 Church St	Charles Nodrum Gallery	\$ 100	\$ 130		Left brochure & form. Awaiting response
194475	268 Bridge Rd	Wabi Sushi	\$ 300	\$ 390	1	Signed support form
189915	268-270 Church St	<b>Vacant</b>	\$ 100	\$ 130		Being redeveloped
180945	27 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
194470	270 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
194465	272 Bridge Rd	Mazi Kitchen	\$ 300	\$ 390	1	Signed support form
189920	272 Church St	<b>Vacant</b>	\$ 100	\$ 130	N/A	
194460	274 Bridge Rd	Bowerbird	\$ 300	\$ 390		Left form. Awaiting response
189925	274 Church St	Atlas Vinifera	\$ 100	\$ 130		Jeremy to contact Abbey
<b>319530</b>	275-283 Church St	Access Health & Communit	<b>\$ 100</b>	<b>\$ 130</b>		Left brochure & form. Awaiting response
189930	276 Church St	Corporate Sports Unlimited	\$ 100	\$ 130	1	Signed support form

**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
181585	277 Bridge Rd	Tasty 44	\$ 300	\$ 390	1	Signed support form
181595	281 Bridge Rd	Our Terroir	\$ 300	\$ 390	1	Signed support form
194445	282 Bridge Rd	Smile Thai	\$ 300	\$ 390	1	Signed support form
194440	284 Bridge Rd	Bubba Pizza	\$ 300	\$ 390	1	Signed support form
181605	285-287 Bridge Rd	<b>Longline Hospitality Suppli</b>	\$ 300	\$ 390	N/A	Always closed
194435	286-288 Bridge Rd	<b>The Sporting Globe- closed</b>	\$ 300	\$ 390	N/A	
193635	289 Bridge Rd	Panorama Financial Service	\$ 300	\$ 390	1	Signed support form
180950	29 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
194430	290 Bridge Rd	Forever Friends by PLA	\$ 300	\$ 390	No	Not interested
194425	290A Bridge Rd	Little Kimmy Nails Beauty	\$ 300	\$ 390		Left brochure & form. Awaiting response
193640	291 Bridge Rd	Hayashi	\$ 300	\$ 390	1	Signed support form
194420	292 Bridge Rd	<b>Purvis Bar - closing store</b>	\$ 300	\$ 390	N/A	
194400	292A Bridge Rd	Purvis Cellar Door	\$ 300	\$ 390	1	Signed support form
193645	293 Bridge Rd	Hayashi	\$ 300	\$ 390	1	Signed support form
194395	294 Bridge Rd	<b>Deko Beko Café</b>	\$ 300	\$ 390	N/A	Does not understand. Already pays
193650	295 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
194385	296 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
372230	297 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
194380	298 Bridge Rd	I Love Dumplings	\$ 300	\$ 390	1	Signed support form
372240	299 Bridge Rd	Nina Thai Massage	\$ 300	\$ 390	1	Signed support form
178365	3/193A Lennox St	<b>Vacant</b>	\$ 100	\$ 130	N/A	
178400	3/195 Lennox St	<b>Vacant</b>	\$ 100	\$ 130	N/A	
182275	3/2-4 Bridge Rd	<b>Felix Young Closing</b>	\$ 200	\$ 260	N/A	
562070	3/271 Bridge Rd	Vintage Cellars	\$ 300	\$ 390		Left brochure & form. Awaiting response
194375	300-302 Bridge Rd	Chemist Warehouse	\$ 300	\$ 390	1	Manager verbal support. To head office
193665	301 Bridge Rd	Midside Viet Bakery	\$ 300	\$ 390		Left brochure & form. Awaiting response
517500	301/115 Bridge Rd	Slade Pharmacy office	\$ 200	\$ 260		Left brochure & form. Awaiting response
193670	303 Bridge Rd	Burmese House	\$ 300	\$ 390	1	Support form coming
194370	304 Bridge Rd	No Three O Four	\$ 300	\$ 390	No	Not interested
193675	305 Bridge Rd	T Forbes & Henry solicitor	\$ 300	\$ 390	No	Opposed. Waste of money
194365	306 Bridge Rd	Al Nawab Restaurant	\$ 300	\$ 390		Closed
193680	307 Bridge Rd	Equality Media Marketing	\$ 300	\$ 390		Left brochure & form. Awaiting response

**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
194360	308 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390		
194355	308A Bridge Rd	The Lott & Richmond Phon	\$ 300	\$ 390	1	Signed support form
194345	310 Bridge Rd	Bridge Road Massage	\$ 300	\$ 390	No	Not interested.
194340	312 Bridge Rd	Smokey Chooks	\$ 300	\$ 390	1	Signed support form
546530	313 Bridge Rd	Barbeques Galore	\$ 300	\$ 1,000	1	Manager verbal support. To head office
528540	31-33 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
295610	314-316 Bridge Rd	St James	\$ 300	\$ 390	1	Signed support form
546540	315 Bridge Rd	Lombard Party & Events	\$ 300	\$ 1,000		Left brochure & form. To head office
194330	318 Bridge Rd	Paper Plate	\$ 300	\$ 390	No	Not interested. Don't feel like it
194325	320 Bridge Rd	Silvios	\$ 300	\$ 390	1	Support form coming
194320	322 Bridge Rd	RH Barber Shop	\$ 300	\$ 390	1	Signed support form
194315	324 Bridge Rd	Laikan Delicatessen	\$ 300	\$ 390		Left brochure & form. Awaiting response
194310	326 Bridge Rd	Laikan Delicatessen	\$ 300	\$ 390		Left brochure & form. Awaiting response
194305	328 Bridge Rd	Collection Bar	\$ 300	\$ 390	1	Signed support form
334040	330-332 Bridge Rd	Blue Thumb	\$ 300	\$ 390	1	Signed support form
194290	334 Bridge Rd	Fitz Gelato	\$ 300	\$ 390	1	Signed support form
194285	336 Bridge Rd	Can Com Banh Mi Bar	\$ 300	\$ 390	1	Signed support form
194280	338 Bridge Rd	Anchovy	\$ 300	\$ 390		Left brochure & form. Awaiting response
182205	34 Bridge Rd	Little Bridge Café	\$ 300	\$ 390	1	Signed support form
194265	342 Bridge Rd	Little Frenchie & Co	\$ 300	\$ 390	1	Signed support form
194260	344 Bridge Rd	Laffe by Kanzamar	\$ 300	\$ 390	1	Signed support form
474840	345 Bridge Rd	RSEA Safety	\$ 300	\$ 1,000		Left brochure & form. To head office
194255	346 Bridge Rd	Café Azul	\$ 300	\$ 390		Left brochure & form. Awaiting response
194250	348-350 Bridge Rd	Mister Minh	\$ 300	\$ 390	1	Signed support form
349450	35 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
194245	352 Bridge Rd	Bridge Rd Dental	\$ 300	\$ 390	No	Not interested
194240	354 Bridge Rd	AK Fitness Studio	\$ 300	\$ 390		
193720	355-357 Bridge Rd	<b>Redefine Aesthetics</b>	\$ 300	\$ 390	N/A	Always Closed. Vacant?
194235	356 Bridge Rd	Mint Kitchens	\$ 300	\$ 390	1	Signed support form. Jeremy to see Toby
194230	358 Bridge Rd	<b>Bridge Road Laundrette</b>	\$ 300	\$ 390	N/A	No one on the premises
193725	359 Bridge Rd	Cycle Collective	\$ 300	\$ 390		Left brochure & form. Awaiting response
182200	36 Bridge Rd	<b>Roz Sports/Vacant</b>	\$ 300	\$ 390	N/A	Closed

**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
194225	360 Bridge Rd	Lene Restaurant	\$ 300	\$ 390	1	Signed support form
193730	361 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
194220	362 Bridge Rd	Jan Chi Korean Restaurant	\$ 300	\$ 390	1	Signed support form
193735	363-365 Bridge Rd	Duncan McIntrye	\$ 300	\$ 390	1	Support form coming
194215	364 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
299790	366 Bridge Rd	Fratellino	\$ 300	\$ 390	1	Signed support form
375480	366A Bridge Rd	FSC Group	\$ 200	\$ 260		Left brochure & form. Awaiting response
299795	368 Bridge Rd	Glasshaus Brucke	\$ 300	\$ 390		Left brochure & form. Awaiting response
545620	369 Bridge Rd	Hearing Australia	\$ 300	\$ 390	1	Signed support form
349510	37 Bridge Rd	Krua Thai	\$ 300	\$ 390	1	Signed support form
194205	372 Bridge Rd	Spread Eagle Hotel	\$ 300	\$ 390	1	Signed support form
193755	373-375 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
194195	376 Bridge Rd	<b>Senor Mexico closing</b>	\$ 300	\$ 390	N/A	
193760	377-379 Bridge Rd	Fitness XO	\$ 300	\$ 390		
194190	378 Bridge Rd	3 Idiots	\$ 300	\$ 390	1	Signed support form
194185	380 Bridge Rd	Bridge Kebab House	\$ 300	\$ 390	No	No need
193765	381 Bridge Rd	<b>Residential share house</b>	\$ 300	\$ 390	N/A	
194180	382 Bridge Rd	Blinq Beauty	\$ 300	\$ 390	1	Support form coming
193770	383 Bridge Rd	<b>Residential share house</b>	\$ 300	\$ 390	N/A	
194175	384 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390		
385000	385 Bridge Rd	Gogo Hairdressing	\$ 300	\$ 390	1	Signed support form
194170	386 Bridge Rd	With Care	\$ 300	\$ 390		
385010	387 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
194165	388 Bridge Rd	<b>COAD 88 Design &amp; Constr</b>	\$ 300	\$ 390	N/A	Always closed
193780	389 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
349630	39 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
194155	390 Bridge Rd	OYOYO Gelato	\$ 300	\$ 390		Left brochure & form. Awaiting response
194160	392 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
193785	393 Bridge Rd	Sixt	\$ 300	\$ 1,000		Left brochure & form. To head office
194145	394 Bridge Rd	Ladyboy Dining & Bar	\$ 300	\$ 390		Left brochure & form. Awaiting response
194140	396 Bridge Rd	Kekou Restaurant	\$ 300	\$ 390	1	Signed support form
194135	398 Bridge Rd	Goyza Grill	\$ 300	\$ 390		Left brochure & form. Awaiting response

**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
178370	4/193A Lennox St	Vacant	\$ 100	\$ 130	N/A	
178405	4/195 Lennox St	Vacant	\$ 100	\$ 130	N/A	
182280	4/2-4 Bridge Rd	Felix Young Closing	\$ 200	\$ 260	N/A	
562080	4/271 Bridge Rd	Vacant	\$ 300	\$ 390	N/A	
374760	40 Bridge Rd	Antiques - always closed	\$ 300	\$ 390	N/A	
194130	400 Bridge Rd	Sake Ginza	\$ 300	\$ 390		Left brochure & form. Awaiting response
517510	401/115 Bridge Rd	Galderma	\$ 200	\$ 260		Left brochure & form. Awaiting response
194125	402 Bridge Rd	MLN Richmond	\$ 300	\$ 390	1	Signed support form
193795	403 Bridge Rd	Repco or Carpet Call	\$ 300	\$ 390		Left brochure & form. Awaiting response
194120	404 Bridge Rd	Vacant	\$ 300	\$ 390	N/A	
194115	406 Bridge Rd	Vacant	\$ 300	\$ 390	N/A	
193805	407 Bridge Rd	Vacant	\$ 300	\$ 390	N/A	
194110	408-410 Bridge Rd	Vacant	\$ 300	\$ 390	N/A	
385510	409 Bridge Rd	Leesville Invest Fin Enterpri	\$ 300	\$ 390	1	Support form coming
385520	411 Bridge Rd	Leesville Invest Fin Enterpri	\$ 300	\$ 390	1	Signed support form
194105	412 Bridge Rd	Vacant	\$ 300	\$ 390	N/A	
399450	413 Bridge Rd	Bank of Queensland	\$ 300	\$ 390	1	Signed support form
516270	414 Bridge Rd	Tumi Hair	\$ 300	\$ 390	1	Signed support form
194095	416 Bridge Rd	Empire Day Spa	\$ 300	\$ 390	1	
194090	418 Bridge Rd	Penny for Pound	\$ 300	\$ 390		Left brochure & form. Awaiting response
193820	419 Bridge Rd	Lord's Antiques	\$ 300	\$ 390	1	Left brochure & form. Awaiting response
314690	42 Bridge Rd	Vacant	\$ 300	\$ 390		
194085	420 Bridge Rd	Live for Art	\$ 300	\$ 390	1	Signed support form
193825	421-427 Bridge Rd	Reece	\$ 300	\$ 390		Left brochure & form. Awaiting response
194070	428 Bridge Rd	St Domenico	\$ 300	\$ 390		Left brochure & form. Awaiting response
349640	43 Bridge Rd	Art House Direct	\$ 300	\$ 390	1	Signed support form. Very good work
194065	430 Bridge Rd	Mekong Nails	\$ 300	\$ 390	1	Signed support form
194060	432 Bridge Rd	Milestone Dental	\$ 300	\$ 390		Left brochure & form. Awaiting response
193835	433 Bridge Rd	Ainger Auctions	\$ 300	\$ 390	1	Signed support form
194055	434 Bridge Rd	Banh Mi	\$ 300	\$ 390		Left brochure & form. Awaiting response
299765	435 Bridge Rd	Twelve Board Store	\$ 300	\$ 390		Left brochure & form. Awaiting response
194050	436-438 Bridge Rd	Vacant	\$ 300	\$ 390	N/A	

Attachment 3 Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
193845	437 Bridge Rd	Beaurepaires closing	\$ 300	\$ 390	N/A	
182180	44 Bridge Rd	Closed/Vacant	\$ 300	\$ 390	N/A	
194045	440 Bridge Rd	Graceful Touch	\$ 300	\$ 390	N/A	No English. Does not understand proposal
194035	442 Bridge Rd	Vacant	\$ 300	\$ 390	N/A	
194040	444 Bridge Rd	Your Local Bottle-o	\$ 300	\$ 390	No	Not interested
194030	446 Bridge Rd	On the Spot Dry Cleaners	\$ 300	\$ 390	1	Signed support form
194025	448 Bridge Rd	Bonsai Bali Restaurant	\$ 300	\$ 390	1	Support form coming
193855	449-451 Bridge Rd	Bridge Road Body Works	\$ 300	\$ 1,000	1	Signed support form
194020	450 Bridge Rd	Vacant	\$ 300	\$ 390	N/A	
194015	452-456 Bridge Rd	Vacant	\$ 300	\$ 390	N/A	
193860	455-457 Bridge Rd	Ultra Tune	\$ 300	\$ 390		Left brochure & form. Awaiting response
193865	459-461 Bridge Rd	Harvey Norman Outlet	\$ 300	\$ 390		Left brochure & form. Awaiting response
182175	46 Bridge Rd	Melbourne Yoga Sports	\$ 300	\$ 390		Left brochure & form. Awaiting response
194005	462-464 Bridge Rd	Vacant	\$ 300	\$ 390	N/A	
193995	468 Bridge Rd	Beer 360	\$ 300	\$ 390	1	Signed support form
193990	470 Bridge Rd	Bouzy Rouge	\$ 300	\$ 390	No	Not supportive. Jeremy to follow up
296575	471 Bridge Rd	Harvey Norman	\$ 300	\$ 1,000		Left brochure & form. Awaiting response
193980	472 Bridge Rd	Stone on Fire Pizza & Pasta	\$ 300	\$ 390	1	Signed support form
193975	474 Bridge Rd	Digital Arts Computers	\$ 300	\$ 390		Left brochure & form. Awaiting response
384960	476 Bridge Rd	Number 1 Crispy Pork	\$ 300	\$ 390	1	Signed support form
334020	478-480 Bridge Rd	Touchwood	\$ 300	\$ 390		Left brochure & form. Awaiting response
193875	479-481 Bridge Rd	Harvey Norman	\$ 300	\$ 1,000		Left brochure & form. Awaiting response
193955	482 Bridge Rd	Bridge Rd Convenience	\$ 300	\$ 390		Left brochure & form. Awaiting response
193950	482A Bridge Rd	ASN Richmond	\$ 300	\$ 390		Left brochure & form. Awaiting response
193880	483-485 Bridge Rd	Reid Cycles	\$ 300	\$ 390		Left brochure & form. Awaiting response
193945	484 Bridge Rd	Lumberjack/PC Whiz Comp	\$ 300	\$ 390	2	Signed support forms
193940	486 Bridge Rd	Staei	\$ 300	\$ 390	1	Signed support form
193890	487 Bridge Rd	On the Side Homewares cl	\$ 300	\$ 390	N/A	
193935	488 Bridge Rd	Frack Restaurant	\$ 300	\$ 390		Closed
181040	49 Bridge Rd	Siren Doll	\$ 300	\$ 390		Left brochure & form. Awaiting response
193930	490-492 Bridge Rd	Strand Hospitality Furniture	\$ 300	\$ 390	1	Signed support. Keep up the good work
193925	494 Bridge Rd	Industrie Garment Makers	\$ 300	\$ 390	1	Verbally Supportive



**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
193885	495 Bridge Rd	Adairs	\$ 300	\$ 1,000		To head office
169090	496 Bridge Rd	Going Going Gone	\$ 300	\$ 390		Left brochure & form. Awaiting response
169085	498 Bridge Rd	Hair by Husle & Co	\$ 300	\$ 390	1	Signed support form
178375	5/193A Lennox St	<b>Vacant</b>	\$ 100	\$ 130	N/A	
386560	5/2-4 Bridge Rd	<b>Felix Young Closing</b>	<b>\$ 200</b>	<b>\$ 260</b>	N/A	
169080	500 Bridge Rd	Chinese Medicine	\$ 300	\$ 390		Left brochure & form. Awaiting response
404740	500/89 Bridge Rd	Orthosport Victoria	\$ 200	\$ 260		Left brochure & form. Awaiting response
517520	501/115 Bridge Rd	Anaesthetic Services	\$ 200	\$ 260		Left brochure & form. Awaiting response
169075	502 Bridge Rd	The Glam House	\$ 300	\$ 390	1	Signed support form
169070	504 Bridge Rd	Designer Bathware	\$ 300	\$ 390	1	Signed support form
169065	506 Bridge Rd	Thomas Moreland RE	\$ 300	\$ 390	1	Left brochure & form. Awaiting response
193900	507 Bridge Rd	Uplift Training	\$ 300	\$ 390		Left brochure & form. Awaiting response
404860	508-510 Bridge Rd	Harvey Norman	\$ 300	\$ 390		Left brochure & form. Awaiting response
193905	509-511 Bridge Rd	Zap Fitness	\$ 300	\$ 390		Left brochure & form. Awaiting response
181045	51 Bridge Rd	XVI Hairdressing	\$ 300	\$ 390	No	Not interested
169050	512 Bridge Rd	NACO Design Furniture	\$ 300	\$ 390	1	Signed support form
315650	514 Bridge Rd	Masson for Light	\$ 300	\$ 390	1	Signed support form
193910	515 Bridge Rd	Fitted For Work	\$ 300	\$ 1,000	1	Signed support form
338190	516 Bridge Rd	Tennis Only	\$ 300	\$ 390	1	Signed support form
182165	52 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
338210	520 Bridge Rd	Richmond IGA	\$ 300	\$ 390	1	Signed support form
193915	521 Bridge Rd	Pharmacy Common	\$ 300	\$ 390	1	Signed support form
338220	522 Bridge Rd	Trek Bicycles	\$ 300	\$ 390	1	Signed support form
193920	523-525 Bridge Rd	Dream House	\$ 300	\$ 390		Left brochure & form. Awaiting response
338230	524 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
168810	529-533 Bridge Rd	Royal Oak Hotel	\$ 300	\$ 1,000		Left brochure & form. Awaiting response
181050	53 Bridge Rd	Danielas	\$ 300	\$ 390	1	Signed support form
299815	<b>534 Bridge Rd</b>	<b>Vacant</b>	<b>\$ 200</b>	<b>\$ 260</b>	N/A	
299810	534A Bridge Rd	Maxell	\$ 300	\$ 390	1	Support form coming
374380	535 Bridge Rd	Kathmandu	\$ 300	\$ 390	1	Signed support form
407070	54 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
169035	540 Bridge Rd	Kennards Hire	\$ 300	\$ 1,000		Left brochure & form. Awaiting response

Attachment 3 Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
374390	549 Bridge Rd	Melbourne Hand Surgery	\$ 300	\$ 390		Left brochure & form. Awaiting response
168820	551-563 Bridge Rd	Dan Murphy's	\$ 300	\$ 1,000		Left brochure & form. Awaiting response
182135	56 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
274760	566 Bridge Rd	Officeworks	\$ 300	\$ 1,000	1	Signed. More police presence
396190	571 Bridge Rd	Niche on Bridge	\$ 300	\$ 390	1	Signed support form
182130	58 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
168835	593-595 Bridge Rd	Handles+	\$ 300	\$ 390		Left brochure & form. Awaiting response
499180	597-599 Bridge Rd	Bridge Road Florist	\$ 300	\$ 390	1	Signed support form
182260	6 Bridge Rd	Advanced Dermal Institute	\$ 300	\$ 390	1	Signed support form
178380	6/193A Lennox St	<b>Vacant</b>	\$ 100	\$ 130		
386570	6/2-4 Bridge Rd	<b>Felix Young Closing</b>	<b>\$ 200</b>	<b>\$ 260</b>	N/A	
389100	6/253 Bridge Rd	Argyle Commercial Services	\$ 300	\$ 390	1	Signed support form
562100	6/271 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
182125	60 Bridge Rd	Cockatoo Kitchen	\$ 300	\$ 390	1	Signed support form
517530	601/115 Bridge Rd	Aspex Consulting	\$ 200	\$ 260		Left brochure & form. Awaiting response
404530	601/89 Bridge Rd	Respiratory Lab	\$ 200	\$ 260		Left brochure & form. Awaiting response
404540	602/89 Bridge Rd	4 medical specialists	\$ 200	\$ 260		Left brochure & form. Awaiting response
404550	603/89 Bridge Rd	4 medical specialists	\$ 200	\$ 260		Left brochure & form. Awaiting response
404560	604/89 Bridge Rd	4 medical specialists	\$ 200	\$ 260		Left brochure & form. Awaiting response
404570	605/89 Bridge Rd	4 medical specialists	\$ 200	\$ 260		Left brochure & form. Awaiting response
417940	606/89 Bridge Rd	<b>6th floor office</b>	\$ 200	\$ 260	N/A	No business
417950	607/89 Bridge Rd	<b>Registrar Room</b>	\$ 200	\$ 260	N/A	No business
168845	609 Bridge Rd	Plum	\$ 300	\$ 390	1	Signed support form
168850	611 Bridge Rd	RM Autohaus Express	\$ 300	\$ 1,000	1	Signed support form
168855	613 Bridge Rd	Perini Tiles	\$ 300	\$ 390	1	Signed support form
168860	615-617 Bridge Rd	Perini Tiles	\$ 300	\$ 390	1	Signed support form
181080	61-63 Bridge Rd	Vlados	\$ 300	\$ 390	1	Signed support form
275815	619-623 Bridge Rd	Heat & Grill	\$ 300	\$ 390	1	Signed support form
182120	62 Bridge Rd	62 Pho Rolls	\$ 300	\$ 390	1	Signed support form
396030	624-628 Bridge Rd	Bridge Road Early Learning	\$ 300	\$ 390	1	Signed support form
168865	625-631 Bridge Rd	McDonalds	\$ 300	\$ 1,000		Left brochure & form. Awaiting response
168875	637-639 Bridge Rd	The Three Seas Group	\$ 300	\$ 390		Left brochure & form. Awaiting response

**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
182115	64 Bridge Rd	Pookipoiga	\$ 300	\$ 390	1	Signed support form
168880	641-643 Bridge Rd	Reece	\$ 300	\$ 1,000		Email Nick Group Mgr.
168965	644 Bridge Rd	Bridge Hotel	\$ 300	\$ 390		Follow up Ben Group Mgr.
168885	645-647 Bridge Rd	Shell Service Station	\$ 300	\$ 1,000		Follow up Franchisee Dony.
440180	648 Bridge Rd	Burnley Brewing	\$ 300	\$ 390		Left brochure & form. Awaiting response
440190	648A Bridge Rd	Burnley Brewing?	\$ 200	\$ 260		Left brochure & form. Awaiting response
168900	649-651 Bridge Rd	Amora Hotel	\$ 300	\$ 1,000	1	Signed support form
181085	65 Bridge Rd	Fifty Acres	\$ 300	\$ 390	No	Not interested
168925	656-658 Bridge Rd	Complete Physio/Phoenix D	\$ 300	\$ 390	2	Signed support forms
182110	66 Bridge Rd	Mt View Hotel	\$ 300	\$ 390		Left brochure & form. Awaiting response
379860	67-69 Bridge Rd	Alberto Piazza	\$ 300	\$ 390	No	No reason given
182105	68-70 Bridge Rd	Mt View Hotel	\$ 300	\$ 390		Left brochure & form. Awaiting response
178385	7/193A Lennox St	<b>Vacant</b>	\$ 100	\$ 130	N/A	
389110	7/253 Bridge Rd	Argyle Commercial Services	\$ 300	\$ 390	1	Signed support form
562110	7/271 Bridge Rd	Madman Barbershop	\$ 300	\$ 390		Left brochure & form. Awaiting response
404580	701/89 Bridge Rd	Monash IVF	\$ 200	\$ 260		Left brochure & form. Awaiting response
404590	702/89 Bridge Rd	Monash IVF	\$ 200	\$ 260		Left brochure & form. Awaiting response
404600	703/89 Bridge Rd	Monash IVF	\$ 200	\$ 260		Left brochure & form. Awaiting response
404610	704/89 Bridge Rd	Monash IVF	\$ 200	\$ 260		Left brochure & form. Awaiting response
404620	705/89 Bridge Rd	Monash IVF	\$ 200	\$ 260		Left brochure & form. Awaiting response
181105	71 Bridge Rd	Newlands & Knights	\$ 300	\$ 390	1	Signed support form
496870	72 Bridge Rd	Silk Massage	\$ 300	\$ 390		Left brochure & form. Awaiting response
372000	73 Bridge Rd	House of Handmade	\$ 300	\$ 390	1	Signed support form
182095	74 Bridge Rd	Hampstead Flowers	\$ 300	\$ 390	1	Signed support form
182090	76-78 Bridge Rd	Oster Restaurant	\$ 300	\$ 390		Left brochure & form. Awaiting response
181130	77 Bridge Rd	Elucell Clinic	\$ 300	\$ 390	1	Signed support form
182085	78A Bridge Rd	Tofulicious	\$ 300	\$ 390	1	Signed support form
181135	79 Bridge Rd	Lanbruk Hotel/Haus Espres	\$ 300	\$ 1,000	2	Signed support forms
182255	8 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
404070	8/253 Bridge Rd	ARK	\$ 300	\$ 390		Left brochure & form. Awaiting response
404630	801/89 Bridge Rd	Orthopaedic surgeons	\$ 200	\$ 260		Left brochure & form. Awaiting response
404640	802/89 Bridge Rd	Thoracic services	\$ 200	\$ 260		Left brochure & form. Awaiting response

Attachment 3 Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
404650	803/89 Bridge Rd	Neurosurgeons	\$ 200	\$ 260		Left brochure & form. Awaiting response
404660	804/89 Bridge Rd	Plastic surgeons	\$ 200	\$ 260		Left brochure & form. Awaiting response
404670	805/89 Bridge Rd	Lung & sleep specialists	\$ 200	\$ 260		Left brochure & form. Awaiting response
404680	806/89 Bridge Rd	Urological surgeons	\$ 200	\$ 260		Left brochure & form. Awaiting response
182080	80-82 Bridge Rd	Gorman Outlet	\$ 300	\$ 1,000	1	Signed support form
182075	84-88 Bridge Rd	Lumus Imaging	\$ 300	\$ 1,000	1	Signed support form
182305	9&10 9/2-4 Bridge Rd	<b>Felix Young Closing</b>	<b>\$ 200</b>	<b>\$ 260</b>	N/A	
562130	9/271 Bridge Rd	Beauty Genesis	\$ 300	\$ 390		Left brochure & form. Awaiting response
404690	901/89 Bridge Rd	AGORA Education	\$ 200	\$ 260		Left brochure & form. Awaiting response
404700	902/89 Bridge Rd	Advances neurosurgery	\$ 200	\$ 260		Left brochure & form. Awaiting response
404710	903/89 Bridge Rd	Perspective medicine	\$ 200	\$ 260		Left brochure & form. Awaiting response
404720	904/89 Bridge Rd	Medical specialists	\$ 200	\$ 260		Left brochure & form. Awaiting response
404730	905/89 Bridge Rd	Pinnacle Surgery	\$ 200	\$ 260		Left brochure & form. Awaiting response
182065	90A Bridge Rd	Arnold Thomas & Becker	\$ 300	\$ 390		Left brochure & form. Awaiting response
304290	90B Bridge Rd	Eye Design	\$ 300	\$ 390		Left brochure & form. Awaiting response
304300	90C Bridge Rd	Eye Design	\$ 300	\$ 390		Left brochure & form. Awaiting response
182060	92 Bridge Rd	<b>New business - no name</b>	\$ 300	\$ 390	N/A	Closed
182055	96 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
339620	98 Bridge Rd	Melko	\$ 300	\$ 390	1	Signed support form
181195	99 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
295025	BaseCarpark 81-91 Bridge Rd	<b>Car park</b>	\$ 200	\$ 1,000	N/A	
303620	Floor 1 1/424A Bridge Rd	Goodison & Associates	\$ 200	\$ 260		Left brochure & form. Awaiting response
392540	Floor 1 1/545 Bridge Rd	Grey Innovation	\$ 200	\$ 260		Left brochure & form. Awaiting response
278235	Fl 1 100 Bridge Rd	<b>Closed/Vacant</b>	\$ 200	\$ 260	N/A	
278240	Fl 1 102 Bridge Rd	<b>Closed</b>	\$ 200	\$ 260	N/A	Being redeveloped
181210	Fl 1 107 Bridge Rd	<b>Closed/Vacant</b>	\$ 200	\$ 260	N/A	
339580	Fl 1 122 Bridge Rd	Chelo Designs	\$ 200	\$ 260		Closed
181965	Fl 1 128A Bridge Rd	Adroit Hairdressers	\$ 200	\$ 260		Left brochure & form. Awaiting response
333920	Fl 1 166A Bridge Rd	Samurai Sunset Massage	\$ 200	\$ 260		Left brochure & form. Awaiting response
510070	Fl 1 172 Bridge Rd	Upstate Richmond	\$ 200	\$ 260		Left brochure & form. Awaiting response
181835	Fl 1 176 Bridge Rd	P4	\$ 200	\$ 260	1	Signed support form
181310	Fl 1 179 Bridge Rd	<b>Vacant</b>	\$ 200	\$ 260	N/A	

**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
301760	Fl 1 2/278 Church St	Xentronics	\$ 100	\$ 130		Left brochure & form. Awaiting response
288895	Fl 1 2/280 Church St	Steven Katsis Architect	\$ 100	\$ 130		Left brochure & form. Awaiting response
392550	Fl 1 2/545 Bridge Rd	Eco Detection	\$ 200	\$ 260		Left brochure & form. Awaiting response
417820	Fl 1 204-206 Bridge Rd	Core Plus	\$ 200	\$ 260		Discussed with manager. Come back
416160	Fl 1 214 Bridge Rd	<b>Closed/Vacant</b>	\$ 200	\$ 260	N/A	
278285	Fl 1 223-227 Bridge Rd	Abbots/CMK Legal	\$ 200	\$ 260		Left brochure & form. Awaiting response
181650	Fl 1 232 Bridge Rd	Kitchen & Bathroom Studio	\$ 200	\$ 260		Left brochure & form. Awaiting response
365420	Fl 1 254 Church St	Baldwin Boyle Group	<b>\$ 100</b>	<b>\$ 130</b>		Left brochure & form. Awaiting response
278260	Fl 1 256 Church St	Website Marketing Compal	\$ 100	\$ 130		Left brochure & form. Awaiting response
383370	Fl 1 283 Bridge Rd	AMS Partners	\$ 200	\$ 260		Left brochure & form. Awaiting response
194390	Fl 1 294 Bridge Rd	Exelon Entertainment	\$ 200	\$ 260		Left brochure & form. Awaiting response
182320	Fl 1 2A Bridge Rd	Melbourne Hand Rehab	\$ 200	\$ 260		Left brochure & form. Awaiting response
301770	Fl 1 3/278 Church St	Hark Medical	\$ 100	\$ 130		Left brochure & form. Awaiting response
182215	Fl 1 32 Bridge Rd	MOO	\$ 200	\$ 260		Left brochure & form. Awaiting response
193745	Fl 1 367 Bridge Rd	Azizia Air Australia	\$ 200	\$ 260		Left brochure & form. Awaiting response
406490	Fl 1 374 Bridge Rd	Authentic Edge	\$ 200	\$ 260		Left brochure & form. Awaiting response
362840	Fl 1 405 Bridge Rd	Burne Poperty	\$ 200	\$ 260		Left brochure & form. Awaiting response
367230	Fl 1 422 Bridge Rd	Zen Architects	\$ 200	\$ 260		Left brochure & form. Awaiting response
299760	Fl 1 429-431 Bridge Rd	Moss Property Consultants	\$ 200	\$ 260	1	Signed support form
181035	Fl 1 45-47 Bridge Rd	<b>Vacant</b>	\$ 200	\$ 260	N/A	
304480	Fl 1 458-460 Bridge Rd	The Breath House	\$ 200	\$ 260		Left brochure & form. Awaiting response
296580	Fl 1 463 Bridge Rd	TCI Real Estate	\$ 200	\$ 260		Left brochure & form. Awaiting response
296585	Fl 1 477 Bridge Rd	Vision Overseas Group	<b>\$ 200</b>	<b>\$ 260</b>	1	Signed support form
316650	Fl 1 48-50 Bridge Rd	Maison Burlesque	\$ 200	\$ 260	1	Signed support form
338200	Fl 1 518-524 Bridge Rd	Glennivl Projects	\$ 200	\$ 260		Left brochure & form. Awaiting response
465370	Fl 1 546 Bridge Rd	GEO	<b>\$ 200</b>	<b>\$ 260</b>		Left brochure & form. Awaiting response
182145	Fl 1 56 Bridge Rd	<b>Vacant?</b>	\$ 200	\$ 260	N/A	
317100	Fl 1 591 Bridge Rd	Life Design Architecture	\$ 200	\$ 260	1	Signed support form
385600	Fl 1 635 Bridge Rd	Knucklehead	\$ 200	\$ 260	1	Signed support form
355160	Fl 1 646 Bridge Rd	Vic Appliance Industry Assn	\$ 200	\$ 260		Left brochure & form. Awaiting response
406460	Fl 1 649-651 Bridge Rd	BSGM Building Services	\$ 200	\$ 260		Left brochure & form. Awaiting response
440200	Fl 1 650 Bridge Rd	<b>Vacant</b>	\$ 200	\$ 260	N/A	

**Attachment 3 Attachment 3 - Evidence of Support for Renewal of Special Charge**

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
181125	Fl 1 75 Bridge Rd	Brazilian Butterfly	\$ 200	\$ 260		Left brochure & form. Awaiting response
278230	Fl 1 94 Bridge Rd	Alice Noone	\$ 200	\$ 260		Left brochure & form. Awaiting response
278245	Fl 1 Suite 1/246 Bridge Rd	Palopay	\$ 200	\$ 260		Left brochure & form. Awaiting response
278250	Fl 1 Suite 2/246 Bridge Rd	Bodyactive Health	\$ 200	\$ 260	1	Signed support form
189890	Fl 2 256 Church St	Richmond Sewing Alteratio	\$ 100	\$ 130		
374410	Fl 2 545 Bridge Rd	<b>No business - residential?</b>	\$ 200	\$ 260	N/A	
406470	Fl 2 649-651 Bridge Rd	BSGM Safety Measures	\$ 200	\$ 260		Left brochure & form. Awaiting response
440210	Fl 2 650 Bridge Rd	Dr Sophie Ricketts	\$ 200	\$ 260		Left brochure & form. Awaiting response
374420	Fl 3 545 Bridge Rd	<b>No business - residential?</b>	\$ 200	\$ 260	N/A	
480210	Fl 3 649-651 Bridge Rd	BSGM	<b>\$ 200</b>	<b>\$ 260</b>		Left brochure & form. Awaiting response
374430	Fl 4 545 Bridge Rd	<b>No business - residential?</b>	\$ 200	\$ 260	N/A	
288900	Grd & 1st Fl 3/280 Church St	Chimney's Bakery	\$ 100	\$ 130		Left brochure & form. Awaiting response
301750	Grd Floor 1/278 Church St	<b>Vacant</b>	\$ 100	\$ 130	N/A	
288890	Grd Floor 1/280 Church St	Chimney's Bakery	\$ 100	\$ 130		Left brochure & form. Awaiting response
480170	Grd Floor 108 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
306150	Grd Floor 114 Bridge Rd	Kwik Copy	\$ 300	\$ 390	1	Signed support form
339570	Grd Floor 122 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
181960	Grd Floor 128 Bridge Rd	SHMILY Photography	\$ 300	\$ 390	1	Signed support form
405190	Grd Floor 130 Bridge Rd	Mortgage Choice	\$ 300	\$ 390	1	Signed support form
298165	Grd Floor 137 Bridge Rd	Phoenix & Co Barbering	\$ 300	\$ 390	1	Signed support form
386660	Grd Floor 148 Bridge Rd	Trevino Menswear	\$ 300	\$ 390	1	Signed support form
181830	Grd Floor 168-170 Bridge Rd	Candela	\$ 300	\$ 390		Closed
339640	Grd Floor 172 Bridge Rd	P4	\$ 300	\$ 390	1	Signed support form
181815	Grd Floor 174 Bridge Rd	Your Neighbour Café	\$ 300	\$ 390	1	Signed support form
181810	Grd Floor 176 Bridge Rd	Hannii Couture	\$ 300	\$ 390	1	Signed support form
181770	Grd Floor 192 Bridge Rd	Core Plus	\$ 300	\$ 390	1	Support form coming
386620	Grd Floor 201 Bridge Rd	Sally's New & Retro Outlet	\$ 300	\$ 390		Left brochure & form. Awaiting response
493080	Grd Floor 210 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
416150	Grd Floor 214 Bridge Rd	The Suit Concierge	\$ 300	\$ 390	1	Signed support form
181645	Grd Floor 232 Bridge Rd	Kitchen & Bathroom	\$ 300	\$ 390		Left brochure & form. Awaiting response
304430	Grd Floor 237 Bridge Rd	<b>Closed</b>	\$ 300	\$ 390	N/A	
304390	Grd Floor 239 Bridge Rd	Noodle World	\$ 300	\$ 390	1	Signed support form

Attachment 3 Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
375490	Grd Floor 255 Bridge Rd	Vacant	\$ 300	\$ 390	N/A	
304600	Grd Floor 276 Bridge Rd	D'Elephant Thai Cuisine	\$ 300	\$ 390	1	Signed support form
304610	Grd Floor 278 Bridge Rd	Burgertory	\$ 300	\$ 390	1	Signed support form
380750	Grd Floor 279 Bridge Rd	<b>Erotic Nights closing</b>	\$ 300	\$ 390	N/A	
406500	Grd Floor 280 Bridge Rd	Onda Bar	\$ 300	\$ 390	1	Signed support form
383360	Grd Floor 283 Bridge Rd	Schnitz	\$ 300	\$ 390		Left brochure & form. Awaiting response
182210	Grd Floor 30 Bridge Rd	Richmond Hill Cellars	\$ 300	\$ 390		Left brochure & form. Awaiting response
194270	Grd Floor 340 Bridge Rd	Cottonmouth Hemp Store	\$ 300	\$ 390		Left brochure & form. Awaiting response
193740	Grd Floor 367 Bridge Rd	Nissarana Galleries	\$ 300	\$ 390	1	Signed support form
406480	Grd Floor 374 Bridge Rd	Blond Artistry	\$ 300	\$ 390	1	Signed support form
315630	Grd Floor 38 Bridge Rd	Bridge 38	\$ 300	\$ 390		Closed
362830	Grd Floor 405 Bridge Rd	Carpet Call	\$ 300	\$ 390		Left brochure & form. Awaiting response
367220	Grd Floor 422 Bridge Rd	Phillip Withers	\$ 300	\$ 390		Closed. Left brochure & form.
303610	Grd Floor 424 Bridge Rd	Three One 2 One	\$ 300	\$ 390	No	Not interested
299755	Grd Floor 429-431 Bridge R	Solomons Flooring	\$ 300	\$ 390	1	Signed support form
181025	Grd Floor 45 Bridge Rd	<b>No current business in hou</b>	\$ 300	\$ 390	N/A	
304470	Grd Floor 458-460 Bridge R	Hafez Restaurant	\$ 300	\$ 390		Left brochure & form. Awaiting response
511700	Grd Floor 466 Bridge Rd	Pearl Hair	\$ 300	\$ 390		Left brochure & form. Awaiting response
181030	Grd Floor 47 Bridge Rd	Vacant	\$ 300	\$ 390	N/A	
316640	Grd Floor 48-50 Bridge Rd	Curtis Stone Events	\$ 300	\$ 390	1	Support form coming
465360	Grd Floor 546 Bridge Rd	TDC 3 Print & Digital	\$ 300	\$ 390	1	Signed support form
168830	Grd Floor 591 Bridge Rd	RMS Traders	\$ 300	\$ 390	1	Signed support form
385590	Grd Floor 635 Bridge Rd	Formal Red	\$ 300	\$ 390	1	Signed support form
355150	Grd Floor 646 Bridge Rd	Tom's Appliances	\$ 300	\$ 390		Left brochure & form. Awaiting response
181120	Grd Floor 75 Bridge Rd	Alberto Piazza Outlet	\$ 300	\$ 390	No	No reason given
181410	Grd Fl Shop 1 223 Bridge Rd	Hon Jane Hume	\$ 300	\$ 390	1	Discussed with office. Corporate support
182045	Grd Floor Shop 100 Bridge	Vacant	\$ 300	\$ 390	N/A	
278280	Grd Floor Shop 2 227 Bridg	Abbots Real Estate	\$ 300	\$ 390		Left brochure & form. Awaiting response
181740	Grd Floor Shop 200 Bridge	DGianna Studio	\$ 300	\$ 390	1	Signed support form
278255	Grd Floor Shop 4/254 Chur	Razor House Barber	\$ 100	\$ 130	1	Signed support form
446490	Level 1 290 Bridge Rd	About Body	\$ 200	\$ 260		Left brochure & form. Awaiting response
177750	Level 1 Florist 89 Bridge Rd	Salon des Fleurs	\$ 300	\$ 390	1	Signed support form

**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
177755	Level 1 Hairdresser 89 Bridge Rd	Bridge Place Cafe	\$ 300	\$ 390	1	Manager support. To Zouki head office
279590	Level 1 Pharmacy 89 Bridge Rd	Slade Pharmacy	\$ 300	\$ 390		Left brochure & form. Awaiting response
352640	Rear 267 Bridge Rd	<b>Vacant or no business</b>	\$ 300	\$ 390	N/A	Part of Richmond Traders
386670	Rear Grd Floor 148 Bridge Rd	Arvis & Collins	\$ 300	\$ 390		Left brochure & form. Awaiting response
181615	Shop 1/246 Bridge Rd	Chemist Discount Centre	\$ 300	\$ 390	1	Signed support form
182315	Shop 1/2A Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
310590	Shop 1/335-341 Bridge Rd	Australia Post	\$ 300	\$ 390	1	Signed support form
181060	Shop 1/57-59 Bridge Rd	Jellis Craig RE	\$ 300	\$ 390	1	Support form coming
181620	Shop 2/246 Bridge Rd	Chemist Discount Centre	\$ 300	\$ 390	1	Signed support form
182310	Shop 2/2B Bridge Rd	Trophy Wife Nails	\$ 300	\$ 390	1	Signed support form
310600	Shop 2/335-341 Bridge Rd	RB Sellars	\$ 300	\$ 390	1	Signed support form
181065	Shop 2/57-59 Bridge Rd	Jellis Craig RE	\$ 300	\$ 390	1	Support form coming
189885	Shop 3/256 Church St	Richmond Sewing Alteratio	\$ 100	\$ 130		
181070	Shop 3/57-59 Bridge Rd	Jellis Craig RE	\$ 300	\$ 390	1	Support form coming
181075	Shop 4/57-59 Bridge Rd	<b>Vacant</b>	\$ 300	\$ 390	N/A	
320110	Sign 285B Bridge Rd	<b>Sign</b>	\$ 200	\$ 260	N/A	
310250	Sign 2B Bridge Rd	<b>Sign</b>	\$ 200	\$ 1,000	N/A	
318390	Sign 498 Bridge Rd	<b>Sign</b>	\$ 200	\$ 260	N/A	
577880	Sign 523-525 Bridge Rd	<b>Sign</b>	\$ 200	\$ 260	N/A	
324360	Wall Sign 389 Bridge Rd	<b>Sign</b>	\$ 200	\$ 260	N/A	
350280	1/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350270	1C/187 Lennox St	Adara Hotel Apartment	\$ 100	\$ 13	1	Verbal support from hotel manager
350290	2/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350300	3/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350310	4/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350320	5/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350330	6/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350340	7/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350350	8/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350360	9/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350370	10/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350380	11/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		



**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
350390	12/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350400	13/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350410	14/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350420	15/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350430	16/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350440	101/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350450	102/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350460	103/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350470	104/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350480	105/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350490	106/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350500	107/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350510	108/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350520	109/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350530	110/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350540	111/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350550	112/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350560	113/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350570	114/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350580	115/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350590	116/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350600	117/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350610	118/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350620	119/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350630	120/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350640	121/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350650	122/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350660	123/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350670	124/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350680	125/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350690	126/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350700	127/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		

**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
350710	128/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350720	129/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350730	201/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350740	202/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350750	203/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350760	204/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 13		
350770	205/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350780	206/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350790	207/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350800	208/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350810	209/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350820	210/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350830	211/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350840	212/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350850	213/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350860	214/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350870	215/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350880	216/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350890	217/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350900	218/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350910	219/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350920	220/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350930	221/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350940	222/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350950	223/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350960	224/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350970	225/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350980	226/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
350990	227/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
351000	228/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
351010	229/187 Lennox St	Adara Hotel Apartment	\$ -	\$ 14		
			156,900	223,440	225	

**Attachment 3** Attachment 3 - Evidence of Support for Renewal of Special Charge

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Bridge Rd Richmond SC Business Response

Ass No	Property Address	Business Name	2023-24	2024-25	Support	Comments
		Rateable Properties		671		
		Vacant/closed/temp/signs/Adara apts e		225		
		Occupied Business Properties		446		
		Business Support		225		
		% Business Support Occupied Propertie		50		
		Negative responses		18		
		% Negative Responses Occupied Proper		4		

## 7.9 Proposed Discontinuance of Road abutting 98A -106 Balmain Street, Cremorne

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<b>Reference</b>	D24/191043
<b>Author</b>	Kirti Madan - Property Project Officer
<b>Authoriser</b>	General Manager Infrastructure and Environment
<b>Disclosure</b>	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.

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### Purpose

1. This report seeks Council's authority to commence the statutory procedures pursuant to the *Local Government Act 1989 (Vic)* (Act) to consider discontinuing the road shown as the 31.5 square metre parcel marked '1' on the title plan attached as Attachment 1 to this report (Road), being part of the land contained in certificate of title Volume 11543 Folio 697.

### Critical analysis

#### History and background

2. The road is the area shown coloured 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 (the applicant) is the registered proprietor of the following adjoining properties being the whole of the land contained in Certificates of Title:
  - (a) Volume 6483 Folio 516, known as 98A Balmain Street, Cremorne;
  - (b) Volume 6885 Folio 964, known as 100 Balmain Street, Cremorne; and
  - (c) 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:
  - (a) Volume 5931 Folio 188, known as 108 Balmain Street, Cremorne;
  - (b) Volume 5951 Folio 124, known as 110 Balmain Street, Cremorne; and
  - (c) Volume 10423 Folio 130 known as 112 – 114 Balmain Street, Cremorne  
(together, the additional Skylife properties).
5. The Skylife properties are shown delineated blue on the site plan attached as Attachment 2 (Site Plan) and are referred to collectively as the Adjoining Properties.
6. Michael Roche (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 (Site Plan), comprising the whole of the land contained in Certificates of Title:
  - (a) Volume 6683 Folio 562, known as 102 Balmain Street, Cremorne; and
  - (b) Volume 5701 Folio 081, known as 104 Balmain Street, Cremorne  
(together, the Roche properties).
7. The applicant has requested that Council discontinue and sell the road to it (proposal).

8. 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.

#### Adjoining Owners

9. As the Skyclife properties and Roche 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. The applicant has provided Michael Roche's (the director of Roche properties) consent to the proposal, a copy of which is attached as Attachment 4 to this report.

#### Road Status

10. The road:
- (a) is the whole of the land contained in Certificate of Title Volume 11543 Folio 697;
  - (b) is shown as road 'R1' on plan of subdivision no. LP12143; and
  - (c) is 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.
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) only provides pedestrian access to some of the Skyclife properties and the Roche properties; and
  - (d) is a dead end and does not connect as a thoroughfare to any other public roads.

#### Discussion

##### Public Notice

13. Before proceeding with the discontinuance, the public notice of the proposal is required to be given in accordance with section 223 of the Act. The Act provides that a person may, within 28 days of the date of the public notice, lodge a written submission regarding the proposal.
14. Where a person has made a written submission to Council requesting that they be heard in support of the written submission, Council must permit that person to be heard before a meeting of Council or the Committee which has delegated authority to hear those submissions, giving reasonable notice of the day, time and place of the meeting.
15. After hearing any submissions made, Council must determine whether the Road is not reasonably required as a road for public use, in order to decide whether the Road should be discontinued.

##### Public Authorities

16. 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) Telstra;
  - (e) Optus;
  - (f) APA Gas;

- (g) AusNet Services; and
  - (h) Yarra City Council.
17. Council, Ausnet Services, Melbourne Water, CitiPower and APA Gas have advised that they have no assets in or above the Road and no objection to the Proposal.
18. Optus has advised that it has no assets in or above the Road.
19. 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.
20. 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.
21. A copy of the correspondence received from GWW is attached as to this report as Attachment 5.
22. 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.
23. A copy of the correspondence received from Telstra is attached as to this report as Attachment 6.

### Options

24. Council has the option to discontinue the road and sell it to the applicant or not to discontinue the road.

### **Community and stakeholder engagement**

25. All community and stakeholder engagement activities associated with this matter are listed above.

### **Policy analysis**

#### Alignment to Community Vision and Council Plan

26. This report aligns to strategy objective 6 in the 2021-25 Council Plan – manage our financial responsibility and improve long-term financial management planning.

27. 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.
28. 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

29. There are no climate emergency and sustainability implications.

#### Community and social implications

30. There are no community or social implications.

#### Economic development implications

31. There are no Economic development implications.

#### Human rights and gender equality implications

32. There are no human rights or gender issues.

### Operational analysis

#### Financial and resource impacts

33. The applicant has agreed to acquire the road for its market value (plus GST). 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 proposed that Council should commence the statutory procedures pursuant to clause 3 of Schedule 10 of the Act to discontinue the Road and transfer the discontinued Road to the Applicant.

## RECOMMENDATION

1. That Council, acting under clause 3 of schedule 10 of the *Local Government Act 1989* (Act):
  - (a) resolves that the required statutory procedures be commenced to discontinue the Road; and
  - (b) directs that, pursuant to sections 207A and 223 of the Act public notice of the proposed discontinuation be given in 'The Age' newspaper and published on the Council's website.

## Attachments

- 1** [↓](#) Attachment 1 - Title Plan
- 2** [↓](#) Attachment 2 - Site Plan
- 3** [↓](#) Attachment 3 - Title Search of Road
- 4** [↓](#) Attachment 4 - Adjoining owner's consent
- 5** [↓](#) Attachment 5 - Copy correspondence from GWW
- 6** [↓](#) Attachment 6 - Copy correspondence Telstra



<b>TITLE PLAN</b>		<b>EDITION 1</b>	<b>TP969026N</b>			
<b>LOCATION OF LAND</b> 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 GDA2020 DEPTH LIMITATION: DOES NOT APPLY		<b>NOTATIONS:</b> - THIS PLAN HAS BEEN PREPARED FOR LAND VICTORIA FOR TITLE DIAGRAM PURPOSES.				
		CHECKED BY: ..... DATE: / / Assistant Registrar of Titles				
REF: <b>24171</b>	VERSION: <b>A</b>	DATE: 22/08/23 24171-0-TP-A.dwg	SCALE 1:100	LENGTHS ARE IN METRES	ORIGINAL SHEET SIZE A3	SHEET 1 OF 1 SHEETS
		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



**Attachment 3 Attachment 3 - Title Search of Road**

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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



**PLAN OF SUBDIVISION OF**  
 Part of Crown Portion 6 at Richmond  
*PARISH OF JIKA JIKA, COUNTY OF BOURKE*

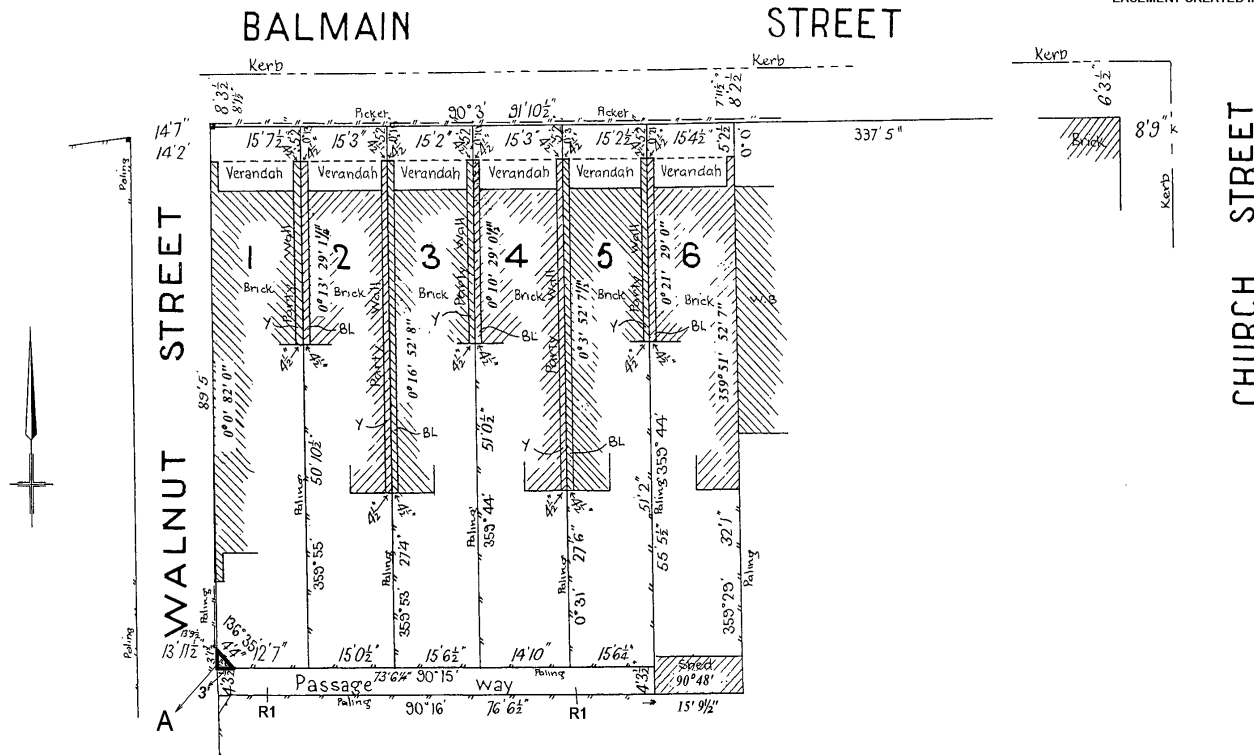
Measurements are in Feet & Inches  
 Conversion Factor  
 FEET X 0.3048 = METRES

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.



Delivered by LANDATA®, timestamp: 15/09/2023 10:12 Page 1 of 2  
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Bill Graham  
Valuations Coordinator  
Yarra City Council  
PO Box 168  
RICHMOND VIC 3121

By email only: [bill.graham@yarracity.vic.gov.au](mailto:bill.graham@yarracity.vic.gov.au)

Dear Bill

**Consent to proposed road discontinuation  
Laneway abutting rear of 98A to 106 Balmain Street, Cremorne**

---

I, Michael Roche, am the registered proprietor of:

- the property known as 102 Balmain Street, Cremorne, being the whole of the land contained in certificate of title volume 6683 folio 562; and
- the property known as 104 Balmain Street, Cremorne, being the whole of the land contained in certificate of title volume 5701 folio 081,

(together the **Properties**).

I understand that Yarra City Council (**Council**) will shortly consider an application made by the owner of the adjoining properties, Skylife Cremorne (VIC) Pty Ltd ATF Skylife Cremorne (VIC) Property Trust (**Applicant**), to discontinue the laneway abutting my Properties and sell that land to the Applicant pursuant to the procedures under the *Local Government Act 1989* (Vic).

I support the Applicant's proposal to discontinue the laneway and consent to Council selling the whole of the discontinued laneway to the Applicant.

Kind regards



Michael Roche

time0005\_221176\_023.docx



**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,

A handwritten signature in black ink, appearing to read "Mark Abraham".

**Mark Abraham**  
Senior Technical Officer, Other Authorities Works

**Telephone** 13 44 99  
**Email** [contact@gww.com.au](mailto:contact@gww.com.au)

**Teletypewriter** 13 36 77

[gww.com.au](http://gww.com.au)



**Telstra Plan Services**

Date **21/11/2023**

Your Ref: MAN:CORL:9339399

Our Ref: **MF506896-1**

Cornelius Lim  
Cornelius.Lim@maddocks.com.au

Level 1, 275 George Street  
Brisbane, QLD 4000

Postal Address:  
275 George Street  
Brisbane, QLD 4000

Email: [F0501488@team.telstra.com](mailto:F0501488@team.telstra.com)

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](http://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](mailto: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](mailto:F0501488@team.telstra.com).



Yours sincerely,

A handwritten signature in black ink, appearing to read 'Anthony Lebessis', written in a cursive style.

**Anthony Lebessis**

**For**  
Manager – Peter Anestopoulos  
Telstra Plan Services  
[F0501488@team.telstra.com](mailto:F0501488@team.telstra.com)

## 7.10 C1659 Open Space Maintenance Tender Report

---

<b>Reference</b>	D24/210882
<b>Author</b>	Glen Williames - Coordinator Open Space Services
<b>Authoriser</b>	General Manager Infrastructure and Environment
<b>Disclosure</b>	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 awarding contract C1659 for the provision of Open Space Maintenance Services for an initial term of 4 years, with options of 2 x 2 year extensions at Council's discretion. A contract length of this type is standard given the need to amortise the plant and equipment purchase cost over the life of the contract.

### **Background**

2. The existing open space maintenance contract T01133 was awarded in 2016 and Council has executed all available extensions. This contract will conclude on 30 June 2024.
3. A thorough review of the service specification and scope of services required was undertaken as part of the contract review and tender process.
4. The open space maintenance service includes sports turf management, litter & debris removal, mowing, weed control and general open space and garden maintenance needs in accordance with the service schedules set out in the contract.
5. Officers have developed the new market specification and adjusted the requirements based on community feedback, compliments and complaints, the new information about the open space network gleaned through the new asset management plan and asset condition work, service standards and priorities, and the EPA requirements for open space waste management to be undertaken by appropriately skilled and resourced contractors.
6. Officers asked for flexibility in tender documentation in relation to the inclusion or exclusion of any new or existing open space increases/decreases throughout the life of the contract. The tenderers have demonstrated willingness to cooperate with Council in relation to these challenges.
7. Council recently advertised a tender which sought proposals from suitably qualified and experienced contractors that specialise in open space maintenance services.

### **Tender Process**

#### Pre-Tender Panel Review Meeting

8. A pre-tender review panel meeting was held to discuss process milestones, review of the tender documentation and assignment of evaluation criteria and weightings.
9. In accordance with Council's Procurement Policy, an invitation to tender for contractors interested in these services was advertised in The Age on Saturday, 10 February 2024 and on Council's e-Procure tendering portal. The tender closed at 2pm on Friday, 8 March 2024.

### **Tender Evaluation Process**

10. The tender evaluation panel, the tender responses received, the detail of the evaluation process undertaken, and reference checks are included at **Confidential Attachment A** circulated under separate cover.

### Tenders Received

11. Tenders closed at 2pm on Friday 8 March 2024 and a number of responses were received. The detail of the tenderers and prices tendered are included at **Confidential Attachment A** circulated under separate cover.

### Tender Evaluation Criteria

12. The following key evaluation criteria were used to assess tender submissions:

#### Non Scoring Criteria

- (a) Completed Statutory Declaration;
- (b) Insurance Coverage;
- (c) OHS; and
- (d) Financial Viability.

#### Scoring Criteria

- (a) Experience & Capability;
- (b) Capacity & Resources;
- (c) Provision of Services;
- (d) Industrial Relations;
- (e) Quality Management System;
- (f) Environmental Management System;
- (g) Social Sustainability;
- (h) Corporate Social Responsibility; and
- (i) Equal Opportunity.

### Qualitative Assessment

13. The tender evaluation panel considered the tenderers' submissions for conformance to the tender document and deemed all tenders to be conforming.
14. Reference checks on the preferred tenderer is also included at **Confidential Attachment A** circulated under separate cover.

### Quantitative Assessment

15. To recognise the best value for money bid, the panel applied the Value for Money (VFM) methodology to the tenderers' submissions. Details of the VFM assessment is included at **Confidential Attachment A** circulated under separate cover.

### **Financial Assessment**

16. Corporate Scorecard Pty Ltd was commissioned to perform an independent standard financial and performance assessment of shortlisted tenderers. Each of the shortlisted tenderers was considered an acceptable risk from this financial assessment.

### **Probity**

17. In accordance with Council's Procurement Policy, a probity plan was required as the expected total expenditure will exceed \$10 million. Baron Consulting Pty Ltd was appointed as probity advisors and all relevant tender process documentation was forwarded to it for probity advice purposes. The probity advisor was also present at the pre-tender meeting and all evaluation meetings.
18. The probity advisor has concluded that any decision of the Council to approve a contract award for the recommended tenderer would be defensible from a probity perspective.

### **Occupational Health and Safety requirements**

19. The preferred contractor has an occupational health and safety management system that complies with the requirements of the *Occupational Health and Safety Act 2004*, and this has been implemented throughout the organisation.
20. The tender document contained occupational health and safety conditions which require the following prior to commencement:

- (a) a Risk Assessment (includes requirement for a Job Safety Analysis (JSA));
  - (b) a Health and Safety Plan (includes induction and safety training, safe work practices and procedures, occupational health and safety consultation, emergency procedures, incident reporting and investigation and occupational health and safety performance monitoring; and
  - (c) compliance with all Victorian occupational health and safety legislation (includes acts, regulations and codes of practice).
21. The panel has verified that it is satisfied with the contractor`s previous history in respect of occupational health and safety claims or incidents. The contract will be managed by a Council officer who will ensure compliance with the health and safety plan monitoring of monthly performance, and JSA reports.

### **Collaboration**

22. The City of Yarra is part of the Western Region Procurement Excellence Network (WRPEN) procurement group. Group members were asked in September 2023 if they wished to collaborate with Council on this tender but no members were interested at that time.

### **Financial Implications**

23. Council has made provision in its draft operating budgets for maintenance of open space. Details of year 1 costs and 8 year costs (if all options are exercised) are included at **Confidential Attachment A** circulated under separate cover. Council has adequately budgeted for open space maintenance in year 1 with budgets for future years to be considered when Council plans for those years as they arise.
24. A bank guarantee of 5% of the total contract price will be required from the successful tenderer.

### **Economic Implications**

25. Yarra encourages and supports visitation to the municipality, contributing to a thriving local economy and also support local employment.
26. The preferred tenderer has listed a series of priorities and promises in its submission to support its tender which are included in the confidential attachment.

### **Stakeholder Consultation**

27. Extensive internal consultation was carried out with all relevant stakeholders to develop relevant specifications including Procurement, City Works staff, Recreation, Open Space Planning and Design, The Biodiversity Unit, in house Horticultural staff, Council Arborists and all operational staff who are to administer this contract.
28. Specific external consultation was not carried out to develop the specification for this tender but officers drew from the feedback Council has received from the community through the satisfaction surveys and from regular service requests.

### **Sustainability Implications**

29. Tenderers were asked to provide details on any specific measures undertaken to address Sustainability practices they can implement while providing the services. Details of specific sustainability initiatives proposed by the recommended contractor are included at **Confidential Attachment A** circulated under separate cover.

### **Social Procurement Implications**

30. The recommended tenderer provided information indicating it has a diverse workforce. It also provided positive social sustainability responses in its tender submission. These details can be viewed at **Confidential Attachment A** circulated under separate cover.

### **Human Rights and Disability – Access and Inclusion Implications**

31. Creating safe and inclusive spaces in the city for vulnerable groups, for women and for young people aligns with Council`s vision for the city.

32. A Gender Impact Assessment is being developed on this delivery of this contract. This will ensure that all genders and those residents and visitors identifying as non-binary will be considered when the services are delivered as part of the contract.

### **Council Plan, Strategy and Policy Implications**

33. The Council Plan includes the following strategic objectives which apply to this project:
- (a) supporting Yarra`s community;
  - (b) ensuring a sustainable Yarra; and
  - (c) making Yarra more liveable.

### **Legal Implications**

34. In accordance with Council's Procurement Policy, a probity plan was required as the expected total expenditure was expected to exceed \$10 million. A probity advisor was engaged through Baron Consulting Pty Ltd, and all relevant tender process documentation was forwarded to it for auditing purposes.
35. The probity advisor was satisfied with Council's approach to calling for and evaluating tenders and has approved the process to recommend the preferred tenderer to Council in June 2024.
36. Neighbouring Councils were consulted in relation to collaborative procurement but none expressed interest in joining Yarra in this activity.

### **Communities with CALD Communities Implications**

37. All public communications will meet CALD policy principles.

### **Ethical Practices**

38. The recommended tenderer has identified that it complies with Council's ethical standards.

### **Options**

39. Council has a number of options available to it in relation to this report:
- (a) Award contract C1659 to the preferred contractor for Yarra's open space maintenance services at the price tendered commencing from July 2024; and  
**This is recommended.**
  - (b) Re-tender the service in the hope that further market interest in elicited. This is not recommended as there is a chance the contractor(s) that tendered this time may not tender again. And there's no guarantee that a more affordable price will be tendered through a new stage of tendering.

### **Conclusion**

40. The tender evaluation panel considers that the recommended tenderer represents good value for money against industry standard for the needs of Yarra City Council. Officers are confident in the ability of the tenderer to roll out the service to our residents in a timely and seamless manner.

## RECOMMENDATION

1. That Council:
  - (a) awards Contract C1659 – Open Space Maintenance Services to \_\_\_\_\_ at a cost of \$\_\_\_\_\_ (ex GST) in the first year (with an estimated maximum cost over the life of the contract of \$\_\_\_\_\_ ) for an initial term of 4 years commencing on 1 July 2024, with options to extend at for an additional 2 x 2-year periods at Council’s discretion;
  - (b) notes the contract will be subject to rise and fall based on the consumer price indexation for costs in labour, transportation and materials in Melbourne;
  - (c) authorises that the officer either Acting in the position of, or General Manager Infrastructure and Environment to sign on behalf of Council all necessary documentation including any contract variations relating to contract C1659;
  - (d) authorises the General Manager Infrastructure & Environment to exercise options as they are due and subject to satisfactory performance of the service; and
  - (e) authorises Council officers to communicate this information to the extent necessary to give effect to the recommendation.

## Attachments

- 1 Confidential Attachment A - C1659 Open Space Maintenance Tender - *Confidential*

## 7.11 Animal Pound Services - Extension of Contract C1498

<b>Reference</b>	D24/196733
<b>Author</b>	Aoife Mulligan - Manager Parking and Compliance
<b>Authoriser</b>	General Manager City Sustainability and Strategy
<b>Disclosure</b>	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 approval from Council to exercise its option to extend contract C1498 for Pound Services for a further 3 year term.

### History and background

2. Council awarded contract C1498 to The Lost Dogs Home with a commencement date of 01 October 2019 for an initial term of five years. The contract included the option for Council to extend the contract for a further 1 x 3 year period.
3. The primary purpose of the contract is for The Lost Dogs Home to provide the Council with the following services:
  - (a) the total care, management, handling accommodation of animals;
  - (b) disposal of domestic animals delivered to the pound by Council's authorised officers; and
  - (c) assisting with improving reclaim rates and assist with education programs.
4. The current contract includes a notice period of three months should Council wish to exercise the option to extend the terms of the contract.

### Critical analysis

#### Discussion

5. Due to the limited number of options for this type of service, there are no current available options for Council to consider for these services as the Lost Dogs Home is the only facility that is proximate geographically to Council.
6. As the initial term of the contract was ending 1 October 2024, Council received on 30 April 2024 the proposed new fee structure to be implemented by the Lost Dogs Home.
7. The new fees for the main, common/ most used services is provided below (not all fees are listed below):

	Current Fee	New Fee
Impounding of Dogs	\$259.99	\$625.94
Impounding of Cats	\$284.75	\$625.94
Collection of animals	\$136.19	\$450.50

8. Council has been advised that the Lost Dogs Home is now standardising its cost across all contracts.
9. Currently Council charges fees for the release of animals when they have been impounded. The current and proposed fees for the release of animals is shown below.

	<b>Current fee 23/24</b>	<b>Proposed fee 24/25</b>
<b>Release fee – Dog</b>	\$175	\$182
<b>Release fee - Cat</b>	\$120	\$125

10. It is noted that these fees do not cover the cost of the Lost Dogs Home impounding or collection. It is acknowledged that the fees as drafted for the 24/25 budget are divergent from a cost recovery position for Council. Officers recommend for the preparation of the 2025/26 budget work be undertaken to review this position and a benchmarking exercise be undertaken.
11. Additionally, officers note that should a pet owner be suffering financial hardship in the instance of animal pick up, a process is followed in line with Council’s financial hardship policy on a case-by-case basis.

Options

12. This report seeks the exercising of the option to extend the contract for a further three years for Contract C1498.

**Community and stakeholder engagement**

13. N/A

**Policy analysis**

Alignment to Community Vision and Council Plan

14. The appropriate and safe management of animals align with the following actions of the Council Plan 2021 – 2025.
  - (a) Strategic Objective three, Local Economy; Strategy 5. Manage access, safety and amenity to enhance people’s experience when visiting Yarra;
  - (b) Objective three, Local Economy; Initiative d) Partner with local stakeholders and analyse available evidence to understand community attitudes towards safety to improve; and
  - (c) Social equity and health: Build a more resilient, inclusive, safe and connected community, which promotes social, physical and mental well-being.

Climate emergency and sustainability implications

15. Not applicable.

Community and social implications

16. The contract provides staff the requirements needed relevant to animal management (Domestic Animals Act 1994) across the City.

Economic development implications

17. Not applicable.

Human rights and gender equality implications

18. Not applicable.

**Operational analysis**

Financial and resource impacts

19. The forecast for expenditure for 2024/25 is approximately \$400,000.

Legal Implications

20. This report seeks to exercise the option to extend the current contract.



## Conclusion

21. Contract C1498 includes the option for Council to extend the contract for a further 1 by 3-year period. The variation is accounted for in Council's 2024/25 operating budget.

## RECOMMENDATION

1. That Council:
  - (a) endorses the option to extend Contract C1498 for pound services for a further three years.

## Attachments

There are no attachments for this report.

## 7.12 Governance Report - June 2024

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<b>Reference</b>	D24/145261
<b>Author</b>	Phil De Losa - Manager Governance and Integrity
<b>Authoriser</b>	General Manager Governance, Communications and Customer Experience
<b>Disclosure</b>	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.

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### 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) Municipal Association of Victoria State Council – 17 May 2024;
  - (b) Municipal Association of Victoria State Council – 23 August 2024;
  - (c) The Australian Electoral Commission – Redistribution of Electorates; and
  - (d) Appointment of authorised officers under the Planning and Environment Act 1987.

#### Discussion

##### Municipal Association of Victoria State Council – 17 May 2024

4. The Municipal Association of Victoria held its biannual State Council meeting on 17 May 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 for the furtherance of Council's interests at the state level.
5. Yarra City Council submitted two motions to the State Council for consideration. The outcome of the vote on these matters was:
  - (a) Rainbow alliance (carried as part of a consolidated motion with Darebin City Council); and
  - (b) Electrical line clearance (carried).

##### Motions for the MAV State Council – 23 August 2024

6. The Municipal Association of Victoria (MAV) State Council will be held on 23 August 2024. The meeting is scheduled for an earlier date to avoid the Election period for the Council elections in October.
7. Council has the opportunity to submit motions for consideration by the MAV State Council. To be eligible for inclusion and presentation to the State Council, motions must:
  - (a) be of strategic relevance to the MAV or of such significance to local government that they ought to be considered at the State Council meeting, and

- (b) not be repetitive in form or substance of a motion or item considered at the most recently held meeting of the State Council.
- 8. Motions must be submitted to the MAV by 24 June 2024.
- 9. Council resolved on 12 December 2023 to put forward an advocacy position to MAV opposing the demolition of the 44 housing towers.
- 10. The following motions are proposed for submission to the upcoming MAV State Council:
  - (a) MAV submits a 2025-26 Budget Submission to the Victorian Government:  
*“That the MAV calls on the state to increase funding directly to councils in much needed areas such as:*
    - (i) *climate change adaption and sustainability;*
    - (ii) *local roads maintenance;*
    - (iii) *community open space and amenity.”*
  - (b) Assessing the impact of State Government decisions on local government and communities:  
*“That the MAV call on the Victorian Government to require all new policies, initiatives and legislation affecting local government to have regulatory, financial and community impacts assessed and published”; and*
  - (c) Opposing demolition of Melbourne’s Public Housing Towers:  
*“That the MAV call on the Victorian Government to cease demolition of the 44 public housing towers in metropolitan Melbourne.”*
- 11. Officers therefore recommend Council’s endorsement of the following motions for submission to the MAV State Council:
  - (a) MAV Budget 2025-26 Submission to the Victorian Government” (Attachment 1)
  - (b) Assessing the impact of State Government decisions on local government and communities” (Attachment 2); and
  - (c) Opposing Demolition of Melbourne’s Public Housing Towers) (Attachment 3).

The Australian Electoral Commission (AEC) – Redistribution of Electorates.

- 12. The Australian Electoral Commission (AEC) is proposing to redistribute electorates across Australia (see Attachment 4). Victoria’s entitlement to electoral divisions has reduced from 39 to 38 (with the abolition of Higgins), due to a relatively slower rate of population growth compared to other states and territories. Of the 38 electorates remaining, only 4 are unaffected.
- 13. The City of Yarra currently spans two federal electorates – Cooper and Melbourne. The redistribution would see the City span three federal electorates – with the addition of Wills.
- 14. The proposed changes are:
  - (a) North Carlton, Princes Hill and Fitzroy North would be removed from Melbourne and placed in the Wills electorate; and
  - (b) Clifton Hill would be removed from Melbourne and placed in the Cooper electorate.
- 15. Written objections to any aspect of the proposed redistribution must be lodged with the AEC by 6pm on Friday 28 June 2024.

### Appointment of authorised officers under the Planning and Environment Act 1987

16. In order to conduct inspection, enforcement and prosecution activities on Council's behalf, officers require specific authorisation under the relevant legislation. While authorisation for most legislation is provided by the Chief Executive Officer acting under delegation, specific provisions of the Planning and Environment Act 1987 require that the authorisation be made directly by Council resolution.
17. In order to undertake the duties of office, staff members listed in the recommendation require authorisation under the Planning and Environment Act 1987.
18. In addition, authorisation must also be provided under section 313 of the Local Government Act 2020 in order to enable these officers to commence enforcement action where necessary.
19. The proposed Instruments of Appointment and Authorisation are provided at Attachments 5 and 6.

### Options

20. There are no options presented in this report.

### Community and stakeholder engagement

21. 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

22. 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."*
23. 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."*
24. 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

25. There are no climate emergency or sustainability implications considered in this report.

#### Community and social implications

26. There are no community or social implications considered in this report.

#### Economic development implications

27. There are no economic development implications considered in this report.

#### Human rights and gender equality implications

28. There are no human rights or gender equality implications considered in this report.

### Operational analysis

#### Financial and resource impacts

29. There are no financial or resource impacts considered in this report.

#### Legal Implications

30. There are no legal implications considered in this report.

## Conclusion

31. This report presents an officer recommendation on:
- (a) Municipal Association of Victoria State Council – 17 May 2024;
  - (b) Municipal Association of Victoria State Council – 23 August 2024;
  - (c) The Australian Electoral Commission – Redistribution of Electorates; and
  - (d) Appointment of authorised officers under the Planning and Environment Act 1987.

## RECOMMENDATION

1. That Council note the report on the Municipal Association of Victoria State Council – 17 May 2024.
2. That Council endorse the following motions for submission to the Municipal Association of Victoria (MAV) State Council to be held on 23 August 2024:
  - (a) MAV Budget 2025-26 Submission to the Victorian Government” (Attachment 1)
  - (b) Assessing the impact of State Government decisions on local government and communities” (Attachment 2); and
  - (c) Opposing Demolition of Melbourne’s Public Housing Towers (Attachment 3).
3. That Council note the proposed boundaries from the Australian Electoral Commission.
4. That in the exercise of the powers conferred by s 147(4) of the Planning and Environment Act 1987, Council resolves that **David AU** and **Paul HOWARD** be appointed and authorised as set out in the instruments at Attachments 5 and 6, with the instruments coming into force immediately it is signed by Council’s Chief Executive Officer, and remaining in force until Council determines to vary or revoke it.

## Attachments

- 1 [↓](#) Attachment 1 - MAV Budget Submission to the Victorian Government - MAV Submission
- 2 [↓](#) Attachment 2 - Assessing the Impact of State Government Decisions on Local Government - MAV Submission
- 3 [↓](#) Attachment 3 - Opposing Demolition of Melbourne's Public Housing Towers
- 4 [↓](#) Attachment 4 - Map of Proposed Boundaries - AEC
- 5 [↓](#) Attachment 5 - Instrument of Appointment and Authorisation for a Planning Enforcement Officer - David Au
- 6 [↓](#) Attachment 6 - Instrument of Appointment and Authorisation for a Planning Enforcement Officer - Paul Howard

**Motion for submission to the MAV State Council 23 August 2024**

<b>Title</b>
MAV Budget 2025-26 Submission to the Victorian Government
<b>Motion</b> ( <i>max 250</i> )
That the MAV lodge a budget submission 2025-26 to the Victorian Government calling on it to increase funding directly to councils in much needed areas such as: <ol style="list-style-type: none"><li>1. climate change adaption and sustainability;</li><li>2. local roads maintenance;</li><li>3. community open space and amenity; and</li><li>4. other items to be determined.</li></ol>
<b>Rationale for Motion</b>
Why is this a state issue and why should this be endorsed by the MAV? (max 350)
Funding deficits are felt across the state in key areas for which Victorian Government investment is much needed. As the State Peak body, MAV is best placed to lodge a budget submission to the Victorian Government on behalf of local government. Suggested areas of need as above and to be determined.

**Motion for submission to the MAV State Council 23 August 2024**

<b>Title</b>
Assessing the impact of State Government decisions on local government and communities
<b>Motion</b> (max 250)
That the MAV call on the Victorian Government to require all new policies, initiatives and legislation affecting local government to have regulatory, financial and community impacts assessed and published.
<b>Rationale for Motion</b>
Why is this a state issue and why should this be endorsed by the MAV? (max 350)
<p>The best outcomes for people and places are achieved when all three tiers of government work together, in parallel.</p> <p>Community outcomes are negatively affected when other tiers of government make decisions that impact councils without consultation and without assessing regulatory, financial and community impacts.</p> <p>Examples include:</p> <ul style="list-style-type: none"><li>• grants not being indexed to meet true costs</li><li>• new responsibilities without receiving adequate resources</li><li>• increased charges without consultation</li><li>• revenue is restricted without consideration of cost increase impacts</li></ul> <p>Local Governments request that:</p> <ul style="list-style-type: none"><li>• State government consults local government prior to developing and again before implementing new policy or legislative changes that will impact local government and their communities.</li><li>• State Government uses a rigorous impact assessment mechanism for all policies and decisions affecting local government and their communities.</li><li>• State Government publishes the results of its impact assessments.</li></ul>

**Motion for submission to the MAV State Council 23 August 2024**

<b>Title</b>
Opposition to the Demolition of Public Housing Towers
<b>Motion</b> (max 250)
That the MAV call on the Victorian Government to cease demolition of the public housing towers
<b>Rationale for Motion</b>
Why is this a state issue and why should this be endorsed by the MAV? (max 350)
<p>In September 2023 the Victorian Government released its Housing Statement: <i>The Decade Ahead 2024-34</i>. As part of the statement, it announced plans to demolish all 44 public housing towers located in the inner Melbourne metropolitan area.</p> <p>At the time of the announcement, no consultation had occurred with local government or residents. It is unclear whether a program of renovation has been adequately considered. The Victorian Government has not released the data and evidence it relied upon to make its decision. There has also been considerable criticism of the plan for not considering adaptive re-use options.</p> <p>There continue to be few program details in the public domain, such as the potential impact to public housing stock, open space and detailed plans for resident relocations.</p> <p>Melbourne's public housing towers are home to 10,000 people. With an estimated 64,700 public housing dwellings across Victoria, these towers represent a significant proportion of the state's stock.</p> <p>Demolition will displace residents from their communities, services and supports.</p>

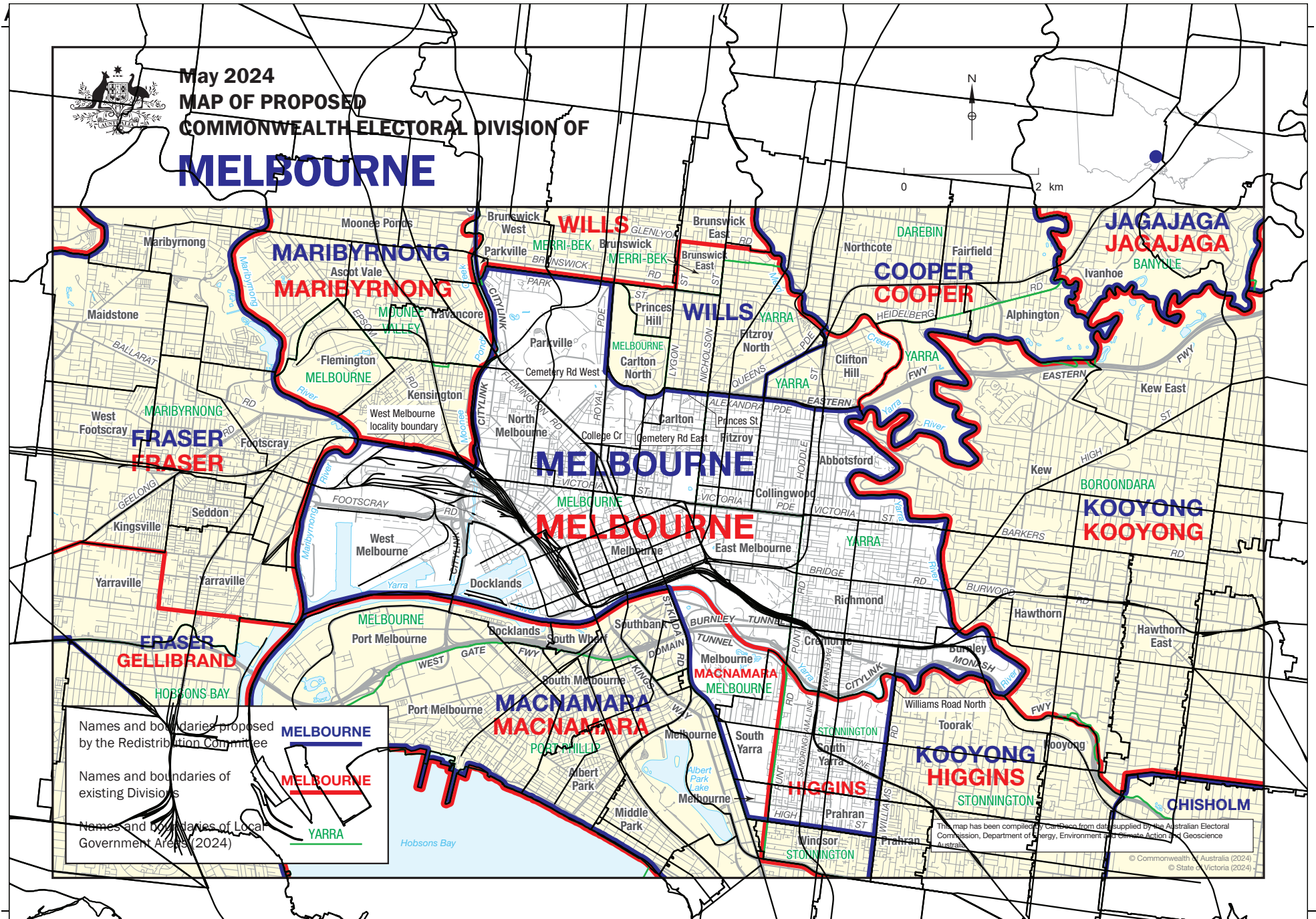




May 2024  
**MAP OF PROPOSED  
 COMMONWEALTH ELECTORAL DIVISION OF  
 MELBOURNE**



0 2 km



Names and boundaries proposed by the Redistribution Committee

Names and boundaries of existing Divisions

Names and boundaries of Local Government Areas (2024)

This map has been compiled by CartoBrazz from data supplied by the Australian Electoral Commission, Department of Energy, Environment and Climate Action and Geoscience Australia.

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Instrument of Appointment and Authorisation  
Planning Enforcement Officer



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In this instrument "officer" means -

**David AU**

By this instrument of appointment and authorisation, Yarra City Council –

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1. under section 147(4) of the Planning and Environment Act 1987 - appoints the officer to be an authorised officer for the purposes of the Planning and Environment Act 1987 and the regulations made under that Act; and
  2. under section 313 of the Local Government Act 2020 - authorises the officer either generally or in a particular case to institute proceedings for offences against the Acts and regulations described in this instrument.
- 

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked.

This instrument is authorised by a resolution of the Yarra City Council on 18 June 2024.

**Sue Wilkinson**  
**Chief Executive Officer**  
**Yarra City Council**

19 June 2024

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**Instrument of Appointment and Authorisation  
Planning Enforcement Officer**



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In this instrument "officer" means -

**Paul HOWARD**

By this instrument of appointment and authorisation, Yarra City Council –

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1. under section 147(4) of the Planning and Environment Act 1987 - appoints the officer to be an authorised officer for the purposes of the Planning and Environment Act 1987 and the regulations made under that Act; and
  2. under section 313 of the Local Government Act 2020 - authorises the officer either generally or in a particular case to institute proceedings for offences against the Acts and regulations described in this instrument.
- 

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked.

This instrument is authorised by a resolution of the Yarra City Council on 18 June 2024.

**Sue Wilkinson  
Chief Executive Officer  
Yarra City Council**

19 June 2024

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## 8.1 Notice of Motion No.9 of 2024 - Eid Celebrations

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<b>Reference</b>	D24/219254
<b>Author</b>	Anab Mohamud – Deputy Mayor
<b>Disclosure</b>	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.

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I, Councillor Anab Mohamud, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 18 June 2024:

1. *That Council:*
  - (a) *notes the numerous community initiated and community led Eid celebrations in Yarra supported through the Community Grants and Subsidised Grant program;*
    - (i) *Council provides funding to community groups and organisations for Eid events and celebrations through its Community Grants Program every year; and*
    - (ii) *through our partnerships, Council also provides small amounts of funding to grass-roots Eid celebrations and Iftar dinners upon request;*
  - (b) *acknowledges the significance of Eid celebrations in the local Muslim community, enabling various opportunities to share and celebrate Eid traditions, practices and culture of Yarra's diverse Muslim community with the broader community; and*
  - (c) *requests that officers prepare a report that explores opportunities, models and associated budget considerations for a Council facilitated Eid event in 2025, as part of Council's Civic Events program, co-designed and delivered with community partners.*

## RECOMMENDATION

1. That Council:
  - (a) notes the numerous community initiated and community led Eid celebrations in Yarra supported through the Community Grants and Subsidised Grant program;
    - (i) Council provides funding to community groups and organisations for Eid events and celebrations through its Community Grants Program every year; and
    - (ii) through our partnerships, Council also provides small amounts of funding to grass-roots Eid celebrations and Iftar dinners upon request;
  - (b) acknowledges the significance of Eid celebrations in the local Muslim community, enabling various opportunities to share and celebrate Eid traditions, practices and culture of Yarra's diverse Muslim community with the broader community; and
  - (c) requests that officers prepare a report that explores opportunities, models and associated budget considerations for a Council facilitated Eid event in 2025, as part of Council's Civic Events program, co-designed and delivered with community partners.

## Attachments

There are no attachments for this report.

## 8.2 Notice of Motion No.10 of 2024 - Ramsden Street Oval

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<b>Reference</b>	D24/222538
<b>Author</b>	Bridgid O'Brien – Councillor
<b>Disclosure</b>	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.

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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 18 June 2024:

1. *That Council:*
  - (a) *endorses the immediate installation of the existing cricket nets over winter at the Ramsden Street Oval as a pilot study;*
  - (b) *concurrently runs a community consultation process regarding the use of the space for many and varied groups all year round;*
  - (c) *notes this does not entail exclusive use of the space by the cricket club;*
  - (d) *notes this will have no impact on Council's budget; and*
  - (e) *requests that a report be presented to a future Ordinary Council Meeting regarding the results of the community consultation process.*

### RECOMMENDATION

1. That Council:
  - (a) endorses the immediate installation of the existing cricket nets over winter at the Ramsden Street Oval as a pilot study;
  - (b) concurrently runs a community consultation process regarding the use of the space for many and varied groups all year round;
  - (c) notes this does not entail exclusive use of the space by the cricket club;
  - (d) notes this will have no impact on Council's budget; and
  - (e) requests that a report be presented to a future Ordinary Council Meeting regarding the results of the community consultation process.

### Attachments

There are no attachments for this report.

## 8.3 Notice of Motion No.11 of 2024 - Release of Council Documents

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<b>Reference</b>	D24/222469
<b>Author</b>	Stephen Jolly – Councillor
<b>Disclosure</b>	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.

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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 18 June 2024:

1. *That Council determine in accordance with Section 125(2) of the Local Government Act 2020 to make the following documents publicly available as per the Residents' Petition presented to the Council Ordinary Meeting on 18 May 2024 with appropriate redactions to avoid being exempted under Freedom of Information laws:*
  - (a) *Executive Meeting Draft Report Strategic Review dated on or about 18 May 2022;*
  - (b) *Atticusnow Strategic Review Report Presentation dated on or about 7 June 2022; and*
  - (c) *Councillor Briefing Confidential Strategic Review Report dated on or about 7 June.2022.*
2. *That the documents be attached to the public minutes if Council determines to make them publicly available.*

### RECOMMENDATION

1. That Council determine in accordance with Section 125(2) of the Local Government Act 2020 to make the following documents publicly available as per the Residents' Petition presented to the Council Ordinary Meeting on 18 May 2024 with appropriate redactions to avoid being exempted under Freedom of Information laws:
  - (a) Executive Meeting Draft Report Strategic Review dated on or about 18 May 2022;
  - (b) Atticusnow Strategic Review Report Presentation dated on or about 7 June 2022; and
  - (c) Councillor Briefing Confidential Strategic Review Report dated on or about 7 June.2022.
2. That the documents be attached to the public minutes if Council determines to make them publicly available.

### Attachments

- 1 Attachment 1 Executive Report - 18 May 2022 - *Confidential*
- 2 Attachment 2 Atticusnow Presentation - *Confidential*
- 3 Attachment 3 Councillor Workshop Report - 7 June 2022 - *Confidential*