

Community Engagement Key Findings Report -

Exhibition of draft Fairfield Village Built Form Guidelines & Heritage Assessment recommendations, September-October 2017

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Appendices

- A** Online Survey Responses Report
- B** Individual submissions

1 Introduction

This report details the outcomes of community consultation seeking feedback on draft Built Form Guidelines and Heritage Assessment recommendations for Fairfield Village activity centre.

A public exhibition and engagement process commenced on 4 September 2017 with the launch of online information and delivery of addressed letters to the Fairfield Village precinct and concluded on 6 October 2017.

Feedback from the community received through this process is being used to finalise the documents so they be presented to Council for formal adoption.

1.1 How this report will be used

This report is a key output of the engagement process. It documents the key findings of the consultation and confirms issues and concerns that require follow up in order to finalise the Built Form Guidelines and Heritage Assessment documents for Council adoption.

This report will be made publically available and circulated to inform the community of how their input was considered and used.

1.2 Background

The City Design & Strategic Planning Unit has prepared updated Built Form Guidelines ('the Guidelines') for new development within the Fairfield Village neighbourhood activity centre.

Currently there are no enforceable built form controls including height limits in Fairfield Village. Guidelines were produced for Fairfield Village in 2008 however they were never formally incorporated into the Darebin Planning Scheme and therefore can only be given limited statutory weight in decision making. In addition, there have been changes in the area and in state and local planning policies.

The updated Guidelines will respond to current directions and issues, promote best practice outcomes and provide an up-to-date basis for planning scheme controls. The Guidelines will provide clear direction on expectations for development in Fairfield Village to manage change in a positive way.

Informing the Guidelines is an independent heritage assessment of sites in the Centre. This work identified a historically significant precinct and two further individual sites, for potential heritage protection. Specific requirements for redevelopment of heritage places have been incorporated into the draft Guidelines.

It is intended that the Guidelines and heritage recommendations, once finalised, will be formally adopted by Council as policy. The policy documents may then translated into statutory controls in the Darebin Planning Scheme, including application of the Heritage Overlay to relevant properties. Such controls will provide a clear set of requirements to be used in the assessment of planning permit applications.

1.3 Previous Engagement

Exhibition and consultation on the Guidelines and Heritage Assessment has taken place in context of the broader '*Our Fairfield Village*' community engagement programme that began in late 2016. The programme promotes a variety of Council projects happening in the precinct at the same time, these being the built form guidelines, a streetscape masterplan to deliver public realm improvements and a suite of transport improvements to address parking, amenity and safety issues.

Preparation of the draft Guidelines and heritage assessment were informed by previous *Our Fairfield Village* engagement activities as follows:

- 'Our Fairfield Village: Starting the Conversation', October – November 2016
Initial community engagement in October - November 2016 in collaboration with other Council business units undertaking streetscape masterplan and transport improvement projects in the Centre at the same time. A comprehensive engagement exercise was coordinated and delivered on Council's behalf by CoDesign Studio. This early engagement exercise provided a basis for the preparation of the Built Form Guidelines, by both inviting the community to tell Council their priorities for Fairfield Village and confirming the validity of previous community feedback from 2008-9. Gaining a clear understanding of the key local issues and expectations around development in the Centre informed and confirmed the themes and key concepts of the Built Form Guidelines, and provided a useful reference point for the heritage work.
- Community Reference Group, January 2017 – ongoing
In addition to broad community engagement, a Community Reference Group (CRG) was formed in January 2017 to enable representative members of the community to work closely with Council officers over the course of the project. The CRG has met on three occasions to date and has provided valuable input as the Built Form Guidelines and heritage assessments have been developed, from background research stage through to more detailed draft concepts.
- Internal Cross-Council Collaboration, October 2016 – ongoing
Other business units with an interest in Fairfield Village have been informed, and several directly involved, in the development of this project. This includes the Public Spaces, Transport Management, Business Development and Statutory Planning Units.

Council units collaborating through the *Our Fairfield Village* programme has allowed for a deeper conversation with the community about a range of issues that are often interrelated and promotes integration of the different projects to deliver greater benefits to the Centre.

Although the preparation of the Built Form Guidelines tracked ahead of other *Our Fairfield Village* projects in 2017, the work remains part of a package of initiatives for Fairfield. While the engagement on the built form Guidelines and heritage assessment recommendations is focussed on these specific documents, the community feedback provides opportunities to further inform and enrich other projects still in development.

2 Overview of the Engagement

2.1 Engagement Objectives

The engagement process set out to achieve the following objectives:

- To inform the community of the draft Fairfield Built Form Guidelines and heritage assessment recommendations and the rationale for their development.
- To promote engagement opportunities to occur in September 2017 and the timeframe feedback is required by.
- To consult with directly affected stakeholders to build their capacity to understand the proposed changes, obtain their feedback on the draft documents and understand how their needs can be considered.
- To consult with the broader Fairfield community to gauge support for the draft documents and obtain feedback to test that all relevant issues have been considered.

2.2 Engagement Approach

A number of activities were delivered during the consultation period to raise awareness and seek feedback on the draft documents. The engagement program aimed to facilitate a meaningful exchange between Council and stakeholders, and to promote proactiveness and transparency in the development of policies that will underpin future decisions about development.

The Fairfield Village activity centre encompasses a diversity of stakeholder groups affected by the future planning for the area, each with different interests and abilities to influence decisions. This includes businesses, land owners, local residents, government agencies, community groups and other local community organisations and service providers.

A range of engagement activities were undertaken to enable all groups to be informed and participate, as follows:

Activity	Who we reached / response
Personal Letter A personal letter was sent to all land owners and occupiers in the precinct. The letter was designed to personally invite people to get involved in the consultation activities and to provide feedback.	<p>Approximately 3,500 letters were delivered on 4 September 2017.</p> <p>There were two different letters – one tailored to owners and occupiers of land directly affected by the proposed Built Form Guidelines and Heritage assessment. The other letter was directed to owners and occupiers of land in the surrounding precinct.</p> <p>The area of the mail out matched that which was contacted in the initial ‘starting the conversation’ engagement phase conducted in Oct-Nov 2016</p>
Direct email correspondence Direct emails were sent to a variety of key stakeholders with an interest in Fairfield Village around business, land assets, roads and infrastructure. The email included links to documents for download and invitation to contact Council to discuss the proposals.	<p>Direct correspondence was sent to:</p> <ul style="list-style-type: none">• Fairfield Village Traders Association• Melbourne Water• VicRoads• Transport for Victoria• Vic Track• Metro Trains• Level Crossing Removal Authority• City of Yarra
Project subscriber email Existing subscribers to the Our Fairfield Village project received an email update at the commencement of the engagement informing them of the exhibition of documents and opportunity to give feedback.	<p>28 recipients received a direct email on 6 September 2017.</p> <p>Analytics available confirm that 78% of recipients opened the email and 40% clicked on links to access information from the email.</p>

Activity	Who we reached / response
<p>Your Say Darebin Website</p> <p>The 'Our Fairfield Village' project page on Council's engagement website yoursaydarebin.com.au provided a dedicated communication point for the project and resource for all relevant information.</p> <p>Information on the website included information on how to participate and provide feedback on the proposal. All relevant documents plus a range of Fact / FAQ sheets were made available for download.</p>	<p>In the period of 4 September – 6 October 2017, there were 357 visits to the project website made by 268 unique participants.</p> <p>Visits per day fluctuated as expected in response to key promotional and engagement activities, including receipt of addressed letters, social media postings and drop in formation sessions.</p> <p>121 participants downloaded documents from the website over the period. There was a total of 375 downloads, with the top documents being:</p> <ul style="list-style-type: none"> • Built Form Guidelines fact sheet (70 times) • Heritage fact sheet (52) • FAQs sheet (33) • Built Form Guidelines (33)
<p>City of Darebin Website promotion</p> <p>The project and opportunities to engage were promoted over September 2017 as a graphic front page 'feature' on Council's main website www.darebin.vic.gov.au.</p>	<p>The City of Darebin website has a broad reach across the Darebin community and beyond, with the home page feature connecting with people beyond the Fairfield Village precinct to know about the project and participate.</p> <p>The feature on this website linked directly to the Our Fairfield Village project page on the Your Say Darebin website.</p>
<p>Social Media</p> <p>Regular posts throughout the engagement period were made across Council's social media channels – Facebook, Instagram and Twitter.</p>	<p>Social media posts were made as follows:</p> <ul style="list-style-type: none"> • 6 September 2017 – promoting commencement of the exhibition and engagement (Facebook, Instagram and Twitter) • 11 September 2017 – further promotion and reminder about the drop in sessions ((Facebook, Instagram and Twitter) • 27 September 2017 – reminder of feedback closing soon (Facebook) <p>Combined, the social media posts were viewed by users 7,177 times and 303 people liked, commented and shared posts.</p>
<p>Print Media</p> <p>The exhibition and engagement program was promoted in the Mayors Leader newspaper column on 5 September 2017.</p>	<p>The Northcote and Preston Leader newspapers are distributed widely across the City of Darebin.</p>

Activity	Who we reached / response
<p>Fact Sheets</p> <p>Three Fact Sheets (1-Built Form Guidelines, 2-Heritage Recommendations and 3-Frequently Asked Questions) were produced as support information for the exhibited documents. The sheets were designed to help the community quickly understand what is proposed, why, and where, in a plain English format.</p>	<p>Fact Sheets 1 and 2 were included in the addressed letters to the occupiers of land directly affected by the proposed Built Form Guidelines and heritage Assessment, and in direct email correspondence to other key stakeholders.</p> <p>The Fact Sheets were made available on the project website and were the most popular download documents over the consultation period. Website users were encouraged to view the fact sheets as their first source of information. This helped participants to quickly understand the proposals and how they might be affected. Participants could then elect to view more detailed information and/or contact Council with any further questions.</p> <p>The fact sheets were also made available in hard copy at Fairfield Library and drop in information sessions.</p>
<p>Hard Copy Document Displays</p> <p>Hard copy of all exhibition documents, plus multiple copies of fact sheets.</p>	<p>Documents were placed at Fairfield Library and in Council's Preston offices from Monday 4 September.</p>
<p>Drop-In Information Sessions</p> <p>Two sessions were held from 3-7pm on Wednesday 13 September and Monday 18 September at Mamma Says café in Station Street, Fairfield from 3-7pm.</p> <p>The sessions were promoted in the posted letters, on the project website, in the Mayors Leader column and social media posts.</p>	<p>An estimated 40 people attended the two sessions. 23 people left their contact details on the attendance sheet. Attendees were mostly local residents, although several business owners also attended.</p> <p>Most attendees had visited the website to get more information and read documents, and used the drop-in sessions to ask more detailed questions.</p> <p>Direct feedback on the draft proposals was also recorded by officers at the sessions and has been included in the discussion on findings in this report.</p>

Activity	Who we reached / response
<p>Online Survey</p> <p>An online survey was made available for participants to give direct feedback on each element of the Built Form Guidelines and on the specific heritage proposals. Questions were designed to ask participants if they agreed or disagreed with proposals, and provided a mix of pre-set and open text responses to enable users to elaborate on their views.</p> <p>The sessions were promoted in the posted letters, on the project website, and targeted social media posts. Participants who attended the drop in sessions were encouraged to fill in the questionnaire, and iPads were made available at the sessions for use.</p>	<p>A total of 41 survey responses were received, of which 34 were completed and 7 were partial responses.</p> <p>55% (19) of the survey respondents identified as a resident and/or landowner within the Fairfield Village precinct. Other respondents are living outside the precinct but were still local, all living in Fairfield, Alphington or Northcote.</p> <p>4 respondents said they owned properties directly affected by the draft Built Form Guidelines. 3 respondents run businesses in the precinct.</p> <p>A copy of the complete survey report with all recorded responses is attached at Appendix A.</p>
<p>Meeting with Fairfield Village Community Reference Group</p> <p>The reference group received a detailed presentation and opportunity for questions at their meeting on 21 September 2017</p>	<p>The Community Reference Group is comprised of representative members of the Fairfield Village community, including business owners, residents and community organisations. The group has worked with Council officers through the identification of key issues and drafting of key proposals.</p> <p>The presentation and discussion at the 21 September 2017 resulted in the referencing group offering broad support for the proposals.</p>
<p>Direct Email and Phone Contact</p> <p>The community were invited to contact the City Design & Strategic Planning Unit directly with any questions or feedback on the exhibited proposals. Additionally, written submissions were invited to be lodged via the our.fairfield.village@darebin.vic.gov.au email address.</p>	<p>A limited number of calls were received by the City Design & Strategy unit; one of which was to organise a Greek language aide to assist with the letter. Traffic patterns on the project website suggest that most users at key points in the process (i.e. after receipt of letters, after social media posts etc) were able to obtain sufficient information via resources provided online.</p> <p>Three (3) individual submissions were lodged via email. Copies of these submissions are included at Appendix B, labelled S1, S2 and S3.</p> <p><i>Note: Apart from Transport for Victoria, names and contact details have been removed from individual submissions for privacy.</i></p>

3 Key Findings

Overall, the community response to the proposals has been broadly positive. Participation in planning consultations about future development is often self-selecting with greater tendency towards expression of negative views. The relatively higher proportion of positive feedback received in this consultation is encouraging and indicative of a broader level of community comfort with the proposals.

A small cohort of residents (who participated in the drop in sessions and survey) remain fundamentally opposed to any change in Fairfield Village. The drop-in sessions provided a genuine opportunity for these residents, many of who having lived in Fairfield long term and seen many changes, to discuss their concerns with officers, which was appreciated. Through these discussions most expressed acknowledgement that Council needed to impose planning controls to manage development pressure in Fairfield. Likewise, critics of Council's recent support for the zero car parking, 6 storey 'Nightingale' development were cynical about the proposed new policies but acknowledge they are nonetheless a positive step for the longer term future of the Centre.

Feedback from the survey and individual submissions has generally been constructive, with most participants taking considerable time and effort to provide considered responses.

Many respondents provided useful suggestions for refinements to the Guidelines and Heritage documents to ensure accuracy and clarity of interpretation. This is invaluable to ensure the documents, and the policies that will derive from them, are fair, practical and will deliver intended outcomes.

The following is a summary of the key findings as compiled from the feedback received across multiple channels including the online survey, individual written submissions and feedback recorded at the drop in sessions.

The findings are organised by the themes in the Built Form Guidelines and Heritage Assessment documents. A response to the feedback has been provided for each theme, as well as details of proposed changes and/or any further work required to finalise the documents.

3.1 Built Form Guidelines

3.1.1 Building Height

<i>What we heard</i>	<p>Height has been most controversial element in the response to the Guidelines, with a diversity of views expressed across the consultation activities.</p> <p>The Guidelines propose buildings may be constructed up to a maximum height of 14 metres (4 storeys), however allowance is made for larger sites exceeding 1000sqm to potentially accommodate a 5th storey, subject to the design meeting conditions to the limit the impact of the additional height.</p> <p>Around half of the 41 online survey respondents disagreed with the proposed 4 storeys (and 5 subject to conditions on larger sites). Most of those who disagreed thought the maximum height was too high, although two survey respondents thought the height limits were too low and wanted greater heights.</p> <p><u>Appropriateness of Height Maximums</u></p> <p>In both the survey and drop in sessions, the preference for lower heights was based on fear of larger buildings ruining the traditional 'village feel' of the centre, and the potential for an overwhelming 'canyon effect' of taller buildings with shadowing and wind to ruin the character and amenity of the shopping strip.</p>
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	<p>There was also concern that larger buildings accommodating more people per se would bring greater impacts on car parking and traffic congestion issues in the centre. The recent approval of the 6 storey, zero car parking 'Nightingale' development at 72a Station Street was nominated by several people as a poor precedent for the centre in terms its scale and anticipated impacts.</p> <p>Several respondents put forward that 3 storeys would be a more suitable height limit to limit the impacts of development on visual and physical amenity, and would not exacerbate existing pressures on parking and congestion.</p> <p>Some respondents supported the proposed maximum heights, but believe taller buildings will be approved by VCAT if the height limits are not made mandatory. There was concern about the lack of certainty - with suggestion to delete the word 'preferred' in relation to maximum heights.</p> <p><u>Floor to Ceiling Height Assumptions</u></p> <p>Individual submitter S1 (refer Appendix B) supported the proposed maximum heights, but suggested that the assumptions used to calculate total building height should allow for a 3.5 metre floor to ceiling height (instead of 3 metres) at the 1st floor/second storey. Doing so would provide flexibility for buildings to accommodate a diversity of commercial uses, which typically require additional height clearance to accommodate internal building services. This would require a marginal 0.5m increase to the maximum building height allowance.</p>
<p>Our response</p>	<p>Fairfield Village is an increasingly popular location for new development because of its attractive village character and proximity to the CBD, particularly the rail service. Broader planning policy encourages higher density development in activity centres where existing infrastructure including public transport, key community facilities and retail services can meet daily needs and encourage 'local living'.</p> <p>Establishing new housing and commercial opportunities in Fairfield Village, along with investments in streetscape and transport improvements, can help strengthen the economic viability of the centre. This is particularly critical for the next 5 years, where the impacts of competition from the new neighbourhood centre being constructed at the nearby Alphington Paper Mill site will be most acute.</p> <p>However, this growth and change should not come at the expense of the character and 'village' atmosphere of the centre for which it is distinguished and loved.</p> <p><u>Rationale for Heights</u></p> <p>The maximum heights put forward in the Guidelines are designed to balance these considerations. They are based on urban design analysis of the centre, existing heights, propensity for change and overall objectives for respecting character and heritage. The 4-5 storey maximum height is relatively modest compared with heights allowed in other activity centres in Darebin and indeed metropolitan Melbourne. Seeking a lower height limit such as 3 storeys would be difficult to justify, given there are already several precedents for 4 storey buildings, and some 5 storeys, approved in the area by both Council and VCAT.</p> <p>It should also be noted that these are <i>maximum</i> limits; the reality is that the majority of sites in Fairfield Village, particularly in the heritage precinct, are small and narrow and unlikely to be viable to develop to 4 storeys. The Guidelines set an upper limit which caters for a variety of possibilities, including if multiple sites</p>

	<p>are consolidated, that will ensure development can be managed to respect existing character.</p> <p>Further to this, the Guidelines standards for retention of facades, generous street setbacks, sympathetic design details and material and finishes, and landscaping will add considerable vigour to requirements for buildings to complement the valued character of the centre. It is notable that these elements in the Guidelines attracted high levels of support in the community feedback.</p> <p><u>Achieving certainty on height</u></p> <p>It is recognised that the potential impact of taller buildings is a legitimate concern for the existing Fairfield community and that certainty of outcomes is sought to ensure the much loved character of the centre is not threatened by inappropriately tall buildings. As such, wording in the Guidelines will be altered to specify that buildings ‘must not exceed’ rather than ‘should not exceed’ the nominated maximum heights.</p> <p>This wording in the guidelines will allow for consideration of specifying mandatory height limits in forthcoming planning scheme controls. Any mandatory heights will need to be justified to gain State Government support. In principle, officers believe there is a case for height limits in Fairfield Village based on heritage and character objectives, at very least in the heritage precinct. Capping height limits may be further strategically justified given Fairfield Village is neighbourhood level activity centre expected to make only a modest contribution to the municipality’s future housing and retail space needs. Further analysis and research on this matter will be undertaken in the drafting of the planning scheme controls, before committing to a planning scheme amendment process.</p> <p><u>Flexibility for commercially capable upper floor level</u></p> <p>It is agreed that there should be flexibility in the Guidelines to allow for an additional floor of commercial use in buildings, as already exists in many buildings in the centre. This will require allowing an additional 0.5metres to the maximum height allowance, but this increase is considered marginal. It should be noted that this is not intended to expressly encourage above ground commercial space, but simply to allow for it if proposed and appropriate.</p>
<i>Proposed changes</i>	<ul style="list-style-type: none"> • Modify the wording for maximum heights from ‘should not exceed’ to ‘must not exceed’ • Modify floor to ceiling height assumptions to allow flexibility for commercial uses at 1st floor / second storey level in buildings and add notations to the document diagrams to clarify. • Adjust maximum building heights in the Guidelines to allow for modified floor to ceiling height allowance. Maximum height will increase by 0.5 metres to 14.5 metres (for four storeys) and 17.5 metres (for 5 storeys).

3.1.2 Valued Street Facades

<p>What we heard</p>	<p>There is very strong support for the concept of retaining valued facades, particularly those with identified heritage value, as a mechanism for maintaining the character and ‘authenticity’ of the village. 88% of the survey respondents agreed with the proposed valued façade requirements in the Guidelines.</p> <p>Comments in the survey affirmed support that retaining facades is essential to retaining the character, history and the ‘village feel’.</p> <p>New buildings should be designed to blend in and complement the traditional architecture in the street, with participants describing unsympathetic buildings as ‘square grey’, ‘concrete’, ‘angular’ etc.</p> <p>One survey respondent questioned whether some ‘plain and uninteresting’ facades in the street are worthy of retention but did not specify which ones, other than suggesting the mapping be checked and edited.</p>
<p>Our response</p>	<p>From an urban design point of view, the Valued Street Façade requirements in the Guidelines are seeking to retain buildings that have form and detailing which adds value and character to the streetscape. However, in the Fairfield Village case, the Guidelines must also take account of heritage values which are not just about a building’s visual appeal, but are also about the contribution of that building, or cluster of buildings, to the story of Fairfield Village.</p> <p>The mapping of sites in the Guidelines which fall within the proposed Fairfield Village heritage precinct correspond to buildings identified as being of either ‘Significant’ or ‘Contributory’ heritage value. Identifying these sites as valued facades, even if at first glance they appear unremarkable, ensures consistency of all policy and controls in Fairfield Village.</p> <p>Outside of the heritage precinct, there are relatively few identified valued facades. These generally correspond to traditional buildings that may well have been included in the heritage precinct if they were not so isolated by non-heritage sites.</p>
<p>Proposed changes</p>	<ul style="list-style-type: none"> None. The maps in the Guidelines will be doubled checked to ensure they are accurate.

3.1.3 Street Wall and Front Setbacks

<p>What we heard</p>	<p>The concept of enforcing a consistent street wall height with setbacks to taller building elements was generally supported by the community, although as per building height, there is nervousness about the impact of taller buildings on the valued character of the centre.</p> <p>68% of the survey respondents agreed with the proposed valued façade requirements in the Guidelines.</p> <p>Reasons for disagreement in the survey were varied; including some respondents who thought the street wall height was too low and/or setback requirements too onerous. The majority of people who disagreed wanted lower street wall heights and/or greater front setbacks. Napier in New Zealand was cited by one respondent as an exemplar in how to progressively build around Art Deco heritage buildings.</p>
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	<p><u>Impact of taller buildings</u></p> <p>Most concerns, as per comments on height, are around the visual impact of taller buildings on the street and their impact on amenity, including impact on sunlight, more shadowing, and creation of a wind tunnel effect.</p> <p>Individual submitter S1 contended that the street wall and setback requirements for the heritage precinct should also be applied to the non-heritage section north of Duncan Street (currently has a taller street wall allowance) so that setbacks would be consistent along Station Street.</p> <p>One survey respondent was concerned about the visual appearance of side and rear facades of buildings, and ensuring these appearance of these interfaces is properly considered.</p> <p><u>Opportunities for discretion</u></p> <p>One survey respondent questioned whether zero street setbacks were actually required, and whether small courtyards or gardens could be allowed.</p> <p>A participant that attended a drop in session was concerned that front setbacks as applied to his single storey property at 11 Railway Place (in the heritage precinct) do not consider the abutting the RSL development which has a three storey street wall and therefore setbacks on his site could be less given this context.</p>
<p><i>Our response</i></p>	<p><u>Approach to street scale and setbacks</u></p> <p>The street wall and front setback requirements in the Guidelines were developed in collaboration with the independent heritage expert responsible for the Fairfield Village Heritage Assessment. The consideration for heritage values and the impact of development on these values are a key guiding principle in the Fairfield Village Built Form Guidelines. The requirements were 'road tested' on a number of sites to ensure they were workable.</p> <p>The starting point for street wall heights in the Guidelines is ensuring we maintain a 'human scale'. A maximum 3 storey street wall height is generally held, in urban design terms, to create a human scale environment and an appropriate sense of enclosure to the street.</p> <p>However, in the heritage precinct, this principle is overlaid with heritage objectives which provide justification for lower street wall heights and greater upper level setbacks than would otherwise normally be applied. Heritage considerations means the allowable street wall height of any infill buildings has been reduced to match the pre-existing one and two storey street wall heights. Setbacks are also greater to ensure new building fabric achieves greater visual separation and a more recessive appearance relative to heritage facades.</p> <p><i>Note: the building controls in Napier NZ, as cited, appear to impose a blanket height limit of 10 metres, requirements for verandahs, but no specific street wall height or setbacks requirements. Smaller buildings are not a guarantee for appropriate infill developed they are poorly designed – as evidenced in Fairfield already. The Design Guidelines take the approach of allowing more height, but with stronger, explicit requirements on streetscape appearance.</i></p> <p>The different street wall and setback requirements will, as submitted, create differing street wall conditions in Station Street either side of Duncan Street, but this is not considered to unduly compromise the visual appeal and amenity of the</p>

	<p>strip. There is already a distinct visual change in streetscape form and detail south to north of Duncan Street, as fine grained heritage buildings give way to much simpler post-war buildings, many of which have wider frontages. Duncan Street will continue to serve as a visual break between what already reads as two groupings of buildings. Both sections will have a consistent, human scale street wall condition.</p> <p>It should be added that buildings are not the only element that is critical to the appearance of consistency and continuity in a street– other, arguably more important, unifying elements are found in the public realm, including pavement treatments, street furniture, and in the future, street trees. The forthcoming Streetscape Masterplan will have many public realm improvements that will foster a cohesive sense of place.</p> <p><u>Amenity</u></p> <p>Visual and other impacts such as overshadowing have been considered in the development of concepts for overall scale of buildings to the street. The 2-3 storey scale of buildings at street interfaces, with any additional height set well back, will ensure that these impacts remain limited.</p> <p>The comments on treating visible side and rear interfaces is valid – the design guidelines focus on street facades; however future planning overlay controls will contain standard requirements for consideration of how to design secondary visible interfaces.</p> <p><u>Managing different conditions / contexts</u></p> <p>Setbacks at ground level are not desirable in traditional shopping streets where a consistent pedestrian experience of ground level shop fronts is valued, and would be strongly discouraged on primary street frontages in the centre.</p> <p>The issue at 11 Railway Place is an anomaly in the centre. The setback requirements in the Guidelines provide the standard design approach, but there will occasional instances where a site has a particular context which can reasonably allow for some variation of those standards. This is one of those sites. The planning scheme allows for discretion to be exercised and decision guidelines can be set from which to evaluate a proposal – in this case any lesser front setbacks would still need to provide clear visual separation from the retained heritage building and sit appropriately relative to the broader heritage streetscape.</p>
<p><i>Proposed changes</i></p>	<ul style="list-style-type: none"> • None for current documents. <p>However, similar to overall building height, to provide certainty to ensure that buildings do not adversely impact the street scape, consideration will be given to application of mandatory controls for maximum street wall heights across the precinct in the forthcoming planning controls.</p> <p>Note that front setback diagrams will be updated to reflect the 0.5 metre increase in maximum building height allowance.</p>

3.1.4 Side and Rear Setbacks

<i>What we heard</i>	<p>The approach to side and rear setbacks was broadly supported. 75% of the survey respondents agreed with the proposed requirements in the Guidelines.</p> <p>Of respondents who disagreed most were concerned that side setbacks should be greater. A few thought rear setbacks should be greater. Some thought all the setbacks were too high and should be reduced.</p> <p>One respondent questioned whether a rear laneway could be included in the calculation of a rear setback distance and that it was 'sneaky' to use the lane space.</p> <p>One participant at a drop-in session was very concerned about overshadowing and overlooking to the rear of her dwelling on Arthur Street, which backs onto Station Street properties to the west.</p>
<i>Our response</i>	<p>The side and rear setbacks put forward in the Guidelines follow well established principles applied (and supported by independent Panels) in numerous local policies that Council has introduced into its planning scheme to manage interfaces between higher density and low rise residential precincts. This includes the concept including a laneway in the measurement of rear setbacks relative to a residential property on the other side of the laneway. These setback conventions have been developed over years to not only deal with the issue of visual bulk, but to also manage other amenity impacts including unreasonable overshadowing or opportunities for overlooking due to buildings being set too close to adjoining properties.</p> <p>In addition to setback requirements, developments will be required to satisfy performance standards for overshadowing and overlooking from properties to adjoining rear yards set by the State Government in all Victorian planning schemes.</p>
<i>Proposed changes</i>	<ul style="list-style-type: none">• None. <p>Note that the rear setback diagram will be updated to reflect the 0.5 metre increase in maximum building height allowance</p>

3.1.5 Street Façade Form and Detailing

<i>What we heard</i>	<p>The community are very supportive of measures to ensure new development integrates with the traditional streetscape through modern interpretation of traditional architectural proportions and features. 81% of the survey respondents agreed with the proposed requirements in the Guidelines.</p> <p>The detailed survey responses revealed some divergence in views on preferred approach to façade design – a more restrained, incongruous approach versus preference for less prescriptive controls to allow for design innovation. The Library was cited as an example which 'under the guidelines would be a boring copy of other buildings instead of the interesting and engaging building it is'.</p> <p>Nonetheless, the majority of participants support buildings which integrate with the traditional streetscape rather than stand out. Across all consultation activities, most people specifically voiced their aversion to modern buildings in the street</p>
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	<p>that had ‘boxy’, ‘concretely’, ‘square’, ‘cheap’ appearance which they felt were poor outcomes for the centre and a threat to the character they loved.</p> <p>Individual submitter S1 supports the approach taken in the guidelines, but cautioned against inadvertently facilitating pastiche building designs i.e. imitation of heritage buildings in the heritage precinct. Peter suggested wording be included in the Guidelines for designs to expressly avoid this.</p> <p>Some survey respondents raised issue with the use of the term ‘visual interest’, contending that what constitutes ‘visual interest’ is open to interpretation and personal taste. One respondent thought that there was an inherent contradiction between being visually interesting and reflecting features of existing buildings. This respondent thought the order of priority in approach to façade should be 1) safety, 2) reflection of reflection of existing buildings and 3) visual interest.</p>
Our response	<p>The Guidelines intend to encourage infill development that sits comfortably in the traditional streetscape, but does copy traditional heritage buildings. Rather, it is intended that new buildings provide a modern interpretation of the proportion and features of traditional buildings, and maintain the prominence of the street wall.</p> <p>It is a fair criticism that these guidelines would not strongly encourage a development in the style of the Library. However, it should be noted that the Library is a unique site in the centre, as a public facility and destination landmark. There are circumstances where, in the right location and done well, ‘statement’ design can be appropriate and complement traditional surrounds. The library and FIDO do this, and some would argue, the Nightingale building will also. However circumstances for statement buildings should be more the exception than the rule. The overarching objective for built form going forward in Fairfield Village should be to promote a collection of buildings that together create a cohesive sense of place with a human scale. This is what the historic buildings in the centre already do, and it is a key ingredient to the village feel that people love and value about Fairfield Village. This principle was heard loud and clear from the community in all consultations.</p> <p>The Guidelines are designed to guide development of the majority of sites in the centre but allow opportunity for innovation in the right circumstances. The language in the performance standards, and supporting imagery, encourages modern interpretation of traditional features. However, it accepted that some refinements to this section can be made so pastiche designs are not inadvertently encouraged. The term ‘visual interest’ can also be removed from the document to avoid any issues of interpretation.</p>
Proposed changes	<ul style="list-style-type: none"> Edit the standard at 4th dot point, page 18 to read “<i>further emphasise a fine-grain frontage by providing modern interpretation of decorative features seen in historic facades, but avoiding pastiche designs</i>”. (Edit removes the literal descriptions of historic façade features and will reduce misinterpretation to copy them.) Delete term ‘visual interest’ from text in this section of Guidelines.

3.1.6 Materials and Finishes

What we heard	<p>This section of the Guidelines encourages innovative use of typical materials and finishes such brickwork and timber in new developments, and generated considerable interest and high support from the community in all consultation activities. 86% of the survey respondents agreed with the proposed requirements in the Guidelines.</p> <p>Some respondents thought that the Guidelines did not go far enough, not wanting any metal or render to be allowed at all in the area. Others contended that the wording should be stronger (use of 'must' rather than 'should'). However, another respondent thought that the requirements were too restrictive in favour of traditional materials and that 'good design and construction should be key, not prescribed materials'.</p>
Our response	<p>It is considered that the Guidelines get the balance right in regard to materials and finishes, with clear expectations on preferred approach but without being completely prohibitive on materials to allow for good design and innovation. Complete bans on certain materials in planning scheme controls are very unlikely to be supported by the State Government.</p> <p>Guidelines and controls on materials and finishes will be most robust and enforceable in the heritage precinct, where careful consideration of such elements are supported by heritage overlay decision guidelines. Outside of the heritage precinct, controls will be more performance based, with flexibility for Council to support exemplary designed buildings that do incorporate more modern elements. However, the controls will still provide the direction and hold significant weight to allow Council to enforce appropriate outcomes particularly when dealing with 'lowest common denominator' developments.</p>
Proposed changes	<ul style="list-style-type: none"> • None

3.1.7 Landscaping

What we heard	<p>Efforts to encourage greenery into new developments was welcomed across the board as a positive step for new developments. 89% of the survey respondents agreed with these requirements in the Guidelines.</p> <p>While supported in principle, many people were skeptical about whether such landscaping will be maintained over the long term – examples of developments where façade planting has died and become unsightly were mentioned by several participants in the survey and at drop-in sessions. Suggestions to address this included ensuring hardy and reliable plants were used, and imposing conditions on permits to enforce upkeep.</p> <p>This section of the survey also generated a number of suggestions related to opportunities for greening and improving the amenity of public realm areas across the centre, including managing footpath areas, street crossings, opportunities for tree planting and new resting/meeting places.</p>
Our response	<p>It is encouraging to see the high level of support for landscaping guidelines. This is the first time Council has included such measures in planning policy for a</p>

	<p>commercial area, and reflects the community's changing expectations for developments to do more to address amenity and sustainability.</p> <p>It is agreed that Council needs to take measures at permit application and approval stage to ensure landscaping features on higher density buildings are designed to with consideration to long term upkeep. This expectation is written into the standards in the Guidelines. Council already has an internal referral process for landscaping proposals in permit applications and all landscaping proposals will be assessed for viability. Furthermore, conditions can be imposed on permits to require upkeep of landscape features.</p> <p>In regard to comments on public realm, while these matters are technically outside the scope of the Built form Guidelines and Heritage Assessment, they can be addressed by the Streetscape Masterplan which is currently in development. Council's Public Spaces Unit have confirmed the following items as raised in the survey will be addressed by the Masterplan:</p> <ul style="list-style-type: none"> • Improvement to the landscaping and seating area around FIDO • Measures to reduce traffic, traffic speeds and improve safety of crossing points to make the village more walkable • Design of footpath amenities and infrastructure to ensure there is sufficient space for pedestrians. • Development of a tree palette for the centre • Identification of new opportunities for plants, public art and resting/meeting places
Proposed changes	<ul style="list-style-type: none"> • None
3.1.8 Car parking and Vehicular Access	
What we heard	<p>Car parking is a broad ongoing concern for the Fairfield Village community, having emerged as a key issue in the first phase of consultation conducted in late 2016. Unsurprisingly, the topic has generated considerable commentary at the drop-in sessions and the online survey.</p> <p>Car parking issues in Fairfield extend beyond that associated with developments and what the Built Form Guidelines can realistically deal with, given car parking requirements and decision guidelines for reductions/waivers of car parking are set by the State Government in the planning scheme. This may be recognised by the community given relatively high level of support in the survey for the proposed car parking and associated vehicular access standards – 75% of the survey respondents agreed with the proposed requirements.</p> <p><u>Vehicle crossings</u></p> <p>In relation to car access (i.e. driveway) requirements, most people agreed that providing car access from rear laneways and side streets was appropriate to protect building frontages and pedestrian amenity, particularly in the heritage precinct section of Station Street.</p> <p>Some survey respondents thought not allowing crossovers on Station Street in the heritage precinct was too restrictive. Other survey respondents thought that it was a good idea and should also apply to Railway Place and Wingove Street.</p>

	<p><u>Car parking impacts</u></p> <p>In relation to car parking requirements, there was more common ground with many people expressing concern and in some cases, despondency, about the cumulative impact of developments with reduced or no car parking on the amenity and liveability of Fairfield Village. It was generally held that occupants of new developments, despite having ready access to public transport facilities, would still own cars, and this is expected to exacerbate existing on-street car parking pressures and traffic congestion in residential streets.</p> <p>Many respondents held the view that in addition to developments providing adequate parking, car parking and congestion needs to be tackled at a broader level by Council. This includes better management of on-street car parking in the precinct, and strategic development of public car parking facilities such as the Gillies Street car park. To counter the impacts of congestion on amenity and liveability, public realm infrastructure to improve pedestrian and cyclist priority, and more green public space were suggested.</p>
<i>Our response</i>	<p>Council understands that the availability of car parking and traffic congestion in key streets is an issue in Fairfield Village.</p> <p>The guidelines recognise developments should provide a sufficient amount of on-site car parking, in accordance with the standard planning scheme requirements set by the State Government. Any planning permit applications for reductions or waivers in car parking will need to be assessed against the decision guidelines in the planning scheme. Lack of car access or space for on-site parking is a constraint and may result in a site only being suitable for minimal redevelopment.</p> <p>Officers across the Public Space and Transport areas are working on a range of short and long term initiatives to improve the car parking and traffic congestion issues in the precinct. In the short term, revised on-street car parking restrictions are set to be introduced across the precinct early next year to improve the availability of on-street car parking. Through the Streetscape Masterplan, Council is looking to improve key crossing point, introduce traffic calming measures, and install better bicycle and pedestrian links, along with streetscape greenery to reduce traffic impacts and promote walkability.</p> <p>Council has also begun exploring ideas for how the Gillies Street car park might be improved to better support community needs.</p> <p>With regard to feedback on vehicle crossing points to developments, it is considered that the Guidelines strike a reasonable balance on this issue. However, it is agreed that that discouraging crossovers on primary street frontages should be expanded to apply throughout the heritage precinct, rather than just the section of Station Street between Duncan and Wingrove Street.</p>
<i>Proposed changes</i>	<ul style="list-style-type: none"> • Expand requirement to avoid vehicle access at all property frontages to Station Street, Railway Place and Wingrove Street within the heritage precinct.

3.2 Heritage Assessment Recommendations

3.2.1 Fairfield Village Heritage Precinct

<i>What we heard</i>	<p>The response to the proposed precinct was broadly positive, affirmed by positive feedback from people who attended the drop-in sessions and from the 74% of people who agreed with the concept in the online survey.</p> <p>The majority of survey respondents who did not agree did so because they want heritage controls extended beyond the commercial area of Fairfield and into residential locations.</p> <p>However, one survey respondent, who identified as a long standing National Trust Member, felt that too many buildings of no particular value, other than being old, have been unjustifiably designated as contributory to the precinct. It was put forward that 'scooping up everything as heritage actually makes it harder to get people to value those really worth preserving'.</p> <p>One respondent was confused about whether heritage controls seek to protect only facades or the whole building and was concerned about new larger buildings 'dwarfing' heritage buildings.</p> <p>FIDO and the Library, as more recent additions outside the interwar period generally addressed but the heritage assessment, were noted as having important social and community value.</p> <p>Several people across the consultation emphasised the need to protect the railway station and were disappointed about the recent decision to approve a 6 storey building next to the historic signal box, but were glad measures are now being taken.</p> <p>A written submission (submission S2) was received from Transport for Victoria (TFV) in relation to the railway station precinct – a copy of this submission is provided at in Appendix B. In the submission, TFV did not inherently oppose the inclusion of the railway station and surrounding reserve in the proposed heritage precinct. However, TFV requested that any heritage controls do not 'unduly restrict' the operation of the railway, and highlighted potential implications of a future level crossing removal project in this location (noting that no specific project is planned). TFV put forward that there will be complexities in balancing a level crossing removal with the intent of the heritage overlay. TFV also made suggestions for further permit exemptions (refer to Section 3.2.4 of this report).</p>
<i>Our response</i>	<p><u>Scope of the heritage assessment</u></p> <p>The scope of this heritage assessment is deliberately limited to the commercial zoned land in Fairfield Village, although the church at 85-87 Gillies Street was added given its direct abuttal. It is acknowledged that further heritage reviews may need to be conducted in the broader precinct. The potential for this work has been noted for the next municipal heritage review, which is likely to be conducted within the next few years, subject to funding.</p> <p><u>Grading of buildings</u></p> <p>The heritage assessment identifying the heritage precinct and grading of buildings was undertaken by an independent heritage expert in consultation with Council</p>

	<p>planning officers. Council's in-house heritage adviser was also provided with the heritage assessment findings and did not raise any issue about the selection of buildings for significant or contributory status.</p> <p>Philosophy and approach to heritage assessment can vary from practitioner to practitioner, with some heritage experts known to adopt a more 'purist' approach than others. In this case, it is considered that the recommendations of the heritage consultant have been even handed. Council officers worked with the consultant to ensure that nominated buildings were carefully considered and the recommendations in this regard are considered appropriate and workable. The forthcoming planning scheme amendment process to implement the heritage overlay offers the opportunity for further submissions on the selection and designation of buildings in the precinct. Issues may be referred to an independent panel with heritage expertise for recommendation.</p> <p><u>Railway station and reserve</u></p> <p>Given that heritage controls are intended to be in place for the long term, it is accepted that a heritage overlay affecting the railway should contemplate the potential impacts of a future level crossing removal project, to assist in guiding appropriate design options for such a project, should it happen.</p> <p>Council officers and the heritage consultant have met with Transport for Victoria to discuss their submission and concerns in detail and how these might be addressed. It was agreed that a level crossing removal would have some impact on the heritage values of the precinct, but efforts can and should be made to limit and potentially enhance heritage qualities in the design for such works.</p> <p>It is important to stress that the Station Street crossing is not part of the current program of removals and no commitment or current proposals are active for this crossing.</p> <p>It was agreed that an optimal way to consider the issue, in the absence of any detailed proposal or timeframe for such a project, would be to have a set of outcome based heritage design objectives written into the heritage documentation for future reference.</p>
<p><i>Proposed changes</i></p>	<ul style="list-style-type: none"> • It has been agreed with TFV that revisions will be made to the Conservation Policy at Section 5.2 of the Heritage report to address implications of a future level crossing removal project on the heritage precinct. <p>The additional content will include nomination of key heritage objectives that should be met; these are likely to address primary concerns around protection of the spatial arrangement and form of buildings, as well as key open space view lines. Providing this information in the heritage documentation for the station and reserve will provide guidance to any future level crossing removal design and ensure the intent of the heritage overlay is appropriately addressed.</p>

3.2.2 5-5A Railway Place

<p>What we heard</p>	<p>The owners of this property made a detailed submission (refer to S3 at Appendix B) contesting the finding that their property has individual heritage significance.</p> <p>The submission provides evidence and arguments to support this position, including details about alterations to the front facade in the 1970s, and renovation and reconstruction of front façade elements in 2004. The owners acknowledge the more recent renovation is intentionally in harmony with the precinct and give the appearance that the features are original.</p> <p>Irrespective of alterations, they also contend that the building is not so remarkable or unique that it warrants individual heritage significance status. It is submitted that there are no features which set this building apart from other ‘contributory’ buildings in Railway Place (or elsewhere in Melbourne) and that its heritage value has been elevated beyond what it should be.</p> <p>Further, any ‘significant’ heritage value is argued to be largely diminished by the former RSL redevelopment at 7-9 Railway Place which, as stated in the Heritage Assessment Report, is ‘out significantly out of character in scale and height...’ and ‘...visually isolates the last three properties in Railway Place’. (i.e. 5-5a, 3 and 1).</p> <p>The submission requests the exclusion of the property from any heritage protection either as part of the precinct or alone.</p>
<p>Our response</p>	<p>The submission was referred to the heritage consultant. She considers the submitters to have made valid points and provide good evidence to support their concerns, including details about physical changes made to the original front façade.</p> <p>It should be clarified that in preliminary findings of the heritage study, the consultant had recommended that the buildings at 1, 3 and 5-5A Railway Place <u>not</u> be included in the Fairfield Village heritage precinct on the basis that they were isolated from the Fairfield Village Heritage Precinct by the large RSL redevelopment. The integrity of the precinct would be compromised if it were to extend to include such a significant contemporary development.</p> <p>However, it was advised that a case could potentially be made for 5-5A Railway Place to be given an individual heritage overlay, should it meet the tests for individual significance. Based on the information available, the building appeared to meet these tests and was subsequently put forward as an individual site.</p> <p>The information now tendered by the owners about alterations and restorations to the original building fatally undermines the case for individual significance.</p> <p>On this basis the heritage consultant accepts that an individual heritage overlay should not be pursued. This is agreed. The final heritage assessment report will be updated to reflect new information and resulting decision.</p>
<p>Proposed changes</p>	<ul style="list-style-type: none"> • Update Fairfield Village Heritage Assessment final report to reflect revised assessment for 5-5A Railway Place and do not pursue heritage overlay controls for this site.

3.2.3 85-87 Gillies Street

What we heard	The proposed inclusion of the St Andrews Church has not been contested and no submission has been made from owners or occupants of the property. Online survey respondents supported the inclusion of the church in the heritage overlay.
Our response	The heritage citation and permit exemptions provided for this property attempt to strike a balance between preservation of important heritage elements while recognizing that the church and associated uses are functioning places that will need to evolve. It should be noted that there will be further opportunity for submissions from any affected parties at planning scheme amendment exhibition stage next year.
Proposed changes	<ul style="list-style-type: none"> None

3.2.4 Permit Exemptions

What we heard	<p>Feedback was received in relation to proposed permit exemptions in the heritage overlays to be applied Fairfield Village (which are designed to reduce unnecessary regulation of minor buildings and works) as follows:</p> <ul style="list-style-type: none"> Request for vehicle crossovers to be added to permit exemption in the Fairfield Village heritage precinct <p>Request for additions to the proposed range of exemptions for railway reserve area by Transport for Victoria (refer to submission at Appendix B) to ensure the heritage overlay does not unduly impact on the efficient operation of the railway corridor. TFW is seeking to ensure it has flexibility to undertake routine or emergency maintenance to structures and buildings without resort to obtaining a planning permit.</p>
Our response	<p><u>Vehicle Crossovers</u></p> <p>Given the introduction of crossovers to the main street frontage is expressly discouraged in the Built Form Guidelines, as discussed earlier in this report, it would not be appropriate to exempt installation of a crossover from permit requirements triggered by the heritage overlay as the installation of such items would have a direct impact on heritage considerations. The submitter who raised the issue has a non-contributory property in the precinct which fronts Gillies Street (near the corner of Railway Place) – in this case it is agreed that a crossover would have less impact on heritage fabric, however it is an anomaly in the precinct.</p> <p><u>Railway Reserve</u></p> <p>The suggestions made by Transport for Victoria for permit exemptions have been considered in consultation with the heritage consultant. It is broadly agreed that repairs and maintenance, including like-for-like replacement of materials associated with significant historic features in the railway reserve, should be exempt from planning permit requirements. In addition, it is agreed that necessary upgrades to meet requirements of the Disability Discrimination Act, provided they do not necessitate demolition of significant features, should also be exempt.</p>

	<p>However, Council does not agree with the proposed inclusion of a catch-all exemption as proposed (“<i>any other buildings and works necessary to maintain the safe and efficient operation of public transport services</i>”).</p> <p>Refinements to the permit exemptions document will be made, with the input of TFV, to ensure an appropriate range of exemptions, and clarity of interpretation of where they apply.</p>
Proposed changes	<ul style="list-style-type: none"> • Modify exemptions document to allow for planning permit exemptions for maintenance and upkeep of the railway structures and buildings, as appropriate with regard to impact on significant historic features, in consultation with Transport for Victoria. • Further detail will also be added to the document to define significant and non-significant features in the railway reserve to ensure it is clear where exemptions do and do not apply.

3.3 Other Feedback

As detailed in several places in this report, the consultation on the Guidelines and Heritage recommendations has attracted feedback extending beyond the technical scope of these documents. This includes suggestions for improvements to streetscapes, open spaces and other public realm areas, and tackling broader transport and car parking issues in the precinct.

Individual submitter S1 stressed the need for a holistic approach to improvements in Fairfield Village, and specifically nominated the need for land use and built form recommendations for areas outside the Commercial 1 zone, including the Gillies Street car park and Duncan Street from Arthur to Gillies Street. The submission noted that parking and open recreational space were key public concerns that emerged from previous community engagement.

It is agreed that an integrated approach to planning for the future of Fairfield Village is vital. Council Units are collaborating on several projects in Fairfield Village for this very reason. This includes strategic planning for key sites such as the Gillies Street car park and looking at a wide range of opportunities to improve and enhance the precinct, considering land use (including existing and future open spaces), streetscape design and transport needs. All of this work is continuing in parallel with Built Form Guidelines and Heritage projects. As stated in the report, all feedback received in this consultation is being shared with other Council units working on projects in Fairfield.

Regular updates are being posted on the Our Fairfield Village page on the Your Say Darebin website posts regarding the progress of all projects in the precinct, including information for when draft proposals are released for community feedback.

4 Conclusions and Next Steps

The exhibition and consultation on the draft Built Form Guidelines and heritage recommendations has confirmed broad community support with a relatively higher proportion of positive feedback to negative.

Relatively minor refinements are required to the exhibited documents to finalise them for Council adoption. Heritage issues raised through this consultation are able to be resolved.

Feedback on the documents has also provided clarification how the translation of the Guidelines into planning scheme controls should occur to deliver the right balance of certainty and flexibility.

Next Steps

It is expected that final documents will be presented to Council for adoption in December 2017. A planning scheme amendment containing new planning scheme controls, based on these documents, will be prepared thereafter.

The planning scheme amendment process is anticipated to begin in early 2018. The community will have the opportunity to make further submissions on the amendment through a formal exhibition process.

Any further matters that may arise can be addressed through the exhibition, submissions and if necessary, panel review process available in the forthcoming planning scheme amendment.

5 Summary of proposed changes to documents

Built Form Guidelines	
Building Height	<ul style="list-style-type: none">• Modify the wording for maximum heights from 'should not exceed' to 'must not exceed' (<i>mandatory building heights to be considered for planning scheme controls</i>)• Modify floor to ceiling height assumptions to allow flexibility for commercial uses at 1st floor / second storey level in buildings and add notations to the document diagrams to clarify.• Adjust maximum building heights in the Guidelines to allow for modified floor to ceiling height allowance. Maximum height will increase by 0.5 metres to 14.5m (for four storeys) and 17.5 metres (for 5 storeys).
Valued Street Facades	No changes
Street Wall and Front Setbacks	<p>No changes to requirements (<i>mandatory street wall heights to be considered in future planning scheme controls</i>)</p> <p>Setback diagram detail will be updated to reflect 0.5m increase in maximum building height allowances.</p>
Side and Rear Setbacks	<p>No changes to requirements</p> <p>Rear setback diagram will be updated to reflect 0.5m increase in maximum building height allowance</p>

Street Façade Form and Detailing	<ul style="list-style-type: none"> Edit the standard at 4th dot point, page 18 to read “<i>further emphasise a fine-grain frontage by providing modern interpretation of decorative features seen in historic facades, but avoiding pastiche designs</i>”. (Edit removes the literal descriptions of historic façade features and will reduce misinterpretation to copy them.) Delete term ‘visual interest’ from text in this section of Guidelines
Materials and Finishes	No changes
Landscaping	No changes
Car Parking	<ul style="list-style-type: none"> Expand requirement to avoid vehicle access at all property frontages to Station Street, Railway Place and Wingrove Street within the heritage precinct
Fairfield Village Heritage Assessment	
Heritage Precinct	<ul style="list-style-type: none"> Revisions to the Conservation Policy at Section 5.2 of the Heritage report to address implications of a future level crossing removal project on the heritage precinct. <p>The additional content will include nomination of key heritage objectives that should be met; these are likely to address primary concerns around protection of the spatial arrangement and form of buildings, as well as key open space view lines. Providing this information in the heritage documentation for the station and reserve will provide guidance to any future level crossing removal design and ensure the intent of the heritage overlay is appropriately addressed.</p>
Individual Heritage Places	<ul style="list-style-type: none"> Update Fairfield Village Heritage Assessment final report to reflect revised assessment for 5-5A Railway Place and do not pursue heritage overlay controls for this site.
Permit Exemptions	<ul style="list-style-type: none"> Modify exemptions document to allow for planning permit exemptions for maintenance and upkeep of the railway structures and buildings, as appropriate with regard to impact on significant historic features, in consultation with Transport for Victoria. Further detail will also be added to the document to define significant and non-significant features in the railway reserve to ensure it is clear where exemptions do and do not apply.

Appendix A Online Survey Responses Report

Report for Seeking your feedback on draft Built Form Guidelines and Heritage recommendations for Fairfield Village



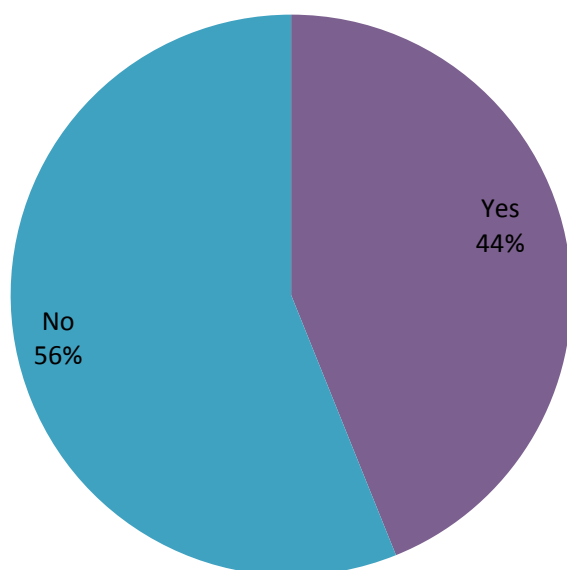
A total number of 41 survey responses were received, of which 34 were completed and 7 were partial responses.

Findings

Part 1: Fairfield Village Draft Built Form Guidelines

Section 1 - Building Height

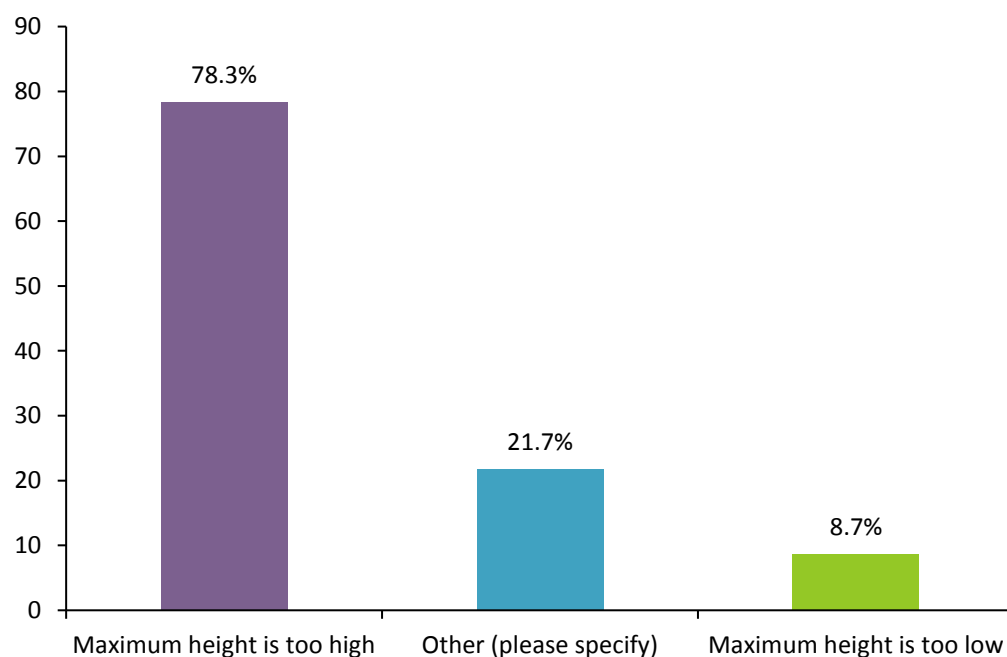
Do you agree with the building height requirements?



Value	Percent	Count
Yes	43.9%	18
No	56.1%	23
	Totals	41

The following question was asked to survey respondents who did not agree with the building height requirements.

Can you tell us why you don't agree with the building height requirements?
(Choose all that apply)



Value	Percent	Count
Maximum height is too high	78.3%	18
Other (please specify)	21.7%	5
Maximum height is too low	8.7%	2
	Totals	23

The following verbatim comments were received from the respondents who chose 'Other':

Other (please specify)	Count
2 storeys facing Station Street	1
4 Storey for ALL - no 5th storey allowance	1
be clear delete 'preferred'	1
prefer 3 storey limit	1
we do not need more buildings without parking spaces	1
Totals	5

Do you have any other comments or suggestions about building height?

Response
3 storeys height maximum accross the board would be optimal and adequate for the shopping strip. Otherwise further pressure on parking and congestion on the street would result. 4 storeys and potentially 5 (on blocks over 1000m) is excessive for the shopping strip. It would look overwhelming, create a potential wind tunnel as well as restrict light, ambience and amenity of the street scape. Please consider existing residents who were attracted to the area for the way it currently is.
4 storeys is a good compromise. Very large sites should also abide by the 4 storey rule. It is important that any new structures suit the style of the neighbourhood. Amsterdam and Paris do this well. New developments in the same style as the old city. In our case in Fairfield this may be 'Victorian', brick or similar.
Concern over very 'large' sites - exceeding 4 storeys high - in terms of visual impact (eyesore); lack of natural light & not in keeping with overall street character.
Even four stories will still place shadows on the street
Fairfield Village needs to maintain it's open feeling; the lower the height the better so as not to create a wind tunnel effect.
Fewer than four storeys along station st would be better.
I do not like high rise apartments. The height the maximum ones are now is enough The above question does not make sense. Is it asking if I approve to keep them as are or allow for higher ones?
I think 3 should be maximum with the same proviso for 4 as currently listed for 5
I think going up too high loses the Village feel.I would be very upset if the area was surrounded by tall housing apartments - increasing the stress on the village and I'm sure it will lose the community feel of the street
I'm am very very sad about the eyesore to be built at 72a Station Street. 6 levels and absolutely no scaling in with surrounding buildings. No respect for the heritage buildings adjacent to it. This building is forever going to stand out as a massive mistake for this precinct. The council fought so hard to get this through despite 50 genuine objections from local residents. Council did nothing to support local residents who were trying to preserve the character of the village. It is hard to read these guidelines without feeling that something questionable happened at this site. This 6 storey building sets a precedent that cannot be undone.
Ideally the subsequent storeys should be of the same dimensions as the heritage buildings below. This will maintain good visual proportions.
It can become very forlorn looking (and feeling) with shadows (no or little sun) and creating a wind tunnel effect.
Its important to protect our heritage, not let it go like Northcote
Rooflines of all to have a "softened" edge to the roofline to avoid box look.
Should be kept to a minimum of three stories

The area has already been compromised by the Grocon and Nightingale developments. The horse has bolted.

The overall building height guidelines are based on minimum floor-to-floor height assumptions. In the interest of maximizing Fairfield Village retail, entertainment, restaurant and residential diversity with mixed-use facilities and flexibility, consideration be given to allowing for, or stipulating, a floor-to-floor height of 3.5 metres on the 1st floor (level 2). The relatively small increase in overall height of 500mm to a total maximum of 14.5 metres is, on balance, desirable to achieve longer term flexibility and diversity.

The potential addition of so many residences to 4-5 storeys along station st will completely ruin the villiage feel. Why so high?

The predominant building height of existing building is two stories the plans entail doubling this height. This will impact light and sense of openness in the village and reduce the community feel of the precinct.

With 4 storeys the max height, nothing will be lower that the allowable height. This will then allow the creep of higher storeys back from Station St to the residential areas of Fairfield. VCAT will approve 3 and 4 storey residential buildings as there will be a precedent set.

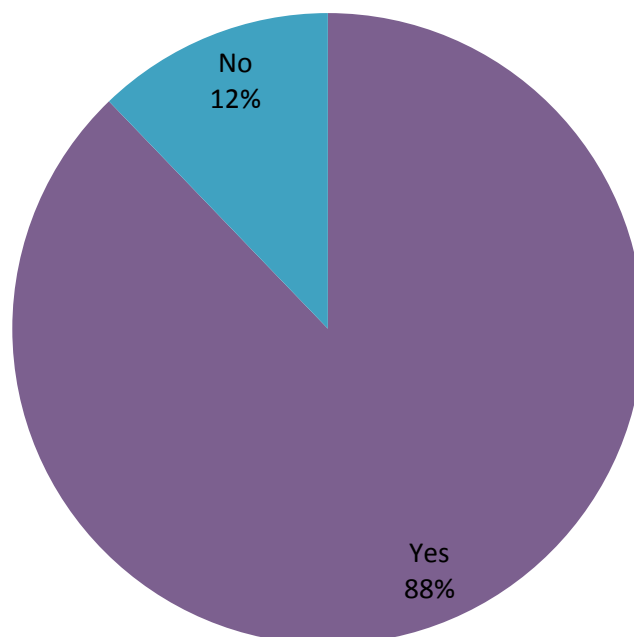
i like to see heights of (5 to 6) levels

keep height to 2 storeys

what does maximum preferred height actually mean. does it mean that if developers want to go higher they can? need to delete the word preferred

Section 2 - Valued Street Facades

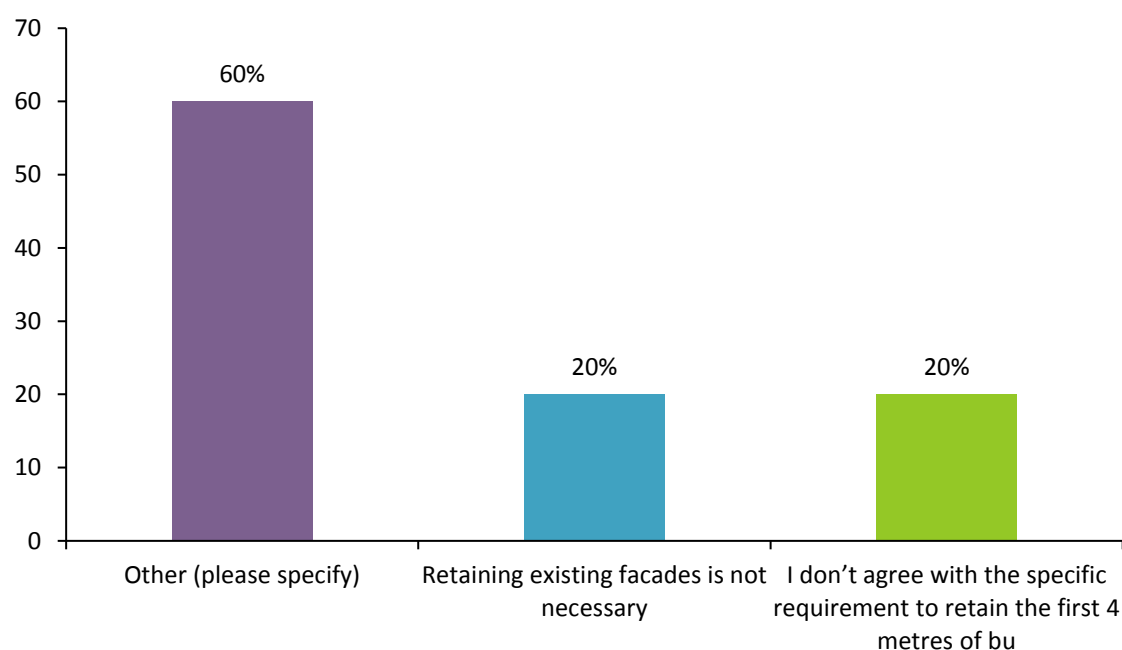
Do you agree with the street facade requirements?



Value	Percent	Count
Yes	87.8%	36
No	12.2%	5
	Totals	41

The following question was asked to survey respondents who did not agree with the street facade requirements.

Can you tell us why you don't agree with the street facade requirements?
(Choose all that apply)



Value	Percent	Count
Other (please specify)	60.0%	3
Retaining existing facades is not necessary	20.0%	1
I don't agree with the specific requirement to retain the first 4 metres of buildings with heritage value	20.0%	1
	Totals	5

The following verbatim comments were received from the respondents who chose 'Other':

Other (please specify)	Count
Properties 1-9 Railway Place have mixed aged facades making it not a valued street facade.	1

The valued street facade on Railway/Rathmines is not particularly significant. The inclusion of the site marked 'A' is out of context given the modern 5 stories next door.	1
do not change it at all	1
Totals	3

Do you have any other comments or suggestions about valued street facades?

Response
Also owners should be required to maintain buildings - An example is the rotting tatty awnings on the Bon Accord building - it takes away from the ambience
But the retention of facades is only encouraged. Plenty of opportunity to escape. There are also other valued facades within the area known as Fairfield.
Dispensation in regards to permit times etc for those needing rectification.
Facades are meant to be visually prominent. There should be a minimum setback of 3 or 4 m as well as a maximum height restriction.
Fairfield Railway Station needs to be retained as well to tie into the heritage building feel.
I think that even if buildings are not heritage listed, that the architectural design should blend in. The recent development with the Liquorland in it, is UGLY! and stands out like a sore thumb. The Library and the old Post flats are more congruous and appropriate.
Keeping the older buildings and facades maintains the character and authenticity of the village and history
More enforcement of retaining current heritage buildings would be good. Apartment buildings further down Station Street have bulldozed old heritage buildings, and developers knocked over the old facade of the building on the corner of Gillies Street and Duncan Street. A proliferation of square, grey, buildings will destroy our neighbourhood. There are enough new buildings going up all over the area already.
Please fight to retain all heritage valued facades. It is the facades that give the village its village feeling.
Retaining facades will ensure our community keeps its rich character and history
That building approval ensure that and/all structures added to existing buildings and visible from the street reflect: a. The existing character of the building upon which it is based b. That if that structure is not consistent with the majority of street facades that it conforms to the majority of existing buildings
The building that is on the NE corner of Station and Duncan St is quite old (now carpet store). It was originally the hardware store before they relocated after the war to what is now Grill'd

The recommendations regarding the valued street facades in themselves are well documented and seem sensible with the exception of the setbacks in the surrounding Station Street commercial area where valued street facades lie outside of the heritage area. (refer Section 3 below)

There are a number of valuable old buildings in the one block strip of Station St south of Railway Place. should they not be included too for protection?

There seem to be some odd inclusions of facades to be retained - perhaps the map needs to be checked and edited. While some facades are worthy and worth keeping, many are plain and uninteresting. Replacement with good designed new facades would be better and more honest. There should be room for good modern design, not an attempt to freeze the street in a particular time period

We wish new developers to be respectful of and not destroy existing facades. Any new developments to suit the style. Concrete-pre-fab walls and 'modern' angular structures do not suit the neighbourhood (they actually look a lot like favela). Unfortunately Northcote high street has lost a lot of it's charm by allowing concrete angular structures. Residential renovations and new builds in the area tend to achieve this really well. They do not go all-tuscan or concrete or rendered in their design, but rather build a fresh new terrace/ victorian/ brick home that respects the neighbourhood.

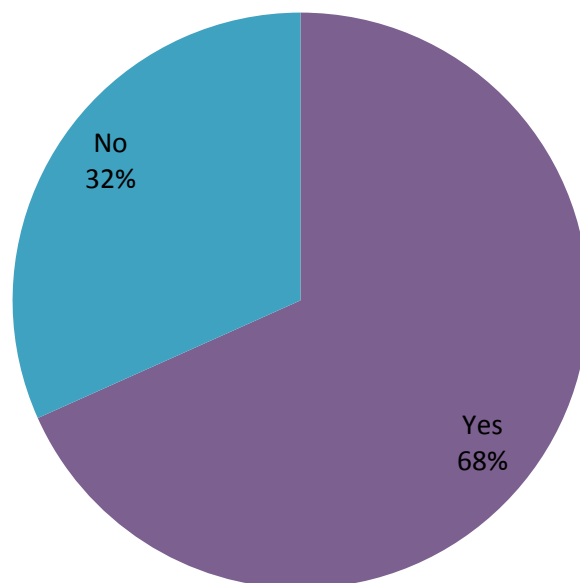
each building to be assessed on application and compromised on the apperance

facades are enjoyed by the COMMUNITY every day. we buy houses here because we love the area. Developers come, take their profit and go. if we wanted new, big, modern, we'd live at Craigieburn.

we will lose the village look

Section 3 – Street walls and front setbacks

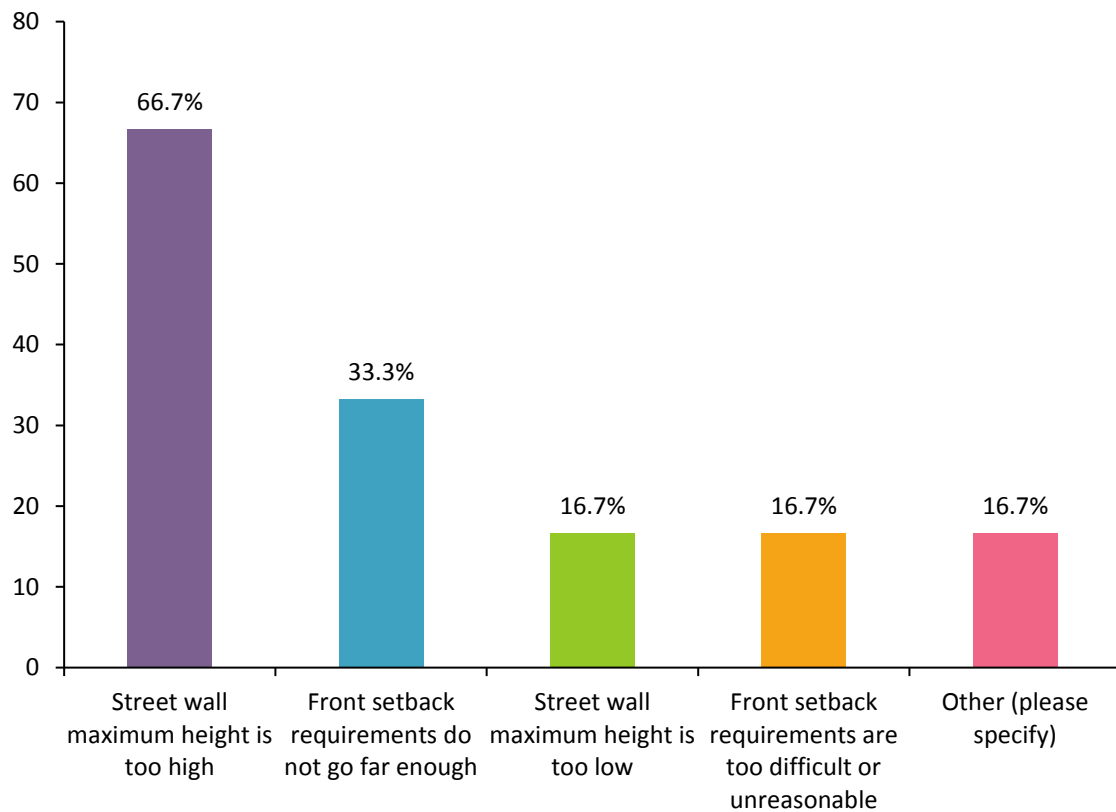
Do you agree with the street wall and front setback requirements?



Value	Percent	Count
Yes	68.3%	28
No	31.7%	13
	Totals	41

The following question was asked to survey respondents who did not agree with the street walls and front setback requirements.

Can you tell us why you don't agree with the street wall and front setback requirements? (Choose all that apply)



Value	Percent	Count
Street wall maximum height is too high	66.7%	8
Front setback requirements do not go far enough	33.3%	4
Street wall maximum height is too low	16.7%	2
Front setback requirements are too difficult or unreasonable	16.7%	2
Other (please specify)	16.7%	2

Statistics	
Total Responses	12.0

The following verbatim comments were received from the respondents who chose 'Other':

Other (please specify)	Count
Proposed heritage precinct setbacks as shown in drawings 3, 4 & 5 should be extended up to the northern end of the commercial zone in Station Street. The setbacks shown in drawings 6 & 7 should not be adopted in this area.	1
the buildings should not be touched	1
Totals	2

Do you have any other comments or suggestions about street wall and front setbacks?

Response
"Build new buildings with zero setback to front boundaries adjacent to a street to maintain a consistent street edge" --- I'm not sure it's an issue if new buildings are set back. They may have a small courtyard or garden which would be attractive to the area. The image on Page 14, 'Figure 9' is concerning. All the new structures in the illustration above the shops are designed in a different style to the streetscape. They are boxy, cheap looking and concretey. If a developer is profiting from building in our prime visual space, they can afford to build in a style that suits the period/ style of the street, with quality materials that are not an eyesore. Making the buildings look like they have always been there, not a cheap add on.
2 stories is the maximum height that should be build. Minimum Front setbacks should be consistent with majority of existing setbacks.
As above
First sentence says it all. The visual impact will be that we are likely to see the current retained facades towered over by stacked boxes of new developments behind.
I agree with this when building height is limited to 4 levels. However considerations to light and loss of sunlight from the street must be a consideration. Sun light also contributes to the village atmosphere.
I suppose there are exceptions to every rule and if a cinema were to be built, they might have different requirements. One can only hope that a boutique cinema would open on Station Street.
It can become very forlorn looking (and feeling) with shadows (no or little sun) and creating a wind tunnel effect.
Overshadowing at rear, , while considering the heritage structures will result in lost character.

Proposed heritage precinct setbacks as shown in drawings 3,4&5 should be extended up to the northern end of the commercial zone in Station Street. The setbacks shown in drawings 6&7 should not be adopted in this area. Setbacks are appropriate and necessary for the proposed Heritage Overlay area (which accounts for most of the study area) but will be nullified if not applied to the whole village area (effectively the commercially zoned area) resulting in missing teeth type developments and creating unsightly oblique views. To have consistently applied setbacks and avoid piecemeal setbacks around heritage facades outside of but adjacent to the Heritage Overlay Area is vital. This is particularly important for the commercial area of Station Street north of the heritage precinct in order to produce a strong, axial, longitudinal, street view and to reinforce a consistent sense of enclosure.

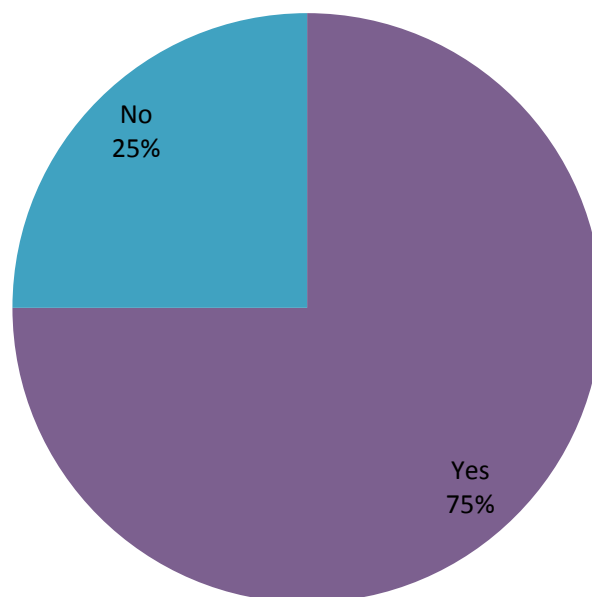
Retain as is. Do not increase heights or decrease setbacks

no

the more the development behind these buildings complements the existing architecture the better for the village and the property values for the owners/developers. Have a look at the exemplar of Napier in NZ which has progressively built around its Art Deco heritage buildings in the most complementary ways.

Section 4: Side and Rear setbacks

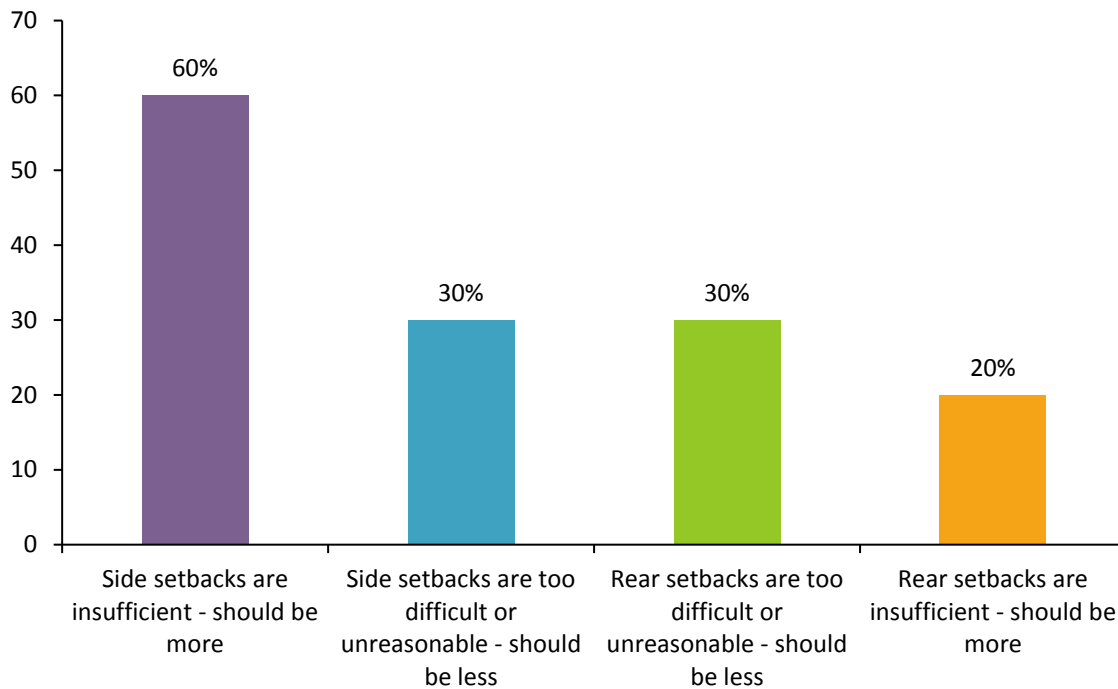
Do you agree with the side and rear setback requirements?



Value	Percent	Count
Yes	75.0%	30
No	25.0%	10
	Totals	40

The following question was asked to survey respondents who did not agree with the side and rear setback requirements.

Can you tell us why you don't agree with the side and rear setback requirements? (Choose all that apply)



Value	Percent	Count
Side setbacks are insufficient - should be more	60.0%	6
Side setbacks are too difficult or unreasonable - should be less	30.0%	3
Rear setbacks are too difficult or unreasonable - should be less	30.0%	3
Rear setbacks are insufficient - should be more	20.0%	2
	Totals	10

Do you have any other comments or suggestions about side and rear setbacks?

Response

"Where abutting a laneway, the same height and setback applies, but is measured from the boundary of the adjoining residential property". New developments should measure from their own boundary, not the adjoining residential property over the lane. That seems sneaky, like they are using the lane space. Residential properties don't want the

big buildings overlooking their own, it would be fair if these vision rules are adhered to from their own boundary for all.

Good ideas but still guidelines only. Still able to manipulate designs to get around requirements.

However, rear setbacks must not unduly impact the existing residential homes behind them.

Light and ventilation issues begin with 4 storey plus developments. Keep maximum height to 3 levels and retain existing side and rear setbacks as

No new structure should overshadow or impact existing residential structures. No approvals should be granted for commercial building that impact laight and livability.

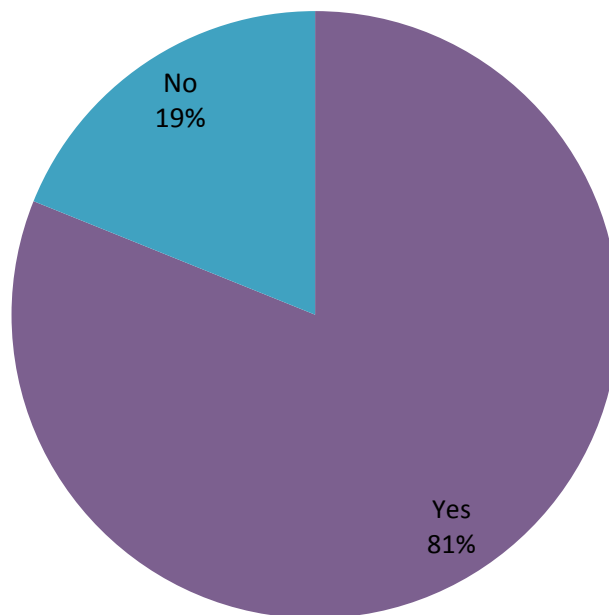
There should be some front set backs and some rear set back but in most cases with adjacent buildings you cant have side set back because your have no room its better to have void areas

another grab for cash by this council

please be respectful of the effect of tall buildings that put other buildings into shade for a significant part of the day.

Section 5 – Street Facade Form and Detail

Do you agree with the street facade form and detail requirements?



Value	Percent	Count
Yes	81.1%	30
No	18.9%	7

	Totals	37
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The following question was asked to survey respondents who did not agree with the street facade form and detail requirements.

Can you tell us why you don't agree with the street facade form and detail requirements?

Response
I do not believe that it should change
I think that "visually interesting" is open to interpretation and person taste. I think that congruous architecture makes more sense when it comes to facades. Unifying architecture will bring a more cohesive look to station street.
I think the interpretations in the guideline don't actually compliment the original shapes and forms.
The look of concretey, square, boxey developments look cheap and are an eyesore. The developers could build their new structures in the same style as the streetscape. Victorian/ heritage styling and structures. Something we can be proud of.
There is an inherent contradiction to visually interesting and reflection of features of existing buildings. Priority should be given to: 1. Safety 2. Reflection of features of existing buildings 3. Visually Interesting
While scale and general form is important, it is also important for modern developments to take place without being constrained by having to reflect the features of existing buildings. Good design is more important. Under these guidelines the library would be a boring copy of other buildings instead of the interesting and engaging building it is.
<ul style="list-style-type: none"> • to ensure new development reflect the proportions and features of existing valued street facades • to maintain the prominence of the street wall • to ensure a degree of complexity in new building forms which create visual interest • to provide enhanced pedestrian amenity and street safety through building design and purpose built setbacks for footpaths traders.

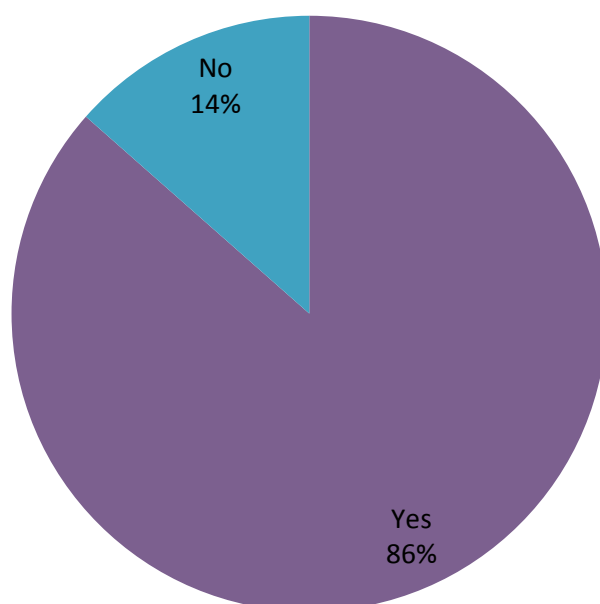
Do you have any other comments or suggestions about street facade form and detail?

Count	Response
2	no
1	A specific clause should be added that pastiche (ie: an imitation of existing architectural styles) should be avoided in developments in heritage precincts - in this instance, the heritage overlay area.
1	Any structure should be reflective of the the heritage look and feel of the precinct as a priority

1	Bercy Village in Paris is a great example of brand new developments in a heritage style. The result is the best of both worlds. The structures are committed to looking historic, yet have the benefits of a new build.
1	Do not want to preclude modernisation of existing shops, or inclusion of new shops. Some existing shops have no intrinsic value apart from being there a long time.
1	I'm more interested in using trees and nature to beautify and bring health to the environment than shaping of a ballustrade
1	Retaining the style of the heritage facades is important. New 3-4 storey development should replicate the heritage styles.
1	Should reflect the character of the building. Material used should not age inappropriately over short amount of time
1	Sometimes the back or the side of the building will not be facing Station Street. However people living adjacent to these buildings also deserve to have these other of the aspects built in a visibly attractive manner. Nothing worse than a beautiful facade with 3 other ugly sides to a building. It's a bit like putting lipstick on a pig.....it's still a pig.
1	There is nothing wrong with modern architecture when done well as long as it respects the scale of the location. The village needs to be forward looking to engage the generations of the future, not just catering to some peoples' the comfort zone.
1	You have mentioned "visually interesting" but that is a subjective statement. big square grey boxes are not visually interesting, much as they might deliver great profits into the developers pockets.
1	as above. modern randomly stacked lego boxes are inappropriate and architecturally insulting in this area where the majority of houses are 70-80 years old and many are over 100 years old.
1	provide stronger incentives for new developments to complement the existing architecture in all its forms.

Section 6 – Materials and Finishes

Do you agree with the materials and finishes requirements?



Value	Percent	Count
Yes	86.5%	32
No	13.5%	5
	Totals	37

The following question was asked to survey respondents who did not agree with the materials and finishes requirements.

Can you tell us why you don't agree with the materials and finishes requirements?

Response
Don't understand what that means the new building (Liquorland) at the end of the strip definitely does not fit in with the rest of the streetscape
Render and metal should not be visible on such a high visibility area and the heart of Fairfield. Render and metal look boxy and out of place, they cheapen an area, observe high street Northcote/ Thornbury.
There is nothing to be gained from harking back to a bygone area by restricting materials to traditional ones. Many modern materials can add greatly to the design of buildings and create vibrancy. Good design and construction should be the key, not prescribed materials.
because I do not want new buildings

wording needs to be stronger. "should" and "preferred" enable builders to do what they like.

Do you have any other comments or suggestions about materials and finishes?

Response

As the new developments will be rectangular prisms, use of highlighting features should be encouraged.

Avoid material such as that used in Gainsborough corner Mitchell and High sts Flats... disgusting .

Avoiding concrete form buildings is desirable. Assessing how buildings will weather and age is also vitally important.

Fake brassy verandas are horrible.

How about some public art spaces incorporated in the facade design? That removes the tendency for graffiti on smooth surfaces.

Lightweight cladding panels fixed to framed external walls may not be used within the heritage overlay area. Aluminium composite panels (ACP) with polyethylene (PE) or polyurethane (PU) cores may not be used as a cladding to residential buildings in any location.

Many materials and finishes on apartments along high st northcote are not durable and show age under year of being constructed. The constrast however should not be too modern and should reflect current character of the facades

Material should be reflective in all cases of the traditional material used in the existing building. Any new build should be made of fire retardant material that provide safety and function

New developers can afford brick and quality materials we are proud to look at. They are profiting from the 'heart of Fairfield' and can manage to blend in, or go devleop somewhere elsewhere, eg Box Hill.

Total ban on flammable cladding. Require developers to prove cladding is not

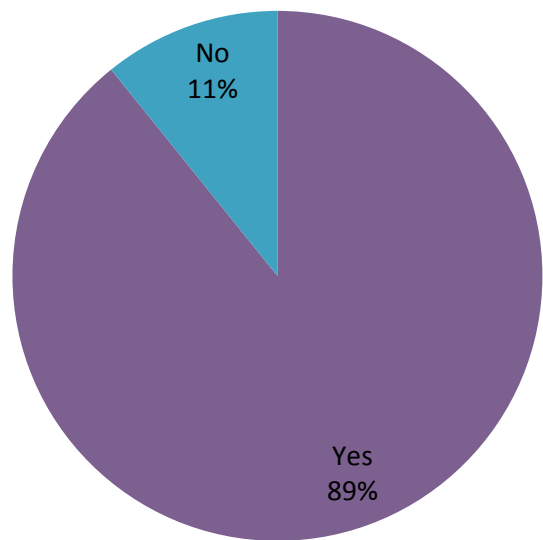
Whilst I agree with this, I have concerns that these regulations may deter those who wish to use newer/modern building materials which may be the more appropriate.

as above

no

Section 7 – Landscaping

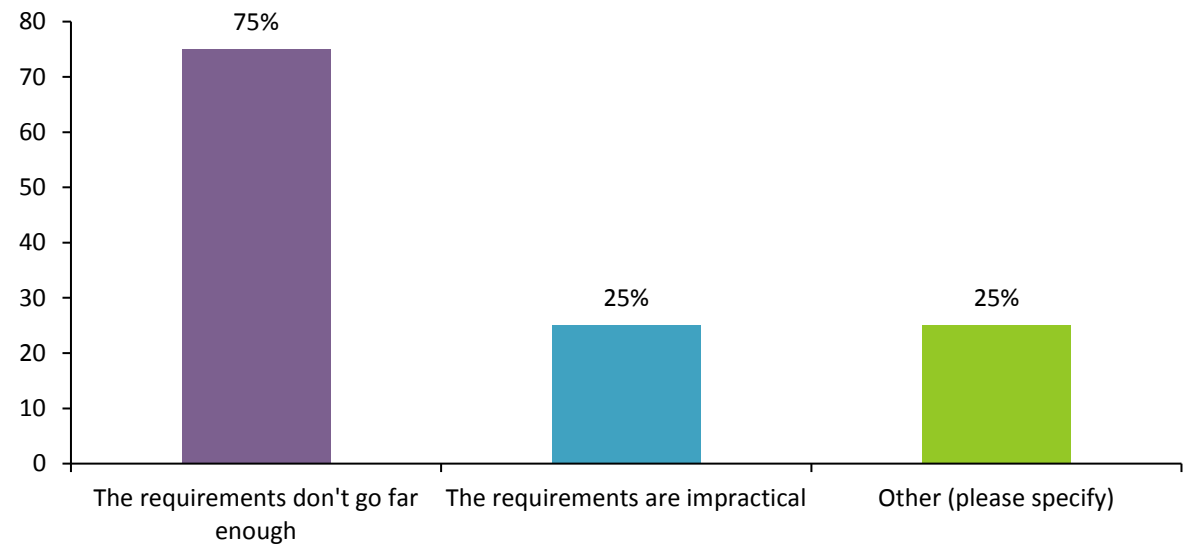
Do you agree with the landscape requirements?



Value	Percent	Count
Yes	89.2%	33
No	10.8%	4
	Totals	37

The following question was asked to survey respondents who did not agree with the landscaping requirements.

Can you tell us why you don't agree with the landscaping requirements?
(Choose all that apply)



Value	Percent	Count
-------	---------	-------

The requirements don't go far enough	75.0%	3
The requirements are impractical	25.0%	1
Other (please specify)	25.0%	1
	Totals	4

The following verbatim comments were received from the respondent who chose 'Other':

Other (please specify)

who will make sure the plants are looked after

Do you have any other comments or suggestions about landscaping?

Response

As long as the structure in which the green walls / facades. Great to have green plants but if the metal frame in which it has to be attached to does not fit in with the character of the current facades then it takes away from history

Council needs to maintain landscaping near Fido. The wooden seating is in need of paint/repair.

Fully encourage greening of new developments for the stated reasons. Including pollution reduction, cooling of apartments, softening appearance of new buildings. Pleasure of those around the plants.

Greening of Station street is important. Reduction in traffic in the residential and shopping area would enable this to occur more easily. The 40 KM Zone needs to extend down to Heidelberg Road as the residential density is growing exponentially

I really like this idea!

More trees and greenery is great. Having watched all the mature gum trees at 72a Station Street be cut down for a 6 storey apartment block - makes this hard to read. I am worried about the landscaping requirements. If they are not maintained then they are unsightly and dirty. Can maintenance be included in planning permits - especially if they are part of the built form - on external walls or roofs. If landscaping is part of building it needs to be maintained and this maintenance enforced. Planter boxes on footpaths should be avoided- footpath space on Station Street is at a premium. Often no room for people to walk past with dogs tied up / bicycles / cafe tables and chairs / charity collectors. Footpaths are already congested.

Not sure if this fits in with greenery category, but footpaths in Station Street are very hard to walk along on busy days, with so much stuff on there.....

Oddly, this seems to contradict the requirements for using traditional materials and copying the current built form. This is a good thing and an example of the need overall

to embrace the future rather than constantly looking back. Modern, sustainable, good design should be the criteria in all cases except for truly significant buildings.

Putting greenery over square steel structures is a nice idea but someone needs to maintain it. There is a classic example of this not working on a Victoria St Northcote Apartment building near the railway Xing where all but one of the plantings has died and now hangs off the frames rather sadly making the plant ugly and useless and the building ugly and neglected. More hardy and reliable plants should be considered and maintenance and upkeep needs to be part of the planning

Requirement that greenery is not only required at build but that it is maintained across the life of the building and that plants that have died or reached the end of their nature life.

Retain Station Surrounds on both sides of rail line. Avoid monster building like that at Darebin Station Developpt. Keep Dog and Signal Box Heritage.

Some of the cafes have made great efforts with landscaping within their premises. This should be rewarded and encouraged by Council. When deciding on trees, Fairfield Village need hardy varieties that are also able to be decorated for Xmas!

They need to ensure that the plants are watered and maintained

Unlikely to happen. Most of previous attempts to include plantings fail because no one takes responsibility for the maintenance.

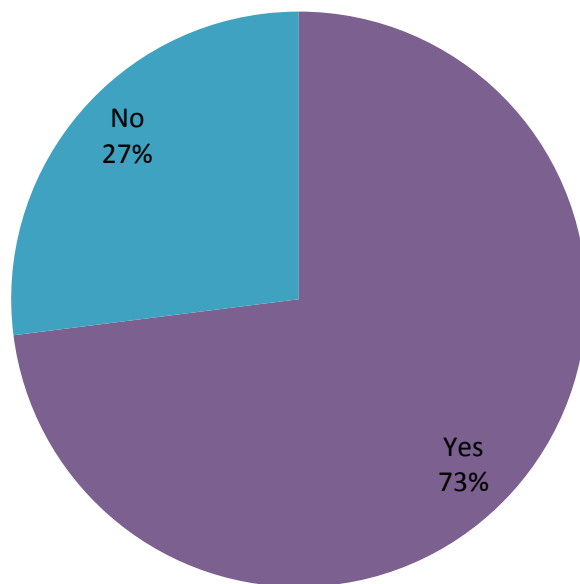
maintenance of such initiatives is a major issue. it would be excellent if building planning approval include ongoing landscaping responsibility.

no

plants, sculptures and resting/meeting places are essential to a good community.

Section 8 – Car parking and access

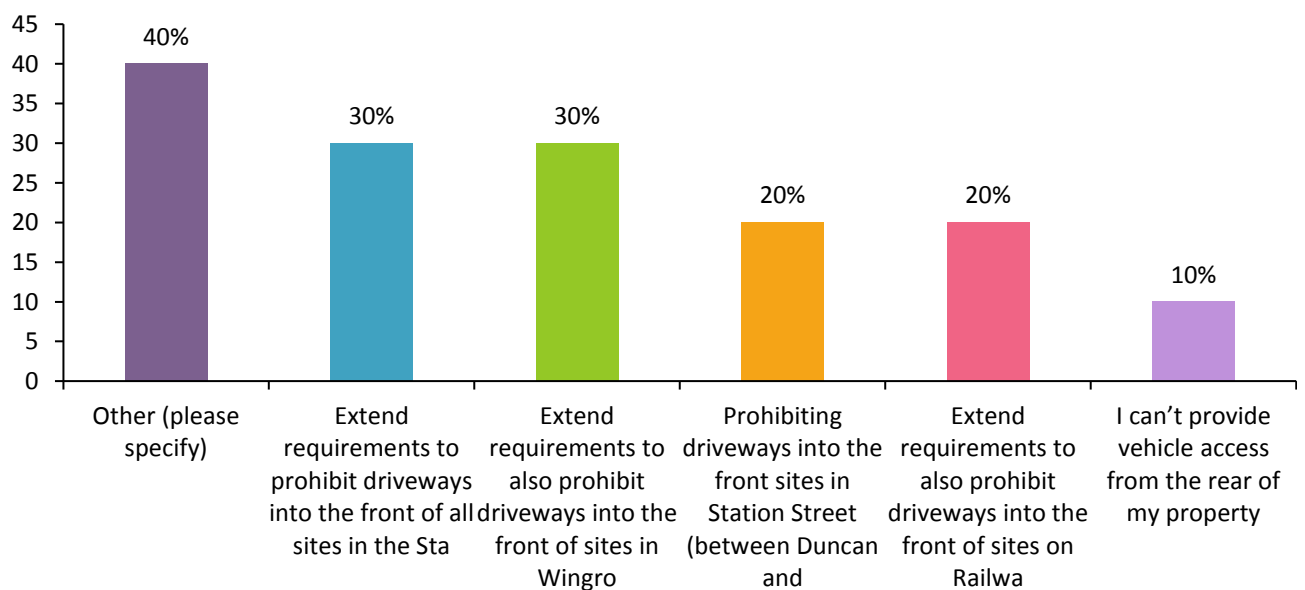
Do you agree with the car parking and access requirements?



Value	Percent	Count
Yes	73.0%	27
No	27.0%	10
	Totals	37

The following question was asked to survey respondents who did not agree with the landscaping requirements.

Can you tell us why you don't agree with the car parking and access requirements? (Choose all that apply)



Value	Percent	Count
Other (please specify)	40.0%	4
Extend requirements to prohibit driveways into the front of all sites in the Station Street shopping area	30.0%	3
Extend requirements to also prohibit driveways into the front of sites in Wingrove Street	30.0%	3
Prohibiting driveways into the front sites in Station Street (between Duncan and Wingrove Street) is too restrictive	20.0%	2
Extend requirements to also prohibit driveways into the front of sites on Railway Place	20.0%	2
I can't provide vehicle access from the rear of my property	10.0%	1
	Totals	10

The following verbatim comments were received from the respondent who chose 'Other':

Other (please specify)	Count
I live in a side street and don't need excess new vehicles using it to get into car parks	1
The parking provisions for new developments are adequate. However, they do not include any strategic planning, land use, design or built form guidelines addressing extra public car parks to relieve the existing car parking issues within Fairfield Village. These problems are existing, ongoing and are expected to worsen in the foreseeable future.	1
While development of apartment blocks in the area will most likely mean parking will become for challenging in the area, I think that it could be prohibitive for developers to dig to provide parking. Perhaps the council could consider multi storey parking in the area to be more inline with the growth of the area.	1
general parking availability	1
Totals	4

Do you have any other comments or suggestions about car parking and access?

Response
there are often illegally parked vehicles in duncan st - either dropping off deliveries or shoppers too lazy to find a proper carpark. not super relevant to these guidelines, but very annoying
Already too many places have been allowed without adequate parking. The numbers of cars is already making station street difficult to cross and makes for lengthy delays when using in a car with the numbers of cars.
Be realistic about the growing need for car parking associated with this precinct, including the cafes in Railway Place and Wingrove Street.. While there is a railway station, it will be years before there are more frequent trains or less crowded trains as this is dependent on all level crossings being removed along the entire Hurstbridge line.
I agree within reason. The RSL site could have put a driveway on railway place. Based on their need to maximise the commercial space the entry to car park was pushed to Gillies Street. Why should predominantly residential streets take the brunt of traffic. It seems unfair. Traffic management is more than where driveways are situated. Traffic is a huge problem in this village precinct as well as in surrounding street (Rathmines and Gillies). Sadly Station Street is a main thoroughfare to the North.
I was told people could catch a train or a bus so it didn't matter about the car spaces
More consideration for the impact to current retailers / locals with increased traffic congestion from apartment buildings will bring to station shopping area.
Parking continues to be problematic for the area and hazardous for pedestrians and bicyclists. Walking is not always an option for customers if doing a large shop. Could minibuses be used to service the area? Darebin drops off people at Northcote Plaza but not Fairfield Village.
Parking is a bigger problem than these guidelines address. On site parking should be a key requirement for what is likely to be an increase in residential buildings within the village boundaries. Cannot or don't want to should not be considered. New residents cars will be parked beyond Station St, impacting on the already high demand and inconveniencing current rate payers.
Station street is special because it is not full of traffic and has a more pedestrian priority. The public transport services the area well and allowing more vehicles will make the area unpleasant.
The local character of the street need to be protected. The increase in building capacity should not take place if the parking cannot be accommodated within the existing footprint. No new build should be approved that does not provide services for expected increased traffic. Overflow of traffic into surrounding residential streets and school zone should be restricted at all cost.
The parking provisions for new developments are adequate. However, they do not include any strategic planning, land use, design or built form guidelines addressing extra public car parks to relieve the existing car parking issues within Fairfield Village.

These problems are existing, ongoing and are expected to worsen in the foreseeable future. Despite strong and desirable architectural and setback guidelines, Fairfield Village will cease to be a village and be merely a nasty congested shopping strip if nothing is done to alleviate the parking and traffic congestion problem. Furthermore: 1) Widening footpaths a little, providing street trees, including a green raised median strip and even perhaps dedicated bike lanes would create a far safer and more pleasant Village scale and feel as well as creating an attractive social space within the Village. On balance, this is far more important than maximizing the number of car parks in Station Street itself. 2) The definition and the boundaries for Fairfield Village need to include the Gillies Street car park. It is a part of many people's experience when accessing the Village. It is an ugly asphalt desert when empty and in busy periods it is also often full. There may be possibilities of increasing public open space here as well as providing extra car parking, thus 'killing two birds with one stone' by solving two of the major concerns identified in the Community Engagement Summary. 3) A timetable for the draft release of "Our Fairfield Village (Station Streetscape Master Plan)" as part of the entire Fairfield Village strategic planning review needs to be published as soon as possible. This should include proposals for pedestrian, bicycle and vehicular access and amenity across the whole of Fairfield Village including the Gillies Street car park and Duncan Street.

This is what puts me off shopping in Fairfield, there not enough parking. I was there at 9am today (Sunday) and couldn't get a park close to the Chemist. Motorbikes should not take up a car space.

Unfortunately there are already approved developments close to the shopping area which will impinge on this - How did that happen?

Yes must make sure that access for developments is designed that entrance is from rear or side street

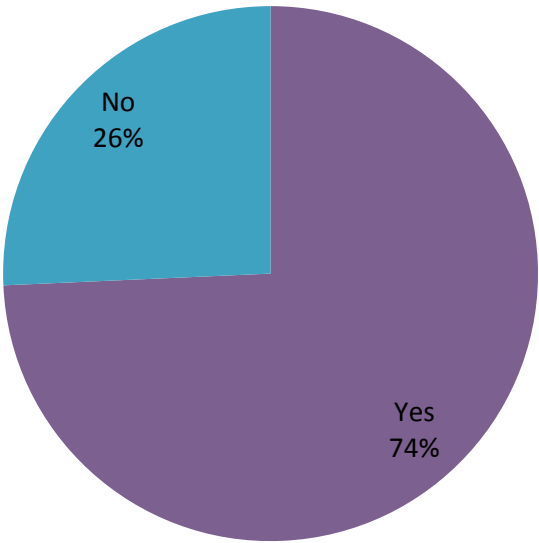
impossible to get parks in main strip at certain times of the day already

the guidelines are definitely a MINIMUM. The recent approval of development with no parking requirements demonstrates the attitude and power of developers to thwart the intention of council regulations. Quite distressing and very disheartening.

there is already limited parking availability for anyone wishing to go shopping in station street, eating out or catching transport to work. This along with current apartment visitors/residence is creating parking difficulties in the surrounding streets - I cant imagine what this proposal would do with the policy to offer only 1 car parking spot for a 2 bedroom apartment. The quality of living is dropping significantly in fairfield. In addition trying to get out of railway place into station street is difficult and we have to usually wait for the train boom gates to close for us to be able to turn into station street. creating Building guidelines is easy, thinking through the liveability of an area that encompasses facilities and traffic management plans requires a more holistic design to support communities so that they can thrive. I am not seeing any of this in the proposal put forward.

Part 2: Heritage Assessment Recommendations

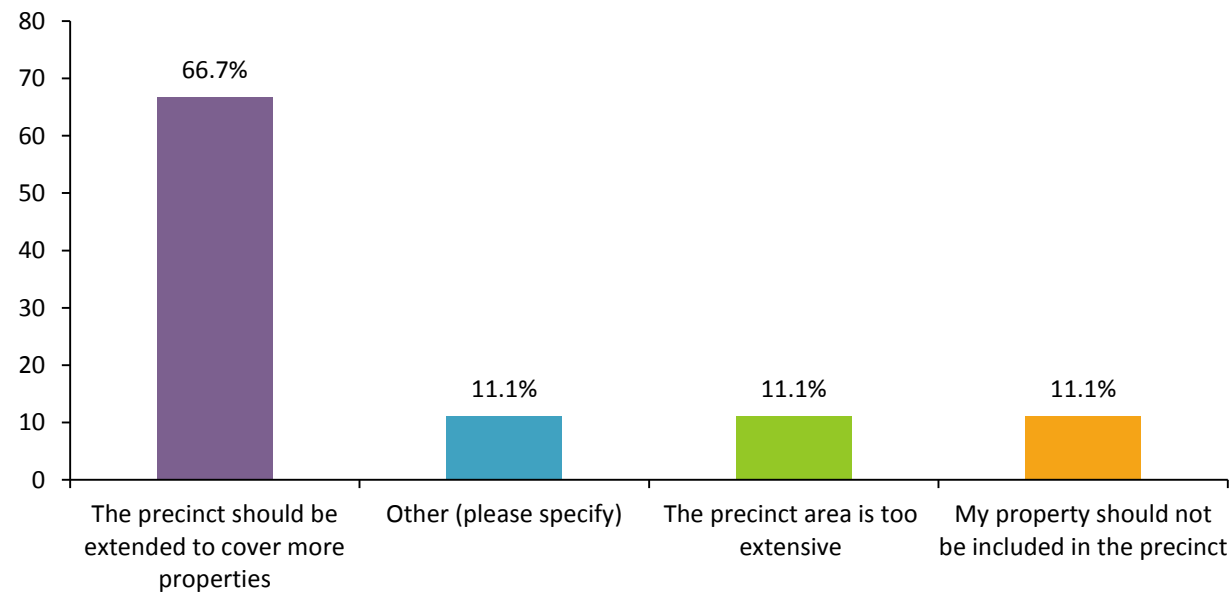
Do you support the proposed Fairfield Village heritage precinct? (as shown on the map)



Value	Percent	Count
Yes	74.3%	26
No	25.7%	9
	Totals	35

The survey respondents who indicated that they do not agree with the proposed heritage precinct were asked the following question.

Can you tell us why you don't agree with the proposed precinct? (Choose all that apply)



Value	Percent	Count
The precinct should be extended to cover more properties	66.7%	6
Other (please specify)	11.1%	1
The precinct area is too extensive	11.1%	1
My property should not be included in the precinct	11.1%	1
	Totals	9

The following verbatim comment was received from the respondent who chose 'Other'.

Other (please specify)

there is no need for any more buildings

Do you have any other comments or suggestions about the Fairfield Village heritage precinct?

Response

A big grey box right next to a heritage building does somewhat detract from its beauty, hence good enforcement of standards throughout the area would be good.

Any old facade in Darebin should be retained. 91 Gillies St is a shame.

Appears piecemeal and selective but I suppose this whole exercise is about the Commercial aspects of Fairfield.

Arthur Street should be included in the heritage precinct as it is a very intact section of early 1900 houses

Fido and the Council Library, are not identified as having heritage significance because they were constructed outside the interwar period of the majority of the streetscape. They are, nonetheless important social and community assets with strong and recognizable sculptural form.

I commend the careful work done to identify these buildings of heritage significance.

Is the area north of Duncan street being protected? Very important to protect the railway station and reserve.

Keep away from the over development like at Darebin Station. Keep the open sky space. in the area.

Pedestrian and family spaces should be established in the heritage precincts providing not only community space but green wedges that assist in protecting new buildings impacting overshadowing both significant and contributory zones.

Protection of these building details are key to keeping our community character and should be extended to cover more buildings

The actual zone is not a problem, but there are far too many mediocre to substandard buildings gaining protection by being designated contributory.

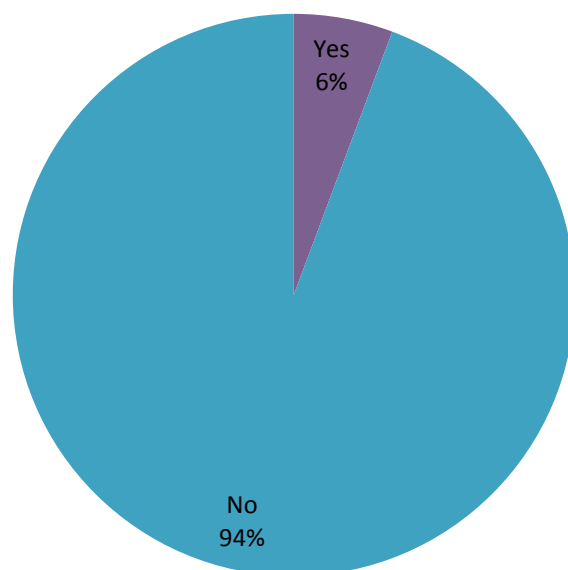
The railway station and signal box are of significant value. Why has 72a Station Street been approved as it totally obliterates the signal box. Very very disappointing. Maybe lessons have been learnt - significant damage has been done.

no

the heritage precinct should be significantly expanded to include surrounding streets, with the preservation of most of the housing. It would be ridiculous to have a heritage precinct strip shopping surrounded by ugly modern apartments.

we must retain heritage and history

Do you own or occupy a property that is included in the heritage precinct?



Value	Percent	Count
Yes	5.7%	2
No	94.3%	33
	Totals	35

The following two questions were asked to the two respondents who indicated that they own or occupy a property that is included in the heritage precinct.

Do you agree with the 'heritage significance' assessment of your property?
(i.e. classified as 'significant', 'contributory' or 'not significant/not-contributory')

Value	Percent	Count
No	100.0%	2
	Totals	2

Can you please tell us why you don't agree with this classification?

Response

5 and 5a Railway Place is not a 'significant' heritage building. Its inclusion as 'significant' seems solely justified by the fact that it is separated from the other 'contributory' heritage buildings by the Grocon development at 7-9 Railway Place; and to include it in the heritage precinct its heritage status has had to be elevated beyond its real integrity. The 5 and 5a building is in good renovated condition, not 'intact with historical integrity'. ie *

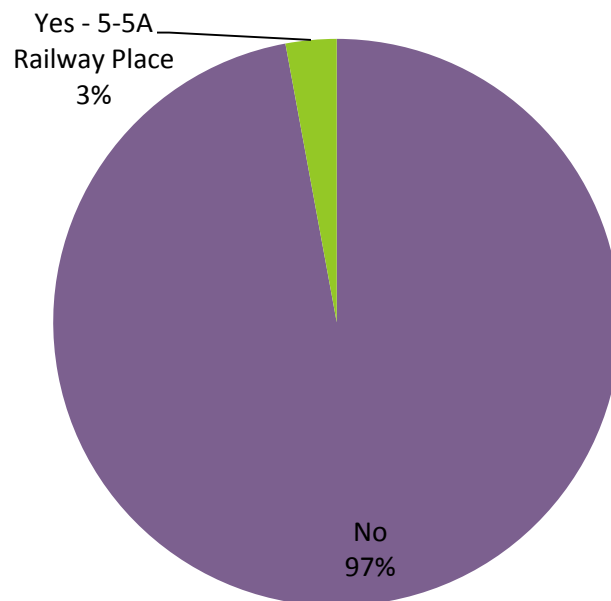
- * The 3 tiers of 'early glazed faience facing' have largely been replaced with similar Chinese 'Steele Green' tiles from Schotts;
- * the stall-board tiles have been removed and the stall-boards rendered;
- * the original copper/brass window frames have been replaced with an aluminium window frame;
- * the original ingoe doors insets have been replaced by flush doors on both sides;
- * The doors themselves have been replaced with wooden framed doors;
- * the original encaustic tiled floor entries have been removed and the area incorporated into the internal space;
- * the verandah has been replaced.

5 and 5a Railway Place present a modest single storey shop/residence similar to many others throughout the City of Darebin (and indeed inner Melbourne) considered to be of an interesting aesthetic, rather than significant heritage category. There are no features of 5 and 5a Railway Place which set them apart (nor elevate their status) from the 'contributory' buildings in Railway Place, such as 11, 17-17a, 21-23, 25, et al. The inclusion is an anomaly. The Fairfield Village Heritage Assessment Report (June 2017) assessment of 5 and 5a Railway Place as '...a very intact interwar shop...' is incorrect as can be seen above (a well renovated modest premise is a more apt description). As the Fairfield Village Heritage Assessment Report states, 5-5a is '...visually separated from other historic shops in Railway Place by a large development at 7-9 Railway Place...', '...which is significantly out of character in scale and height...', and '...visually isolates the last three properties in Railway Place.' (ie 5-5a, 3, and 1 Railway Place). This further diminishes the citation of 5 and 5a Railway Place as 'significant' and supports the exclusion of this property all together.

undecided

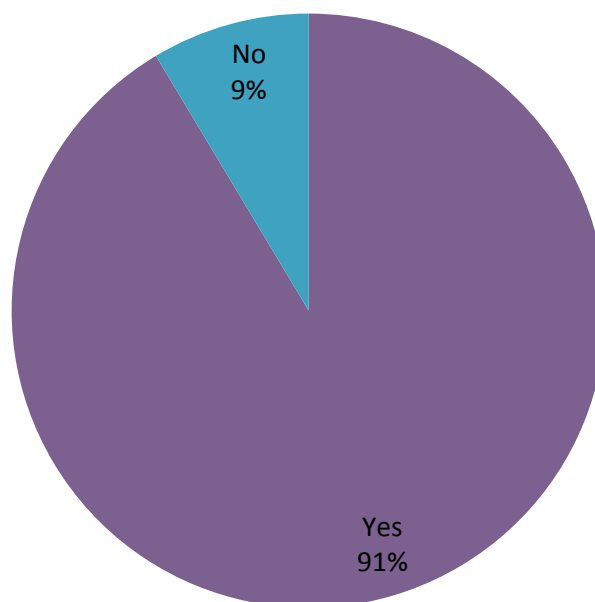
2 properties identified as requiring heritage protections

Do you own or occupy one these individually identified properties



Value	Percent	Count
No	97.1%	34
Yes - 5-5A Railway Place	2.9%	1
	Totals	35

Do you support the assessment of these properties being identified for heritage protection?



Value	Percent	Count
Yes	91.4%	32

No	8.6%	3
	Totals	35

The following question was asked to the respondents who indicated that they do not support the assessment of the two properties that have been identified for heritage protection.

Can you please tell us why you don't support this assessment?

Response
Refer above...
While both are pleasant buildings and it would be nice for them to remain, they are not special enough to warrant this level of restriction on their possible alteration.
because there should not any more building done

Do you have any other comments or suggestions about the heritage recommendations?

Response
Fido and the Council Library, are not identified as having heritage significance because they were constructed outside the interwar period of the majority of the streetscape. They are, nonetheless important social and community assets with strong and recognizable sculptural form.
Heritage requirements could be extended to other parts of Fairfield and Alphington, especially Arthur Street
I'm not clear on how all heritage buildings are to be protected. Are only facades to be protected? Are you protecting the streetscape only or protecting the buildings? Building large forms around heritage buildings does diminish their heritage impact and therefore value. Do not dwarf these significant buildings with huge new construction.
In reading the heritage report I was puzzled by the notes on many buildings that recommended protection or even restoration when they were simply old and of no particular value. Scooping up virtually everything as heritage actually makes it harder to get people to value those really worth preserving. PS: I am a long standing National Trust Member.
Its so important to protect these buildings well done
People shop and eat in the area because of its unique feel Keep it simple.
Refer above...
Thank you
The church is not a particular fine example but listing will protect the site from a less appropriate development.

The more protection the better. We can make Fairfield a beautiful heritage area in an otherwise fast developing city. Nothing is wrong with construction, just the outside look effects everybody and should suit the neighbourhood. Square, boxy designs with no character should not be allowed.

no

very supportive but see above comments re housing. the flagrant disregard of VCAT directives at 89 Gillies St says it all.

Do you have any other comments about the draft Built Form Guidelines or the heritage recommendations?

Response

A document of 'suggested facades' could be compiled. This includes victorian/ terrace/ heritage style appearance facades that are permitted.

Better late than never.

Don't change the Character.

Overall very good.

The Heritage Report and City of Darebin Draft Built Form Guidelines are in general well documented and there is much to commend in them. However, there are some glaring omissions in these draft guidelines which will need to be addressed, as follows. The Fairfield Village precinct must include additional areas which significantly impact on village feel and amenity and for which land-use recommendations and Built Form Guidelines are needed. Most importantly these areas include the Gillies Street Car park as well as the whole of Duncan Street from Arthur Street to Gillies Street. In addition there is the vacant railway land which needs to be considered on both north and south sides, to the west of Fairfield Station. Overall, there appears to be a reasonably strong degree of community good-will towards the Fairfield Village precinct study. In this context, not to consider the above areas and make recommendations or provide guidelines in this otherwise timely overall review of Fairfield Village would be a sadly missed opportunity to improve the Village now and for the future. Perhaps more importantly, in regard to the Gillies Street carpark and Duncan Street, it represents a failure to address two of the major public concerns (parking and open recreational space) specifically noted in the Community Engagement Summary.

We must retain the village feel of Fairfield and support the businesses that provide that village feel. Fairfield is unique.

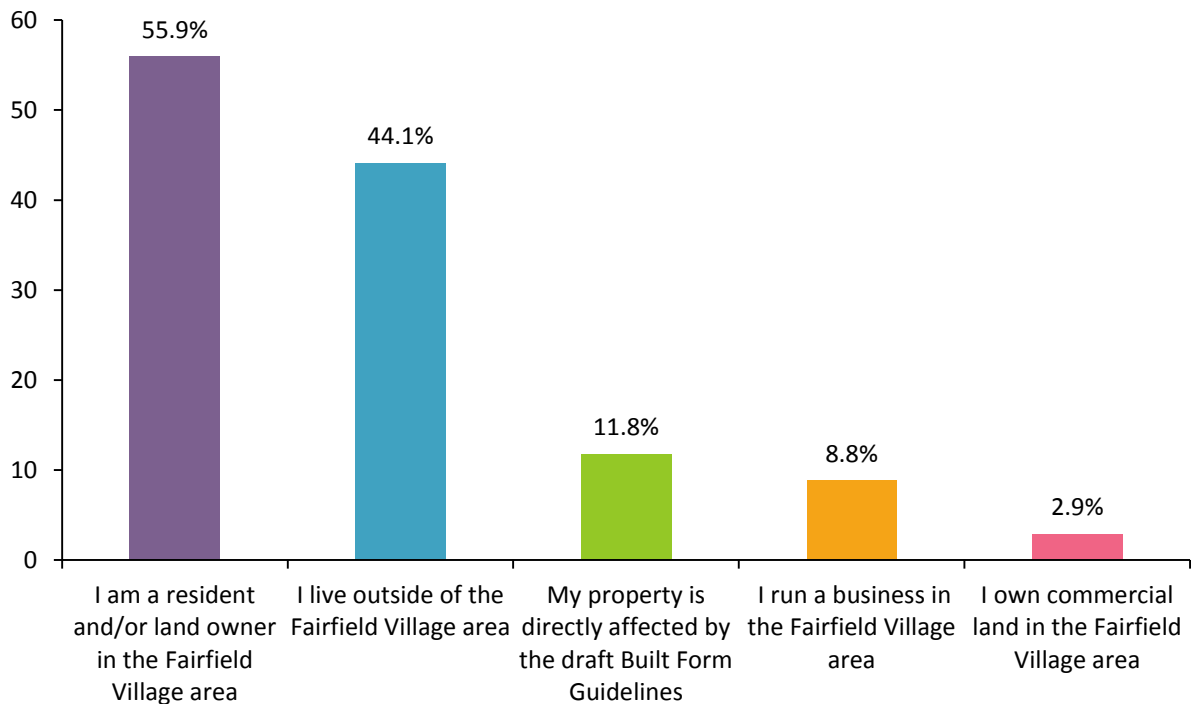
good work.

no

Demographic Information

About You

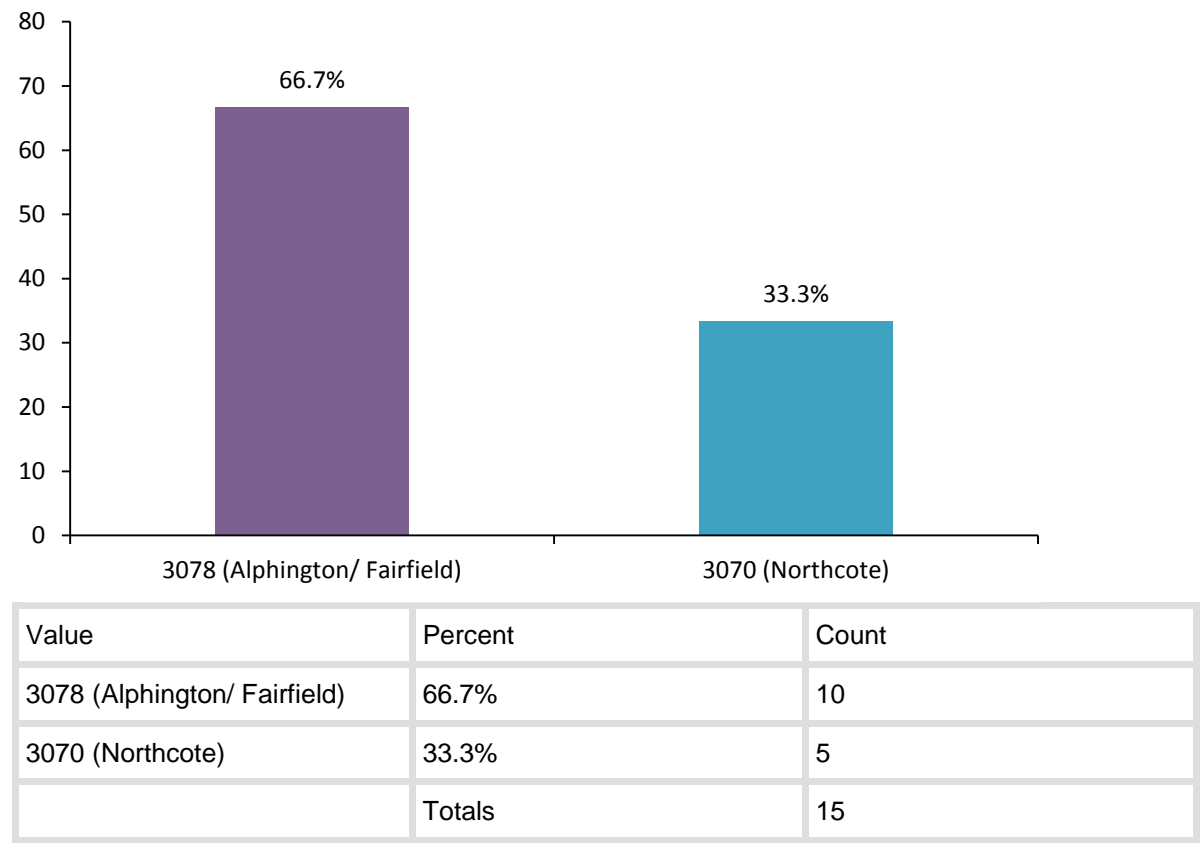
Please choose all that apply.



Value	Percent	Count
I am a resident and/or land owner in the Fairfield Village area	55.9%	19
I live outside of the Fairfield Village area	44.1%	15
My property is directly affected by the draft Built Form Guidelines	11.8%	4
I run a business in the Fairfield Village area	8.8%	3
I own commercial land in the Fairfield Village area	2.9%	1
	Totals	34

The following question was asked to the survey respondents who indicated that they live outside of the Fairfield Village area.

What is your postcode?



Appendix B Individual submissions

Fairfield Village Feedback

Response to the Fairfield Village Heritage Report and Draft Built Form Guidelines.

General notes

The Heritage Report and City of Darebin Draft Built Form Guidelines are in general well documented and there is much to commend in them. However, there are some glaring omissions in these draft guidelines which will need to be addressed, as follows.

The Fairfield Village precinct must include additional areas which significantly impact on village feel and amenity and for which land-use recommendations and Built Form Guidelines are needed. Most importantly these areas include the Gillies Street Car park as well as the whole of Duncan Street from Arthur Street to Gillies Street. In addition there is the vacant railway land which needs to be considered on both north and south sides, to the west of Fairfield Station.

Overall, there appears to be a reasonably strong degree of community good-will towards the Fairfield Village precinct study. In this context, not to consider the above areas and make recommendations or provide guidelines in this otherwise timely overall review of Fairfield Village would be a sadly missed opportunity to improve the Village now and for the future. Perhaps more importantly, in regard to the Gillies Street car park and Duncan Street, it represents a failure to address two of the major public concerns (parking and open recreational space) specifically noted in the Community Engagement Summary.

A plan identifying these areas and suggested solutions will be issued under separate cover.

In addition there are some specific issues in the Guidelines which need to be addressed, listed under the relevant sections as set out below.

Section 1: Building Height

The overall building height guidelines with a maximum of 4 floors (in most locations) is are based on minimum floor-to-floor height assumptions.

In the interest of maximizing Fairfield Village shopping, entertainment, restaurant facilities and residential diversity with mixed-use facilities and flexibility, consideration be given to allowing for, or stipulating, a floor-to-floor height of 3.5 metres on the 1st floor (level 2). This allows for potential extra services required on that floor in a sprinklered mixed use development.

The relatively small increase in overall height of 500mm to a total maximum of 14.5 metres is, on balance, desirable to achieve longer term flexibility and diversity.

Section 2: Valued Street Facades

The recommendations regarding the valued street facades in themselves are well documented and seem sensible with the exception of the setbacks in the surrounding Station Street commercial area where valued street facades lie outside of the heritage area. (refer Section 3 below)

Section 3: Street wall and front setbacks

Proposed heritage precinct setbacks as shown in drawings 3,4&5 should be extended up to the northern end of the commercial zone in Station Street. The setbacks shown in drawings 6&7 should not be adopted in this area.

Setbacks are appropriate and necessary for the proposed Heritage Overlay area (which accounts for most of the study area) but will be nullified if not applied to the whole village area (effectively the commercially zoned area) resulting in missing teeth type developments and creating unsightly oblique views

To have consistently applied setbacks and avoid piecemeal setbacks around heritage facades outside of but adjacent to the Heritage Overlay Area is vital. This is particularly important for the commercial area of Station Street north of the heritage precinct in order to produce a strong, axial, longitudinal, street view and to reinforce a consistent sense of enclosure.

Section 4: Side and Rear setbacks

Side and rear setbacks are consistent with existing guidelines and are appropriate.

Section 5: Street Facade Form and Detail

Generally in agreement. However, the following should be added:

“Pastiche (i.e.: an imitation of existing architectural styles) should be avoided in all new developments in the Heritage Overlay Area.

Section 6: Materials and Finishes

Generally in agreement, however the following should be added:

“Lightweight cladding panels fixed to framed external walls may not be used within the heritage overlay area. Aluminium composite panels (ACP) with polyethylene (PE) or polyurethane (PU) cores may not be used as a cladding to any new building containing residences.”

Section 7: Landscaping

Proposed standards are appropriate

Section 8: Car parking and access

The parking provisions for new developments are adequate. However, they do not include any strategic planning, land use, design or built form guidelines addressing extra public car parks to relieve the existing car parking issues within Fairfield Village. These problems are existing, ongoing and are expected to worsen in the foreseeable future.

Despite strong and desirable architectural and setback guidelines, Fairfield Village will cease to be a village and be merely a nasty congested shopping strip if nothing is done to alleviate the parking and traffic congestion problem. Furthermore:

1) Widening footpaths a little, providing street trees, including a green raised median strip and even perhaps dedicated bike lanes would create a far safer and more pleasant Village scale and feel as well as creating an attractive social space within the Village. On balance, this is far more important than maximizing the number of car parks in Station Street itself.

2) The definition and the boundaries for Fairfield Village need to include the Gillies Street car park. It is a part of many people's experience when accessing the Village. It is an ugly asphalt desert when empty and in busy periods it is also often full. There may be possibilities of increasing public open space here as well as providing extra car parking, thus 'killing two birds with one stone' by solving two of the major concerns identified in the Community Engagement Summary. (Refer drawing below)

3) A timetable for the draft release of "Our Fairfield Village (Station Streetscape Master Plan)" as part of the entire Fairfield Village strategic planning review needs to be published as soon as possible. This should include proposals for pedestrian, bicycle and vehicular access and amenity across the whole of Fairfield Village including the Gillies Street car park and Duncan Street.

Plan view to follow under separate cover.

Page 3 end.

LEGEND

Proposed Fairfield Village Precinct comprehensive Masterplan Area

Recommended Station St setback zone to comply with identical setbacks - thus avoiding differing sawtooth setbacks and providing a longitudinal axis of consistent visual enclosure along Station St.

Tree re-planting (eg platinus) and median strip along Station Street.

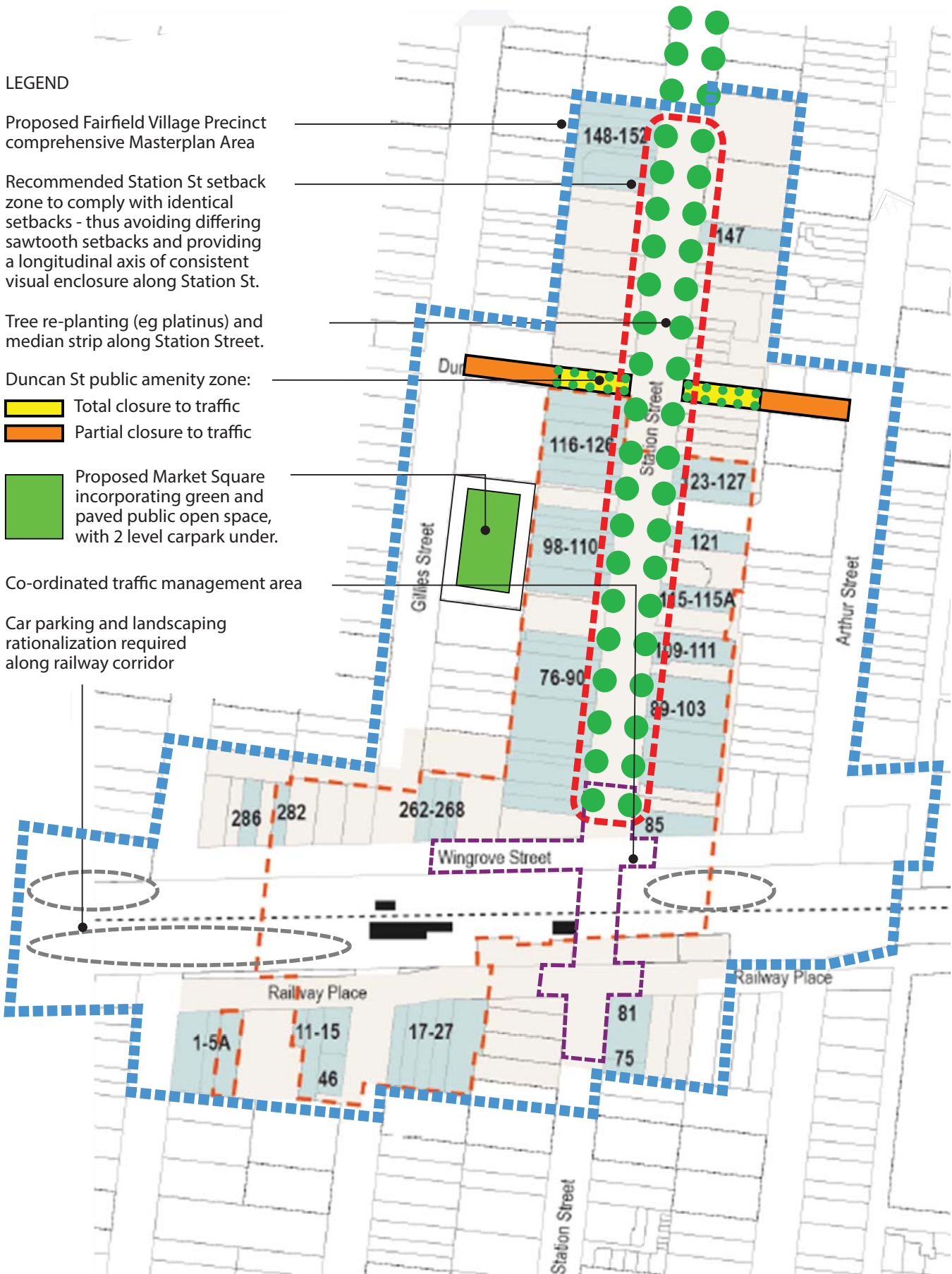
Duncan St public amenity zone:

- Total closure to traffic
- Partial closure to traffic

Proposed Market Square incorporating green and paved public open space, with 2 level carpark under.

Co-ordinated traffic management area

Car parking and landscaping rationalization required along railway corridor



- Commercial 1 Zone
- Heritage Overlay (as proposed)
- 81 Valued Street Facade / Street Number

AREA AND ISSUES RECOMMENDED TO BE COVERED IN A COMPREHENSIVE MASTERPLAN OF FAIRFIELD VILLAGE
(based on City of Darebin Draft Built Form Guidelines - Valued Street Facade Plan)

Ref: Fol/17/64191

Gilda Di Vincenzo
Principal Strategic Planner
City Plan and Transformation
Darebin City Council
PO BOX 91
PRESTON VIC 3072

Dear Ms Di Vincenzo

RE- DRAFT HERITAGE RECOMMENDATIONS FAIRFIELD VILLAGE

Thank you for your email of the 7th September providing the opportunity to respond informally to your Draft Built Form Guidelines and Heritage recommendations for Fairfield Village. Transport for Victoria (TfV) appreciates the opportunity to engage early in this process, prior to the preparation of a formal Planning Scheme Amendment. TfV have engaged with VicTrack, whose views have been incorporated in the below response.

We understand Council intends to apply the Heritage Overlay to a precinct generally bound by Station Street, Wingrove Street and Railway Place, Fairfield. Of specific interest to TfV are the recommendations of the Fairfield Village Heritage Assessment June 2017 prepared by Heritage Intelligence. The assessment proposes inclusion of the broader station precinct, including buildings, station reserve and level crossing into a Heritage Overlay.

TfV has concerns regarding the list of suggested amendments to the City of Darebin Heritage Study Incorporated Plan - Permit Exemptions (2011) Recommended Amendments (2017). Whilst these provide some flexibility to the ongoing maintenance and periodic upgrade of the existing facilities, our concerns are that other activities critical to the reliable functioning of the railway may not be captured. We therefore suggest that the list of exemptions could include (with potential changes listed in [blue](#)):

This applies to all land within the curtilage of the Fairfield Railway reserve as shown on the Fairfield Village Heritage Precinct map in Attachment A.

Under Clause 31.01-2 of the Planning Scheme, no planning permit is required for the following demolition and buildings and works within the Fairfield Railway reserve:

- *Removal of, modifications and repairs to and replacement of overhead powerlines [and associated support structures](#).*
- *[Repairs and maintenance to any buildings](#).*
- *Repairs to and replacement of railway tracks and sleepers including ballast*

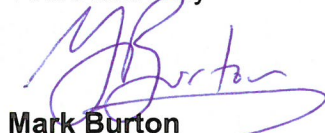
- Modification and repairs to and replacement of any ~~electric or electronic~~ signalling *or communications* equipment.
- Removal of, repairs to, installation or replacement of ticket machines, passenger control gates, safety barriers, rubbish bins, seating, bicycle racks, *fences* and other small items of platform furniture.
- Removal, installation, repair or replacement of non-commercial signage security lighting, fire safety equipment ~~provided it does not involve the removal or erection of a building or other structure~~
- Resurfacing of existing paths, *platforms* and driveways.
- Removal, installation or replacement of garden watering, water recycling or drainage systems.
- Management of trees (except the two palm trees) in accordance with Australian Standard 4373: Pruning of Amenity Trees.
- The construction or demolition of buildings and works and tree removal necessary to achieve compliance with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002 in accordance with a plan for such works within the Overlay area which has been ~~approved by~~ *provided to* the responsible authority.
- *Any other buildings and works necessary to maintain the safe and efficient operation of public transport services.*

TfV also notes that Station Street may be subject to a future level crossing removal. Station Street does not form part of the current program of 50 removals and no Government commitment has been made to its removal. No decision has been made regarding the scope of a crossing removal. However, the need to remove this crossing cannot be dismissed given the volume of trains, vehicles and active travel and the close proximity of intersections which may cause traffic to queue over the crossing.

TfV wishes to ensure that such removal is not unduly restricted by adoption of a Heritage Overlay. Our analysis indicates that removal of the Station Street level crossing may be difficult to achieve in a manner consistent with the findings of the Heritage Intelligence report. We therefore wish to raise this issue at the earliest stage. TfV and VicTrack request that any Heritage Overlay specifically recognises the potential for such removal, and that doing so may have some impact on heritage. We would be happy to discuss methods by which any Heritage Overlay could require re-incorporation of heritage items into design aspects. This may include more detailed listing of individual structures and items within the HO rather than application of a broad precinct wide control over the railway reserve. This would operate in effect as an enhancement to the current H0106, and provide more flexibility to address the challenges of level crossing removal.

Once again, we appreciate the opportunity to engage in this process at an early stage. We would welcome the opportunity to discuss the above with you.

Yours sincerely



Mark Burton
Manager Place Planning and Referrals

24/09/2017

Introduction: 5 & 5a Railway Place Fairfield appears to be a late AND arbitrary inclusion in the Fairfield Village Heritage Precinct and the ASSOCIATED Heritage Assessment Report. The property does not appear in the Heritage Precinct Stage 1, nor the recommended amendments Stage 2 (see i below), nor the 'developed and documented' Fairfield Village Heritage Precinct Stage 2 (see ii below).

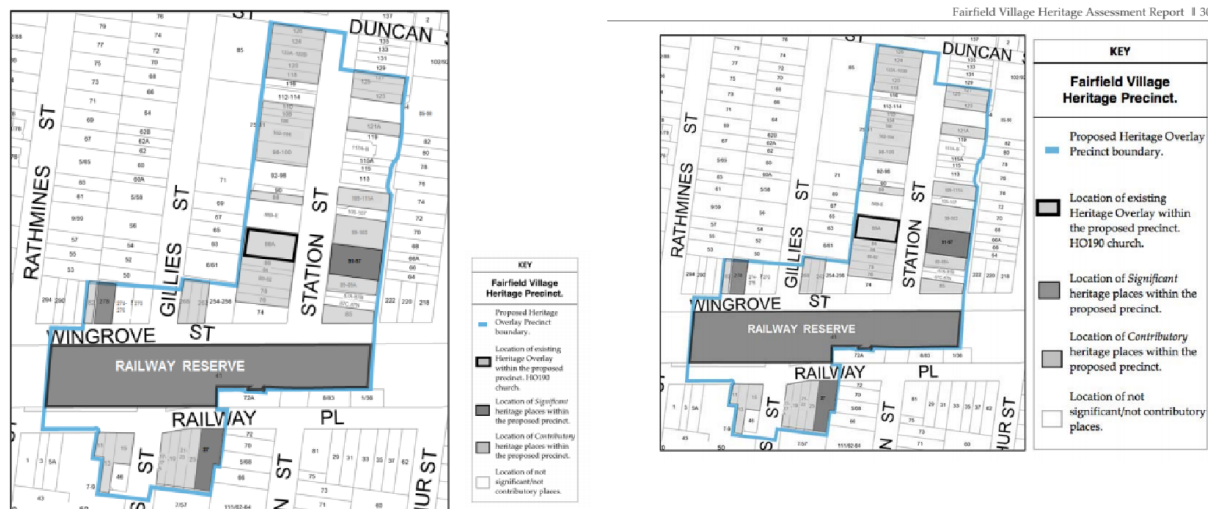


Figure 3.11. Map of the Fairfield Village Heritage Precinct developed and documented in Stage Two.

i. Recommended Amendments Stage 2

ii. Fairfield Village Heritage Precinct 'developed and documented' Stage 2.

Neither is the property listed in the Fairfield Village Heritage Precinct 'Village Square' 'developed and documented' Stage 2 (see Figure 3.12 below).

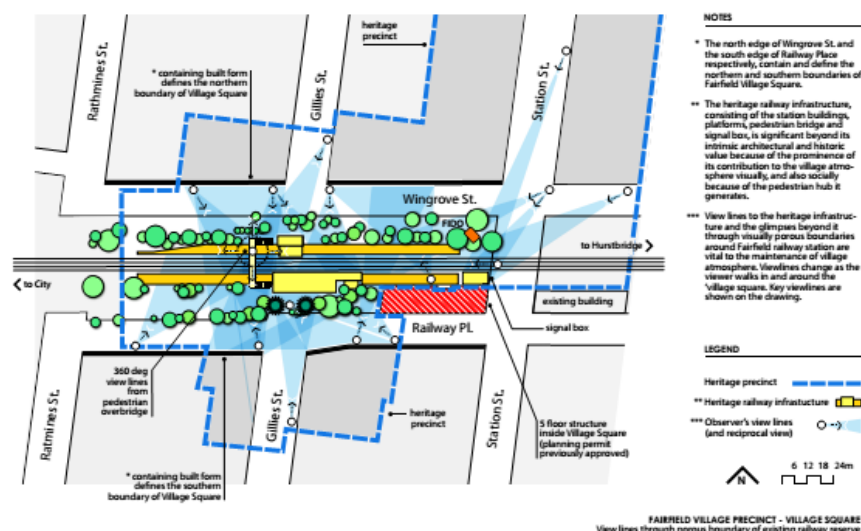


Figure 3.12. Detail diagram of the 'Village Square', Fairfield Village Heritage Precinct developed and documented in Stage Two.

5 and 5a Railway Place is assessed in the Fairfield Village Heritage Assessment Report (June 2017) as a '...a very intact interwar shop...'. The assessment appears to have missed or overlooked the very significant changes to the premises' façade in the last 40 years.

Incorrect basis for citation: The citation of 5 and 5a Railway Place as a building of 'significant' heritage value to the precinct is an anomaly and its inclusion appears based on the fact that it is *separated* from the other 'contributory' heritage buildings in Railway Place by the multi-level Grocon development next door at 7-9 Railway Place. We understand that to include 5 and 5a Railway Place as a property with its own discrete heritage boundary, and adjacent to the Fairfield Village Heritage Precinct, the property's own heritage status has had to be elevated to 'significant'.

Rather, the 5 and 5a Railway Place building is of good, renovated condition, certainly not 'intact with historical integrity' as cited. For example:

- The three tiers of 'early glazed faience facing' have largely been replaced with similar coloured Chinese-made 'Steele Green' tiles from Schotts
- the stall-board tiles have been removed and the stall-boards rendered
- the original copper/brass window frames have been replaced with aluminium window frames
- the original ingoe doors insets have been replaced by flush doors on both sides
- The doors themselves have been replaced with wooden framed doors
- the original encaustic tiled floor entries have been removed and the area incorporated into the internal space
- the verandah has been rebuilt.

Renovated, adjacent to 'out of character in scale and height', 'visually isolated': Much of the changes above occurred in the 1970s, however, some were incorporated into a 2004 renovation, after the current owners bought and renovated a shabby and almost derelict shopfront. The owners acknowledge that their renovation is aesthetically pleasing and (intentionally) in harmony with the precinct; however, it is a modest, modernised, single storey shop/residence similar to many others throughout the City of Darebin (and indeed inner Melbourne). It is of an interesting aesthetic, rather than significant heritage category. There are no features of 5 and 5a Railway Place which set it apart (nor certainly not elevate its status) from the 'contributory' buildings in Railway Place, such as 11, 17-17a, 21-23, 25.



5 and 5a Railway Place late 2004



5 and 5a Railway Place early 2005

Fairfield Village Heritage Precinct: 5 & 5a Railway Place Fairfield

Any concept of 'significant' heritage value is further diminished by the adjacent development at 7-9 Railway Place. As the Fairfield Village Heritage Assessment Report itself states, 5-5a Railway Place is '...visually separated from other historic shops in Railway Place by a large development at 7-9 Railway Place...', '...which is significantly out of character in scale and height...', and '...visually isolates the last three properties in Railway Place.' (ie 5-5a, 3, and 1 Railway Place). This further diminishes the citation of 5 and 5a Railway Place as 'significant' and supports the exclusion of this property all together.