Deliberative Forum #1- Further information regarding participant questions by theme

Topic	**Developer contributions** There were several questions posed about what Council can require developers to provide.
Response	**Provision of infrastructure associated with development** In Yarra, there is no formal mechanism for Council to 'require' contributions from developers. The exception to this is open space (see below). For development contributions other than open space, contributions are negotiated on a case by case basis via the planning permit process, and it relies on the principle of 'nexus'; any developer contribution has to be for infrastructure or other public realm improvements that are needed *as a direct result* of the proposed development. For this reason it is most often the major development proposals that we negotiate on. Things like: bike loops, public realm improvements, trunk infrastructure (eg Channel 9 example), footpath upgrades, repairs to bluestone laneways and public art and landscaping improvements are often the result of these negotiations can be included as part of these negotiations. The City of Yarra does not currently have a Developer Contributions Plan Overlay. The State Government is expected to approve a new developer contribution system in 12 months which will increase the capacity of Council to require a contribution be made, either in the form of land, infrastructure works or cash. **Open space** The Open Space Strategy (http://www.yarracity.vic.gov.au/environment/Parks-and-reserves/Open-space-strategy/) sets out 5 classifications for parks (regional, city-wide, neighbourhood, local & small local). This identifies what facilities are to be provided in each, number and type of visitors expected in each and how far people are likely to travel to reach them (page 80). Existing open space is mapped in the Open Space Strategy (page 34) and the gaps that are clear from these maps help determine where additional parks are required, and what classification of park is required. The type of park that is required is generally also influenced by the size of land available in the neighbourhood. New residential development is required to provide additional open space. In some cases, a cash contribution is instead provided to Council to develop open space nearby. The Open Space Strategy identifies whether land or a cash contribution from developer contribution (see above) is more appropriate. In both cases the prescribed rate is 4.5%of residential development sites.

Topic	**Council survey**
	There were a number of questions and suggestions about the survey, including that Council survey residents more often, that people who work but don't live in Yarra should be included, and some queries about the size of the sample used in the Community Attitudes survey.
Further information	The survey is an important indicator of community attitudes towards planning issues. It is acknowledged that there were many interesting questions raised by this presentation, however there is a lot of important issues to talk about in the forums so we can't spend too much time looking at survey results.
	Council undertakes an Annual Customer Service Survey; this gathers information on all of the services Council provides. This survey is done by doorknocking a randomised sample of residents and has a sample size of over 800. http://www.yarracity.vic.gov.au/your-council/annual-customer-satisfaction-survey/
	For the Community Attitudes survey, the invitation to participate in the survey indicated that paper copies could be made available. 33 respondents did the survey in this form. Council will consider doing the Community Attitudes survey again, perhaps to inform the next Council Plan.
	There are a range of ways people can let Council know of their views and opinions: Council meetings are open to the public, by calling the Access Yarra call centre or checking the http://yarraconversation.com.au/have-your-say website.
	The opinion of those who work but don't live in Yarra is important. Council has a Business Advisory Group that regularly provide advice to Council on relevant issues. The Economic Development Unit also regularly engages with businesses and maintains a register of businesses in Yarra.
	There are 4 participants on the People's Panel who don't live in Yarra but who work or own a business in Yarra.
	Sample size
	The study of statistics has widespread practical application, including in things like political opinion polls. It is also used in surveys like this one to help understand how confident we can be that the results of the survey represent the views of the wider population. The 'margin of error' expresses the amount of error in a survey's results. It asserts a likelihood (not a certainty) that the result from a *sample* is close to the number one would get if the *whole population* had been queried. This is a good explanation found on the web:
	"If 50% of all the people in a population of 20,000 people drink coffee in the morning, and if you were repeat the survey of 377 people ("Did you drink coffee this morning?") many times, then 95% of the time, your survey would find that between 45% and 55% of the people in your sample answered "Yes".
	The remaining 5% of the time, or for 1 in 20 survey questions, you would expect the survey response to more than the margin of error away from the true answer.
	When you survey a sample of the population, you don't know that you've found the correct answer, but you do know that there's a 95% chance that you're within the margin of error of the correct answer."

Response rates

Response rates are strongly affected by the method of data collection. In general, the more interaction between the potential respondent and the people collecting the data, the higher the response rate.

For example, if someone comes to your door with a clipboard you're more likely to complete the interview than if someone telephones you. There are only a few ways to get a sample of respondents, each has pros and cons and they vary in cost

- Face-to-face interviews (door knocking) Best means to get the highest response (about 1 in 4 complete) but very expensive and takes several weeks
- Telephone interview No longer appropriate as 25% of Australians have no fixed line at all and mobile phone numbers are not published to a directory where the address is attached
- Self-completion (letter invite and online) This is what we did when we posted an invitation to a randomised selection of household addresses. It is cost effective and practical because we have a database of all residential addresses. From experience in the market and social research we know that between one in ten and one in twenty households will participate depending on the subject. We deliberately sent out 10,000 invitations on the basis that we that we wanted around 800 responses – basically you have to send out many more..

Representative sample

When analysed, the 833 respondent corresponded closely to Yarra's known demographics from the last national Census of Population and Housing (ABS). Here for example is age cohort profile (proportion).

Age	Yarra Population 2011 Census	the 833 respondents
18-34	44.9	21.8
35-49	26.8	33.6
50-59	11.8	20.2
60-69	8.6	17.3
70+	7.9	7.1
Total	100	100

You can see some of these percentages are nearly the same (e.g. 70 years and over) but some are a bit under (younger people) and over 50 to 59 years)

We apply weightings on select demographics – in this case age, gender and language background – to correct for minor over representation of women and older persons and under representation of person from language other than English spoken at home backgrounds. This ensures that results are not skewed

In conclusion, In reporting our survey we try not to talk in absolutes. We say things like it is "likely" and are "confident that" within a margin of error. The research methods we use improve the probability that our results are accurate and within a

tolerable margin of error. The only way to know with 100 percent certainty is survey all 86,000 residents and get their opinions.

Topic	**Delivery of community infrastructure, including education**
	There were a number of questions about the sort of infrastructure that Council plans for and provides, including education infrastructure. In particular, how Council was planning for more infrastructure to keep up with population growth, education facilities and whether Council could influence more private schools to locate in Yarra.
Response	**Council planning for infrastructure**

Planning for community infrastructure is an important part of planning for Yarra's future growth and change. There is a team within Council that is dedicated to planning for community infrastructure and Council currently provides a range of services and facilities across all ages.

Current community facilities include three Recreation/Leisure Centres, three Town Halls, five Libraries and numerous Community Meeting Rooms. Increasingly Council service delivery is becoming integrated so that our facilities are multi-purpose for flexible service delivery. For example, Yarra has eight Maternal and Child Health Centres. Some of these are located in facilities with other early years services and in other facilities, located with library and community meeting spaces.

Community Infrastructure Plans will be developed for all of Yarra's neighbourhoods. The Plans will identify specific community infrastructure priorities at a local level for Yarra's ten neighbourhoods and will respond to projected population growth and change.

Another example is the new GTV9 Community Hub that provides a community infrastructure solution within a new housing development. This was delivered through developer contributions and comprises community meeting rooms, a function room, commercial kitchen and office space.

The spaces and facilities that Council provides are platforms for Council service delivery as well as providing meeting and activity space for community groups. Council services include:

- Family, Youth and Children's services
- Aged and disability services
- Leisure services
- Library services
- Community and meeting rooms
- Neighbourhood houses
- Open space and recreation.

Education

Education is an important element of liveability and education infrastructure is delivered in a range of ways.

Council's role in delivering education infrastructure is primarily via early years education (child care).

The provision of state schools (primary and secondary) is the responsibility of the State Education Department (Department of Education and Training). The State

Government has a responsibility to provide places for primary and secondary students.

In 2013, Council resolved to advocate for an additional high school in Yarra. In early 2015, it was announced that planning for the Richmond High School would start (http://www.yarracity.vic.gov.au/News/richmond-secondary-school/).

There are several private schools in Yarra (3 secondary and 6 primary) and many more in Hawthorn and Kew. The Australian Catholic University also has a campus in Fitzroy.

Given land constraints, innovative ways of delivering education facilities in inner city areas will need to be considered.

Topic	**Planning process**
	The planning process, including how much control Council has over various planning outcomes, was raised a number of times.
Response	**Population growth & targets**
	More people want to live in Yarra, and Melbourne. People are having more babies, and people move to Victoria from other Australian states as well as overseas. Council can control some things, but it is limited in its ability to reject population growth. The same challenges face state government when planning for Melbourne as a whole, and part of the strategy is for this growth to occur in locations which are relatively well serviced by jobs, transport and other services.

Council makes decisions regarding land use within the municipality, such as where residential development should go, and has guidelines which inform decisions about specific developments. State policy is also considered when making decisions about development.

There are only a handful of zones that allow maximum building heights to be set. In many other zones, building heights are not mandatory. Council also has limited control over the mix of dwellings in a development (eg proportion of 1-bed, 2-bed etc) which can impact on the number of people that can be accommodated in a building.

Council's policies and plans need to be consistent with State Government policy. Plan Melbourne (http://www.planmelbourne.vic.gov.au/Plan-Melbourne) outlines current State Government policy. The Central Sub-region, of which Yarra is a part, is a designated location for growth.

Plan Melbourne does not set targets for local government areas to meet. It does, however, include population and dwelling projections. These are intended as a guide for local government in terms of anticipated future growth. These projections are prepared by State Government, and include consideration of major trends (such as birth rates, inter and intra state immigration) as well as more local trends regarding housing development. These projections are estimates of what is likely to happen in the future, and as such are regularly reviewed to reflect current trends.

If Council refuses a proposed development, the proponent can appeal the decision at the Victorian Civil and Administrative Claims Tribunal. VCAT decision making will consider State policy objectives. |

State Government also has limited levers when it comes to population growth. Significant investment in Regional Victoria to facilitate employment growth (a significant driver of population) has occurred (https://www.rdv.vic.gov.au/regional-jobs-and-infrastructure-fund) and factors like fertility rates are not controlled by Government.

Zones

Council applies appropriate zones to land within the municipality. The objectives for planning in Victoria are set out in Section 4 of the *Planning and Environment Act (1987)* (http://www.austlii.edu.au/au/legis/vic/consol_act/paea1987254/)

Changes to the Scheme, including zone changes, is done by an Amendment process, which includes public consultation and often an independent Planning Panel process. (http://planningschemes.dpcd.vic.gov.au/updates-and-amendments)

The Minister for Planning has ultimate decision making authority over Amendments.

There are a number of ways Council reviews zoning. If it is located within a structure plan study area then this can result in recommended changes for zoning, or alternatively Council can undertake reviews based on location or zone type, such as the Business & Industrial Land Strategy that was undertaken. More recently Council reviewed all its residentially zoned land to determine which of the new residential zones which had been released would be appropriate, as well as a review of all existing Mixed Use Zone land.

'Spot rezonings' where a site is rezoned outside these processes can occur, however it needs to be consistent with the broader relevant policies and strategies.

Specific developments

Council evaluates developments according to the provisions and policies in the Planning Scheme. This covers a range of considerations, including: the proposed use (refer to the planning zone), built form including heritage and urban design, parking, sustainability, acoustic protection, environment, open space and landscaping.

http://planningschemes.dpcd.vic.gov.au/schemes/yarra

Parking in developments

There are standard car parking rates for development, and these are articulated in the Planning Scheme (see above link; Clause 52.06). Car parking can be provided underground, or as part of a 'podium' style development: a base (3-4 storeys) with further, smaller building on top. Given the sensitivities regarding height, developers often choose underground car parking so the building is not as tall. Depending on the soil type this is not always possible.

Topic	**Activity Centres**

	Questions include: How are centres defined? What is the plan to deal with these? Why are there empty shops on Bridge Road? How do we maintain their diversity?
	5 Major Activity Centres were identified in Yarra in Melbourne 2030, along with a number of Neighbourhood Activity Centres. Plan Melbourne indicated that the Major Activity Centres are now known as Activity Centres; the term 'neighbourhood centres' will remain.
	Recent analysis for the City of Yarra by SGS Economics and Planning has identified that there are 6 major retail precincts (Brunswick Street, Swan Street, Bridge Road, Johnson Street, Victoria Street and Smith Street) in Yarra.
	A Spatial Economic Strategy will be developed following the Liveable Yarra project, and this will outline the broad objectives for activity centres and also inform future Structure Plans.
	The Structure Planning process generally considers a broad area around the centre, and then through various analyses, designates a number of precincts which are suitable for varying levels of change.
	There is currently a draft Structure Plan for Johnson Street and an adopted Structure Plan for Swan Street. The Victoria Street East Precinct also has a plan which is in the scheme.
	The factors which are affecting the high number of vacancies on Bridge Road include cumulative decisions made by individual business owners and competition from other retail and activity centres. In particular, the niche that Bridge Road developed (discount fashion) is heavily competitive.
	Council has worked extensively with the Bridge Road Traders Association to identify potential opportunities to revitalise the precinct through mixed use development with residential components and a shift to hospitality within the centre.

Topic	**Urban Design** Questions included: How does the scheme improve design, how do you produce objective policy about subjective and personal issues
Response	The planning scheme sets out various objectives, strategies and guidelines with respect to urban design and built form outcomes. These policies speak to a range of different scales; from the urban form of the entire municipality to site specific outcomes that need to be addressed as part of a planning application. Urban designers are often involved in reviewing a proposed development and their advice is considered along with other inputs (eg traffic, heritage, sustainability)
	Urban designers typically provide design principles rather than specifying exactly how someone should design. For example, preferred building envelopes may be described based on the existing context and expected change in a particular area. There may be references to how the facades of existing buildings are designed along with the type of street environment that is preferred. This work is primarily based on analysis of the existing situation along with State and local policy; it is then up to the designer of a particular building to demonstrate how they have responded to these principles.

Urban designers certainly have a range of subjective and personal views regarding design. Within the profession generally, there have also been dominant views and ways of thinking about the city that have changed over time.

Topic	**Public Housing**
	What is the long term plan, will Council rezone the sites, and can they be better integrated.
Response	These sites are owned and managed by the State Government, but Council provides input to the masterplanning processes where possible.

Topic	**Affordable Housing**
	There were several questions about what Council could do to deliver more affordable housing
Response	There are limited direct tools Council can use to influence the price of housing (either for sale or rent).
	There are some potential ways Council can support the delivery of secure long term rentals by Housing Associations. There may also be ways that, when large sites are rezoned, Council could support the delivery of housing by Housing Associations which can be targeted to particular groups.
	Other subsidies, such as was available through the National Rental Affordability Scheme, can also support the delivery of more affordable housing.

Topic	**Economy**
	There were some specific questions about data, as well as what benefits the local economy provides to the community and why hospitals are important from an economic perspective
Response	**Local Economy**
	Having local jobs, services and facilities (shops, medical, recreation, etc) means that people don't have to travel as far or as often. Having a diversity of activities also means there is activity across more periods in the day. This means that demand for council infrastructure (eg car parks, bike loops) is theoretically spread out. Having businesses and employees also supports local shops and services. Without the working population, many may not operate (and therefore won't be available for the local population)
	The workers and greater level of economic activity generally brought into Yarra by this industry generate additional demand for other local businesses and help employ local people. In turn this generates greater levels of rates for local services.
	The rates collected from businesses help to pay for community services (maternal, child care, health etc.)

More rateable properties means that the burden of Council's budget is spread more broadly. So if there are more businesses (or dwellings) then the rates per property will be less than they would have been otherwise. Businesses don't generally require as many services from Council either (ie childcare, etc)

Role of the health sector

Hospitals provide a number of employment opportunities - medical staff, support staff as well as some retail and hospitality jobs. The presence of a hospital also often comes with many specialists and other health providers. So local access to health services is improved.
The hospitals are also part of a broader metropolitan network of services. Yarra provides some of these (eg health) but also accesses neighbouring municipalities assets (eg the Botanic Gardens).

There is often traffic associated with hospitals, but if hospitals were located elsewhere they would still generate trips, and may mean that more people would have to travel through Yarra. Overall, the traffic associated with hospitals is still a relatively small proportion of the congestion issue and removal of hospitals and associated activities is unlikely to alleviate congestion, traffic and parking problems.

Data

Local economic activity (measured as Gross Regional Product) is the value of all goods and services produced in Yarra. It is estimated based on data collected about the National and State economic activity and translated to the profile of the local economy. It is not an exact measure but an estimate, and is useful as an indicator of the size and composition of the local economy.

The number of artists, writers and craftspeople operating in Yarra is a difficult thing to count. We do know that this sector makes an important contribution to the culture and vitality of Yarra. There are over 60 galleries and artist run spaces in Yarra, as well as 4 community radio stations and over 50 live music venues.

Topic	**Transport**
	There were a significant number of questions and comments related to transport.
Response	**Council influence in transport planning**
	Overall, it is acknowledged that the transport network in Yarra good (particularly compared to other parts of Melbourne), but there are some areas where it could be improved.
	Although many transport projects are State run, Council plays a significant role in planning and managing transport within Yarra.
	Major new pieces of infrastructure (such as a road tunnel or rail line) are very expensive and take a long time to deliver. There are smaller projects that can are less 'visible' but can have a significant impact on the functionality of the network. Things like signalling upgrades, duplication, signalling and operational reviews of services can all get people through Yarra without driving. Tram upgrades – such as

establishing then improving Route 11, new rolling stock and separating trams from other traffic – can have a significant effect on capacity and reliability in the network.

Council is involved in the planning and management of all street based public transport via Public Transport Victoria (PTV). State Government have indicated they are looking for Council to put forward our transport priorities, and to work with them on our transport challenges. A clear mandate and priorities from the community that is vocalised effectively by Council would be very useful in supporting this process.

Council officers, managers and directors participate in a range of forum and informal forums with PTV, other Councils, the Metropolitan Planning Authority (MPA), the Department of Economic Development, Jobs, Transport and Resources, and VicTrack.

Council has also been a major sponsor of the bike futures conference and Council officers attend and give presentations at various other conferences looking at transport challenges in Melbourne.

Council participates in the Inner Melbourne Action Plan (IMAP) forum which discusses and plans for issues which are consistent across the inner city. Council also participates in the Metropolitan Transport Forum, which includes all Councils, and discusses major transport challenges. We are also involved in planning at other Councils, for example discussions about the bike network with the City of Melbourne, and involvement with Darebin's transport planning.

Council can manage the local roads and can implement traffic management approaches including traffic calming through the Local Area Traffic Management (LATM) program. It consults and works with Vic Roads, who manage the major arterial roads.

Effective street management is not necessarily a question of removing cars completely. The Local Area Traffic Management Plans provide a framework for managing issues and can result in changes such as making streets one way, kerb extensions, speed humps, traffic light signal sequences, improved footpath access and additional Stop signs (http://www.yarracity.vic.gov.au/Parking-roads-and-transport/Traffic/Local-Area-Traffic-Management-/) I'd list Hoddle Street, and DDA tram stops as examples

Bike Lanes and the street network

Council can have a significant influence on the bike network through both making it safer and more attractive to a broader range of people, beyond the 20-30 year old male demographic.

Copenhagen lanes are one example of improving the cycling environment. It involves separating parked cars from cyclists. There are other mechanisms that can be implemented, such as traffic control (giving cyclists an 'advanced start' at the traffic lights) improved lighting and quality of cycling paths and reducing traffic speeds. 'Sharrows' (shared lane indicator) are used in low traffic environments, to encourage cyclists to move in middle of road where it is safer for them. They also indicate to drivers that cyclists are likely to be present along this road. Vic Roads support and recognise this awareness raising tool.

Some of the Highett Street roundabout previously had paths that allowed cyclists to bypass the intersection. This was done in an attempt to make the roundabouts safer

and easier to use for less confident cyclists, but appear to have been seldom used. It also meant that cyclists would be required to give way to cars in both directions on the side street. New design guidelines indicate that sharrows should be installed on the approach to the roundabout to encouraging cyclists to merge into the traffic lane on the approach. This has been shown to improve visibility of cyclists to vehicles, stop cyclists getting squeezed out while using the intersection and reduce vehicle aggression.

The removal of the path allowed a tree and additional grass to the planted to improve local amenity, reduce heat island impacts and generally provide more landscaping.

Road network

There are minimal road 'closures' in Yarra; it is more about reprioritising space on streets. This is because cars aren't the most efficient way of moving a lot of people around. Other modes such as cycling and public transport take up less room per person, and streets clogged with cars is not good for liveability. Access for emergency vehicles is maintained.

Parking

Our retail shopping strips are popular destinations. Having paid parking helps ensure that people only park in spots for a certain amount of time; making spots available for others. For example we don't want people parking on shopping strips and catching the tram in to the city for work for the day. Compared to many other cities parking in Yarra is relatively cheap.

Transport data

A trip is defined as moving between an origin and a destination. For example you might make a trip from home to work, from work to a meeting at another office, back to work and then home. This is 4 trips. The average person makes 3.2 trips per day.

 (http://www.planmelbourne.vic.gov.au/__data/assets/pdf_file/0008/131030/Travel-Demand-in-Melbourne-Updated-Oct-13.pdf)

We don't have exact data on trips through Yarra but we are about to undertake some analysis of this. We also don't have specific data disabled use of public transport. State wide about 20% of Victorians have some form of disability and Council is working with Public Transport Victoria to ensure that all public transport is DDA compliant.

Census data indicates that there is a link between parking and car ownership. Given how expensive car parking is to provide, apartments without parking may also have cheaper rent, so people may begin to question whether they need a car. This paper provides additional information:

http://www.tandfonline.com/doi/full/10.1080/01441647.2013.801929#abstract

Approaches to managing transport

Yarra is historically a pedestrian orientated place so people here do not rely on cars to the extent they do in the outer suburbs. Opportunities for less car use are high and council is looking to exploit these opportunities.

Being able to walk or cycle to jobs, shops, recreation and other services will reduce traffic demand. Providing additional housing near these services is also likely to contribute to reduced demand for car travel. The Amcor redevelopment is proposing a range of services and facilities on site, including some shops and potentially child care.

The Wellington Street bike lane project is a good example of an effective transport management tool. It took 4 years to do this project though. If Council could do these more quickly, they would be cheaper and we would be able to do more projects. Part of the reason it took so long is that removing parking is a sensitive issue, particularly with those who live and work on the street. But then benefits of the project are felt by a wide range of people who travel to and through Yarra. For these projects to occur more often, they need community understanding and acknowledgement of the tradeoffs. We know it won't please everyone but a slight reduction in car parking can deliver wider community benefits and a better outcome overall.

Reducing car use is about providing better alternatives. Having consistent policies, plans, decisions and implementation is also crucial. Council and government can't force people to change their behaviour. It is about providing choices and information – we can force by pricing people off roads but we won't do it as it's contentious. By providing alternatives such as improved public transport, cycling infrastructure and pedestrian environments, those that want to avoid car congestion have a choice.

It's also about education - understanding the implications of continued car use.

In terms of major projects, anything can be physically built if the money is available. Subways are a very high cost item so the benefits need to be significant if government is going to commit funding on this scale assuming it has the money to do so. The heavy rail system in Yarra is already mostly segregated without it being a subway. In the long term, placing tram routes under ground could be considered, but the level of activity at street level and development would have to be far far higher to justify such an investment.

There aren't currently plans to use Alexandra Parade for a tram. It has a shallow Victorian era sewer which creates engineering challenges and makes any major infrastructure more expensive.

Trips to the CBD through Yarra

Many people who drive to the CBD are doing so for work purposes. Improved public transport gives people more choices about their transport mode and Council continues to advocate for this. The CBD continues to grow as a centre of employment; businesses want to be close to other businesses and so many jobs are located there. It is very difficult to change this.

The Melbourne Metro Rail Project is a major project to increase rail capacity to the CBD and people travelling through Yarra. Improvements to the tram network will also help Yarra residents access the CBD.

Topic	**Sustainability**
	There were a number of questions about how Council could ensure more sustainable outcomes in new developments as well as Council activities.
Response	**Council commitment to sustainability**

Yarra is the first certified One Planet Council (and only third in the world) and the first Carbon Neutral Council in Victoria (second in Australia) which are both independent assessments. The One Planet certification covers ten principles including transport (which covered topics including commitment to cycling infrastructure, standard and electric fleet bikes eco-driver training and reducing all local roads to 40km/hour zones), and Yarra got an overall rating of 82%, putting us in the International Leadership category. (http://www.yarracity.vic.gov.au/environment/yarra---australias-first-one-planet-council/) Each year Council also holds Sustainability Awards to celebrate achievements in the community across education, home & garden, local leaders, businesses and a range of other categories.

Council has reduced its own emissions by 34.9%, which is sector leading, and now generates 25% of our energy from low carbon sources. Much of this comes from the 470kw of solar generated from approximately 1,800 panels that have been installed over more than 30 of Council's buildings. Through the new targets set in the Yarra Environment Strategy Council is working towards reducing gross emissions by 60% compared to the baseline year of 2000/01 (we reached 34.9% at June 2015) and increase Yarra's energy production from renewable sources.

Encouraging Sustainability in design of buildings

Council currently runs the Sustainable Design Assessment in the Planning Process (SDAPP) program (http://www.yarracity.vic.gov.au/planning--building/Environmentally-Sustainable-Design/Sustainable-Design-Assessment-in-the-Planning-Process-SDAPP/) which encourages developers to consider sustainability at the planning stage, and whilst this is voluntary it has a very high participation rate (around 95% each quarter).

In terms of considering the impact of Climate Change on buildings, Council has adopted an Environmental Sustainability Local Planning Policy which is awaiting approval from the Minister for Planning. In the interim, the SDAPP program encourages all new developments to include sustainability measures across a range of categories including energy & water efficiency, indoor environment quality, transport, stormwater and more.

Council also has an ESD Policy for its own buildings, both for new builds and upgrades to existing buildings. This Policy sets the benchmarks that must be met, with an example being the new North Fitzroy Hub which is about to commence construction and will meet a 6 Star Green Star Rating (the highest Green Star rating possible).

At a community level, Council has established the Yarra Energy Foundation (YEF), an independent, for-purpose organisation with the ambition to achieve a zero carbon future in the City of Yarra. YEF deliver a wide range of advice, events and targeted programs that help households and businesses transition to a zero carbon future (http://www.yef.org.au/)

Site permeability

Some design issues, such as site permeability (the percentage of a site which is permeable to water), are guidelines rather than mandatory provisions, and they are often hard to meet on small, inner city sites or on sites that were previously used for industry or warehousing. All developments in Yarra must meet our Stormwater Policy (Clause 22.16 of the Yarra Planning Scheme), this can be done in a number of ways, including the installation of tanks or the use of raingardens and permeable paving, which reduces stormwater runoff and improves its quality.

Street trees

The trees in Yarra's streets need to fulfil a range of objectives and fruit trees often do not provide the shade and other environmental benefits that other species do, and are also prone to disease and can attract pests including birds and bats. Fruit trees require high levels of maintenance and pruning, and the dropped fruit can be a slip hazard and other problems along streets and footpaths.

Community Gardens

Council has a series of guidelines for different kinds of urban agriculture activities, including in nature strips, garden beds and planter boxes. There is an urban agriculture facilitator on staff to help residents and community groups that wish to establish urban agriculture projects however the ongoing maintenance is to be undertaken by the community members involved.
http://www.yarracity.vic.gov.au/environment/Community-gardens/#guidelines

Topic	Planning horizon for the project
Response	The Scheme is meant to be reviewed every 4 years. The current MSS is around 6 years old. The planning horizon for the project is 15-20 years, although it should be noted that Plan Melbourne considers a 35 year horizon.

Topic	Does Yarra have an Age Friendly Plan or a Dementia Friendly Strategy?
Response	Yes, the strategy is available here - http://www.yarracity.vic.gov.au/Services/Older-persons-services/Positive-Ageing-Strategy/

Topic	How does planning and infrastructure affect homelessness and crime?
Response	Good design can impact crime; however both are much bigger issues than just planning.