



Ordinary Meeting of Council

Tuesday, 24 February 2015 at 7:00pm

Agenda

Ordinary Meeting of Council

Tuesday, 24 February 2015 at 7:00pm
to be held at the Moonee Valley Civic Centre

TO:

Members: Cr Narelle Sharpe Mayor

Cr Jan Chantry

Cr Shirley Cornish

Cr Jim Cusack

Cr Paul Giuliano

Cr Nicole Marshall

Cr Cam Nation

Cr John Sipek

Cr Andrea Surace

Officers: Mr Neville Smith Chief Executive

Mr Tony Ball Director Community Services

Mr Bryan Lancaster Director City Works & Development

Mr Anthony Smith Director Corporate Services

Mr Scott Widdicombe Director Environment & Lifestyle

Ms Yvonne Hansen Manager Governance & Local Laws

Business:

1. Opening

2. Apologies

3. Confirmation of Minutes

Ordinary Meeting of Council held on Tuesday, 27 January 2015.

4. Declarations of Conflict of Interest

5. Presentations

6. Petitions and Joint Letters

7. Public Question Time

8. Reports by Mayor and Councillors

File No. FOL/12/1435

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That reports by the Mayor and Councillors be received.

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NEVILLE SMITH
Chief Executive

8. REPORT BY MAYOR AND COUNCILLORS

8.1 Report by Mayor, Councillor Sharpe

9 January 2015	Attended Rosary and funeral service for the late Mrs Di Blasi Attended 2015 Australian Football Club Asian Cup Opener
12 January 2015	Attended ANZAC Centenary committee photo shoot
13 January 2015	Attended meeting with Manager Communications & Corporate Planning Attended meeting with resident regarding parking concerns Attended meeting with Chief Executive, Director City Works & Development and Moonee Valley Racing Club representatives
15-17 January 2015	Attended VLGA's Mayoral Leadership Conference
18 January 2015	Attended Cricket Victoria's One Day International at Melbourne Cricket Ground
20 January 2015	Attended Advanced Women in Leadership Course Attended Advanced Women in Leadership Graduation Chaired Councillor Briefing
21 January 2015	Attended meeting with Director Environment & Lifestyle Attended consultation briefing and meeting regarding 46 St Kinnord Street, Aberfeldie Attended with Deputy Mayor Cr Cam Nation the Premiere of Totem – Cirque du Soleil at Flemington Racecourse
22 January 2015	Attended Official Australia Day Luncheon at Melbourne Convention Centre
23 January 2015	Attended meeting with Essendon Cricket Club
24 January 2015	Officiated at Stakes Race meeting at Moonee Valley Racing Club
26 January 2015	Officiated at Lions Club of Essendon "I love Australia Day breakfast" Officiated at Australia Day Citizenship Ceremony at the Clocktower Centre
27 January 2015	Attended meeting with representative regarding Thanksgiving Breakfast in March Chaired Ordinary Meeting of Council
29 January 2015	Attended meeting with representatives of Essendon Lions Club Attended meeting with Manager Arts & Culture regarding Spirit of Moonee Valley Event and pre-theatre function with ANZAC commemoration

30 January 2015	Attended meeting with Patrick McGorry, Director Orygen Health Attended meeting with representatives from TLC for Kids Opened Launch of Walk with Pride event
1 February 2015	Participated in ICC Cricket World Event hosted by Moonee Valley and Maribyrnong City Council in Yarraville Participated in Midsumma 2015 Pride March under GoWest Banner
2 February 2015	Attended Niddrie Traders' Association committee meeting
3 February 2015	Participated in short video filming to promote Community Conversations Attended meeting with resident Chaired Councillor Workshop

8.2 Report by Deputy Mayor, Councillor Nation

20 January 2015	Attended meeting with Manager Building Health & Property Services and Environmental Health Investigator regarding noise complaint in Flemington Attended meeting with Chief Executive Chaired Councillor Briefing
21 January 2015	Attended Premiere of Totem – Cirque du Soleil at Flemington Racecourse
22 January 2015	Attended meeting with resident regarding parking infringement and signage in Blair Street, Moonee Ponds
24 January 2015	Attended planning application site visit in Moonee Street, Ascot Vale Attended planning application site visit in Munro Street, Ascot Vale
26 January 2015	Attended Kensington Australia Day Festival at Macaulay Road, Kensington Attended Australia Day Citizenship Ceremony at Clocktower Centre
27 January 2015	Attended Ordinary Meeting of Council
29 January 2015	Attended follow up meeting with resident regarding parking infringement and signage in Blair Street, Moonee Ponds
30 January 2015	Attended and spoke at Walk with Pride Launch at the Incinerator Gallery Attended meeting with Cr Andrea Surace regarding transport issues and Transport Portfolio Attended site visit in relation to complaints regarding accessibility and visibility in Pynor Avenue, Ascot Vale

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| 31 January 2015 | Attended warm up event for ICC Cricket World Cup Launch event

Attended site visit regarding issues in Margaret Muir Way, Moonee Ponds

Attended follow up meeting with Cr Andrea Surace regarding transport issues and Transport Portfolio |
| 1 February 2015 | Attended opening ceremony of the Moonee Valley Council and Maribyrnong City Council ICC Cricket World Cup Launch in Yarraville

Played in the Councillor Exhibition Twenty20 Match at the Moonee Valley and Maribyrnong City Council ICC Cricket World Cup Launch at Mclvor Reserve, Yarraville

Played in the Senior Male Twenty20 Event at the Moonee Valley and Maribyrnong City Council ICC Cricket World Cup Launch at Fairbairn Park, Ascot Vale

Attended and spoke at the presentation ceremony for the Moonee Valley and Maribyrnong City Council ICC Cricket World Cup Launch at Fairbairn Park, Ascot Vale |
| 2 February 2015 | Attended meeting with trader regarding parking signage in Young Street, Moonee Ponds |
| 3 February 2015 | Attended Portfolio update meeting with Communications Officer

Attended Councillor Workshop |

8.3 Report by Councillor Chantry

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| 12 January 2015 | Chaired ANZAC Centenary committee meeting |
| 18 January 2015 | Attended 2015 Lunar Festival hosted by St Albans Business Group |
| 20 January 2015 | Attended Councillor Briefing |
| 21 January 2015 | Attended consultation and briefing meeting regarding 46 St Kinnord Street, Aberfeldie |
| 22 January 2015 | Chaired meeting along with Manager of Parks & Gardens to concerned residents in regard to condition of Woodlands Park |
| 27 January 2015 | Attended meeting with stakeholders regarding 10 Caroline Street, Aberfeldie

Attended Ordinary Meeting of Council |
| 2 February 2015 | Attended Niddrie Traders' Association executive committee meeting |
| 3 February 2015 | Attended Councillor Workshop |

8.4 Report by Councillor Cornish

7 January – Verbal
3 February 2015

8.5 Report by Councillor Cusack

7 January – Verbal
3 February 2015

24 January – Leave from Council
3 February 2015

8.6 Report by Councillor Giuliano

7 January – Verbal
3 February 2015

8.7 Report by Councillor Marshall

18 January 2015	Attended 2015 Lunar Festival hosted by St Albans Business Group Attended Newmarket Phoenix Eagles Open Day at Debney Park
19 January 2015	Attended Wingate Avenue Community Centre committee meeting
20 January 2015	Attended Councillor Briefing
21 January 2015	Attended consultation and briefing meeting regarding 71 Waltham Street, Flemington
26 January 2015	Attended Lions Club of Essendon “I love Australia Day breakfast” Attended Australia Day Citizenship Ceremony at the Clocktower Centre
27 January 2015	Attended Ordinary Meeting of Council
1 February 2015	Attended Midsumma 2015 Pride March
2 February 2015	Chaired Integrated Transport committee meeting
3 February 2015	Attended meeting with Manager Economic Development & City Sustainability and Business Marketing Officer Attended Land Use Planning Portfolio Meeting Attended Councillor Workshop
7 January – 3 February 2015	Throughout reporting period attended meetings with a number of residents on various matters

8.8 Report by Councillor Sipek

9 January 2015	Attended Rosary and funeral service for the late Mrs Di Blasi
12 January 2015	Attended meeting with residents of Hampton Road, Essendon West
18 January 2015	Attended 2015 Lunar Festival hosted by St Albans Business Group Attended Phoenix Eagles Open Day at Debney Park
19 January 2015	Attended meeting with Moonee Ponds resident
20 January 2015	Attended meeting with Mayor of Buloke Attended Councillor Briefing
21 January 2015	Attended consultation and briefing meeting regarding 20 Westminster Drive and 19 Rogerson Street, Avondale Heights
22 January 2015	Chaired Keilor East Leisure Centre Community Reference Group meeting
24 January 2015	Attended meeting with Keilor East residents
26 January 2015	Attended Lions Club of Essendon "I love Australia Day breakfast" Attended Australia Day Citizenship Ceremony at the Clocktower Centre
27 January 2015	Attended Ordinary Meeting of Council
31 January 2015	Attended meeting with Avondale Heights residents
1 February 2015	Attended ICC Cricket World Event hosted by Moonee Valley and Maribyrnong City Council in Yarraville
3 February 2015	Attended Councillor Workshop

8.9 Report by Councillor Surace

18 January 2015	Attended 2015 Lunar Festival hosted by St Albans Business Group
19 January 2015	Attended Essendon Penleigh Grammar traffic management meeting with residents and VicRoads
20 January 2015	Attended Councillor Briefing
21 January 2015	Attended meeting with developer regarding proposal to build elderly hostel for Italian Community
22 January 2015	Attended Official Australia Day Luncheon at Melbourne Convention Centre Attended East Keilor Leisure Centre Community Reference Group meeting

26 January 2015	Attended Australia Day Citizenship Ceremony at the Clocktower Centre
27 January 2015	Attended Ordinary Meeting of Council
30 January 2015	Attended Launch of Walk with Pride Event
30 January 2015	Attended meeting with Cr Cam Nation regarding transport issues and Transport Portfolio
31 January 2015	Attended follow up meeting with Cr Cam Nation regarding transport issues and Transport Portfolio

REPORTS

9.1 Moonee Valley Amendment C153 - Permanent Heritage Controls for 80 and 82 Richardson Street, Essendon

File No: FOL/15/15
Author: Senior Strategic Planning Officer
Directorate: City Works & Development
Ward: Buckley

Purpose

To inform Council on the outcomes of the heritage assessment for 80 and 82 Richardson Street, Essendon, and to recommend Council not proceed with Amendment C153.

Executive Summary

- Notice of Motion No.2014/19 was carried at Council's Ordinary Meeting on 16 December, 2014, where Council resolved to:
 1. Write to the Minister for Planning requesting interim and permanent heritage controls for properties at 80 and 82 Richardson Street, Essendon, in accordance with Section 20(4) of the *Planning and Environment Act 1987*.
 2. Give a high priority to listing these two properties in the current Heritage Gap Study or future heritage studies for further analysis due to the significance of these historical homes.
 3. Write to the Federal Member for Maribyrnong, the Hon. Mr Bill Shorten MP, and the State Member for Essendon, Mr Danny Pearson MP, seeking the protection of these two properties from demolition and the destruction of neighbourhood character in this area.
 4. Inform the community that Council is endeavouring to protect these two significant properties by seeking to implement possible protection measures.
 - In accordance with Council's resolution Amendments C152 (interim controls) were prepared and C153 (permanent controls) and submitted the requests to the Minister for Planning.
 - Concurrent to this, Council engaged heritage consultants to provide an assessment of 80 and 82 Richardson Street, Essendon to support the preparation of the amendment documentation. The assessment is provided in Appendix A – (separately circulated).
 - The assessment concludes that neither property meets the threshold for individual inclusion in the Schedule to the Heritage Overlay of the

Moonee Valley Planning Scheme. As such, the assessment was not able to be used to support Council's request for heritage controls.

- On 12 January 2015, Council received authorisation to prepare and exhibit Amendment C153.
- Given the outcomes of the heritage assessment, it is recommended Council not proceed with Amendment C153.
- The Minister is yet to make a decision on Amendment C152.

Recommendation

That Council:

1. Having considered the heritage assessment undertaken for 80 and 82 Richardson Street, Essendon, not proceed with Amendment C153.
2. Inform property owners and the community of Council's decision.

Background

Council is currently considering a planning application for 82 Richardson Street, Essendon which seeks approval for the construction of 16 triple storey dwellings within a Design and Development Overlay (DDO10) and a reduction of three visitor car parking spaces. Consent to demolish the existing dwelling at 82 Richardson Street was granted on 2 October 2014 under Section 29A of the *Building Act 1993*.

Council is also considering a planning application for 80 Richardson Street, Essendon which seeks approval for the construction of 9 double storey dwellings within a Design and Development Overlay (DDO10). Consent to demolish the existing dwelling at 80 Richardson Street was granted on 6 October 2014 under Section 29A of the *Building Act 1993*.

On 25 November 2014, Council adopted the Moonee Valley Heritage Gap Study. The Heritage Gap Study identified 82 Richardson Street, Essendon as having potential heritage significance. 80 Richardson Street was not identified in the Heritage Gap Study, or any previous heritage studies, as having potential significance.

At its meeting on 16 December 2014, Council resolved to:

1. Write to the Minister for Planning requesting interim and permanent heritage controls for properties at 80 and 82 Richardson Street, Essendon, in accordance with Section 20(4) of the *Planning and Environment Act 1987*.
2. Give a high priority to listing these two properties in the current Heritage Gap Study or future heritage studies for further analysis due to the significance of these historical homes.
3. Write to the Federal Member for Maribyrnong, the Hon. Mr Bill Shorten MP, and the State Member for Essendon, Mr Danny Pearson MP, seeking the protection of these two properties from demolition and the destruction of neighbourhood character in this area.
4. Inform the community that Council is endeavouring to protect these two significant properties by seeking to implement possible protection measures.

Discussion

Amendments C152 (interim controls) and C153 (permanent controls) were prepared and submitted to the Minister for Planning.

Concurrent to this, Council engaged heritage consultants to provide a heritage assessment of 80 and 82 Richardson Street, Essendon (refer **Appendix A** – separately circulated) to support the preparation of the amendment documentation.

The assessment concludes that neither property meets the threshold for individual inclusion in the Schedule to the Heritage Overlay of the Moonee Valley Planning Scheme. As such, the assessment was not able to be used to support Council's request for heritage controls.

On 12 January 2015, Council received authorisation to prepare and exhibit Amendment C153 (permanent controls). The authorisation letter explicitly states that authorisation to prepare the amendment is not an indication of whether or not the amendment will ultimately be supported.

The Minister for Planning is yet to make a decision on Amendment C152 (interim controls). However, the Department of Environment, Land, Water and Planning have advised that requests for interim heritage controls will not normally be supported where consent under the *Building Act 1993* to demolish a building has been given. It is therefore unlikely that the Minister will introduce interim controls for either property. It is also unlikely given that the heritage assessment does not recommend the application of the Heritage Overlay over either property.

Proceeding with the exhibition of Amendment C153 presents several issues. In particular, it will create unrealistic expectations and possible confusion amongst the community given the independent heritage assessment undertaken for the properties does not support the amendment. Furthermore, it will take up considerable resources in terms of both officer time and budget whilst not guaranteeing the outcome sought by Council's resolution.

Given both properties have been granted consent for demolition, there is also the possibility that the properties could be demolished during the planning scheme amendment process, thus deeming it redundant.

Consultation

The land owners of both 80 and 82 Richardson Street, Essendon have been notified of Council's request for interim and permanent heritage controls.

Council's website has also been updated to inform the community of the steps that have been taken to seek heritage controls for the two properties.

Implications

1. Legislative

Under delegation from the Minister for Planning, in accordance with Section 8A of the *Planning and Environment Act 1987*, Council has been authorised to prepare Amendment C153. Council is not obliged to proceed with the amendment as a result of this authorisation.

There are no Human Rights Charter implications as a result of this Planning Scheme Amendment.

2. Council Plan / Policy

The recommendations contained within this report are aligned with Strategic Objective 1 of the Council Plan 2013-17: “Ensure there is clear direction for growth and proactive management of development in the city”.

3. Financial

The costs associated with the heritage assessment undertaken for 80 and 82 Richardson Street, Essendon will be accommodated within the current Strategic Planning 2014/15 operating budget.

4. Environmental

There are no environmental implications as a consequence of this report.

Conclusion

Notice of Motion No.2014/19 was carried at Council’s Ordinary Meeting on 16 December, 2014. As a result, Council resolved to write to the Minister for Planning requesting interim and permanent heritage controls for properties at 80 and 82 Richardson Street, Essendon.

In accordance with, Council’s resolution Amendments C152 (interim controls) and C153 (permanent controls) were prepared and submitted to the Minister for Planning.

In conjunction, a heritage assessment was undertaken which concludes that neither property meets the threshold for individual inclusion in the Schedule to the Heritage Overlay of the Moonee Valley Planning Scheme.

In light of the assessment and the fact that consent to demolition of both properties has been granted, it is recommended that Council not proceed with Amendment C153 and that landowners and the community are notified of this decision.

9.2 82 Richardson Street, Essendon (Lots 1 & 2 on TP668936Y) - Construction of 16 dwellings in a Design and Development Overlay Schedule 10 (DDO10) and a reduction in car parking requirements

File No: MV/654/2014
Author: Principal Town Planner
Directorate: City Works & Development
Ward: Buckley

Proposal	<ul style="list-style-type: none">• 16 triple storey dwellings• Reduction of three visitor car parking spaces
Applicant	MAVI Designs Pty Ltd
Owner	G & L Hrycenko
Planning Scheme Controls	<ul style="list-style-type: none">• General Residential Zone• Design and Development Overlay Schedule 10 (DDO10)
Planning Permit Requirement	Clause 32.08-4 – Construction of two or more dwellings on a lot Clause 43.02-2 – Buildings and works Clause 52.06-3 – Reduction in car parking requirements
Car Parking Requirements (Clause 52.06)	Required: 19 car spaces Provided: 16 car spaces
Bicycle Requirements	Required: 0 bicycle spaces Provided: 5 bicycle spaces
Restrictive Covenants	None
Easements	None
Site Area	1,406 square metres
Number Of Objections	35
Consultation Meeting	3 December 2014

Executive Summary

- The application seeks planning approval for the construction of 16 triple storey dwellings within a Design and Development Overlay Schedule 10 (DDO10) and a reduction of three visitor car parking spaces.
- The site has an area of 1,406 square metres and is located on the north-eastern side of Richardson Street, Essendon. The site comprises an existing single storey weatherboard dwelling.
- The application was advertised and 35 objections were received. The concerns raised related to demolition of the existing dwelling, heritage controls, overdevelopment, neighbourhood character, visual bulk, height, car parking, traffic, safety, site coverage, overlooking, overshadowing, noise, stormwater, reverse living design, private open space, lack of clotheslines, inadequate space for rubbish bins and a reduction in property/rental values.
- A Consultation Meeting was held on 3 December 2014, attended by Mayor Sharpe, Councillor Chantry, objectors, the applicant and Council's Planning Officer. No resolution was achieved at this meeting. However, revised plans labelled Revision C (refer **Appendix D**) showing changes to the layout and design of the dwellings were submitted to Council on 5 January 2015 to address some of the concerns raised.
- The application was internally referred to Council's Engineering Services Unit, Traffic and Transportation Unit and Environmental Sustainable Development (ESD) Officer. Conditional support to the application was provided.
- This assessment report finds that the proposal demonstrates an adequate level of compliance with the relevant policies and provisions of the Moonee Valley Planning Scheme, and recommends that a Notice of Decision to Grant a Permit be issued subject to conditions.



Figure 1 – Aerial photo of the subject site and surrounds

Recommendation

That Council issue a Notice of Decision to Grant a Permit in relation to Planning Permit Application No. MV/654/2014 for the construction of 16 dwellings in a Design and Development Overlay Schedule 10 (DDO10) and a reduction in car parking requirements at No.82 Richardson Street, Essendon (Lots 1 & 2 on TP668936Y), subject to the following conditions:

1. Before the development starts, amended plans (three copies) must be submitted to and approved to the satisfaction of the Responsible Authority. The plans must be drawn to scale, with dimensions, and be generally in accordance with the plans submitted and assessed with the application but modified to show:
 - a) An increased front setback, reduced site coverage, relocated bins, increased landscaping, treatment of the first floor balconies and modifications to Dwellings 7 and 15 in accordance with revised floor and elevation plans dated 5 January 2015 and labelled Revision C.
 - b) The correct property boundaries as per Title Plan 668936Y on the Certificate of Title for the subject site.
 - c) No reduction in side or rear boundary setbacks as a result of Condition 1.a).
 - d) Details regarding the stormwater treatment measures for the driveway and associated buffer strips in accordance with Clause 22.03 Stormwater Management (Water Sensitive Urban Design).
 - e) All toilets connected to their respective rainwater tanks in accordance with the approved STORM Rating Report.
 - f) The provision of 300mm trench grates in front of all garage doors in order to prevent inundation during significant rain events.
 - g) Landscaping within the pedestrian visibility splays to be no more than 900mm in height.
 - h) Provision of a landscaping strip along the north-east property boundary, abutting the shared vehicle accessway, without compromising vehicle egress from the garages located towards the rear of the site.
 - i) The first floor north-west facing balconies associated with Dwellings 1 to 5 (inclusive) to meet the requirements of Clause 55.04-6 (Overlooking) of the Moonee Valley Planning Scheme.
 - j) Provision of a slightly protruding canopy feature to each entrance for Dwellings 1 to 8 (inclusive) for identification and shelter purposes.
 - k) Access to the ground floor walk-in-robe from bedroom 2 for Dwelling 8.Once approved these plans become the endorsed plans of this permit.
2. The layout of the site and the size, design and location of the buildings and works permitted must always accord with the endorsed plan and must not be altered or modified without the further written consent of the Responsible Authority.
3. A minimum 30 days prior to any building or works commencing, all WSUD Details, such as cross sections and/or specifications, to assess the technical

effectiveness of the proposed stormwater treatment measures, must be submitted to and be approved by the Responsible Authority.

The WSUD Details should be appropriate to the proposed stormwater treatment measure (e.g. further detail is required for raingarden systems but is not required for above ground stand-alone rainwater tanks unless connected to toilets in which case notation to that effect is to be included on the drawings and in an ESD report if applicable).

Where applicable, any stormwater treatment measures (e.g. rainwater tank, raingarden, etc.) contained within the endorsed plans must be included on the stormwater drainage plan, the roof plan and landscape plan as applicable.

4. A minimum 30 days prior to any building or works commencing, a Construction & Site Management Plan (CSMP) must be submitted to and be approved by the Responsible Authority detailing the construction activity proposed and the site and environmental management methods to be used. The plan must include, but is not limited to:
 - a) Hours of construction;
 - b) Parking and traffic movement of all workers vehicles and construction vehicles;
 - c) Scaffolding and hoarding for the site;
 - d) Allocated areas for loading and unloading;
 - e) Site evacuation plan and procedure;
 - f) Occupational health and safety policy;
 - g) Hazard identification and control;
 - h) Environmental management and waste minimisation;
 - i) Management of onsite stormwater and contamination: a statement or report outlining all construction measures to be taken to prevent litter, sediments and pollution from entering the stormwater systems.
 - j) Protection of surrounding roads from site contamination and damage including rumble grid and or wash down bay facility;
 - k) Chemical storage;
 - l) Noise and vibration;
 - m) Risk assessment;
 - n) Works timetable; and
 - o) Number of workers expected of work on the site at any one time.

Once submitted and approved the works detailed by the Construction & Site Management Plan must be carried out to the satisfaction of the Responsible Authority.

5. A minimum 30 days prior to any building or works being completed, a WSUD Maintenance Program must be submitted to and approved by the Responsible Authority which sets out future operational and maintenance arrangements for all WSUD measures. The program must include, but is not limited to:
 - a) Inspection frequency.
 - b) Cleanout procedures.

- c) As installed design details/diagrams including a sketch of how the system operates.
- d) A report confirming completion and commissioning of all WSUD Response initiatives by the author of the WSUD Response and STORM or MUSIC model approved pursuant to this permit, or similarly qualified person or company. This report must be to the satisfaction of the Responsible Authority and must confirm that all initiatives specified in the WSUD Response and STORM or MUSIC model have been completed and implemented in accordance with the approved report.

The WSUD Maintenance Program may form part of a broader Maintenance Program that covers other aspects of maintenance such as a Builder's User Guide or a Building Maintenance Guide.

- 6. Prior to the issue of an Occupancy Permit, all retaining walls must be cleaned and finished to the satisfaction of the Responsible Authority.
- 7. Service units, including air conditioning units, must not be located on any of the balconies or terrace areas unless appropriately visually and acoustically screened to the satisfaction of the Responsible Authority.
- 8. Floor levels shown on the endorsed plan(s) must not be altered or modified without written consent of the Responsible Authority.
- 9. The privacy screens / obscure glazing as shown on the endorsed plans must be installed prior to the occupation of the buildings.
- 10. The area set aside for the parking of vehicles, together with the associated access lanes as delineated on the endorsed plan(s) must be to the satisfaction of the Responsible Authority:
 - a) Be provided and completed prior to the commencement of the use hereby permitted;
 - b) Thereafter be maintained;
 - c) Be made available for such use at all times and not used for any other purpose;
 - d) Be properly formed to such levels that it can be used in accordance with the endorsed plan; and
 - e) Be drained and constructed with a permanent trafficable surface (concrete, asphalt, paving).
- 11. Standard concrete vehicular crossing(s) must be constructed to suit the proposed driveway(s) in accordance with the Responsible Authority's standard specification and any vehicle crossing(s) no longer required must be removed and the land, footpath and kerb and channel replaced all to the satisfaction of the Responsible Authority. All vehicle access points must be located a minimum of 1.0 metre from any infrastructure including service pits. Alternatively, such assets may be incorporated into the crossover with the written consent of the Responsible Authority and the relevant servicing authority/agency. Subsequent works and costs in association with relocation and/or amendment must be incurred at the owner's cost, to the satisfaction of the relevant servicing authority/agency and the Responsible Authority.
- 12. Provision must be made for the drainage of the land including landscaped and pavement areas. The discharge of water from the land must be controlled

around its limits to prevent any discharge onto any adjoining or adjacent property or streets other than by means of an underground pipe drain which is discharged to an approved legal point of discharge to the satisfaction of the Responsible Authority.

13. An on-site stormwater detention drainage system must be installed on the subject land to the satisfaction of the Responsible Authority. Prior to the commencement of building and works a drainage layout plan, together with computations and manufacturers specifications, must be prepared by a suitably qualified Civil Engineer and submitted to and approved by the Responsible Authority. Once approved by the Responsible Authority the plan must be carried out to the satisfaction of the Responsible Authority.
14. Stormwater is to drain via an underground drainage system and discharge to the Council Pipe located on the corner of Leake and Richardson Street via an onsite detention system. A Council barrel drain (minimum 300mm RCP RRJ) must be constructed from 82 Richardson Street through the road reserve and connect to the drainage pipe with new pits as required (approximately 30m in length).
A drainage layout plan prepared by a Civil Engineer together with computations, indicating the specifications and location is to be submitted to and approved by the Responsible Authority prior to the commencement of any buildings and works. All costs associated with the preparation of the plan and installation and construction of the required drainage works must be borne by the permit holder.
15. Prior to the issue of an Occupancy Permit, all boundary fencing must be erected. The cost of such fencing must be met by the owner and carried out to the satisfaction of the Responsible Authority.
16. The development must be provided with external lighting capable of illuminating access to each garage, car parking space and pedestrian walkways. Lighting must be located, directed and shielded and of limited intensity so that no nuisance or loss of amenity is caused to any person within or beyond the site to the satisfaction of the Responsible Authority.
17. Before the development starts, or any trees or vegetation removed, a landscape plan (three copies) prepared by a suitably qualified person or firm shall be submitted to and approved to the satisfaction of the Responsible Authority. The plans must be drawn to scale, with dimensions, and be generally in accordance with the plans submitted with the application but modified to show:
 - a) Plans to accord with Condition 1 of this permit.
 - b) A planting schedule of all proposed vegetation (trees, shrubs and ground covers), which includes botanical names, common names, pot size, mature size and total quantities of each plant.
 - c) The use of drought tolerant species.
 - d) The provision of a minimum of four (4) canopy trees within the front setback, which are able to achieve a minimum mature height of 4 metres.
 - e) The provision of an additional garden bed along the north-east property boundary, abutting the shared accessway.
 - f) Features such as paths, paving and accessways.

Once approved these plans become the endorsed plans of this permit. Landscaping in accordance with this approved plan and schedule shall be completed before the building is occupied.

18. The garden areas shown on the endorsed plan and schedule must only be used as gardens and must be constructed, completed and maintained in a proper, tidy and healthy condition to the satisfaction of the responsible authority. Any tree or shrub damaged, removed or destroyed must be replaced by a tree or shrub of similar size and variety to the satisfaction of the Responsible Authority.
19. This permit will expire if:-
 - a) The development does not start within two (2) years of the date of issue of this permit, or
 - b) The development is not completed within four (4) years of the date of issue of this permit.

Before the permit expires or within six (6) months afterwards the owner or occupier of the land may in writing request the Responsible Authority to extend the expiry date.

Once the development has commenced the owner or occupier of the land may in writing request the Responsible Authority to extend the expiry date within twelve (12) months of the lapse date.

Permit Notes

- This is not a building permit under the Building Act. A separate building permit is required to be obtained for any demolition or building works.
- Before commencement of the development occurs, the applicant should contact the Moonee Valley City Council's Technical Services Department regarding legal point of discharge, new crossings, building over easements, etc.
- A permit must be obtained from Council for all vehicular crossings.
- An Asset Protection Permit must be obtained from Council prior to commencement of works to ensure that Council assets in the vicinity of the works are not damaged during construction.
- No on street parking permits will be provided to the occupiers of the subject site.
- It is recommended that the required on-site detention system be designed to limit the rate of stormwater discharge from the property to pre-development levels in accordance with the following calculation; $C=0.4$, $t_c=5\text{mins}$, ARI 1 in 5. An ARI of 1 in 10 should be used for storage and the greater of post development C or $C=0.80$.
- All drainage works undertaken must be in accordance with the requirements of Stormwater Drainage Requirements for Development Works as prepared by the Moonee Valley City Council.
- All works undertaken within any existing road reserves must accord with the requirements of the Moonee Valley City Council's Technical Services Department and be to the satisfaction of the Responsible Authority.
- Existing levels along the property line must be maintained. All proposed levels must match to existing surface levels along the property boundary. Council will not accept any modifications to existing levels within any road reserve.

1. Introduction

1.1 Subject Site and Surrounds

The subject site is located on the north-eastern side of Richardson Street, Essendon. The site is regular in shape with a frontage to Richardson Street of approximately 27.97 metres and a maximum depth of approximately 50.29 metres resulting in a total area of 1,406m².

The land has an approximate 2.3 metre fall from the north-east of the site to the south-west.

There appears to be no restrictions or easements on the Certificate of Title provided.

The site comprises a single storey weatherboard dwelling and associated outbuildings. The existing dwelling has a minimum front setback of 9.07 metres. There are no crossovers at the front of the site along Richardson Street. Vehicle access appears to have been obtained from a Right of Way, connecting through to Leake Street, in the past. There is no significant landscaping or vegetation on the subject site. There are two established street trees located to the south-west of the site along Richardson Street.



Figure 2 – Subject site (No.82 Richardson Street, Essendon)

The surrounding area is comprised of predominantly residential and commercial zoned land used and developed for residential and commercial purposes. The subject site is located within the North Essendon Activity Centre, is directly opposite Lincoln Park and is within close proximity of arterial roads, public transport options, public reserves, business precincts and local schools. The built form within the immediate vicinity is predominantly single and double storey, with numerous examples of multi-dwelling and multi-storey developments evident nearby. While the residential built form found within the immediate vicinity is predominantly traditional in style and character, comprising of brick, render and weatherboard dwellings with pitched tiled roofing, there is an emergence of new and contemporary developments nearby.

1.2 Proposal

It is proposed to construct 16 triple storey dwellings within a Design and Development Overlay Schedule 10 (DDO10) with a reduction of three visitor car parking spaces. The proposal can be summarised as follows:

Table 1

No. of dwellings	16
No. of car spaces	16
Max. building height	9.3 metres
Site coverage	64.05%
Permeability	20.10%

Refer **Appendix C** – Plans (separately circulated).

It is noted that revised floor and elevation plans labelled Revision C (refer **Appendix D**) were received by Council on 5 January 2015 following the Consultation Meeting held on 3 December 2014. The revised plans demonstrate:

- Treatment to the north facing balconies in proximity of No.84 Richardson Street, including the incorporation of planter boxes and screening modifications.
- Deletion and replacement of the communal bin storage areas to the rear of the site with additional landscaping, with all bins relocated to their respective dwellings.
- Minor layout changes to include the provision of three bedroom dwellings (Dwellings 7 and 15), with an additional car space for each of these dwellings accordingly.
- The minimum front setback increased to 5.9 metres for Dwelling 1 and 5.7 metres for Dwelling 9, in lieu of 5.0 metres.
- The overall site coverage reduced to 59.9%.
- The overall site permeability increased to 21.0%.

The revised plans address some of the concerns raised and are to be included as a condition on any permit granted accordingly (refer to **Appendix D** – separately circulated).

2. Background

2.1 Relevant Planning History

No relevant planning history has been identified for the land.

Consent to demolition was granted on 2 October 2014 under Section 29A of the *Building Act 1993*.

2.2 Planning Policies & Decision Guidelines

State Planning Policy Framework

Clause 11 Settlement

Clause 15 Built Environment and Heritage

Clause 16 Housing

Local Planning Policy Framework

Clause 21.01 Municipal Profile – Moonee Valley Today

Clause 21.02 Vision – Moonee Valley Tomorrow

Clause 21.04 Housing

Clause 21.05 Built Environment

Clause 21.06 Activity Centres

Clause 22.03 Stormwater Management (Water Sensitive Urban Design)

Zoning

Clause 32.08 General Residential Zone

Overlays

Clause 43.02 Design and Development Overlay Schedule 10

Particular and General Provisions

Clause 52.06 Car Parking

Clause 55 Two or More Dwellings on a Lot and Residential Buildings

Clause 65 Decision Guidelines

2.3 Referrals

External

- Not applicable.

Internal

- Engineering Services Unit
No objection subject to conditions.
- Traffic and Transportation Unit
No objection subject to conditions.
- ESD Officer
No objection subject to conditions.

2.4 Public Notification of the Application

Pursuant to Section 52 of the Planning and Environment Act 1987 the application was advertised by mail to adjoining and surrounding properties, with one notice erected on site for 14 days.

As a result, thirty-five (35) objections were received from the properties contained within **Appendix A** of this report.

A response to the objections is provided in Section 3.8 of this report.

2.5 Consultation Meeting

A Consultation Meeting was held on 3 December 2014, attended by Mayor Sharpe, Councillor Chantry, objectors, the applicant and Council's Planning

Officer. No resolution was achieved at this meeting. However, revised plans were submitted to Council on 5 January 2015 to address some of the concerns raised (refer **Appendix D**).

3. Discussion

3.1 State Planning Policy Framework (SPPF)

The relevant State Planning Policy Framework clauses are considered to be met. For the large part State Planning objectives seek to encourage urban consolidation in locations which take advantage of existing commercial and community services and public transport. The subject site is located within close proximity of numerous public reserves, local business precincts, schools and public transport options. The location of the subject site is considered to lend support for a more intensive form of residential development.

The proposal contributes to the objective of housing diversity by providing a mix of dwelling sizes in various configurations which will cater for the increasingly diverse needs of future residents. Furthermore, revised plans submitted to Council on 5 January 2015 demonstrate an increase in housing diversity by providing both two and three bedroom dwelling configurations.

3.2 Local Planning Policy Framework (LPPF)

The proposal complies with Clause 21.04 (Housing) by increasing housing opportunities to meet growing population needs, providing a diversity of housing choice in a well-established area with access to public transport options and local/community services. As discussed above, revised plans submitted to Council on 5 January 2015 demonstrate an increase in housing diversity by providing both two and three bedroom dwelling configurations.

The proposed development responds to the strategies of Clause 21.05-3 (Urban Design). A number of the objectives and strategies appear to overlap with those contained within the neighbourhood character precinct profile and ResCode and therefore the key concepts of Clause 21.05-3 (Urban Design) are discussed below in Section 3.3.

Clause 21.06 (Activity Centres) is applicable in this instance and builds on the objectives and strategies of the State Planning Policies, in particular Clause 11 (Settlement). The subject site is located within the North Essendon Activity Centre. The 'North Essendon Structure Plan' has been considered in the design and assessment of the proposed development, to which there is a high degree of compliance. The proposed development promotes medium density residential growth within this activity centre area. An assessment of the proposal against the 'North Essendon Activity Centre Built Form Guidelines 2012' and associated Design and Development Overlay (DDO10) is found within Section 3.4 of this report.

The proposal complies with Clause 22.03 Stormwater Management (Water Sensitive Urban Design) and meets the required on-site stormwater treatment as demonstrated by achieving at least 100% on the STORM Rating Report. As mentioned earlier, Council's ESD Officer recommended the inclusion of notations on the plans to correlate with the STORM Rating Report and these are to be included as conditions on any permit granted accordingly.

3.3 Neighbourhood Character Guidelines

The subject land is identified as being within character area 'Central Residential 2'.

The preferred character statement for this particular precinct is as follows:

"New developments in this precinct may be diverse in architectural styles, but will retain a cohesive appearance due to a consistency in siting, articulation, use of finishes and strong garden settings.

Building articulation will be achieved through the use of recesses, windows and setbacks to complement the verandah and porch areas of the traditional dwellings. Lighter finishes and materials will contribute to the palette of the traditional period buildings. Consistent front and side setbacks will provide space for formal landscaping, while low or permeable front fences will retain the openness of the streetscape."

It is considered that the development provides a suitable response to the preferred character statement of Central Residential 2 within the Neighbourhood Character Precinct Profiles 2012 as follows:

Table 2

Siting and Building Envelope	<p>The revised plans submitted to Council on 5 January 2015 demonstrate a street setback which complements the setbacks found within the immediate streetscape.</p> <p>Is set off both side boundaries as well as providing a minimum 2.5 metre wide setback between the dwellings across the site frontage.</p> <p>Siting and building envelopes are generally similar to other medium density developments within the immediate area.</p>
Built Form	<p>A mix of traditional and modern elements complementing the mix within the streetscape and broader activity centre area.</p> <p>Well-articulated on each elevation.</p> <p>Is responsive to emerging building heights within the North Essendon Activity Centre.</p>
Design Detail	<p>A mix of brick, render and lightweight materials which are considered to be characteristic of more contemporary infill developments in the area.</p> <p>Windows have been provided along the street front to ensure surveillance of the street is achieved.</p>
Landscaping and front fencing	<p>The development is provided with landscaped front yards to Dwellings 1 and 9, as well as landscaping to the side and rear setbacks where possible. The revised plans submitted to Council on 5 January 2015 demonstrate an increase in landscaping within the front and rear setback areas.</p> <p>A low timber bollard front fence is included to ensure views of the front garden are maintained.</p>

3.4 Compliance with Clause 43.02 (Design and Development Overlay Schedule 10)

The site is subject to the height and setback requirements of 'Residential Properties' within the Design and Development Overlay Schedule 10 (DDO10).

Table 3

	DDO10	Proposed
Preferred maximum building height (ResCode Standard B7)	10 metres	9.30 metres
Minimum ground level setback (ResCode Standards B6 and B17)	B6: 9.0 metres B17: See Appendix B	B6: 5.0 metres B17: Complies
Minimum upper level setback (ResCode Standards B6 and B17)	B6: 9.0 metres B17: See Appendix B	B6: 5.07-8.70 metres B17: Complies

North Essendon Activity Centre Built Form Guidelines 2012

- Building height and form: The proposed height meets the requirements of the DDO10 as demonstrated within Table 3 above. The proposed built form is in accordance with the preferred character statement of the 'Central Residential 2' precinct profile, as discussed within Section 3.3 of this report.
- Ground and upper level setbacks: While the proposed front setbacks do not meet the requirements of the DDO10, the revised plans submitted to Council on 5 January 2015 show increased front setbacks that complement predominant front setbacks along Richardson Street and provide sufficient space for the planting and growth of new vegetation, including canopy trees. It is noted that the adjoining property directly to the south-east with a front setback of 15.86 metres is an anomaly within the streetscape. The proposed side and rear setbacks are in accordance with the requirements of the DDO10 as demonstrated within Table 3 above, and help maintain the established pattern of setbacks in the street.

The upper level side and rear setbacks ensure the dwellings provide a sensitive and appropriate interface to adjoining buildings and spaces, minimising adverse amenity impacts.

- Materials, finishes and design: The proposed development demonstrates a high standard of contemporary design with building materials, finishes and design details reflecting the preferred character, as discussed within Section 3.3 of this report.
- Vehicle access and car parking: The proposed development provides well located, accessible and safe car parking areas that do not visually dominate the streetscape.
- Landscaping and fencing: The proposed development is to incorporate planting and landscaping that enhances the overall appearance of the development from the streetscape and increases private amenity. It is noted that the revised plans submitted to Council on 5 January 2015

provide for increased landscaping within the front and rear setback areas. A professional landscape plan is to be a condition on any permit granted. The proposed front fence is considered to complement the predominant fencing style in the street and surrounding area.

Therefore, the proposal demonstrates a high level of compliance with the Design and Development Overlay (DDO10) and associated 'North Essendon Activity Centre Built Form Guidelines 2012'.

3.5 Heritage

The site is not subject to a Heritage Overlay under the Moonee Valley Planning Scheme. However, the subject site is identified within the 'Moonee Valley Heritage Gap Study', which was adopted by Council on 25 November 2014. The Statement of Significance within the Heritage Citation Report for 82 Richardson Street reads as follows:

- *"A substantial timber Victorian villa in a large garden. It has an asymmetrical façade with a projecting canted bay, slate roof and return verandah. Intact. Of potential architectural significance."*

A Notice of Motion No.2014/19 (Interim Heritage Protection for 80-82 Richardson Street, Essendon) requesting interim and permanent heritage controls for properties at 80 and 82 Richardson Street, Essendon, was carried at the Ordinary Meeting of Council on 16 December, 2014.

An assessment by Lovell Chen Architects & Heritage Consultants provided preliminary heritage advice to Council on 23 December 2014 as a result of the above motion. With regard to 82 Richardson Street, the assessment concludes that *"...historically and architecturally it does not reach the threshold for individual inclusion in the Schedule to the Heritage Overlay of the Moonee Valley Planning Scheme."*

Therefore, there are no heritage controls afforded to 82 Richardson Street that would prevent the demolition and redevelopment of this site, and therefore the consideration and assessment of this particular planning permit application.

3.6 Compliance with Clause 52.06 (Car Parking)

The proposal includes a reduction in visitor car parking requirements, as set out in the table below:

Table 4

Unit	Requires	Provides
16 Dwellings (16 x 2 bedrooms)	16	16
Residential visitors	3	0
Total	19	16

As discussed under Section 2.3 of this report, Council's Traffic and Transportation Unit have no objections to the proposed development, subject to the inclusion of pedestrian visibility splays as a condition on any permit granted. Residents and visitors will not have access to residential parking permits and this is to be included as a note on any permit granted.

With regard to the reduction in visitor car parking requirements, it is noted that there is angled car parking available at the front of the site adjacent to Lincoln Park. These car spaces would be able to be utilised by visitors associated with the proposed development, particularly outside of business trading hours, which would help offset the visitor car spaces not being provided for on-site. It is also noted that the proposed development provides five bicycle spaces within the front setback area and is within close proximity of numerous public transport options, which can be utilised by visitors to the subject site.

It is not anticipated that the proposed development will generate a cumulative impact or have an adverse effect on the local or arterial road network.

3.7 Clause 55 (ResCode) Assessment

The proposal is considered to generally comply with the provisions of Clause 55 as set out in the assessment table (refer to **Appendix B** of this report). A full ResCode assessment can be found on file.

The following points of exception, which have not been satisfied through this development, are listed below:

Table 5

ResCode Standard	Response
Clause 55.02-3 (Standard B3) Dwelling Diversity	Revised plans submitted to Council on 5 January 2015 demonstrate an increase in housing diversity by providing both two and three bedroom dwelling configurations, and this is to be included as a condition on any permit granted accordingly.
Clause 55.03-1 (Standard B6) Street Setback	<p>Dwellings 1 and 9 are proposed to be set back 5.0 metres from the Richardson Street frontage.</p> <p>Under this standard the required front setback should be a minimum of 9.0 metres. Therefore the proposal does not comply with the requirements of this standard.</p> <p>The revised plans submitted to Council on 5 January 2015 demonstrate increased front setbacks to Dwellings 1 and 9 (5.9 metres and 5.7 metres respectively), which complement predominant front setbacks along Richardson Street as well as providing sufficient space for landscaping and canopy trees. It is noted that the adjoining property directly to the south-east, with a front setback of 15.86 metres, is an anomaly within the streetscape as predominant street setbacks generally appear to range from 4 to 6 metres. Therefore, a 5.7 metre minimum front setback is considered to provide an appropriate transition along this section of Richardson Street. Such a front setback, while still non-compliant, would also provide an appropriate transition between residential and commercial zoned land given the</p>

	subject site is a transition site between these two distinct land uses.
Clause 55.03-3 (Standard B8) Site Coverage	The proposed site coverage is 64.05%, which exceeds the maximum requirement of 60%. However, revised plans submitted to Council on 5 January 2015 demonstrate a reduced site coverage of 59.90%, which is considered acceptable and is to be a condition on any permit granted.
Clause 55.03-8 (Standard B13) Landscaping	<p>The revised plans submitted to Council on 5 January 2015 demonstrate an increase in landscaping within the front and rear setback areas, which is considered appropriate and is to be a condition on any permit granted.</p> <p>A professional landscape plan will need to be provided, with at least four canopy trees within the front setback area of Dwellings 1 and 9, and this is to be a condition on any permit granted.</p>
Clause 55.04-6 (Standard B22) Overlooking	<p>There is overlooking potential from the first floor north-west facing balcony of Dwelling 1 into the existing secluded private open space area associated with No.84 Richardson Street.</p> <p>It is noted that while revised plans submitted to Council on 5 January 2015 attempt to address this issue, and introduce planter boxes to a number of first floor north-west facing balconies, there is still overlooking potential to the existing secluded private open space area of No.84 Richardson Street. Therefore, the first floor north-west facing balconies are to be suitably treated/screened in accordance with the requirements of this standard as a condition on any permit granted.</p>
Clause 55.05-2 (Standard B26) Dwelling Entry	The entrances to Dwellings 1-8 (inclusive) are somewhat obscured from the shared pedestrian accessway along the north-western property boundary and are to each include a slightly protruding canopy feature to help identify these dwellings. This is to be a condition on any permit granted.
Clause 55.06-4 (Standard B34) Site Services	While bin enclosures have been indicated on the plans, the location is not considered to provide convenient access for all potential residents within the development and does not allow for the efficient collection of waste from Richardson Street. Furthermore, the bin storage areas are considered to be inadequate in size to provide sufficient storage for bin and recycling receptacles

	for 16 dwellings. These issues were rectified on revised plans submitted to Council on 5 January 2015, which are to be included as a condition on any permit granted.
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3.8 Objections

Table 6

Issue	Officer Response
Demolition of the existing dwelling / heritage concerns	The existing dwelling is not covered by a Heritage Overlay (interim or permanent) and therefore a planning permit is not required to demolish this dwelling. Heritage concerns relating to this particular property are outlined in further detail within Section 3.5 of this report.
Overdevelopment / high density	This is considered acceptable as discussed within Sections 3.1, 3.2, 3.3, 3.4 and 3.7 of this report.
Neighbourhood character	This is considered acceptable as discussed within Sections 3.2 and 3.3 of this report.
Visual bulk / height	This is considered acceptable as discussed within Sections 3.2, 3.3, 3.4 and 3.7 of this report.
Car parking / traffic impacts	This is considered acceptable as discussed within Sections 2.3 and 3.6 of this report. The proposed development provides adequate car parking on site and Council's Traffic and Transportation Unit have no objections to the proposal.
Safety of pedestrians and adjoining properties	Pedestrian safety will not be significantly compromised as all vehicles will be able to egress the site in a forward direction, and pedestrian visibility splays will be provided alongside each accessway in accordance with the requirements of Clause 52.06-8 (Design Standards for Car Parking). Pedestrians will have to exercise the same level of caution approaching this vehicle accessway as with any other accessway associated with a dwelling or residential development.
Site coverage	This is considered acceptable, subject to the inclusion of conditions on any permit granted, as discussed within Sections 3.3 and 3.7 of this report.
Overlooking / privacy	This is considered acceptable, subject to the inclusion of conditions on any permit granted, as discussed within Section 3.7 of this report.
Overshadowing	The proposed development meets the requirements of Clause 55.04-5 (Overshadowing Open Space).
Noise	It is considered that the noise emitted from the development would be similar to that of other nearby developments and residential dwellings in the area

	<p>and it is not expected that the noise emitted will significantly affect surrounding properties.</p> <p>Furthermore, it is noted that there are specific Local Laws and EPA noise guidelines that control nuisance and excessive noise within residential areas, which are applicable to all residential properties.</p>
Stormwater issues	The proposed development meets the requirements of Clause 55.02-4 (Infrastructure). Council's Engineering Services Unit has no objection to the proposed development, subject to the inclusion of conditions on any permit granted, and any associated infrastructure upgrades on the subject site will need to be undertaken by the applicant where required.
Reverse living design	Each dwelling provides for 'reverse living' with the main living areas and secluded private open space areas located on the first floor level for improved energy efficiency, access to daylight and solar energy. This is considered to be an appropriate design response to the location and orientation of the site.
Lack of private open space	The proposed development meets the requirements of Clause 55.05-4 (Private Open Space).
Inadequate space for rubbish bins	This is considered acceptable, subject to the inclusion of conditions on any permit granted, as discussed within Section 3.7 of this report.
No provision for clotheslines	This is not a valid planning consideration. It is noted that residential developments within Activity Centres do not typically contain clotheslines as there are a number of different ways available to dry clothes.
Reduction in property and rental values	This is not a valid planning consideration.

4. Human Rights

The application process and decision making is in line with the *Victorian Charter of Human Rights and Responsibilities 2006 (Section 18 – Taking part in public life)*.

5. Conclusion

The application has been assessed against the relevant provisions of the State Planning Policy Framework, Local Planning Policy Framework, Zoning and Overlay controls, the relevant Particular and General Provisions, and the decision guidelines at Clause 65 of the Moonee Valley Planning Scheme. It is considered that the proposal demonstrates general compliance with the requirements of these provisions and policies. The application is supported as detailed above in the recommendation section.

APPENDIX A

Location of Objectors Properties

66 Richardson Street, ESSENDON VIC 3040
4 Nicholson Street, ESSENDON VIC 3040
10 Richardson Street, ESSENDON VIC 3040
2 Phillipps Road, WEST MELBOURNE VIC 3003
14 Alfred Road, ESSENDON VIC 3040
1/24 Ronald Street, NORTH ESSENDON VIC 3041
64 Richardson Street, ESSENDON VIC 3040
10 Richardson Street, ESSENDON VIC 3040
7b Treadwell Road, NIDDRIE VIC 3042
11 Market Street, ESSENDON VIC 3040
15 Hotham Road, NIDDRIE VIC 3042
9 Houthem Street, CAMP HILL QLD 4152
2 Thistle Street, ESSENDON VIC 3040
60 Edward Street, ESSENDON VIC 3040
60 Edward Street, ESSENDON VIC 3040
1/58 York Street, STRATHMORE VIC 3041
42 Scott Street, ESSENDON VIC 3040
55 Richardson Street, ESSENDON VIC 3040
55 Richardson Street, ESSENDON VIC 3040
52 Roberts Street, ESSENDON VIC 3040
C/- St Christopher Primary School, 34 Roberts Road, AIRPORT WEST VIC 3042
32 Carew Street, NUNDAH QLD 4012
41 Allbney Avenue, RESERVOIR VIC 3073
58 Edward Street, ESSENDON VIC 3040
44 Scott Street, ESSENDON VIC 3040
31 Price Street, ESSENDON VIC 3040
43 Richardson Street, ESSENDON VIC 3040
8 Thorn Street, ESSENDON VIC 3040
11 Butler Street, ESSENDON VIC 3040
84 Richardson Street, ESSENDON VIC 3040
70 Vida Street, ABERFELDIE VIC 3040
54 Richardson Street, ESSENDON VIC 3040

210/1044-1046 Mt Alexander Road, ESSENDON VIC 3040
129 Buckley Street, ESSENDON VIC 3040
129 Buckley Street, ESSENDON VIC 3040

APPENDIX B

Clause 55 of the Moonee Valley Planning Scheme

Two or more dwellings on a lot and residential buildings (Clause 55 and Schedule to the General Residential Zone).

Where there is non-compliance, or modification required, see Section 3.7 of this report.

Title and Objective	Complies with Standard	Complies with Objective
<i>B1 - Neighbourhood Character</i>	✓	✓
<i>B2 - Residential Policy</i>	✓	✓
<i>B3 - Dwelling Diversity</i>	✓ (subject to conditions)	✓ (subject to conditions)
<i>B4 - Infrastructure Objectives</i>	✓	✓
<i>B5 - Integration with the Street Objective</i>	✓	✓
<i>B6 - Street Setback Objective</i>	X	✓ (subject to conditions)
<i>B7 - Building Height Objective</i>	✓	✓
<i>B8 - Site Coverage Objective</i>	✓ (subject to conditions)	✓ (subject to conditions)
<i>B9 - Permeability Objectives</i>	✓	✓
<i>B10 - Energy Efficiency Objectives</i>	✓	✓
<i>B11 - Open Space Objective</i>	N/A	N/A
<i>B12 - Safety Objective</i>	✓	✓
<i>B13 - Landscaping Objectives</i>	✓ (subject to conditions)	✓ (subject to conditions)
<i>B14 - Access Objectives</i>	✓	✓
<i>B15 - Parking Location Objectives</i>	✓	✓
<i>B16 - Parking Provision Objectives</i>	Deleted from Clause 55 on 5 June 2012 (VC90). Refer to Clause 52.06 for car parking requirements under Section 3.6 of the report.	
<i>B17 - Side and Rear Setbacks Objective</i>	✓	✓
<i>B18 - Walls on Boundaries Objective</i>	N/A	N/A
<i>B19 - Daylight to Existing Windows Objective</i>	✓	✓
<i>B20 - North-facing Windows Objective</i>	N/A	N/A
<i>B21 - Overshadowing Open Space Objective</i>	✓	✓
<i>B22 - Overlooking Objective</i>	✓ (subject to conditions)	✓ (subject to conditions)

<i>B23 - Internal Views Objective</i>	✓	✓
<i>B24 - Noise Impacts Objectives</i>	✓	✓
<i>B25 - Accessibility Objective</i>	✓	✓
<i>B26 - Dwelling Entry Objective</i>	✓ (subject to conditions)	✓ (subject to conditions)
<i>B27 - Daylight to New Windows Objective</i>	✓	✓
<i>B28 - Private Open Space Objective</i>	✓	✓
<i>B29 - Solar Access to Open Space Objective</i>	✓	✓
<i>B30 - Storage Objective</i>	✓	✓
<i>B31 - Design detail objective</i>	✓	✓
<i>B32 - Front Fences Objective</i>	✓	✓
<i>B33 - Common Property Objectives</i>	✓	✓
<i>B34 - Site Services Objectives</i>	✓ (subject to conditions)	✓ (subject to conditions)

✓ - complies

X - non-compliance

N/A - not applicable

9.3 12 Treadwell Road, North Essendon (Lot 379 on LP 008660) - Construction of five dwellings within a Design and Development Overlay Schedule 7 (DDO7) and a reduction in the visitor car parking requirement

File No: MV/392/2014
Author: Town Planner
Directorate: City Works & Development
Ward: Buckley

Proposal	5 two storey dwellings
Applicant	Antonio Desensi
Owner	George Dimer (Legal Personal Representative of Paraskevi Dimiropoulos)
Planning Scheme Controls	General Residential Zone Design and Development Overlay Schedule 7 (DDO7)
Planning Permit Requirement	Clause 32.08-4 – Two or more dwellings Clause 43.02 – Buildings and works Clause 52.06-3 – Reduction in car parking requirements
Car Parking Requirements (Clause 52.06)	Required: 7 spaces Provided: 6 spaces
Restrictive Covenants	Yes, covenant is not breached
Easements	Yes, a 1.83 metre wide drainage and sewerage easement
Site Area	696.77 square metres
Number Of Objections	14
Consultation Meeting	12 November 2014

Executive Summary

- The application seeks planning approval for the construction of five dwellings within a Design and Development Overlay Schedule 7 (DDO7) and a reduction in visitor car parking.
- The site has an area of approximately 696.77 square metres and is located on the eastern side of Treadwell Road. The site is located within the Keilor Road Activity Centre.
- The application was advertised and 14 objections were received. Concerns were raised relating to neighbourhood character, visual bulk and scale; overdevelopment; lack of car parking; the size and quality of the dwellings; the size of the balconies; amenity impacts (overlooking, overshadowing and noise); bins/waste collection; property values and the use of the dwellings as rental properties.
- A Consultation Meeting was held on 12 November 2014, attended by Councillor Chantry, objectors, the applicant and Council's Planning Officer. No resolution was achieved at this meeting. However, revised plans labelled Revision C (**Appendix D**) showing changes to Dwelling 1 to provide a visitor car parking space were submitted to Council on 24 November 2014 to address the concerns raised with relation to the reduction in car parking.
- The application was internally referred to Councils Environmental Sustainable Development (ESD) Officer, Engineering Services Unit, and Traffic and Transportation Unit. Conditional support to the application was provided.
- The assessment report finds that the proposal demonstrates an adequate level of compliance with the relevant policies and provisions of the Moonee Valley Planning Scheme, and recommends that a Notice of Decision to Grant a Permit be issued subject to conditions.



Figure 1 – Aerial photograph of subject site and surrounds

Recommendation

That Council issue a Notice of Decision to Grant a Permit in relation to Planning Permit Application No. MV/392/2014 for the Construction of five dwellings within a Design and Development Overlay (DDO7) at 12 Treadwell Road, North Essendon (Lot 379 on LP 008660), subject to the following conditions:

1. Before the development starts, amended plans (three copies) must be submitted to and approved to the satisfaction of the Responsible Authority. The plans must be drawn to scale, with dimensions, and be generally in accordance with the plans submitted and assessed with the application but modified to show:
 - a) The provision of a visitor car parking space in accordance with the revised floor and elevation plans labelled Revision C and dated 24 November 2014.
 - b) The reconfiguration of Dwelling 1 as a result of Condition 1(a) in accordance with the revised floor and elevation plans labelled Revision C and dated 24 November 2014.
 - c) Internal directional signage that indicates the location of the visitor car parking space.
 - d) The upper floor living room to Dwelling 1 setback 1.93 metres from the northern title boundary.
 - e) A notation stipulating that the store to Dwelling 1 is at least 6m³ in size.
 - f) Dwellings 2-4 to be provided with 6m³ of overhead storage within the garages and the deletion of the storage sheds from the service yards.
 - g) The deletion of the communal bin enclosure and appropriate bin locations to be provided within the service yards of Dwellings 1-4 and within the secluded private open space of Dwelling 5.
 - h) A new southern boundary fence constructed to at least 1.8 metres in height from either finished ground floor level or finished floor level (whichever is greater).
 - i) The northern and southern boundary fences adjoining the accessways to taper down to 1.2 metres in height within 5 metres of the front title boundary.
 - j) A 1.8 metre high fence between the secluded private open space area of Dwelling 5 and the common property.
 - k) The mail, water and electricity boxes to be a maximum of 1.2 metres in height above natural ground level.
 - l) The provision of 300mm trench grates in front of all garage doors in order to prevent inundation during significant rain events.
 - m) The water tanks to each dwelling must be connected to all toilets within that dwelling in accordance with the approved STORM rating report.

Once approved these plans become the endorsed plans of this permit.
2. The layout of the site and the size, design and location of the buildings and works permitted must always accord with the endorsed plan and must not be

altered or modified without the further written consent of the Responsible Authority.

3. A minimum 30 days prior to any building or works commencing, all WSUD details, such as cross sections and specifications, to assess the technical effectiveness of the proposed stormwater treatment measures, must be submitted to and be approved by the Responsible Authority.

The WSUD details should be appropriate to the proposed stormwater treatment measure (eg. further detail is required for raingarden systems but is not required for above ground stand-alone rainwater tanks unless connected to toilets in which case notation to that effect is to be included on the drawings and in an ESD report if applicable).

Where applicable, any stormwater treatment measures (eg. rainwater tank, raingarden, etc) contained within the endorsed plans must be included on the stormwater drainage plan, the roof plan and landscape plan as applicable.

4. A minimum 30 days prior to any building or works commencing, a Site Management Plan must be submitted to and approved by the Responsible Authority detailing the site and environmental management methods to be used. The plan must include, but is not limited to:
 - a) A statement or report outlining all construction measures to be taken to prevent litter, sediments and pollution from entering the stormwater systems.

The WSUD Site Management Plan may form part of a broader Site Management Plan that covers other project components, ie. such as noise, EPA issues, traffic management, waste management, etc.

Once submitted and approved the works detailed by the Site Management Plan must be carried out to the satisfaction of the Responsible Authority.

5. A minimum 30 days prior to any building or works being completed, a WSUD Maintenance Program must be submitted to and approved by the Responsible Authority which sets out future operational and maintenance arrangements for all WSUD measures. The program must include, but is not limited to:
 - a) Inspection frequency;
 - b) Cleanout procedures;
 - c) As installed design details/diagrams including a sketch of how the system operates; and
 - d) A report confirming completion and commissioning of all WSUD Response initiatives by the author of the WSUD Response and STORM or MUSIC model approved pursuant to this permit, or similarly qualified person or company. This report must be to the satisfaction of the Responsible Authority and must confirm that all initiatives specified in the WSUD Response and STORM or MUSIC model have been completed and implemented in accordance with the approved report.

The WSUD Maintenance Program may form part of a broader Maintenance Program that covers other aspects of maintenance such as a Builders' User's Guide or a Building Maintenance Guide.

6. Prior to the issued of an Occupancy Permit, all boundary walls must cleaned and finished to the satisfaction of the Responsible Authority.

7. Building or works must not be constructed over or adjacent to any easement or within one metre of an existing Council drainage asset without the written consent of the relevant authorities or agencies to the satisfaction of the Responsible Authority.
8. Service units, including air conditioning units, must not be located on any of the balconies or terrace areas unless appropriately visually and acoustically screened to the satisfaction of the Responsible Authority.
9. Floor levels shown on the endorsed plan(s) must not be altered or modified without written consent of the Responsible Authority.
10. The privacy screens/obscure glazing as shown on the endorsed plans must be installed prior to the occupation of the building.
11. Standard concrete vehicular crossing(s) must be constructed to suit the proposed driveway(s) in accordance with the Responsible Authority's standard specification and any vehicle crossing(s) no longer required must be removed and the land, footpath and kerb and channel replaced all to the satisfaction of the Responsible Authority. All vehicle access points must be located a minimum of 1.0 metre from any infrastructure including service pits. Alternatively, such assets may be incorporated into the crossover with the written consent of the Responsible Authority and the relevant servicing authority/agency. Subsequent works and costs in association with relocation and/or amendment must be incurred at the owner's cost, to the satisfaction of the relevant servicing authority/agency and the Responsible Authority.
12. The existing street tree must not be removed or damaged as a result of the permitted development.
13. Provision must be made for the drainage of the land including landscaped and pavement areas. The discharge of water from the land must be controlled around its limits to prevent any discharge onto any adjoining or adjacent property or streets other than by means of an underground pipe drain which is discharged to an approved legal point of discharge to the satisfaction of the Responsible Authority.
14. An on-site stormwater detention drainage system must be installed on the subject land to the satisfaction of the Responsible Authority. Prior to the commencement of building and works a drainage layout plan, together with computations and manufacturers specifications, must be prepared by a suitably qualified Civil Engineer and submitted to and approved by the Responsible Authority. Once approved by the Responsible Authority the plan must be carried out to the satisfaction of the Responsible Authority.
15. Prior to the issue of an Occupancy Permit, all boundary fencing must be erected. The cost of such fencing must be met by the owner and carried out to the satisfaction of the Responsible Authority.
16. The development must be provided with external lighting capable of illuminating access to each garage, car parking space and pedestrian walkways. Lighting must be located, directed and shielded and of limited intensity so that no nuisance or loss of amenity is caused to any person within or beyond the site to the satisfaction of the Responsible Authority.

17. Before the development starts, or any trees or vegetation removed, a landscape plan (three copies) prepared by a suitably qualified person or firm shall be submitted to and approved to the satisfaction of the Responsible Authority.

The plans must be drawn to scale, with dimensions, and be generally in accordance with the plans submitted with the application but modified to show:

- a) Plans to accord with Condition 1 of this permit;
- b) A planting schedule of all proposed vegetation (trees, shrubs and ground covers) which includes, botanical names, common names, pot size, mature size and total quantities of each plant;
- c) The use of drought tolerant species;
- d) The provision of canopy trees within the front setback which are able to achieve a minimum mature height of 4 metres;
- e) The use of species with non-invasive root systems within and alongside the easement along the southern boundary; and
- f) Features such as paths, paving and accessways.

Once approved these plans become the endorsed plans of this permit. Landscaping in accordance with this approved plan and schedule shall be completed before the building is occupied.

18. The garden areas shown on the endorsed plan and schedule must only be used as gardens and must be constructed, completed and maintained in a proper, tidy and healthy condition to the satisfaction of the responsible authority. Any tree or shrub damaged, removed or destroyed must be replaced by a tree or shrub of similar size and variety to the satisfaction of the Responsible Authority.

19. This permit will expire if:-

- a) The development does not start within two (2) years of the date of issue of this permit, or
- b) The development is not completed within four (4) years of the date of issue of this permit.

Before the permit expires or within six (6) months afterwards the owner or occupier of the land may in writing request the Responsible Authority to extend the expiry date.

Once the development has commenced the owner or occupier of the land may in writing request the Responsible Authority to extend the expiry date within twelve (12) months of the lapse date.

Permit Notes

- This is not a building permit under the Building Act. A separate building permit is required to be obtained for any demolition or building works.
- Before commencement of the development occurs, the applicant should contact the Moonee Valley City Council's Technical Services Department regarding legal point of discharge, new crossings, building over easements, etc.
- An Asset Protection Permit must be obtained from Council prior to commencement of works to ensure that Council assets in the vicinity of the works are not damaged during construction.

- Owners of properties may be asked to pay an inspection fee and provide a bond to ensure that Council assets in the vicinity of their works are not damaged during construction.
- No on street parking permits will be provided to the occupiers of the subject site.
- It is recommended that the required on-site detention system be designed to limit the rate of stormwater discharge from the property to pre-development levels in accordance with the following calculation; $C=0.4$, $t_c=5\text{mins}$, ARI 1 in 5. An ARI of 1 in 10 should be used for storage and the greater of post development C or $C=0.80$.
- All drainage works undertaken must be in accordance with the requirements of Stormwater Drainage Requirements for Development Works as prepared by the Moonee Valley City Council.
- All works undertaken within any existing road reserves must accord with the requirements of the Moonee Valley City Council's Technical Services Department and be to the satisfaction of the Responsible Authority.
- Existing levels along the property line must be maintained. All proposed levels must match to existing surface levels along the property boundary. Council will not accept any modifications to existing levels within the road reserve.

1. Introduction

1.1 Subject Site and Surrounds

The subject land is located on the eastern side of Treadwell Road. The site is generally rectangular in shape with a frontage of 15.24 metres and a depth of 45.72 metres, yielding an area of approximately 696.77 square metres. A 1.83 metre wide drainage and sewerage easement is located along the entire eastern and southern boundary of the land. Restrictive Covenant 1131726 affects the land which prohibits quarrying activities and the manufacture of bricks, tiles and pottery ware, which would not affect the proposal.



Figure 2 – Subject Site (12 Treadwell Road, North Essendon)

The subject land is occupied by a single storey brick dwelling with a hipped roof form and associated outbuildings. The existing dwelling is set back by a minimum of 8.7 metres from the street frontage. Vehicle access is provided by a single width crossover along the south-western boundary. A large street tree is located centrally within the road reserve. The land is relatively flat.

The surrounding area is comprised of predominantly residential and commercial zoned land used and developed for residential and commercial purposes. The subject site and surrounds is located within the Keilor Road Activity Centre. The subject site is within close proximity of arterial roads, public transport options, business precincts and local schools. The character of the area can be described as transitional, featuring a number of large allotments housing single dwellings and also demonstrating a strong trend towards multi-unit infill developments. Land to the south has been developed primarily for commercial purposes with mixed use developments beginning to emerge throughout Keilor Road.

1.2 Proposal

It is proposed to construct five double storey dwellings with a reduction of one visitor car parking space. The proposal can be summarised as follows:

Table 1

No of dwellings	5
No of car spaces	6
Max Building Height	8.1 metres
Site Coverage	52.8%
Permeability	25.8%

Refer **Appendix C** Plans (separately circulated).

It is noted that revised floor and elevation plans (Revision C) were received by Council on the 24 November 2014 following the Consultation Meeting held on 12 November 2014. The revised plans show a modified layout to Dwelling 1 in order to provide a visitor car parking space (refer to **Appendix D** Plans – separately circulated).

2. Background

2.1 Relevant Planning History

No historical planning applications are relevant to the subject site.

2.2 Planning Policies & Decision Guidelines

State Planning Policy Framework

Clause 11	Settlement
Clause 15	Built Environment and Heritage
Clause 16	Housing

Local Planning Policy Framework

Clause 21.01	Municipal Profile – Moonee Valley Today
Clause 21.02	Vision – Moonee Valley Tomorrow
Clause 21.04	Housing
Clause 21.05	Built Environment
Clause 21.06	Activity Centres
Clause 22.03	Stormwater Management (Water Sensitive Urban Design)

Zoning

Clause 32.08	General Residential Zone
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Overlays

Clause 43.02	Design and Development Overlay, Schedule 7 (DDO7)
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Particular and General Provisions

Clause 52.06	Car Parking
Clause 55	Two or More Dwellings on a Lot and Residential Buildings
Clause 65	Decision Guidelines

2.3 Referrals

External

Not applicable.

Internal

- ESD Officer:
No objection subject to standard conditions.
- Engineering Services Unit:
No objection subject to standard conditions.
- Traffic and Transportation Unit:
No objection subject to the submission of amended plans adhering to the following recommendations:
 - New crossover needs to be constructed in accordance with Council's vehicle crossing policy.

- The existing “No Stopping” sign is on the proposed crossover to Dwelling 1. The sign is to be relocated to the south of the proposed crossover of Dwelling 1.
- The proposed 1.8 metre high timber paling fence at the southern boundary and the existing 1.9 metre high timber paling fence at the northern boundary need to be tapered at the corners to improve visibility on the footpath and the frontage road. Palings within the splay must not be more than 1.2 metres in height.
- Sliding doors need to be provided for blind enclosure and laundry in garage of Dwelling 5.
- The proposal must accommodate a visitor parking space on site.

2.4 Public Notification of the Application

Pursuant to Section 52 of the Planning and Environment Act 1987 the application was advertised by mail to adjoining and surrounding properties, with one notice erected on site for 14 days.

As a result, fourteen (14) objections were received from the properties contained within **Appendix A** of this report.

A response to the objections is provided in Section 3.7 of this report.

2.5 Consultation Meeting

A Consultation Meeting was held on 12 November 2014, attended by Councillor Chantry, objectors, the applicant and Council’s Planning Officer. No resolution was achieved at this meeting. However, revised plans were submitted to Council on 24 November 2014 to address the concerns raised with the reduction in car parking.

3. Discussion

3.1 State Planning Policy Framework

The relevant State Planning Policy Framework clauses are considered to be met. For the large part state planning objectives seek to encourage urban consolidation in locations which take advantage of existing commercial and community services and public transport. The subject site is located within the Keilor Road Activity Centre, which offers a range of commercial and community services. This context is considered to lend support for a more intensive form of residential development. In addition, the proposal contributes to the objective of housing diversity by providing a mix of dwelling sizes in various configurations which will cater for the increasingly diverse needs of future residents.

3.2 Local Planning Policy Framework

The proposal complies with Clause 21.04 (Housing) by increasing housing opportunities to meet growing population needs, providing a diversity of housing choice in a well-established area with access to public transport options and local/community services.

The proposed development responds to the strategies of Clause 21.05-3 (Urban Design). A number of the objectives and strategies appear to overlap with those contained within neighbourhood character precincts profile and ResCode and therefore the key concepts of Clause 21.05-3 (Urban Design) are discussed below in Sections 3.3 and 3.6.

Pursuant to Clause 21.06 (Activity Centres), the proposal is located within the Keilor Road Activity Centre, which is supplemented by the Keilor Road Activity Centre Structure Plan as well as the Keilor Road Activity Centre Built Form Guidelines 2012. The proposal is considered to accord with the objectives of the Keilor Road Activity Centre Structure Plan, particularly with respect to built form, as it ensures a respectful and appropriate response to the residential streetscape of Treadwell Road while achieving the objectives of intensified residential development through a townhouse/villa unit style of housing. An assessment of the proposal against the 'Keilor Road Activity Centre Built Form Guidelines 2012' and associated Design and Development Overlay (DDO7) is found within Section 3.4 of this report.

The proposal complies with Clause 22.03 (Stormwater Management – Water Sensitive Urban Design) and meets the required on site stormwater treatment as demonstrated by achieving 100%, or greater, using the STORM assessment tool. The relevant design requirement conditions will also be placed on any permit issued in accordance with this policy as described under Section 2.3 of this report.

3.3 Neighbourhood Character Guidelines

The subject land is identified as being within the 'Central Residential 2' Precinct as set out under the Neighbourhood Precinct Profiles 2012, with the preferred character statement as follows:

'New developments in this precinct may be diverse in architectural styles, but will retain a cohesive appearance due to a consistency in siting, articulation, use of finishes and strong garden settings.

Building articulation will be achieved through the use of recesses, windows and setbacks to complement the verandah and porch areas of the traditional dwellings. Lighter finishes and materials will contribute to the palette of the traditional period buildings. Consistent front and side setbacks will provide space for formal landscaping, while low or permeable front fences will retain the openness of the streetscape.'

The proposal is considered to respond to the preferred character statement and the design guidelines of this precinct as follows:

Table 2

Siting and Building Envelope	The development is provided with a street setback and separation which complements the immediate streetscape. The siting and massing of the development, with appropriate setbacks to the first floor from the street and compliant setbacks from adjoining residential properties, ensures that there would be no unreasonable visual or amenity impact caused. The proposed development is considered to represent an acceptable design outcome.
Built Form	The subject site is located in an Activity Centre where heights in excess of two storeys are permissible. The development is provided with an articulated facade to ensure that the development does not result in a visually dominant built form to both the street and adjoining properties. While providing a contemporary built form, the proposed development also incorporates design elements and massing that respects that of the established residential buildings in the area.
Design Detail	The development incorporates a mixture of materials which will complement the existing residential properties which adjoin the subject site and the more contemporary infill developments in the area. This includes the use of light render, brickwork and cladding.
Landscaping	The development is provided with a landscaped front garden and car parking is concealed from the street frontage. Having regard to the characteristics of the site, it is considered that the proposed development provides adequate landscaping and planting that is consistent with the character of the area. Additionally, the development is provided with a low and semi-transparent front fence which will not obstruct views to the front garden space.

3.4 Compliance with Clause 43.02 (Design and Development Overlay Schedule 7)

The site is subject to the height and setback requirements of 'Precincts 1 and 2' within the Design and Development Overlay Schedule 7 (DDO7).

Table 3

	DDO7	Proposed
Preferred maximum building height	9-10 metres	8.1 metres
Minimum ground level setback (ResCode Standards B6 and B17)	B6: 7.19 metres B17: See <u>Appendix B</u>	B6: 6.985 metres (refer to Section 3.6 of this report) B17: Complies
Minimum upper level setback (ResCode Standards B6 and B17)	B6: 7.19 metres B17: See <u>Appendix B</u>	B6: 7.05 metres (refer to Section 3.6 of this report) B17: Complies (condition)

Keilor Road Activity Centre Built Form Guidelines 2012

- Building height and form: The proposal provides a villa/townhouse style housing typology which does not conflict with the built form objectives of the guidelines. The subject site is located in an area where heights of three storeys are permissible, noting that the development presents a strong two storey form within the streetscape. This achieves suitable integration with existing dwellings nearby.

The proposal is considered to respect the scale, bulk and character of buildings within the immediate context and achieves adequate separation between adjoining properties. As demonstrated above, the development meets the height requirements of the DDO7 thereby minimising potential amenity impacts on adjoining properties.

- Ground and upper level setbacks: The development is provided with a street setback which requires a slight variation to Standard B6 of ResCode. It is considered that the provided setback complements setbacks found within the immediate streetscape. Further, the front setback allows for adequate landscaping, which will ameliorate the visual impact of the development within the streetscape. The development is also provided with an adequate side setback as it presents to the street.

The upper level setbacks of the proposed dwellings also requires a minor variation to Standard B6, however it is also considered that it results in an acceptable design outcome with respect to the streetscape and adjoining properties. Refer to Section 3.6 of this report.

- Materials, finishes and design: The development incorporates a mixture of brickwork, light render and cladding which will compliment both the established and emerging residential developments in the surrounding area, as discussed within Section 3.3 of this report.
- Vehicle access and car parking: The proposed development provides well-located, safe and conveniently accessible parking facilities which are concealed from the street.

- Landscaping: The development includes a vegetated front garden area.

A landscape plan will be required as a condition on any permit granted to ensure that canopy trees are provided within the front garden. Landscaped areas are also provided within the side and rear setback areas to reduce paved surfacing and allow for attractive and functional internal spaces within the development. Additionally, the proposed front fence is considered appropriate to the development as it will not obscure views to the front garden space.

Therefore, the proposal demonstrates a high level of compliance with the Design and Development Overlay (DDO7) and associated 'Keilor Road Built Form Guidelines 2012'.

3.5 Compliance with Clause 52.06 (Car Parking)

The proposal includes a reduction in visitor car parking requirements, as set out in the table below:

Table 4

Unit	Requires	Provides
5 dwellings (1 X 3 bedrooms & 4 X 2 bedrooms)	6	6
Residential visitors	1	0
Total	7	6

As discussed under Section 2.3 of this report, Council's Traffic and Transportation Unit have no objection to the proposal subject to conditions, including the provision of a visitor car parking space. It is noted that the applicant has submitted revised plans to Council showing the provision of a visitor car parking space (refer to **Appendix D**). A condition of any permit issued will require that the visitor space is provided in accordance with these plans. An additional condition will require the provision of directional signage for the identification of the visitor space.

The provided car parking and accessways are generally compliant with Clause 52.06 subject to a condition to ensure that the mail, water and electricity boxes have a maximum height of no more than 1.2 metres to ensure that pedestrian sight lines are not obstructed.

With regards to the conditions required by Council's Traffic and Transportation Unit which relate to the garage of Dwelling 5 and the existing no stopping sign, it is noted that they have already been satisfied by the applicant and will not be included on any permit granted.

3.6 Clause 55 (ResCode) Assessment

Table 5

Res Code Standard	Response
Clause 55.03-1 Standard B6 Street Setback	<p>The proposal is provided with a minimum front setback of 6.985 metres at the ground floor and 7.05 metres at the upper floor to Dwelling 1 in lieu of 7.19 metres as required by this standard. The proposed setback does not significantly deviate from the predominant street setback pattern found in the area, as a number of examples of dwellings with similar or closer setbacks can be found in the immediate vicinity (most notably at No's. 14, 16, 17 and 19 Treadwell Road). The proposed setback will still enable the development to be provided with ample front and side landscaping. It is therefore considered that the proposed street setback is respectful of the existing neighbourhood character, makes efficient use of the site, and subsequently complies with the objective. A variation to the standard is acceptable in this instance.</p>
Clause 55.03-8 Standard B13 Landscaping	<p>A condition will require a landscape plan to be submitted for approval, which will allow for canopy planting within the front setback as well as ensuring species with non-invasive root systems are used in proximity to the easement at the rear of the site.</p>
Clause 55.04-1 Standard B17 Side and Rear Setbacks	<p>The upper floor living room wall to Dwelling 1 (north elevation) is provided with a 1.8 metre setback from the northern title boundary. The standard requires a setback of 1.93 metres. A condition of any permit issued will therefore require the setback as such.</p>
Clause 55.04-6 Standard B22 Overlooking	<p>The existing 1.7 metre high southern boundary fence must be replaced with a new 1.8 metre high boundary fence to comply with the standard.</p>
Clause 55.04-7 Standard B23 Internal Views	<p>A 1.8 metre high internal boundary fence must be provided between the secluded private open space (SPOS) of Dwelling 5 and the shared accessway to accommodate for the removal of the communal bin enclosure (refer to Standard B34 below).</p>
Clause 55.05-5	<p>The southern boundary of the SPOS to Dwelling 5 is setback from the adjoining</p>

Standard B29 Solar Access to Open Space	garage boundary wall to the north by 3 metres. The required setback of this standard is 4.7 metres. It is considered that a variation to the standard is acceptable in this instance as approximately 32.3m ² of the remainder of private open space to the dwelling has an uninterrupted northern aspect. Whilst the majority of this area does not achieve the minimum dimension of 3 metres as required by Standard B28 it is considered that the SPOS is functional and appropriate to the size of the dwelling. Additionally, the SPOS along the northern boundary of Dwelling 5 will still receive during the mornings and afternoons. It is therefore considered that the proposal meets the objective of this clause.
Clause 55.05-6 Standard B30 Storage	<p>A notation on the ground floor plan is required stipulating that the storage area to Dwelling 1 is at least 6m³ in size, and this will be required as a condition on permit.</p> <p>Further, it is considered that the provided storage sheds to Dwellings 2-4 are inappropriately located within the service yards of these dwellings, owing to the narrow width of these areas. A condition of any permit issued will therefore require that 6m³ of storage to these dwellings is provided as overhead storage within the respective garages.</p>
Clause 55.06-3 Standard B33 Common Property	A condition of any permit issued will require the provision of internal directional signage to identify the location of visitor car parking as provided in the revised plans labelled 'Revision C' (refer to <u>Appendix D</u>).
Clause 55.06-4 Standard B34 Site Services	The development is currently provided with a communal bin enclosure to the south of Dwelling 5. It is considered that this is an inappropriate development outcome as each dwelling is capable of locating its own storage area for rubbish bins. A condition of any permit issued will therefore require that the communal rubbish bin enclosure is deleted and appropriate rubbish bin locations are provided within the service yards of Dwellings 1-4 and within the secluded private open space of Dwelling 5.

3.7 Objections

Table 6

Issue	Officer Response
Neighbourhood character, visual bulk and scale	The development is considered to be an acceptable design response as discussed within Sections 3.2 and 3.3 of this report.
Overdevelopment	The density and scale of the development is considered to be an appropriate response to the site and immediate context as discussed throughout Section 3 of this report.
Traffic/parking impacts	This is considered acceptable as discussed within Sections 2.3 and 3.6 of this report. The proposed development provides adequate car parking on site and Council's Traffic and Transportation Unit have no objections to the proposal. This is considered acceptable as discussed within Sections 2.3 and 3.6 of this report. The proposed development provides adequate car parking on site and Council's Traffic and Transportation Unit have no objections to the proposal. This is considered acceptable as discussed within Sections 2.3 and 3.5 of this report. Subject to conditions, the proposed development provides adequate car parking on site and Council's Traffic and Transportation Unit have no objections to the proposal. Adequate car parking on site and Council's Traffic and Transportation Unit have no objections to the proposal.
Dwellings too small & of poor quality	An assessment of the proposal against Clause 55.05 (On-Site Amenity and Facilities) of the Moonee Valley Planning Scheme has found the proposal achieves an acceptable level of compliance against the relevant standards, subject to conditions.
The size of the balconies are inappropriate for each dwelling	It is considered that the size of the balconies are appropriate to each dwelling in terms of providing for adequate space for the reasonable recreation and service needs of future residents.

Overlooking/privacy	This is considered acceptable, subject to the inclusion of conditions on any permit granted, as discussed within Section 3.7 of this report. This is considered acceptable, subject to the inclusion of conditions on any permit granted, as discussed within Section 3.6 of this report.
Overshadowing	The proposed development meets the requirements of Clause 55.04-5 (Overshadowing Open Space) of the Moonee Valley Planning Scheme.
Noise	<p>It is considered that the noise emitted from the development would be similar to that of other nearby developments and residential dwellings in the area and it is not expected that the noise emitted will significantly affect surrounding properties.</p> <p>Furthermore, it is noted that there are specific Local Laws and EPA noise guidelines that control nuisance and excessive noise within residential areas, which are applicable to all residential properties.</p>
Bins/waste collection	Subject to a condition as discussed in Section 3.6 of this report, bin storage facilities for each dwelling have been suitably located within the development, and are capable of being taken to and from the street via the internal accessway. This is considered to be an appropriate outcome.
Property values & the properties used as rental properties	This is not a valid planning consideration.

4. Human Rights

The application process and decision making is in line with the Victorian Charter of Human Rights and Responsibilities 2006 (Section 18 – Taking part in public life).

5. Conclusion

The application has been assessed against the relevant provisions of the Moonee Valley Planning Scheme. It is considered that the proposal demonstrates general compliance with the requirements of these provisions and policies. The application is supported as detailed above in the recommendation section.

APPENDIX A

Location of Objectors Properties

1/19 Ross Street, NIDDRIE VIC 3042
2b Ross Street, NIDDRIE VIC 3042
1/13 Ross Street, NIDDRIE VIC 3042
8 Ross Street, NIDDRIE VIC 3042
11 Treadwell Road, NIDDRIE VIC 3042
1 Grace Street, NORTH ESSENDON VIC 3041
16 Treadwell Road, NORTH ESSENDON VIC 3041
10a Treadwell Road, NORTH ESSENDON VIC 3041
10 Treadwell Road, NORTH ESSENDON VIC 3041
1/14 Treadwell Road, NORTH ESSENDON VIC 3041
16a Treadwell Road, NORTH ESSENDON VIC 3041
1/11 Ross Street, NIDDRIE VIC 3042
7B Treadwell Road, NIDDRIE VIC 3042
1/17 Ross Street, NIDDRIE VIC 3042

APPENDIX B

Clause 55 of the Moonee Valley Planning Scheme

Two or more dwellings on a lot and residential buildings (Clause 55 and Schedule to the Residential 1 Zone).

Where there is non-compliance, see section 3.6 in report.

Title and Objective	Complies with Standard	Compliance with Objective
<i>B1 - Neighbourhood Character</i>	✓	✓
<i>B 2 - Residential Policy</i>	✓	✓
<i>B 3 - Dwelling Diversity</i>	N/A	N/A
<i>B 4 - Infrastructure Objectives</i>	✓	✓
<i>B 5- Integration with the Street Objective</i>	✓	✓
<i>B6 - Street Setback Objective</i>	X	✓
<i>B7 - Building Height Objective</i>	✓	✓
<i>B8- Site Coverage Objective.</i>	✓	✓
<i>B9- Permeability Objectives</i>	✓	✓
<i>B10 - Energy Efficiency Objectives</i>	✓	✓
<i>B 11 - Open Space Objective</i>	✓	✓
<i>B 12- Safety Objective</i>	✓	✓
<i>B 13 - Landscaping Objectives</i>	✓ (Condition)	✓
<i>B 14 - Access Objectives</i>	✓	✓
<i>B 15 Parking Location Objectives</i>	✓	✓
<i>B 16 - Parking Provision Objectives</i>	<i>Deleted from Clause 555 on 5 June 2012 (VC90). Refer to Clause 52.06 for car parking requirements under Section 3.5 of the report.</i>	
<i>B 17 - Side and Rear Setbacks Objective</i>	✓ (Condition)	✓
<i>B 18 - Walls on Boundaries Objective</i>	✓	✓
<i>B 19 - Daylight to Existing Windows Objective.</i>	✓	✓
<i>B 20 - North-facing Windows Objective</i>	✓	✓
<i>B 21 - Overshadowing Open Space Objective</i>	✓	✓
<i>B 22 - Overlooking Objective</i>	✓ (Condition)	✓
<i>B 23 - Internal Views Objective</i>	✓ (Condition)	✓
<i>B 24 - Noise Impacts Objectives</i>	✓	✓
<i>B 25 - Accessibility Objective</i>	✓	✓
<i>B 26 - Dwelling Entry Objective</i>	✓	✓

<i>B 27 - Daylight to New Windows Objective</i>	✓	✓
<i>B 28 - Private Open Space Objective</i>	✓	✓
<i>B 29 - Solar Access to Open Space Objective</i>	X	✓
<i>B 30 - Storage Objective</i>	✓ (Condition)	✓
<i>B 31 - Design detail objective</i>	✓	✓
<i>B 32 - Front Fences Objective</i>	✓	✓
<i>B 33 - Common Property Objectives</i>	✓ (Condition)	✓
<i>B 34 - Site Services Objectives</i>	✓ (Condition)	✓

✓ - complies

x – non-compliance

N/A- not applicable

9.4 CityLink Tullamarine Freeway Widening Update

File No: FOL/14/578
Author: Manager Transport & Major Projects
Directorate: City Works and Development
Ward: Buckley and Myrnong

Purpose

This report is being presented to Council following a resolution at the Council Meeting of 16 December, 2014 to provide an update on the CityLink-Tullamarine Freeway widening project between Melbourne Airport and Westgate Freeway.

Executive Summary

- In April 2014 Transurban (the operator of the CityLink Toll Road) announced that it had reached an in-principle agreement with the Victorian Government under the Government's Unsolicited Proposals Framework for a major upgrade to the western section of CityLink, the Bolte Bridge-West Gate Freeway interchange and the Tullamarine Freeway ("CityLink – Tulla Widening" - CTW).
- Since April 2014 there have been key events that have altered the original project and how it was to be delivered. These include:
 - the election of a new State Government in November 2014, and the announcement of the suspension of the proposed East West Link (EWL), and
 - the announcement by the former Government to extend the widening of the Tullamarine Freeway to Melbourne Airport.
- These changes have necessitated an alternative delivery mechanism for the CTW project in Moonee Valley, in the area between Moreland Road and Racecourse Road that was to be delivered by the East West Connect consortium who were to be responsible for delivering East West Link (EWL).
- Council has previously identified concerns with the section between Bulla Road and Moreland Road, and the conflicts associated with the proposed Collector Distributor Road between the Calder Freeway/Tullamarine Freeway Interchange and Bell Street.
- The project will likely generate noise and air quality impacts on the route. Council will work closely to ensure that appropriate mitigation is embedded within the project to ensure that regulatory standards are achieved.
- As part of the EWL Comprehensive Impact Assessment process, Council undertook research that identified that the CityLink noise standards are exceeded in the Flemington area. The current CTW project presents the opportunity for this to be remedied to ensure that the CityLink operators comply with their legal obligations, in relation to the management of road noise.

- The project will impact traffic and transport movements in the wider vicinity of the freeway, and also affect adjacent shared path and pedestrian movements that will be required to be addressed.
- There is an opportunity to improve connectivity in the immediate area surrounding the freeway, including the shared path network in the vicinity of Bulla Road.
- There are also opportunities to improve safety and traffic flow on the Calder Freeway, including the intersection of Keilor Road/Newman Street/Calder Freeway Ramps and the associated Keilor Road/Grange Road intersection.

Recommendation

That Council write to the Minister for Roads and Road Safety, with a copy to the Member for Essendon, and the Member for Niddrie, the Secretary of Department of Economic Development, Jobs, Transport and Resources, and the Chief Executive Officer, VicRoads indicating Council's in-principle support for the Project, following the route contained in **Appendix A**, subject to:

- a) The project not proceeding to the detriment of improved vital public transport projects, including alternative transport to both Melbourne Airport and Essendon Fields, the Melbourne Metro Rail Capacity Project and grade separation projects.
- b) Provision for Moonee Valley City Council to review and endorse:
 - i) Design plans of the proposed widening between Moreland Road and Mount Alexander Road.
 - ii) Construction and Site Management Plans.
 - iii) Environmental Management Plans, including management of any contaminated spoil or hazardous waste, and impact on Moonee Ponds Creek.
 - iv) Traffic Management Plans (including road closures, truck management, impacts on shared path, bus/tram routes, worker parking, impacts on business and residential on street parking.
 - v) A Communications Plan prepared to the satisfaction of Council. The plan must include a requirement for VicRoads or their contractors to provide a phone hotline to manage and respond to public issues throughout the course of the project.
- c) Funding, potentially from the \$30M previously committed by the State towards:
 - i) Flemington Bridge Station - Debneys Park shared path bridge connection.
 - ii) Travancore Park additional shared path.
 - iii) Ormond Park-Holbrook Reserve shared path bridge connection.
 - iv) Removal of shared path hairpin bend in the vicinity of Dean Street and Pattison Street.
- d) Provision of:
 - i) Information detailing how the obligations of the Transport Integration Act. 2009 have been considered in the CTW project.
 - ii) Written advice provided from the Minister for Planning or his delegate as to the appropriate method for managing the relevant approvals under the Planning and Environment Act 1987 required to facilitate the project.

- iii) Confirmation that Council is to be directly involved in the preparation of the Urban Design Framework as it impacts on the municipality.
- e) The agreement between the Government and Transurban regarding the widening of CityLink, including appropriate noise attenuation along the corridor, in particular at the Flemington Estate and Strathmore Secondary College, to ensure that the Concession Deed limit of 63dB(A) L10 (18 hour) is not exceeded.
- f) Consideration of major design improvements resulting in:
 - i) The provision of bicycle facilities and investigation of alternatives to increase capacity at the English Street/Tullamarine Freeway/Matthews Avenue interchange.
 - ii) DDA compliant ramps for the existing pedestrian bridges over the Tullamarine Freeway in line with Council's Disability Action Plan. The ramps are required to ensure safe access for the elderly, children, persons with prams, and cyclists to cross the Tullamarine Freeway into Essendon Fields, and to access future developments including hotel, hospital and work opportunities.
 - iii) An expanded scope of works to consider Calder Freeway outbound, including freeway management system, 80km/h zones, lighting and associated safety improvements in Bulla Road and Keilor Road/Newman Street/Grange Road and McNamara Avenue.
 - iv) Reconsideration of Council's proposed Collector Distributor option for a bridge west of Bulla Road

Background

Key dates and activities in relation to the CTW project have included the following:

April 2014 CityLink – Tulla Widening

In April 2014 Transurban (the operator of the CityLink Toll Road) announced that it had reached an in-principle agreement with the Victorian Government under the Government's Unsolicited Proposals Framework for a major upgrade to the western section of CityLink, the Bolte Bridge-West Gate Freeway interchange and the Tullamarine Freeway ("CityLink – Tulla Widening").

Council officers have been meeting regularly since April 2014, with staff from VicRoads, and the previous Department of Transport Planning and Local Infrastructure (DTPLI) representatives. There has also been Council consideration of the CTW project between Moreland Road and Bulla Road and correspondence with stakeholders.

May 2014 – Initial Plans Provided to Council

Following the initial announcement Council officers were provided with a copy of concept plans for the Bulla Road to Moreland Road section.

Moonee Valley City Council (MVCC) staff and appointed consultants undertook a review and provided feedback to VicRoads.

Ordinary Council meeting of 22 July, 2014 – Resolution

At the Ordinary meeting of 22 July 2014, Council considered a detailed report and it was resolved that Council write to the Coordinator-General, Major Transport

Infrastructure Program in relation to the CTW project. The correspondence included a request that priority be given to funding the widening of the Tullamarine Freeway from Melrose Drive to Melbourne Airport to ensure that the current vehicle congestion experienced during the am and pm peak periods on the freeway is mitigated and not exacerbated as a consequence of the CityLink/Tullamarine Freeway widening project and the East West Link.

The meeting also considered a major issue in the proposed design in relation to the proposed Collector Distributor (CD) road. To increase capacity on the main freeway lanes, and to reduce weaving and merging manoeuvres associated with the current Bell Street exit ramp, the project includes a 'CD Road' between Tullamarine and Calder Freeways and the Bell Street exit ramp.

The design includes a new exit for Bell Street traffic. To access Bell Street in the proposed layout, drivers will need to:

- Leave the Tullamarine Freeway at the same location as where they exit for the Bulla Road interchange (approximately 2.5km before the current Bell Street exit).
- Leave the Calder Freeway immediately after the Bulla Road interchange (approximately 1km before the current Bell Street exit).

Drivers who miss the exit for Bell Street (given the distance from Bell Street) will need to travel to Brunswick Road, via a toll gantry to undertake a u-turn manoeuvre. Whilst there may be an existing safety issue associated with the current weaving and merging undertaken to access Bell Street, it is considered that the proposed layout will not resolve the issue of weaving and merging, rather it will merely displace it from the main CityLink lanes to the CD road.

This is a concern for Council for safety reasons. Council has developed concept plans for an improved freeway and Collector Distributor design that avoids creating the safety issues identified. These plans have been provided to VicRoads.

Of relevance to the future operation of the Collector Distributor is the Bulla Road Interchange. This experiences existing capacity issues, which are not addressed as part of this project.

With regard to this, Essendon Fields have, in the past, developed plans for a diverging diamond interchange at this interchange with the objective of addressing existing capacity, queuing and delay issues.

August 2014 - Airport West Section preliminary plans

Airport West Section preliminary plans received by Council and workshops with VicRoads commenced.

November 2014 - Melbourne Airport section announcement

In early November 2014, the previous Victorian Government announced funding to complete the CityLink/Tullamarine Freeway widening from Melrose Drive to Melbourne Airport. The then Victorian Government committed \$50M and the Federal Government \$200M to the final stage of the project.

As a result the project essentially comprises four sections (**Appendix A**):

- Section 1 Melbourne Airport (Tullamarine Freeway between Melbourne Airport and Melrose Drive) (VicRoads)
- Section 2 Airport West (Melrose Drive to Bulla Road) (VicRoads)

Section 3 Bulla Road to Moreland Road (Transurban)

Section 4 Moreland Road to Westgate Freeway (Transurban)

The project objectives are to ensure a co-ordinated upgrade of CityLink-Tulla corridor, including a section of the West Gate Freeway to:

- Increase capacity by up to 30 per cent.
- Provide for future growth.
- Provide a Freeway Management System, including 80 km/h speed signs, variable message signs, ramp metering and CCTV cameras.

Transurban originally committed to expend \$850 million on the project. The CityLink Concession Deed would be adjusted to accommodate this. This is likely to include a one year extension of the Deed and increase in heavy vehicle tolls.

The design principles for the project are to;

- Utilise existing road space.
- Retain existing structures.
- Design within existing freeway boundaries.
- Reduce weaving and merging.
- Reduce differential speed conflicts

The current construction timeframe is scheduled for delivery between October 2015 and the end of 2017.

November 2014 - DTPLI Co-ordination meetings (commenced)

There has been two meetings held between representatives from the former DTPLI, VicRoads, Transurban, the Metropolitan Planning Authority, Essendon Fields and Council. The objectives of these meetings have been to ensure that key issues are identified, opportunities are maximised and projects risks minimised.

Ordinary Council meeting of 16 December, 2014 - Resolution

At the Ordinary meeting of 16 December, 2014 it was resolved that Council:

1. Write to the Hon. Jacinta Allan, Minister for Public Transport, and the Hon. Luke Donnellan, Minister for Roads and Road Safety, seeking clarification as to the status of the Tullamarine Freeway widening project and to express Council's strong opinion that this project should not proceed to the detriment of improved alternative transport to the airport, that is, bus in the short term and a future rail service.
2. Request the Chief Executive to prepare a report to be presented at the Ordinary Meeting of Council to be held 24 February 2015 in relation to the Tullamarine Freeway widening project that:
 - a) Outlines Council's previous and planned discussions with the responsible government officers, project managers and contractors in respect of the timeframe for construction and modifications suggested by Moonee Valley City Council to the design and location of the project.
 - b) Outlines a communication strategy to inform Moonee Valley residents.
 - c) Identifies potential issues which may impact upon the amenity, social, health, economic and environmental wellbeing of Moonee Valley residents

and mitigation options for these to be addressed particularly in relation to and not limited to:

- i) Any call on Moonee Valley City Council resources such as land or facilities during and post construction;
 - ii) Increases in traffic movement (rat running) during and post construction;
 - iii) Immediate and ongoing health effects due to noise and dust on residents, Strathmore Secondary College and other affected parties in proximity of the freeway during construction and post construction;
 - iv) Additional and ongoing costs Moonee Valley City Council may incur due to increased traffic flow and its management in arterial and local roads with the municipality;
 - v) Impact on the environment especially in relation to open space, Moonee Ponds Creek, cycle paths and sport and recreation facilities in proximity of the freeway; and
 - vi) Potential land acquisitions, if any.
- d) Reports on previous or planned discussions held with the City of Melbourne, City of Moreland or City of Hume in respect of this project.
 - e) Provides clarification of the agreement the previous government made to increase and extend the period tolls to be charged on the Tullamarine Freeway as a result of this project.

At the time of writing this report no response has been received to Council's correspondence to the relevant Ministers.

February 2015

Representatives from VicRoads and Transurban provided an update to Council in relation to project demarcation and delivery, potential design outcomes and project timetable.

Discussion

Policy position

In relation to major road infrastructure Council's position has consistently been to recognise the importance of public transport, towards providing sustainable transport outcomes. Council recognises the value and importance of a sustainable public transport network and has consistently been a strong advocate for investment in public transport. Council opposed the East West Link (Eastern Section) and advocated that funding priority should be given to vital public transport projects that would ensure Melbourne is positioned to manage the public transport challenges which it will inevitably face in the near future and throughout the 21st century.

Similarly in relation to the CTW Project, it is Council's position that the project should not proceed at the expense of improved public transport to Melbourne Airport. Council considers that in the longer term Melbourne Airport should be serviced with a direct rail line and the Melbourne Metro Rail Project implemented. More immediately improved bus services should be provided, which provide access to the Melbourne CBD, and other key destinations, including Essendon Fields and transport nodes.

This will assist in meeting the increasing demand upon Melbourne's transport infrastructure. VicRoads statistics (*Traffic Monitor 2012-2013*) indicate this demand has seen the growth of train passengers increase by 83 percent since 2002 and bus travel 43 percent. The Australian Bureau of Statistics, *Vehicle Census 2014*, shows that the number of private vehicle registrations also increased at a rate of 2.3% per annum, with an increase of more than 20 percent over a decade.

These projects will contribute towards developing a diverse sustainable transport system that will reduce the reliance on freeway expansion, which historically has not been able to cater for population growth and the subsequent increase in demand for private vehicle travel.

Council's commitment to sustainable transport outcomes is embedded within the adopted *Council Plan 2013-2017*. This includes Strategic Objective 2, as part of the Sustainable Living Theme to:

"Facilitate the provision of a broad range of safe, accessible and sustainable transport modes across the municipality"

Key Strategies to facilitate this include:

1. Improve pedestrian connectivity particularly in and around activity centres
2. Continue to work with VicRoads to ensure that principle bicycle networks are constructed as planned
3. Advocate for improvement in public transport – in service frequency, schedules, connectivity, safety and in under serviced areas
4. Encourage increased *use of sustainable transport modes*

Notwithstanding this Council's resolution of 22 July 2014, sought to ensure that priority be given to funding the widening of the Tullamarine Freeway from Melrose Drive to Melbourne Airport to ensure that the current vehicle congestion experienced during the am and pm peak periods on the freeway is mitigated and not exacerbated as a consequence of the CTW project and the EWL.

The former State Government's announced that there would be a commitment of State funds to assist in delivering the Project. At the time of writing this report there has been no announcement to the contrary by the current Government.

It is also important that some project funding is allocated towards mitigating project impacts and public realm improvements in the vicinity of the Tullamarine Freeway. During the planning for the East West Link, Council identified a range of projects that could benefit the area surrounding the freeway and beyond. These projects have been recognised as having the potential to reconcile outstanding issues and create legacy outcomes that have been traditionally been associated with large scale infrastructure development in Victoria.

The identified legacy projects include:

- Flemington Bridge Station - Debneys Park shared path bridge connection.
- Travancore Park additional shared path.
- Ormond Park-Holbrook Reserve shared path bridge connection.
- Removal of shared path hairpin bend in the vicinity of Dean Street and Pattison Street.

The planning of the CTW project must also consider major developments occurring in the vicinity of Essendon Airport and Airport West given the existing connections to the freeway network in the area, and the established and emerging policy frameworks designed to managing its future growth.

Airport West was identified as a Principal Activity Centre in Melbourne 2030. Under *Plan Melbourne*, all former Principal Activity Centres are now referred to as “Activity Centres”. The Essendon Airport and Airport West precinct, currently accommodates approximately 600 trading enterprises. This is expected to increase significantly in the coming years and any changes to the road network and freeway access must acknowledge the potential impacts of this change.

Council is also in the initial stages of developing the Airport West Activity Centre Structure Plan part of which will involve a detailed Transport, Access and Mobility assessment. One element of the new Structure Plan will be to provide strategies and objectives for the planning of future transport infrastructure for all transport modes, including walking, cycling, public transport and private motor vehicles.

The CTW will have a major influence on the redevelopment of Airport West, given the potential changes to existing access, road and bridge layouts and pedestrian movements.

Essendon Airport is also currently experiencing significant change in the intensity and diversity of land uses within its boundaries. The former Minister for Planning announced in March 2014 that the Metropolitan Planning Authority would work with Council and the management of Essendon Fields to develop a plan to integrate Airport West and Essendon Fields into one leading edge technology precinct. The precinct is anticipated to evolve as a significant commercial hub supported by a growing residential population in Airport West, which could ultimately contribute to 25,000 jobs in the precinct.

This change is expected to continue through the work of the MPA, the Airport and its partners. By way of example, there are well advanced plans to establish a hotel on the Essendon Airport site.

Statutory Approvals and Urban Design Framework

CityLink Concession Deed and Planning Scheme Overlays

The CityLink Concession was originally published as Schedule 1 to the Melbourne CityLink Act, and facilitates the project of CityLink (i.e. construction and operation of the current CityLink). It also specifies a number of associated conditions that the operator Transurban must comply with (for example that any noise generation must be limited to 63dB(A)).

The project is strictly defined in the Concession Deed and tied to the detail of specific drawings. Any amendment to CityLink will require a change to the legislative regime including the further negotiation of a Concession Deed relating to what is now proposed.

Council understands that alternative legislation to facilitate the project will be considered by State Parliament in the first half of 2015. This will facilitate a change to the Melbourne CityLink Act, 1995, the CityLink Concession Deed and the CityLink Planning Overlay (CLPO) in the relevant planning schemes.

Council land in the vicinity of the freeway was recently acquired by the Government in relation to the East West Link project. Council will be seeking clarification as to

intention for the future of this land, and whether or not it is proposed to be used in association with this project.

This will be required before the project construction can proceed.

Council has written to Project Director, CTW project in September 2014 in relation to the proposed amendment to the Moonee Valley Planning Scheme and the process that was to be used. Council requested that all anomalies in the Moonee Valley Planning Scheme should be addressed as the material provided omitted affected land, and that any amendments could not occur in advance of changes first being made to the Act. A commitment was given that anomalies would be considered as a separate project.

In order to manage the construction elements of the project it will still require the preparation of Construction Management Plans, Environmental Management Plans and traffic management plans. It is considered appropriate that these plans are prepared in conjunction with, and to the satisfaction of Council to ensure that the interests of MVCC stakeholders are recognised and incorporated within the objectives and outcomes of each document.

The Transport Integration Act, 2010 requires that all decisions affecting the transport system be made within the same integrated decision-making framework and support the same objectives. The CTW project will impact on private transport movements as well as public transport, including bus and train movements within the City of Moonee Valley. To date Council has not been provided with information detailing how the obligations of the Transport Integration Act, 2010 been considered in the CTW project.

Construction sites (outside the project boundary)

A project of this nature will require the establishment of construction sites for materials storage, construction activities and workforce amenities. It is unlikely that these will be able to be all accommodated on CityLink land, and that there may demands to utilise Council facilities, and open space reserves for this purpose, which are beyond the CLPO.

Council has provided advice to VicRoads in relation to the potential use of Council land for construction sites. Council considers that there is a risk to the project in devolving responsibility for obtaining all approvals for activities outside the project area to the winning project company.

This is particularly important if the use of Council's recreation and open space reserves are being considered for the purposes of providing construction, parking or storage areas. The sites that may be identified for occupation, and the proposed activities are likely to potentially create adverse amenity impacts for the neighbouring properties, impact on the existing vegetation on site, require consideration of vehicle movements (including heaving machinery), require on-site parking and require the storage of materials.

It is in the interest of all parties that this matter be addressed at the earliest opportunity.

Urban Design Framework

At this stage Council has not been advised of any specific urban design framework outlined for this project. It was also initially considered by VicRoads that the East West Link, Urban Design Framework would guide the outcomes of the project.

It is considered imperative that the urban design outcomes are considered as an integral part of the overall project, and that Council is directly involved in ensuring that high quality outcomes are achieved. The urban design outcomes must be prepared in consultation with Council.

Noise Impacts and Mitigation

One of the major concerns for Council is the potential for increase in noise along the road corridor through the increase in traffic volumes and design of the new road, including elevated structures.

Road noise along the existing CityLink is a known issue for our community, which Council demonstrated at the EWL Comprehensive Impact Statement Assessment Committee hearings. In particular the Assessment Committee's report acknowledged the impact of road noise on the residents of the Flemington Housing Estate.

At the Assessment Committee hearing, Council's expert witness presented the results of noise surveys taken from within the Flemington housing estate in February 2014.

This evidence showed that residents currently experience extremely high noise levels of 69 dB(A) L10 (18 hour). This is above the agreed and accepted standards.

The City Link Concession Deed (Part K Technical Requirements) clearly articulates that noise levels that must be adhered to, ie.

"1.5 Traffic Noise - Except within tunnels, noise generated by traffic volumes consistent with the Design Traffic Capacities on the Link any at any tunnel portals must comply with the following noise level objectives:

63 dB(A) L10 (18 hour) for Class A and B categories (refer VicRoads Noise Policy) of abutting development throughout the Project."

The Concession Deed outlines the responsibility for monitoring of conditions and that monitoring of traffic noise must be carried out by the Company once traffic flows become established. Part K 6.16 - Noise Monitoring states that the company:

- a) "Will be responsible for monitoring noise levels generated by the use of the Link and maintenance activities; and
- b) Ensure that the requirements of Part K, Section 1 are met".

Part K 6.2 - Noise states:

"It is not proposed to carry out routine noise testing, however spot checking of noise levels will be undertaken in response to resident / community requests.

This spot checking will normally be done by Company personnel and if this spot checking indicates noise levels may be excessive, further testing, will then be undertaken. Independent consultants will be used for this detail testing as necessary".

The previous Minister for Planning's approval decision recognised the excessive noise however the EWL approval decision effectively delayed any noise and mitigation outcomes for Flemington Housing Estate Residents until there was an approved Development Plan for Part B.

It is apparent that noise levels are currently much higher than the 63dB benchmark, and that there appears to be no effective mitigation strategy in place. These conditions are considered a breach of the CityLink Concession Deed.

Council has been advised that an assessment of existing noise, and modelling of potential future conditions is underway. However, at this stage Council has not been provided with any material relating to this matter.

It is critical that the current excessive noise limits experienced by residents is addressed and to assist, officers from Moonee Valley City Council will work closely with relevant government departments, and Transurban in order to ensure that this situation is remedied. Appropriate governance arrangements must be established to prevent a recurrence.

VicRoads has advised that they are undertaking noise monitoring of existing conditions along the whole corridor at specified locations. Officers have requested that the data collected is presented for review by Council and its appointed consultants.

It is therefore expected that the relevant stakeholders including the Department of Health and Human Services, VicRoads and Transurban advise how this matter is to be addressed at the earliest opportunity.

Noise associated with the CTW project will likely be generated during construction, in addition to that associated with additional traffic volumes on the freeway network and surrounding roads. This may potentially raise community concerns in relation to loss of amenity and ongoing health effects due to noise.

One area that is considered likely to be particularly sensitive is in the vicinity of Strathmore College where a new elevated road structure is proposed. A sound tube or similar treatment may be required in this vicinity to ensure that noise limits are not breached. Other areas of sensitivity are those residential properties in close proximity to the freeway.

It is critical that the requirements of VicRoads “Traffic Noise Reduction Policy” are met and the proponent ensures that appropriate mitigation elements are included in the project design. Officers will then be in a position to analyse the proposed CTW mitigation elements put forward by the proponent.

The agreement between the Government and Transurban regarding the widening of CityLink should include the appropriate noise attenuation along the corridor, in particular at the Flemington Estate, to ensure that the Concession Deed limit of 63dB(A) L10 (18 hour) is not exceeded.

Additional and Ongoing Traffic management Costs to Council

Additional and ongoing costs may be incurred by Council due to an increased traffic flow and its management in arterial and local roads within the municipality. A detailed analysis of any implications will be able to be made once full project details have been released. The cost of significant additional and ongoing costs to Council will then sought to be recovered from the proponents.

Project Details

Section 1 – Tullamarine Freeway between Melbourne Airport and Melrose Drive

The widening in this section is generally one lane in each direction and includes vertical separation (bridge) between the southbound traffic from Melbourne Airport to M80 and southbound traffic from Mickleham Road to Tullamarine Freeway. It does not directly impact Moonee Valley as the majority of the widening is within the City of Hume.

Section 2 – Tullamarine Freeway between Melrose Drive and Bulla Road.

The widening in this section is also generally one lane in each direction and includes 3 key elements:

- English Street interchange.
- Pedestrian bridges linking Matthews Avenue to Essendon Airport.
- Ramp metering of 7 inbound ramps from Kings Road in Taylors Lakes to McNamara Avenue in Airport West.

VicRoads have held a number of workshops with key stakeholders to identify concerns and investigated options and alternatives, noting the broad scope and budget had already been approved between the then Government and Transurban. This has limited the ability of key stakeholders including Council to seek significant change to scope and was further limited by unrealistic timeframes to provide informed input. Notwithstanding this, there are a number of issues that Council should continue to raise and advocate for improvements, as part of the CityLink project or alternative State funding sources e.g. Transport Accident Commission. The following provides further detail to the 3 issues outlined above.

English Street Interchange

VicRoads presented a number of options for the English Street interchange including closing off Hood Street and providing 2 right turn lanes from Matthews Avenue south of Hood Street. VicRoads have adopted an interchange that includes replacing the English St 6 lane bridge with an 8 lane bridge, widening English Street within Essendon Airport, 2 right turn lanes on Matthews Avenue (between Hood Street and York Street) and maintaining Hood Street access. This is generally supported with exception that on road bike facilities are not allowed for in particular on Matthews Avenue.

Whilst the 2 right turn lanes on Matthews Avenue are incorporated within the existing road pavement and there is no impact on parking, it does not provide for on road bike lanes. VicRoads are also investigating the feasibility of a combined through and left turn lane from the Matthews Avenue north approach. This would also have implications for on road bike facilities.

It should be noted Matthews Avenue is a local road and under the control of Council. Any additional capacity that does not consider all modes of transport is not supported. Various stakeholders suggested extra capacity can be provided at the interchange by increasing the capacity of outbound freeway ramp. This option was considered by VicRoads but no additional capacity has been provided on this ramp.

Pedestrian Bridges Linking Matthews Avenue to Essendon Airport.

There are two existing pedestrian bridges north and south of the English St interchange linking Matthews Avenue and Essendon Airport. These bridges are critical for providing access to Essendon Airport particularly given future development plans. Stair access for the pedestrian overpasses has been adopted by VicRoads, subject to being able to accommodate ramps in the future, and a DDA exemption is being sought to support this given that English Street is fully accessible at grade.

Consideration should be given to major design improvements that would result in:

- The provision of bicycle facilities and investigation of alternatives to increase capacity at the English Street/Tullamarine Freeway/Matthews Avenue interchange.

- DDA compliant ramps for the existing pedestrian bridges over the Tullamarine Freeway in line with Council's Disability Action Plan.

Ramp metering of seven inbound ramps from Kings Road in Taylors Lakes to McNamara Avenue in Airport West.

The scope of this project includes ramp metering 7 inbound ramps, as follows:

- Kings Rd
- Sunshine Avenue
- Green Gully Rd
- Keilor Park Drive
- M80
- Fullarton Rd
- McNamara Av

VicRoads indicated that this number of ramps is required to adequately achieve the benefits of a managed freeway system. It is understood that a managed freeway system including an 80km/h speed zone will be incorporated into the CTW project, similar to M1.

During the VicRoads' workshops various options were presented for McNamara Avenue including full closure. This was rejected by a number of stakeholders given freeway access in this area has been eroded over the years as a result of the M80 and Calder – Tullamarine Interchange projects. VicRoads have adopted to install ramp metering without any changes to the McNamara Avenue on ramp and monitor the ramp metering. The monitoring would be subject to future discussion with PTV and Moonee Valley City Council to identify appropriate criteria for post opening monitoring and timing.

This is not supported. It is considered the impacts of ramp metering should be assessed now and mitigation measures implemented, e.g. the lengthening of the on-ramp. The ramp metering could impact on bus routes 476 and 483 operations and school traffic associated with Niddrie Primary School, Essendon Keilor College (Niddrie Campus) and St Christopher's Primary School.

Monitoring is potentially subjective and obtaining funding at a later date is considered problematic.

The scope of work is considered deficient in 2 areas:

- There is potential for a section of the Calder Freeway (approximately 3.5km) in Moonee Valley between the Tullamarine Freeway / CityLink interchange and the M80 to remain as a 100km/h speed limit. Noting the freeway section to the east is proposed to be 80km/h and the section to the west of the M80 is already 80km/h. This issue was raised with VicRoads and is still being considered.
- There is no outbound ramp metering in Moonee Valley on the Bulla Rd and the Keilor Road / Newman Street ramps onto the Calder Freeway, which would improve outbound freeway travel conditions on both the Calder and Tullamarine Freeways. Noting the Bell Street outbound ramp (to the east) is proposed to be ramp metered and the Keilor Park Drive outbound ramp (to the west) is already ramp metered. There have been 70 casualty accidents on the Calder Freeway and associated ramps between Bulla Road and Western Ring Road (M80) in the five year period, 2009-2013. This comprised 38 accidents on the Calder and

Tullamarine Freeways between Bulla Road and the interchange, with 32 accidents between the interchange and Western Ring Road (M80). Of these, 19 casualty accidents occurred at night, perhaps reflecting the lack of freeway lighting west of the interchange.

It is considered that a managed freeway system for the Calder Freeway outbound (including potential ramp metering for the Bulla Road and Keilor Road/Newman Street ramps) including freeway lighting should be included in the scope. This can be further enhanced by incorporating additional safety measures as follows:

- Installation of traffic signals (including provision for pedestrians) on the Bulla Road westbound on ramp as shown in **Appendix B**. This is consistent with the MVCC Walking and Cycling Strategy Action 5.4. These would be linked to the existing traffic signals at the Bulla Road / Freeway ramps and potentially the pedestrian operated signals to the south on Bulla Road. These traffic signals would control the current traffic conflict between westbound merging traffic and allow for pedestrians to access DFO / Strathmore area from the Essendon North shared path.
- Installation of roundabouts at the intersections of Keilor Road / Newman Street and Keilor Road / Grange Road as shown in **Appendix C**. Both these intersections experience safety and traffic congestion issues including delays to buses. A number of options were explored and roundabouts at both intersections are recommended subject to further analysis and consideration of all modes of transport for the following reasons:
 - Traffic analysis indicates roundabouts can provide satisfactory and better performance than traffic signals within the geometric constraints.
 - Roundabouts allow for u-turn manoeuvres for properties where right turn movements out are difficult.
 - They are complementary to the roundabouts on the north side of the freeway at McNamara Avenue and Grange Road and familiar for local motorists.
 - VicRoads have indicated roundabouts have a greater chance of obtaining funding due to their higher crash reduction factor.

Section 3 – Bulla Road to Moreland Road

The scope, issues and suggested mitigation measures for this section were reported to Council on 22 July 2014. The key concern raised at that time related to the proposed Collector – Distributor Road and the traffic weaving between Bulla Rd and Bell St bound traffic. Council suggested 2 bridges to remove the weave conflict, and it is understood the bridge east of Bulla Road has been adopted but the conflict to the west of Bulla Road remains.

This is inconsistent with VicRoads' own objectives contained their Freeway Ramp Signals Handbook to provide a resilient freeway system by *Designing the infrastructure and traffic management systems to minimise the causes of flow breakdown*.

Section 4 – East West Link Section

As part of the East West Link project, the approved design incorporated the widening of CityLink between Moreland Rd and Dynon Rd. As the East West Link project is now unlikely to proceed, Council understands that a revised plan is being prepared

generally showing an additional one lane in each direction and will delivered by Transurban, with other widening works previously reported to Council in July 2014.

Council has been advised that a revised plan is currently being prepared by VicRoads/TransUrban. Details of this plan have not been released to Council at the time of writing this report.

At the February 2015 update to Council, officers were advised that the widening between Mount Alexander Road and Ormond Road was to be outside the current freeway reserve. The implications of this will be considered further, once plans have been prepared by Transurban and provided to Council.

Consultation

It is important that residents, communities and businesses are informed, consulted with and listened to, prior to, and during construction of the CTW project. It is also important that where issues are identified that appropriate mitigation is undertaken. A project of the scale of CTW requires an appropriate consultation strategy on behalf of the project proponent.

It is recommended that as part of its stakeholder Communications Strategy that VicRoads/ Transurban hold one or more public information sessions for interested parties and the community. It is recommended that Council facilities be made available for this purpose should VicRoads make a request. The consultation and engagement with the community should be undertaken at such a time whereby community concerns can be heard, considered and relevant amendments to the project can be incorporated, rather than project outcomes being presented as a fait-a-compli, as was the community's recent experience in the EWL project.

Notwithstanding this project and the primary communications purporting to be undertaken by the proponent, Council will utilise available resources, including social media, web pages and direct stakeholder engagement where required to ensure that key messages are conveyed as required.

Council also has an established regime of Community representative committees that engage with stakeholders. It considered appropriate that the Environmental Management Plan and Vegetation reinstatement plan, and any proposal for works near Moonee Ponds Creek be provided to the Council's Integrated Waterways Advisory Committee for review and input. The proposed traffic control measures and the legacy outcomes must also be provided to Council's Integrated Transport Committee for comment.

Council has communicated with relevant stakeholders, State Government departments (VicRoads, the former DTPLI, and the MPA) since the project was announced.

However there are concerns with regard to the:

- Timeframes provided to Council to review plans – e.g. English Street.
- Council's alternative not adequately considered – e.g. Collector-Distributor

To date staff have not had detailed discussions with the City of Melbourne, City of Moreland or City of Hume in respect of this project. Once further details of the project have been released staff will initiate discussions with counterparts in adjacent municipalities in relation to mutual issues.

The CTW Project and outcomes will also be assessed in the preparation of Council's Draft Airport West Structure Plan.

Implications

1. Legislative

The content of this report is relevant to the, *Melbourne CityLink Act, 1995* CityLink Concession Deed, Unsolicited Projects Framework, *Road Management Act, Road Safety Act* and Plan Melbourne.

2. Council Plan / Policy

This report is relevant to the *Council Plan 2013-2017, Integrated Transport Plan, Walking and Cycling Strategy and Moonee Valley Open Space Strategy*.

3. Financial

There are potential financial implications as a result of this report relating to potential legacy projects and the licensing of Council land. These are expected to be managed within Council's current adopted delegation parameters.

4. Environmental

The physical widening of CityLink is likely to result in increased surface water run-off, with an associated impact on water quality and biodiversity in this area including on the Moonee Ponds Creek.

Construction of the works may have negative air and noise quality impacts.

The completed Freeway works are likely to result in induced private car travel, in the metropolitan area.

Conclusion

Council remains committed to ensuring that funds are invested in sustainable transport outcomes, including public transport. Notwithstanding this it is recognised that the CTW project can benefit the Moonee Valley community by providing traffic flow and safety improvements for road users, potentially reducing traffic on Council's local roads and providing legacy outcomes commensurate with a project of this scale.

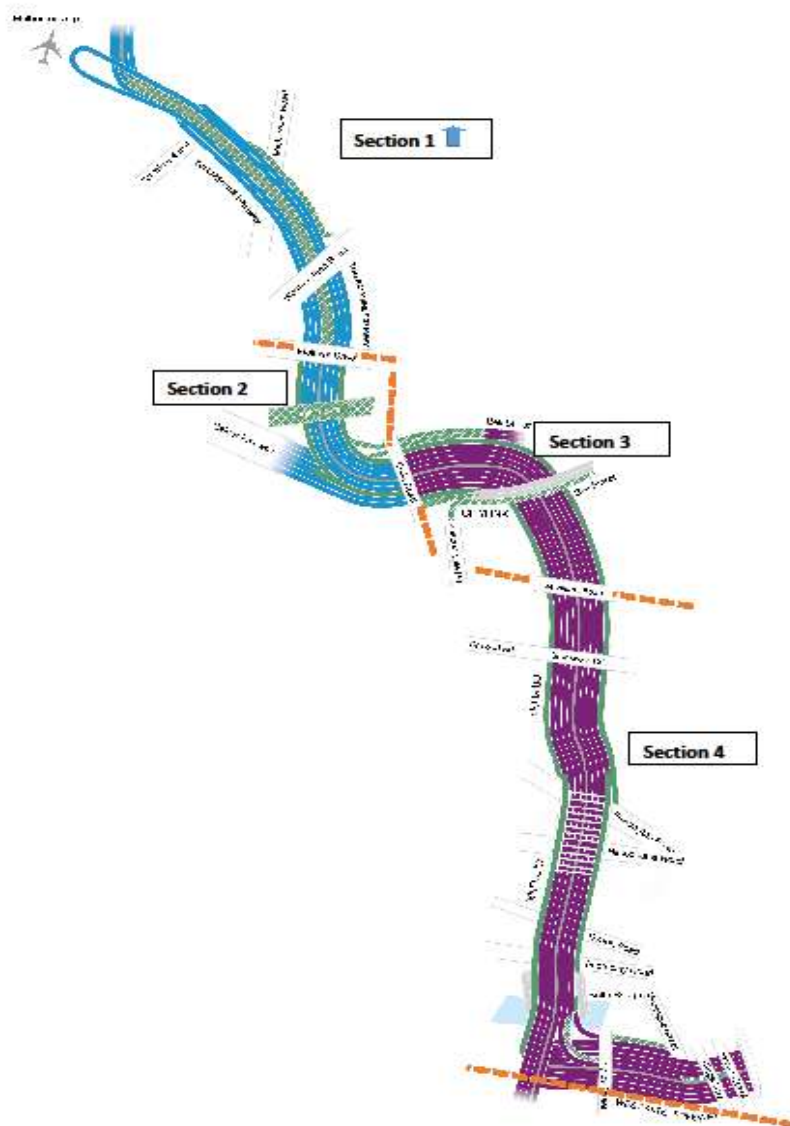
However, the CTW project is likely to have a number of impacts on Moonee Valley. Council has reviewed the plans provided to date and it is considered that there are changes that can be undertaken that can result in major design improvements resulting in;

- Improved traffic movements and network resilience in and around the proposed Collector Distributor road.
- Traffic and pedestrian safety improvements at Bulla Road.
- Improved safety and traffic flow at the intersection of Keilor Road/Newman Road and Calder Freeway Ramps and, the Keilor Road/Grange Road intersection
- Installation of a freeway management system on the Calder Freeway.

It is considered important that Council be involved in the project design process as much as possible and the appropriate mitigation works be carried out to minimise impact during and after construction.

APPENDIX A

Appendix A Route Plan – CTW Section 1-4



[illegible]

9.5 Moonee Valley Racecourse Proposal - Moving Forward

File No: FOL/11/404
Author: Coordinator Strategic Planning
Directorate: Myrnong
Ward: City Works & Development

Purpose

The purpose of this report is to recommend a way forward to manage the potential changes to the Moonee Valley Planning Scheme.

Executive Summary

- In December 2013, the Moonee Valley Racecourse Redevelopment Advisory Committee established by the former Minister for Planning provided their report on the proposed master plan, Amendment C120 (Activity Centre Zone (ACZ)) and Amendment C124 (Heritage Overlay (HO)).
- Council resolved on 28 January 2014 to prepare a Memorandum of Understanding (MOU) as a mechanism to facilitate agreement between key stakeholders on finalising planning controls for the Moonee Valley Racecourse site.
- A draft MOU was prepared by Council and circulated to all parties, in accordance with the Council resolution. Agreement between the affected parties could not be reached and the draft MOU was not signed.
- On 25 September 2014, the Minister for Planning approved Amendments C120 (Comprehensive Development Zone and associated controls) and C124 (Heritage Overlay) for the Moonee Valley Racecourse site. This resulted in controls that varied from the Advisory Committee recommendations, including increasing the recommended heights proposed by the Advisory Committee
- On 14 October 2014 a motion was tabled in Parliament to revoke Planning Scheme Amendments C120 and C124, pursuant to section 38 of the *Planning and Environment Act 1987*. The motion had not been considered by the State Parliament at the time of writing this report.
- The MVRC have since prepared their own proposed MOU and circulated it to Council on 24 November 2014. Council advised the Moonee Valley Racing Club (MVRC) that the MOU was no longer warranted, given the formal approval of C120 and C124, which now provide planning controls for the site.
- Should the current motion before Parliament to revoke the planning controls be successful, the controls for the Moonee Valley Racecourse land would revert back to the previous controls (i.e. Special Use Zone with no Heritage Overlay).
- In the event that the MVRC wishes to continue redevelopment of the site it is important that Council is proactive and has considered how to move forward under those circumstances.

- The key issues affecting the redevelopment of the site have been identified and tested through the Advisory Committee process. As such it is recommended that Council rely on a number of the key recommendations of the Advisory Committee as a basis for discussions moving forward, should the MVRC still wish to pursue development of the site if the controls are revoked.
- In the event that the motion to revoke the Amendments is not successful, Council should take the opportunity to advocate for a range of matters to be included within a revised control, as outlined in Table 2 of this report.
- Should this occur, it is recommended that Council prepare an amendment to the planning scheme to incorporate some changes, and ask that the Minister for Planning approve the changes in accordance with Section 20(4) of the *Planning and Environment Act 1987*.

Recommendation

That Council:

1. Adopt the key recommendations as outlined in Table 1 of this report, as the basis for developing planning controls for the site should the State Government motion to revoke the planning controls via Section 38 of the *Planning and Environment Act 1987* for Amendment C120 be successful and advise the Minister for Planning.
2. Write to the Minister for Planning, urgently requesting that that Heritage Overlay 379 be reinstated, as per Amendment C124, in accordance with Section 20(4) of the *Planning and Environment Act 1987*, should the motion to revoke the Heritage Overlay via Section 38 of the *Planning and Environment Act 1987* for Amendment C124 be successful,
3. Request the Minister for Planning to amend the planning controls for the site, generally in accordance with the matters outlined in Table 2 of this report, should the motion proposed to revoke the planning controls via Section 38 of the *Planning and Environment Act 1987* for Amendments C120 and C124 not be successful,
4. No longer pursue a Memorandum of Understanding with the Moonee Valley Racing Club and other parties, as the need to do so has become redundant.

Background

Below is a summary of the key dates and actions leading to this point:

- The Moonee Valley Racing Club (MVRC) submitted a proposed Master Plan and request to rezone the racecourse site on 25 October 2011.
- Council requested the Minister for Planning to prepare an Amendment to apply a Heritage Overlay over part of the racecourse site on 10 April 2012.
- In response to a request to the Minister for Planning by the MVRC to intervene, the Minister for Planning established the Moonee Valley Racecourse Redevelopment Advisory Committee on 15 April 2013.
- The Moonee Valley Racecourse Redevelopment Advisory Committee was established to consider the proposed master plan, Amendment C120 (Activity Centre Zone (ACZ) and Amendment C124 (Heritage Overlay (HO)).

- Council endorsed a submission to the Moonee Valley Racecourse Redevelopment Advisory Committee on 3 September 2013, which was submitted on 6 September 2013.
- The Advisory Committee held a Public Hearing to consider the proposal by the Moonee Valley Racing Club (MVRC), and to hear from all submitters and stakeholders, including Save Moonee Ponds, VicRoads and Public Transport Victoria.
- The Public Hearing was held over 15 days from 2 October to 24 October 2013.
- The Advisory Committee had eight weeks to provide its report to Council and the Minister for Planning. Council received the Advisory Committee's report on 19 December 2013.
- Council officers released the report to the public the day after it was received from the Advisory Committee.
- The Advisory Committee's report outlines a number of recommendations for Council, the MVRC and for some other authorities (i.e. transport agencies).
- The Advisory Committee supported the realignment of the racetrack, the subsequent relocation of the grandstand to Wilson Street and redevelopment of the western and north-eastern portion of the site for residential and some commercial/community uses.
- The Advisory Committee has however recommended a number of changes be made to the master plan and planning scheme amendments, such as reducing the density and height of development, and retaining the majority of identified heritage features. Council officers have provided an initial response to these recommendations, taking into account the thorough airing of issues through the Advisory Committee process.
- Council considered the report of the Advisory Committee on 28 January 2014, and resolved inter alia, to prepare a Memorandum of Understanding (MOU) between the various parties and to work with Moonee Valley Racing Club and the Advisory Committee to determine final version of the Activity Centre Zone taking into account the recommendations of the Advisory Committee with a number of changes including a preferred cap on dwelling numbers in line with Council's submission to the Advisory Committee.
- The MOU was prepared in accordance with the Council resolution, however has not been signed by the parties.
- On 25 September 2014, the Minister for Planning approved Amendments C120 (Comprehensive Development Zone and associated controls) and C124 (Heritage Overlay) for the Moonee Valley Racecourse site.

Local Area Traffic Management Plans for Dean Street and Holmes Road

- In August 2014, Council revised the Local Area Traffic Management (LATM) Priority Implementation Plan and resolved to develop the Holmes and Dean LATM Studies in 2014-2015. Each of these are adjacent the Moonee Valley Racecourse, and would be affected by any future development. Council is in the process of commencing community consultation on these two studies, a report on which is also being considered by Council at this meeting.

- The Development of the LATM studies is based on the current conditions in the area surrounding the racecourse. In the event that the MVRC development is progressed, their Integrated Transport Plan (ITP) will be required to acknowledge the LATM's in the development and planning of traffic management outcomes.
- The City Link Widening project may also have implications for local area traffic movements in the vicinity and, similarly the traffic management outcomes in the surrounding area will be required to be cognisant of the LATM outcomes, and the MVRC development, if it proceeds.
- In all cases any changes required to the LATM's once implemented, as a result of the Moonee Valley Racecourse redevelopment, will require to be at the expense of the MVRC.

Discussion

On 14 October 2014 previous Member of Parliament Mr. Brian Tee raised a motion in State Parliament that:

"Pursuant to section 38 of the Planning and Environment Act 1987, Amendments C120 and C124 to the Moonee Valley Planning Scheme be revoked."

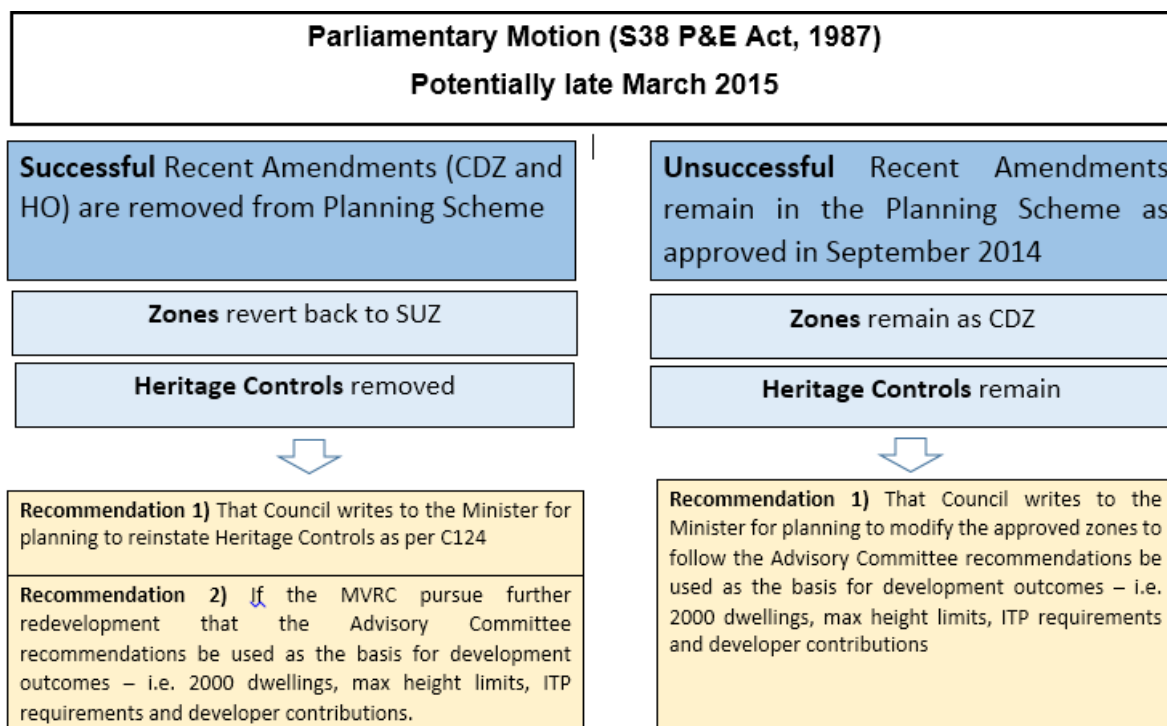
In December 2014, following the Victorian State election the new Government was sworn in.

If the motion to revoke the planning controls is successful, the controls for the Moonee Valley Racecourse land would revert back to the previous controls (i.e. Special Use Zone with no Heritage Overlay).

Council is now at a stage where it has an opportunity to be proactive and to consider how to move forward in any future engagement with the MVRC.

The chart at Figure 1 below describes the two different scenarios, should the Parliamentary Motion be successful or not.

Figure 1: The chart also summarises recommendations for moving forward based on either scenario.



Scenario 1 – Motion to revoke the amendments is successful

Council has invested a considerable amount of time and resources on this project to this point.

In addition, the project has been through considerable review and scrutiny by all parties, and by the Advisory Committee. The Advisory Committee has thoroughly analysed all issues, and provided a series of recommendations which have been informed by all of the expert evidence and submissions provided, including being informed by Council's submission.

Given the above, it is recommended that, rather than reinventing the wheel, Council rely on a number of the key recommendations of the Advisory Committee as a basis for discussions in moving forward, should the MVRC still wish to pursue development of the site if the controls are revoked.

There are also some other matters that Council should continue to advocate for inclusion in any revised planning controls.

Some of the key matters which are recommended to be used as a basis for discussions in moving forward are outlined in Table 1 below.

Table 1

Topic	Key Recommendations (generally in accordance with Advisory Committee)
Dwelling numbers, Diversity and Building Heights	<ul style="list-style-type: none"> • Maximum of up to 2,000 dwellings to be developed across the site. A cap of the number of dwellings to be inserted into planning controls for the site. • Agree with the Advisory Committee recommendations in relation to building heights. • Minimum 5% affordable housing to be provided. Requirement to be included in the planning controls for the site.
Traffic and Transport	<ul style="list-style-type: none"> • Prior to any approvals on the site. The MVRC must undertake further work to identify the key impacts of the approved Racecourse design (and in particular the approved heights and revised layout) and the redevelopment of the site, and what mitigation measures are needed. • Should Amendment C120 be revoked, the Integrated Transport Plan, and the Transport Assessment and Management Plan must be prepared prior to any new controls being applied to the site. • Contrary to the Advisory Committee recommendations Council does not support the north-south boulevard as a through road for traffic. This should be truncated and redesigned to incorporate open space in the middle, linking to the other open space areas, which will also act as an entrance to the racecourse, with the underpass to the centre of the track to start on the racecourse land.
Open Space and Layout	<ul style="list-style-type: none"> • Agree to the size and location of open space areas as per Advisory Committee recommendation, including incorporation of heritage features into additional open space through the site. • Additional open space to be provided to prevent the north-south road from being a through road, and to assist in acting as an entrance to the racetrack. • Seek commitment from the MVRC to use the interior of the racetrack for suitable open space and recreation purposes.
Grandstand	<ul style="list-style-type: none"> • Accept the location and controls in relation to the grandstand and racetrack re-alignment, subject to appropriate transport and event management processes.
Planning Controls	<ul style="list-style-type: none"> • Support the use of the Comprehensive Development Zone rather than the Activity Centre Zone (particularly in the absence of C100 that is proposed to rezone the Moonee Ponds Activity Centre to the Activity Centre Zone). • Do not support the Mixed Use Zone in the north-east of the

	<p>site. Should be General Residential Zone.</p> <ul style="list-style-type: none">• Support a Design and Development Overlay in the north-east of the site.
Developer Contributions	<ul style="list-style-type: none">• Support the recommendation of \$6,000 per dwelling as per Advisory Committee Recommendation.• Do not support incorporating the following as part of the \$6,000:<ul style="list-style-type: none">• Open Space provision• Traffic and Transport mitigation measures <p>These should form separate contributions. Open Space to be provided in the form of land contribution only, and traffic and transport mitigation measures and contributions to be agreed, subject to the outcomes of the Integrated Transport Plan.</p>

Council's Current Position

A report on the Moonee Valley Racecourse submission to the Advisory Committee was presented to Council at a Special Council Meeting on 3 September 2013. The Council report referred to a maximum of 1,000 dwellings and maximum building heights of between 3 and 12 storeys. At that meeting Council endorsed the submission to the Moonee Valley Racecourse Redevelopment Advisory Committee, including the proposed Master Plan, Amendment C120 and Amendment C124, subject to the removal of references in Council's submission where it recommended a specific dwelling density or building heights for the site.

A further report was presented to the Council Meeting on 22 October 2013 in response to a request from the Advisory Committee. The Advisory Committee had asked Council to be very specific about its recommendations for the proposed development and requested that Council advise the Committee accordingly by the end of its Hearing on 24 October 2013.

Consequently Council resolved as follows:

"That Council, without prejudice, endorse the response generally set out at Table 1 of this report, amending the maximum building height to 6-10 storeys (10 storeys being at the centre of the site, with an average 6 storeys across the site) for the purposes of clarifying Council's position on key issues to the Advisory Committee."

The table from the Council report, referred to as Table 1 in this Council resolution, is reproduced below, but only for the sections relating to Built form and land use, for reference.

At this point in time Council did not have a definitive position on the number of dwellings that the site could sustain as this would be the subject of a further traffic and infrastructure analysis with maximum dwelling numbers to be detailed in the ACZ Schedule.

	Requirements	Mechanism
Built form and land use		
Dwelling density	<p>A reduced dwelling density on the site which needs to be based on:</p> <ul style="list-style-type: none"> • No net impact on traffic and transport capacity. • Delivery of dwellings in line with staging of infrastructure provision. <p>Set a cap on dwelling numbers within the ACZ schedule, which can only be exceeded based on:</p> <ul style="list-style-type: none"> • A further traffic and infrastructure analysis that supports an increase in density. • Whether any other requirements of the ACZ schedule or master plan are met. 	Maximum dwelling numbers set in ACZ schedule as Precinct Requirements.
Building heights	<p>Reduced maximum building heights with a maximum to be similar to the existing grandstand height.</p> <p>Maximum 8-12 storeys (average 6 across the site).</p> <p>2-3 storey street edge.</p> <p>Mandatory heights (particularly at street edge).</p>	Maximum dwelling heights to be included in ACZ schedule as Precinct Requirements.

As part of Council's summation the Advisory Committee had again requested Council's view on the dwelling numbers for the MVRC site.

As part of the final summation the Committee was advised in terms of the detail provided in the Moonee Ponds Activity Centre Background Summary Report prepared for Public Comment in June 2009, as part of the consultation on the Moonee Ponds Structure Plan.

Accordingly, the following commentary was relied upon in responding to the Advisory Committee's question, it was taken from the Background Summary report mentioned above:

“As part of the demographic analysis the EAP consultant team analysed previous trends and available forecasts for future growth in order to establish three population trajectories as outlined below.

The analysis predicts the upper trajectory (effectively residential capacity) within the centre would be 913 additional dwellings (or approximately 1643 people). This does not include any redevelopment of MVRC.

If a large footprint development to the height of 10-12 stories was considered for the carpark racecourse site as considered by the Structure Plan this could create a potential further 946 dwellings.

On this basis an upper trajectory of 1900 dwellings in total to 2031 has been assumed.”

This excerpt from the Background report identifies 1900 dwellings as the possible number of dwellings which was expected to be constructed in the Structure Plan area in the period from 2009 to 2031, including the racecourse carpark area. Circumstances have changed significantly since this report was finalised in 2009 particularly in relation to the State Government Planning Policy position.

The Advisory Committee Stage 4 Report was then released on 19 December 2013 and recommended a 20% reduction in the total number of dwellings on the ‘surplus land’ from the 2,500 dwellings proposed in the Master Plan, which equated to 2,000 dwellings for the site (page 80, recommendation 10 of the Advisory Committee Stage 4 Report, 19 December 2013).

A report entitled ‘Moonee Valley Racecourse Proposal - Response to Advisory Committee Report’ was tabled at the Council Meeting on 28 January 2014 and Council subsequently resolved:

That Council:

1. *Prepare a Memorandum of Understanding to be entered into with the Moonee Valley Racing Club, Vic Roads and Public Transport Victoria, which outlines a process to consider and, as appropriate, act on the Advisory Committee’s recommendations.*
2. *Notify the Advisory Committee of the draft Memorandum of Understanding, and request a meeting to discuss the process.*
3. *With respect to Amendment C120:*
 - a) *Endorse the recommendations of the Advisory Committee with respect to the location of zones across the site, including:*
 - i) *Apply the Activity Centre Zone (ACZ) to the land to be developed in the western part of the site.*
 - ii) *Apply the Special Use Zone (SUZ) – Schedule 2 to the land to be retained for horse racing activities.*
 - b) *Rather than apply a Mixed Use Zone to the north-east corner of the site, as recommended by the Advisory Committee, apply the General Residential Zone, as this will still allow for a small range of non-residential uses that could be appropriate for this location, including a convenience shop.*
 - c) *Work with the Moonee Valley Racing Club and the Advisory Committee to determine the final versions of the ACZ, SUZ and Design and*

Development Overlay (DDO) schedules to apply to the land, taking into account the recommendations of the Advisory Committee but with a number of changes, some of which include:

- i) Where possible to outline measures to mitigate the impact of the development on the community.*
 - ii) The heights outlined at Table 1 of Clause 5.9-3 of the Advisory Committee's recommended ACZ schedule to be mandatory heights.*
 - iii) a preferred cap on dwelling numbers within the ACZ schedule, in line with Council's submission to the Advisory Committee.*
 - iv) the requirement for 5 per cent affordable housing within the ACZ schedule, and also requiring the applicant to submit a Housing Diversity Report under Application Requirements, in line with Council's recommended ACZ schedule.*
 - d) Receive a further report to consider the final version of Amendment C120 following completion of the Conservation Management Plan and Incorporated Plan for consideration with Amendment C124, and finalisation of the amendment documentation.*
- 4. With respect to Amendment C124:*
- a) Endorse the recommendation of the Advisory Committee including:*
 - i) Apply the Heritage Overlay to the entire racecourse site, with the exception of the land in the north-east corner.*
 - ii) Prepare a Conservation Management Plan and Incorporated Plan for the Heritage features of the racecourse site.*
 - b) Continue to work with a heritage consultant to prepare a Conservation Management Plan and Incorporated Plan based on the Moonee Valley Racecourse Heritage Assessment prepared by David Helms Heritage Planning and Management.*
 - c) Liaise with the MVRC in relation to the final version of the Conservation Management Plan and Incorporated Plan.*
 - d) Receive a further report to consider the final version of Amendment C124 following completion of the Conservation Management Plan and Incorporated Plan.*
- 5. With respect to the Moonee Ponds Activity Centre Structure Plan:*
- a) Endorse in principle the recommendation of the Advisory Committee with respect to the Moonee Ponds Activity Centre Structure Plan. Prepare a final version of Precinct J of the Moonee Ponds Activity Centre Structure Plan, generally based on the recommendations of the Moonee Valley Racecourse Advisory Committee, and with further discussion with the Moonee Valley Racing Club.*
 - b) Receive a further report to consider the final version of Precinct J of the Moonee Ponds Activity Centre Structure Plan.*
- 6. Write to the Minister for Planning seeking an update on Planning Scheme Amendment C100, which seeks to introduce the Activity Centre Zone –*

Schedule 1 to the Moonee Ponds Activity Centre, for which Amendment C120 is reliant upon.

7. *Ensure that the community is kept informed and up to date as Council progresses through the next stages of the proposal.*

At this time the ACZ schedule did not specify a total number of dwellings.

The Minister for Planning gazetted Amendment C120 on 25 September 2014, which introduced the amendment into the Moonee Valley Planning Scheme, along with preferred building heights but with no reference to the number of dwellings.

As outlined above Council had submitted to the Moonee Valley Racecourse Redevelopment Advisory Committee that around 1,000 dwellings would be appropriate on the site. However, the Advisory Committee reviewed this and all other information and has instead recommended the figures outlined above. It is not recommended to depart from this significantly (i.e. to have significantly more or less than about 2,000 dwellings) as it would be difficult to justify, given the thorough analysis of the Advisory Committee in reaching this conclusion.

Scenario 1 will likely result in the removal of the Heritage Overlay which was applied to the site at the same time as the CDZ and MUZ was approved. Should the HO be removed, it is important that Council write to the Minister for Planning as soon as possible, to seek the re-instatement of the Heritage Overlay, as per Amendment C124.

Scenario 2 – Motion to revoke the amendments is not successful

In the event that the motion to revoke the Amendments is not successful, Council should take the opportunity to advocate for a range of matters to be included within a revised control that reflects the Advisory Committee's recommendations and Council's intention for the site, as outlined in the table above.

In this regard it is recommended that Council prepare an amendment to the planning scheme to incorporate some of the key recommendations above, and request that the Minister for Planning approve the changes in accordance with Section 20(4) of the Planning and Environment Act 1987.

One of the other key matters to be addressed in revised controls are that the building heights should reflect those recommended by the Advisory Committee, not those that are in the approved controls which allow for higher built form on the site. Specifically, a request to amend the planning scheme to the Minister for Planning should include the following key changes to the controls, as set out in Table 2 below:

Table 2

Planning Control	Changes proposed
Comprehensive Development Zone – Schedule 1	<ul style="list-style-type: none">• 2.0 – Notice and Review Rights:<ul style="list-style-type: none">• Gambling Premises also not exempt• Change wording to refer more specifically to sections 6.2 and 6.3 of the CDZ.• 6.0 – Precinct Provisions:<ul style="list-style-type: none">• Include requirement for a cap on dwelling density, or no more than 1,500 dwellings in this portion of the site.

	<ul style="list-style-type: none"> • Include requirements for minimum 5 per cent of affordable housing to be provided. • 6.1 – Precinct Map: <ul style="list-style-type: none"> • Amend to separate north-south road so it is truncated and does not act as a through road. • 6.2 – Building Heights: <ul style="list-style-type: none"> • Amend as per Advisory Committee recommendation. • 6.3 – Transport/Management: <ul style="list-style-type: none"> • Change wording to ensure that north-south road is not a through road to vehicular traffic. • 7.0 – Agreement: <ul style="list-style-type: none"> • Change wording to make it more consistent with Advisory Committee wording (whilst still keeping \$6,000 per dwelling). Separate open space and transport mitigation from the \$6,000 per dwelling. • 8.0 – Application Requirements: <ul style="list-style-type: none"> • Amend Heritage Impact Statement to refer to adopted Incorporated Plan. • Include requirement for Housing Diversity Report. • Include requirement for an Economic Impact Assessment Report.
Special Use Zone – Schedule 2	<ul style="list-style-type: none"> • 2.0 – Use of Land for an event or Place of Assembly: <ul style="list-style-type: none"> • Include cross-reference to Section 5.0 of the CDZ. • Provide more commentary and requirements for event management plans, similar to requirements for Flemington Racecourse. • 4.1 – Building Height: <ul style="list-style-type: none"> • Remove definition of building height. • 4.2 – Setbacks: <ul style="list-style-type: none"> • Change to ‘street frontage’ rather than just street. • 5.0 – Application Requirements: <ul style="list-style-type: none"> • Review and add to the Integrated Transport Requirements, and add Transport Assessment

	<p>and Management Plan requirement.</p> <ul style="list-style-type: none"> • Include requirement for Heritage Impact Statement.
Mixed Use Zone – Schedule 2	<ul style="list-style-type: none"> • Delete the schedule to the Mixed Use Zone, as exempting all uses from Notice and Review rights is not appropriate, and buildings and works are exempt under the DDO anyway. • Rezone the north-east corner of the site to General Residential Zone.
Design and Development Overlay – Schedule 12	<ul style="list-style-type: none"> • 2.0 – Buildings and Works <ul style="list-style-type: none"> • Remove definition of building height. • Change to ‘street frontage’ rather than just street.
Moonee Valley Racecourse Residential and Mixed Use Precinct Comprehensive Development Plan, July 2014	<ul style="list-style-type: none"> • Amend map and wording as required based on changes above.

Consultation

Formal exhibition of the proposed Master Plan and planning scheme amendments (C120 and C124) was undertaken by the former Department of Transport, Planning and Local Infrastructure (DTPLI) from 29 July 2013 to 6 September 2013. (Note DTPLI is now referred to as now the Department of Environment, Land, Water and Planning).

DTPLI undertook direct mail out to owners and occupiers of properties within a confined distance from the racecourse site. Council undertook further notification to approximately an additional 4,600 owners and occupiers within Moonee Valley. In addition, the City of Moreland also notified approximately 3000 owners and occupiers of properties in proximity to the racecourse site within their municipality.

Two community information sessions were held at the Clocktower Centre in August 2013.

The Advisory Committee process allowed all submitters an opportunity to be heard at the Public Hearing if they chose to do so.

Council will continue to keep the community informed of the process by sending out regular email updates and keeping the website updated with relevant information.

Implications

1. Legislative

The Minister for Planning approved amendments C120 and C124 on 25 September, 2014 under Section 20(4) of the *Planning and Environment Act 1987*.

A motion has since moved in Parliament, that has to be decided upon within 10 sitting days (from 14 October 2014) to revoke Amendments C120 and C124. This motion was made pursuant to Section 38 of the *Planning and Environment Act 1987*.

Section 38(2) of the Act states that:

An amendment may be revoked wholly or in part by a resolution passed by either House of the Parliament within 10 sitting days after the notice of approval of the amendment is laid before that House.

Section 38(3) of the Act states that:

If an amendment is revoked:

- a) *Any provision of the planning scheme that has been revoked by the amendment comes back into operation from the beginning of the day on which the amendment was revoked, and*
- b) *Any provision of the planning scheme that has been directly amended by the amendment takes effect without that direct amendment from the beginning of the day on which the amendment was revoked as if the revoked amendment has not been made.*

There are no Human Rights Charter implications as a result of this report.

2. Council Plan / Policy

Changes to the Moonee Valley Planning Scheme primarily relate to Strategic Objectives from *Theme 3: Sustainable Living* of the Council Plan 2013-2017, specifically:

- Strategic Objective 1 – Ensure there is clear direction for growth and proactive management of development in the City.
- Strategic Objective 2 – Facilitate the provision of a broad range of safe, accessible and sustainable transport modes across the municipality.
- Strategic Objective 3 – Encourage housing development that is environmentally sustainable and caters for our diverse existing and future population.
- Council has assessed the proposal against relevant Council policy documents and strategies including:
 - Local Planning Policy Framework.
 - Moonee Ponds Activity Centre Structure Plan, 2010.
 - Moonee Valley Housing Strategy, 2010.
 - Integrated Transport Plan, 2008.
 - Walking and Cycling Strategy, 2012.
 - Public Open Space Strategy, 2009.

In addition there are a range of State government policy documents, strategies and legislation that are relevant to this proposal. This includes *Plan Melbourne*.

The report from the Advisory Committee lists the documents that are relevant to the assessment of the proposal.

3. Financial

Council has invested a considerable amount of resources into the assessment of the proposal, including consultation and representation at the public hearing.

To date, Council has spent in the order of \$800,000 on this proposal. The majority of these costs are associated with consultants and legal fees.

4. Environmental

Environmental impacts as a result of the proposal are considered in the assessment of the proposal, and detailed in the Advisory Committee's Report.

Conclusion

The key issues affecting the redevelopment of the MVRC site have been extensively considered by Advisory Committee hearing.

Council is at a stage in the process where it has an opportunity to be proactive in relation to the controls for the site, as there may be significant changes forthcoming.

Should the motion to revoke the Amendments currently before State Parliament be successful, and the MVRC still wish to pursue development of the site, it is recommended to rely on the matters set out in Table 1 of this report as a basis for discussions moving forward. It is also recommended that Council write to the Minister for Planning seeking a reinstatement of the Heritage Overlay for the site.

Should the motion to revoke the Amendments not be successful, it is recommended that Council apply to the Minister for Planning for an amendment to the Moonee Valley Planning Scheme to change the planning controls for the site, generally in accordance with the matters set out in Table 2 of this report.

Given the matters outlined above the need for an MOU has now become redundant.

9.6 Planning Scheme Amendment C139 - Anomalies 2014

File No: FOL/13/1176
Author: Strategic Planner
Directorate: City Works & Development
Ward: Municipal

Purpose

The purpose of this report is for Council to adopt Amendment C139, which corrects minor mapping anomalies in the Moonee Valley Planning Scheme, and submit the Amendment to the Minister for Planning for approval.

Executive Summary

- At its meeting held on 26 August 2014, Council resolved to seek Ministerial authorisation to prepare Moonee Valley Planning Scheme Amendment C139 to correct minor anomalies.
- At its meeting, Council also resolved to seek that Amendment C139 proceed in accordance with Section 20(2) of the *Planning and Environment Act 1987* which exempts the Amendment from public exhibition.
- The Amendment was authorised on 24 October 2014 and granted an exemption from the requirements of Section 19(2) and 19(3) of the *Planning and Environment Act 1987*.
- Council commenced notification to Prescribed Ministers on 2 January 2015 with the notification period ending on 30 January 2015.
- No submissions were received to the Amendment.
- This report provides a summary of the Amendment and requests that Council adopt the Amendment and submit the Amendment to the Minister for Planning for approval.
- A table of proposed changes is included in **Appendix A**. A copy of the explanatory report for this Amendment is included in **Appendix B**. The planning maps for this Amendment are included in **Appendix C** – (separately circulated).

Recommendation

That Council:

1. Adopt Amendment C139 in accordance with Section 29 of the *Planning and Environment Act 1987*.
2. Submit Amendment C139 to the Minister for Planning in accordance with Section 31(1) of the *Planning and Environment Act 1987*.
3. Request the Minister for Planning to approve Amendment C139 in accordance with Section 35(1) of the *Planning and Environment Act 1987*.

Background

As part of the ongoing use of the Moonee Valley Planning Scheme, a number of minor errors and anomalies have been identified and assessed by Council's Strategic Planning Unit with input from Council's Statutory Planning and Property Services Units.

The errors include incorrect and inaccurate mapping of zones and overlays in the Planning Scheme maps.

In order to make changes to the Moonee Valley Planning Scheme to correct these errors and anomalies that have been identified, a Planning Scheme Amendment must be prepared. This is the basis for the Moonee Valley Planning Scheme Amendment C139.

Discussion

The changes to the maps are minor in nature. The proposed changes are included in **Appendix A**. A copy of the explanatory report for this Amendment is included in **Appendix B**. The planning scheme maps for this Amendment are included in **Appendix C** – (separately circulated).

Amendment C139 proposes minor updates to the Planning Scheme maps for a number of properties to ensure properties are not included within multiple zones, remove or relocate an overlay if it has been inappropriately applied.

Where a property was included in multiple zones the Amendment will apply just one zone to the entire property. In some instances, an overlay has been applied to a property incorrectly. The Amendment will also correctly apply the overlay to be consistent with the intention of the planning control.

This Amendment will improve the clarity and accuracy for the ongoing administration of the Moonee Valley Planning Scheme.

Consultation

Council requested and the Minister for Planning agreed to exempt the Amendment from the formal notification process in accordance with Section 20(2) of the *Planning and Environment Act 1987*. This is due to the minor changes proposed that will not materially affect any landowners.

Section 20(2) of the *Planning and Environment Act 1987* requires that notification is only provided to the prescribed Ministers.

No submissions were received from the prescribed Ministers. Therefore Council is now in a position to adopt the Amendment, and request the Minister for Planning to approve the Amendment.

Following the Minister's decision, a letter will be sent to all landowners where the minor anomalies have been identified, advising them of the outcome.

Implications

1. Legislative

The Amendment is consistent with Ministerial Direction of the form and content of planning schemes under Section 7(5) of the *Planning and Environment Act 1987*. The preparation of the Amendment is also in accordance with Section 4 of the *Planning and Environment Act 1987*.

2. Council Plan / Policy

The recommendations contained in this report accord with Strategic Objective 3.1 to 'Ensure there is a clear direction for growth and proactive management of development in the City' within the Council Plan 2013-2017.

3. Financial

There are no relevant financial considerations to this report. The cost of the preparation of the Amendment will be borne by Council through the Strategic Planning budget.

4. Environmental

There are no environmental impacts as a result of this Amendment.

Conclusion

By correcting the anomalies and inconsistencies within the Planning Scheme maps, Amendment C139 will improve the accuracy and efficiency of the Moonee Valley Planning Scheme. Council is now at a stage where it is able to adopt the Amendment. Once adopted, the Amendment needs to be sent to the Minister for Planning with a request for approval.

APPENDIX A

TYPE	ZONE/OVERLAY	ACTION	STREET NUMBER	STREET NAME	MAP NUMBER	SUBURB	POSTCODE	REASON
ABERFELDIE								
HO	HO5	Exclude from HO5	3/317	Buckley Street	Part of 11HO	ABERFELDIE	3040	Property is not included in the Heritage Citation
HO	HO5	Exclude from HO5	315	Buckley Street	Part of 11HO	ABERFELDIE	3040	Property is not included in the Heritage Citation
HO	HO143	Include in HO143	3	Aberfeldie Street	11HO	ABERFELDIE	3040	Entire property should be included in the HO.
ZONES	PPRZ, R1Z,	Apply PPRZ to whole property	20	Corio Street	11	ABERFELDIE	3040	Multiple zones on one property
ZONES	R1Z, PUZ6, PPRZ	Apply PUZ6 to whole property	180	Holmes Road	11	ABERFELDIE	3040	Multiple zones on one property
AIRPORT WEST								
ZONES	R1Z, B3Z,	Apply R1Z to whole property	57	Parer Road	02	AIRPORT WEST	3042	Multiple zones on one property
ZONES	B3Z, PPRZ,	Apply PPRZ to whole property	55B	King Street	02	AIRPORT WEST	3042	Multiple zones on one property
ZONES	IN3Z, R1Z,	Apply IN3Z to whole property	190	Roberts Road	01	AIRPORT WEST	3042	Multiple zones on one property
ZONES	R1Z, RDZ1,	Apply RDZ1 to whole property	5	Kendale Street	06	AIRPORT WEST	3042	Multiple zones on one property
ZONES	PPRZ, PUZ4,	Apply PUZ4 to whole property	Vidtrack	Moorna Drive	01	AIRPORT WEST	3042	Multiple zones on one property
ASCOT VALE								
DDO	DDO11	Exclude from DDO11	502-510	Mt Alexander Road	Part of 12DDO	ASCOT VALE	3032	DDO11 applies to residential fences
DDO	DDO3	Include in DDO3	502-510	Mt Alexander Road	12DDO	ASCOT VALE	3032	DDO3 needs to apply to entire property
DDO	DDO3	Include in DDO3	436-442	Mt Alexander Road	15DDO	ASCOT VALE	3032	DDO needs to apply to entire property
DDO	DDO11	Include in DDO11	5	Station Avenue	15DDO	ASCOT VALE	3032	DDO needs to apply to entire property
EAO	EAO	Include in EAO	37	Ascot Vale Road	Part of 15EAO	ASCOT VALE	3032	EAO needs to apply to entire property

HO	HO21	Include in HO21	79	South Street	15HO	ASCOTVALE	3032	Entire property should be included in the HO.
HO	HO21	Include in HO21	81	South Street	15HO	ASCOTVALE	3032	Entire property should be included in the HO.
HO	HO21	Include in HO21	83	South Street	15HO	ASCOTVALE	3032	Entire property should be included in the HO.
HO	HO41	Include in HO41	18	Brisbane Street	12HO	ASCOTVALE	3032	Entire property should be included in the HO.
HO	HO21	Include in HO21	24	Middle Street	15HO	ASCOTVALE	3032	Entire property should be included in the HO.
NCO	NCO4	Exclude from NCO4	502-510	Mt Alexander Road	Part of 12NCO	ASCOTVALE	3032	Overlay only applies to residential properties.
ZONES	R1Z, B2Z,	Apply B2Z to whole property	363-379	Mt Alexander Road	12	ASCOTVALE	3032	Multiple zones on one property
ZONES	R1Z, B2Z,	Apply B2Z to whole property	502-510	Mt Alexander Road	12	ASCOTVALE	3032	Multiple zones on one property
ZONES	B1Z, R1Z,	Apply B1Z to whole property	1-2/148	Epsom Road	14	ASCOTVALE	3032	Multiple zones on one property
ZONES	R1Z, PPRZ,	Apply R1Z to whole property	24	Myrmong Crescent	15	ASCOTVALE	3032	Multiple zones on one property
ZONES	B2Z, PUZ4,	Apply PUZ4 to whole property	Ascot Vale Train Station	Station Avenue	15	ASCOTVALE	3032	Multiple zones on one property
ZONES	RDZ1, B1Z,	Apply B1Z to whole property	Small parcel of land	Corner Union Road and Maribyrnong	12	ASCOTVALE	3032	Multiple zones on one property
ZONES	R1Z, RDZ1,	Apply R1Z to whole property	51	Sandown Road	15	ASCOTVALE	3032	Multiple zones on one property
ZONES	B2Z, R1Z,	Apply B2Z to whole property	5	Kent Street	15	ASCOTVALE	3032	Multiple zones on one property
DDO	DDO1	Exclude from DDO1	38	Doncaster Street	Part of 14DDO	ASCOTVALE	3032	DDO1 is not relevant to this property
DDO	DDO1	Exclude from DDO1	34	Gillespie Avenue	Part of 14DDO	ASCOTVALE	3032	DDO1 is not relevant to this property

DDO	DDO1	Exclude from DDO1	4		Hunt Crescent	Part of 11DDO	ASCOT VALE	3032	DDO1 is not relevant to this property
DDO	DDO1	Exclude from DDO1	41		Dalgety Drive	Part of 14DDO	ASCOT VALE	3032	DDO1 is not relevant to this property
DDO	DDO1	Exclude from DDO1	40		Dalgety Drive		ASCOT VALE	3032	DDO1 is not relevant to this property
ZONES	B2Z, R1Z,	Apply B2Z to whole property	Laneway off Maribyrnong		Maribyrnong Road	11	ASCOT VALE	3032	Multiple zones on one property
ZONES	PUZ4, B2Z,	Apply PUZ4 to whole property	Ascot Vale Train Station		Station Avenue	15	ASCOT VALE	3032	Multiple zones on one property
AVONDALE HEIGHTS									
DDO	DDO1	Exclude from DDO1	16A		Laura Grove	Part of 9DDO	AVONDALE HEIGHTS	3034	DDO1 is not relevant to this property
EAST KEILOR									
ZONES	PUZ2, PPRZ,	Apply PPRZ to whole property	84		Quinn Grove	06	EAST KEILOR	3033	Multiple zones on one property
DDO	DDO1	Exclude from DDO1	3		Heatherlea Crescent	Part of 5DDO	EAST KEILOR	3033	DDO1 is not relevant to this property
ESSENDON									
DDO	DDO3	Include in DDO3	873		Mt Alexander Road	12DDO	ESSENDON	3040	DDO3 needs to apply to entire property
DDO	DDO3	Include in DDO3	927		Mt Alexander Road	8DDO	ESSENDON	3040	DDO3 needs to apply to entire property
EAO	EAO	Include in EAO	312		Pascoe Vale Road	Part of 8EAO	ESSENDON	3040	EAO needs to apply to entire property
EAO	EAO	Include in EAO	316		Pascoe Vale Road	Part of 8EAO	ESSENDON	3040	EAO needs to apply to entire property
EAO	EAO	Exclude from EAO	2A		Cameron Road	Part of 8EAO	ESSENDON	3040	EAO needs to apply to entire property
HO	HO73	Include in HO73	38		Miller Street	11HO	ESSENDON	3040	HO needs to apply to entire property
HO	HO2	Include in HO2	71		Glass Street	8HO	ESSENDON	3040	HO needs to apply to entire property
HO	HO3	Exclude from HO3	8		Westgreen Court	Part of 8HO	ESSENDON	3040	Property is not included in the Heritage Citation
HO	HO259	Include in HO259	85		McPherson Street	12HO	ESSENDON	3040	HO needs to apply to entire property

HO	HO3	Include in HO3	255	Pascoe Vale Road	8HO	ESSENDON	3040	HO needs to apply to entire property
HO	HO301	Include in HO301	1-6/23	Hoddle Street	12HO	ESSENDON	3040	HO needs to apply to entire property
HO	HO302	Include in HO302	Parkland	Corner of Fletcher Street and Fitzgerald Road	12HO	ESSENDON	3040	HO boundary needs to be corrected to cover site
HO	HO302	Exclude from HO302	Parkland	Corner of Fletcher Street and Fitzgerald Road	Part of 12HO	ESSENDON	3040	HO boundary needs to be corrected to cover site
ZONES	B2Z, R1Z,	Apply R1Z to whole property	43	Collins Street	07	ESSENDON	3040	Multiple zones on one property
ZONES	B2Z, R1Z,	Apply B2Z to whole property	Common Property 238-240	Buckley Street	11	ESSENDON	3040	Multiple zones on one property
ZONES	R1Z, B2Z,	Apply B2Z to whole property	203-211	Keilor Road	07	ESSENDON	3040	Multiple zones on one property
ZONES	R1Z, B2Z,	Apply R1Z to whole property	150-152	Cooper Street	07	ESSENDON	3040	Multiple zones on one property
ZONES	B2Z, R1Z,	Apply B2Z to whole property	1/238-240	Buckley Street	11	ESSENDON	3040	Multiple zones on one property
ZONES	B1Z, R1Z,	Apply B1Z to whole property	1-17/383	Keilor Road	07	ESSENDON	3040	Multiple zones on one property
ZONES	R1Z, B1Z,	Apply B1Z to whole property	333	Keilor Road	07	ESSENDON	3040	Multiple zones on one property
ZONES	PPRZ, R1Z,	Apply R1Z to whole property	2A	Fuller Street	08	ESSENDON	3040	Multiple zones on one property
ZONES	PPRZ, R1Z,	Apply R1Z to whole property	72	Fitzgerald Road	08	ESSENDON	3040	Multiple zones on one property
ZONES	PUZ4, R1Z,	Apply R1Z to whole property	123	Napier Street	08	ESSENDON	3040	Multiple zones on one property
ZONES	PUZ1, R1Z,	Apply PUZ1 to whole property	342	Buckley Street	11	ESSENDON	3040	Multiple zones on one property
ZONES	R1Z, B1Z,	Apply B1Z to whole property	1003	Mt Alexander Road	07	ESSENDON	3040	Multiple zones on one property
ZONES	R1Z, PPRZ,	Apply PPRZ to whole property	1-3	Moreland Road	08	ESSENDON	3040	Multiple zones on one property
ZONES	PUZ4, R1Z,	Apply R1Z to whole property	Rear 109-111	Napier Street	08	ESSENDON	3040	Multiple zones on one property

ZONES	PUZ4, R1Z,	Apply R1Z to whole property	Rear 127-131	Napier Street	08	ESSENDON	3040	Multiple zones on one property
ZONES	PUZ4, R1Z,	Apply R1Z to whole property	113	Napier Street	08	ESSENDON	3040	Multiple zones on one property
ZONES	R1Z, PUZ4,	Apply R1Z to whole property	125	Napier Street	08	ESSENDON	3040	Multiple zones on one property
ZONES	PPRZ, R1Z,	Apply PPRZ to whole property	2-18	Government Road	08	ESSENDON	3040	Multiple zones on one property
ZONES	PPRZ, R1Z,	Apply PPRZ to whole property	13	Government Road	08	ESSENDON	3040	Multiple zones on one property
ZONES	PPRZ, R1Z,	Apply PPRZ to whole property	17-19	Government Road	08	ESSENDON	3040	Multiple zones on one property
ZONES	PPRZ, R1Z,	Apply PPRZ to whole property	21	Government Road	08	ESSENDON	3040	Multiple zones on one property
ZONES	PPRZ, R1Z,	Apply R1Z to whole property	4	Hilda Street	12	ESSENDON	3040	Multiple zones on one property
ZONES	B1Z, PUZ4,	Apply PUZ4 to whole property	Victrack	Rose Street	12	ESSENDON	3040	Multiple zones on one property
ZONES	B2Z, R1Z,	Apply B2Z to whole property	165-169	Keilor Road	07	ESSENDON	3040	Multiple zones on one property
ZONES	PPRZ, R1Z,	Apply R1Z to whole property	Adjacent to 65	Keilor Road	07	ESSENDON	3040	Multiple zones on one property
ZONES	B1Z, PUZ4,	Apply PUZ4 to whole property	Victrack	Napier St and Grice Crescent	08	ESSENDON	3040	Multiple zones on one property
ZONES	PPRZ, R1Z,	Apply R1Z to whole property	Road	Wiseman Court	08	ESSENDON	3040	Multiple zones on one property
ZONES	PPRZ, R1Z,	Apply PPRZ to whole property	200A	Pascoe Vale Road	12	ESSENDON	3040	Multiple zones on one property
ZONES	PPRZ, R1Z,	Apply PPRZ to whole property	Land west of 3	Donald Avenue	12	ESSENDON	3040	Multiple zones on one property
ZONES	PPRZ, R1Z,	Apply PPRZ to whole property	Land to the south of Hilda Street	Hilda Street	12	ESSENDON	3040	Multiple zones on one property
ZONES	PPRZ, R1Z,	Apply PPRZ to whole property	15	Gordon Street	12	ESSENDON	3040	Multiple zones on one property
ZONES	RDZ1, B1Z, R1Z	Rezone to PUZ4	Land adjacent to Rose Street	Rose Street	12	ESSENDON	3040	Multiple zones on one property
ZONES	PUZ4, B1Z	Re-zone section fronting Russell	Victrack	Russell Street	12	ESSENDON	3040	Multiple zones on one property
FLEMINGTON								

HO	HO24	Include in HO24	48	Princes Street	15HO	FLEMINGTON	3031	HO needs to apply to entire property
HO	HO24	Include in HO24	46	Princes Street	15HO	FLEMINGTON	3031	HO needs to apply to entire property
ZONES	R1Z, PUZ4,	Apply PUZ4 to whole property	Part of 132-164	Newmarket Street	15	FLEMINGTON	3031	Multiple zones on one property
MOONEE PONDS								
DDO	DDO3	Include in DDO3	491	Mt Alexander Road	12DDO	MOONEE PONDS	3039	DDO3 needs to apply to entire property
DDO	DDO3	Include in DDO3	493	Mt Alexander Road	12DDO	MOONEE PONDS	3039	DDO3 needs to apply to entire property
HO	HO254	Exclude from HO254	1	Darling Street	Part of 11HO	MOONEE PONDS	3039	Property is not included in the Heritage Citation
HO	HO147	Exclude from HO147	42	Ardmillan Road	Part of 12HO	MOONEE PONDS	3039	Property is not included in the Heritage Citation
HO	HO230	Include in HO230	24	Grosvenor Street	12HO	MOONEE PONDS	3039	HO needs to apply to entire property
HO	HO229	Exclude from HO229	1-6/3	Grosvenor Street	Part of 12HO	MOONEE PONDS	3039	Property is not included in the Heritage Citation
HO	HO16	Include in HO16	47	Moore Street	12HO	MOONEE PONDS	3039	HO needs to apply to entire property
HO	HO50	Include in HO50	104	Eglinton Street	11HO	MOONEE PONDS	3039	HO needs to apply to entire property
HO	HO324	Include in HO324	68	Holmes Road	12HO	MOONEE PONDS	3039	HO needs to apply to entire property
HO	HO321	Include in HO321	56	Eglinton Street	12HO	MOONEE PONDS	3039	HO needs to apply to entire property
HO	HO10	Include in HO10	3	Crawford Street	12HO	MOONEE PONDS	3039	HO needs to apply to entire property
HO	HO14	Include in HO14	75-83	Puckle Street	12HO	MOONEE PONDS	3039	HO needs to apply to entire property
HO	HO136	Include in HO136	29	Hutcheson Street	12HO	MOONEE PONDS	3039	HO needs to apply to entire property
ZONES	B1Z, PUZ4,	Apply PUZ4 to whole property	25-31	Margaret Street	12	MOONEE PONDS	3039	Multiple zones on one property

ZONES	B2Z, R1Z,	Apply R1Z to whole property	178		Pascoe Vale Road	12	MOONEE PONDS	3039	Multiple zones on one property
ZONES	MU2, R1Z,	Apply R1Z to whole property	9		Grace Street	12	MOONEE PONDS	3039	Multiple zones on one property
ZONES	MU2, R1Z,	Apply R1Z to whole property	5		Grace Street	12	MOONEE PONDS	3039	Multiple zones on one property
ZONES	MU2, R1Z,	Apply R1Z to whole property	3		Grace Street	12	MOONEE PONDS	3039	Multiple zones on one property
ZONES	R1Z, MU2,	Apply R1Z to whole property	1		Grace Street	12	MOONEE PONDS	3039	Multiple zones on one property
ZONES	B2Z, R1Z, PUZ4	Apply PUZ4 to whole property	25-31		Margaret Street	12	MOONEE PONDS	3039	Multiple zones on one property
ZONES	R1Z, B5Z,	Apply B5Z to whole property	56		Pascoe Vale Road	12	MOONEE PONDS	3039	Multiple zones on one property
ZONES	B5Z, R1Z,	Apply B5Z to whole property	58		Pascoe Vale Road	12	MOONEE PONDS	3039	Multiple zones on one property
ZONES	B5Z, R1Z,	Apply B5Z to whole property	60		Pascoe Vale Road	12	MOONEE PONDS	3039	Multiple zones on one property
ZONES	PUZ6, R1Z,	Apply PUZ6 to whole property	62-68		Pascoe Vale Road	12	MOONEE PONDS	3039	Multiple zones on one property
ZONES	RDZ1, B1Z,	Apply B1Z to whole property	605-625		Mt Alexander Road	12	MOONEE PONDS	3039	Multiple zones on one property
ZONES	PUZ4, R1Z,	Apply PUZ4 to whole property	Land within car park of Moonee Ponds Train		Margaret Street	12	MOONEE PONDS	3039	Multiple zones on one property
NIDDRIE									
ZONES	PPRZ, R1Z,	Apply PPRZ to whole property	Rear 1-25 Goble Street		Goble Street	06	NIDDRIE	3042	Multiple zones on one property
ZONES	R1Z, UFZ,	Apply UFZ to whole property	2A		Willowtree Crescent	06	NIDDRIE	3042	Multiple zones on one property
NORTH ESSENDON									
DDO	DDO3	Include in DDO3	87		Bulla Road	7DDO	NORTH ESSENDON	3041	DDO3 needs to apply to entire property
DDO	DDO3	Include in DDO3	6/87		Bulla Road		NORTH ESSENDON	3041	DDO3 needs to apply to entire property
DDO	DDO3	Include in DDO3	4/75		Bulla Road	7DDO	NORTH ESSENDON	3041	DDO3 needs to apply to entire property
STRATHMORE									

ZONES	R1Z, B1Z,	Apply B1Z to whole property	323-327	Napier Street	08	STRATHMORE	3041	Multiple zones on one property
ZONES	PUZ4, B2Z,	Apply PUZ4 to whole property	339A	Pascoe Vale Road	08	STRATHMORE	3041	Multiple zones on one property
ZONES	PUZ4, B2Z,	Apply PUZ4 to whole property	Vidtrack Carpark	Woodland Street and Pascoe Vale	08	STRATHMORE	3041	Multiple zones on one property
ZONES	PUZ4, RDZ1,	Apply PUZ4 to whole property	Vidtrack		08	STRATHMORE	3041	Multiple zones on one property
STRATHMORE HEIGHTS								
HO	HO342	Re-locate	Rear 41-55	Caravelle Crescent	3HO	STRATHMORE HEIGHTS	3041	HO doesn't apply to the correct property.
ZONES	RDZ1, R1Z,	Apply RDZ1 to whole property	38	Collier Court	02	STRATHMORE HEIGHTS	3041	Multiple zones on one property
ZONES	RDZ1, R1Z,	Apply RDZ1 to whole property	Tullamarine Freeway	Collier Court	02	STRATHMORE HEIGHTS	3041	Multiple zones on one property
ZONES	RDZ1, R1Z,	Apply RDZ1 to whole property	Tullamarine Freeway	Collier Court	02	STRATHMORE HEIGHTS	3041	Multiple zones on one property
ZONES	RDZ1, R1Z,	Apply RDZ1 to whole property	Tullamarine Freeway	Collier Court	02	STRATHMORE HEIGHTS	3041	Multiple zones on one property
ZONES	RDZ1, R1Z,	Apply RDZ1 to whole property	Tullamarine Freeway	Mascoma Street	03	STRATHMORE HEIGHTS	3041	Multiple zones on one property
ZONES	PPRZ, R1Z,	Apply R1Z to whole property	3	Glenscott Crescent	3	STRATHMORE HEIGHTS	3041	Multiple zones on one property
TRAVANCORE								
HO	HO23	Include in HO23	100	Flemington Street	16HO	TRAVANCORE	3032	HO needs to apply to entire property
HO	HO23	Exclude from HO23	80	Mooltan Street	Part of 16HO	TRAVANCORE	3032	Property is not included in the Heritage Citation
ZONES	B2Z, PUZ4,	Apply B2Z to whole property	374	Mt Alexander Road	15	TRAVANCORE	3032	Multiple zones on one property
ZONES	PUZ3, R1Z,	Apply PUZ3 to whole property	Travancore Crescent	Travancore Crescent	16	TRAVANCORE	3032	Multiple zones on one property
WEST ESSENDON								
DDO	DDO1	Include in DDO1	491	Buckley Street	10DDO	WEST ESSENDON	3040	DDO1 should apply to entire property as it is part of the park

DDO	DDO1	Include in DDO 1	Rear 1-7	Prospect Street	10DDO	WEST ESSENDON	3040	DDO1 should apply to entire property as it is part of the park
ZONES	PPRZ, R1Z,	Apply PPRZ to whole property	1-15	Emerald Street	06 and 10	WEST ESSENDON	3040	Multiple zones on one property
ZONES	R1Z, PPRZ,	Apply PPRZ to whole property	parkland	Prospect Street	10	WEST ESSENDON	3040	Multiple zones on one property
ZONES	R1Z, UFZ,	Apply R1Z to whole property	41	Rosehill Road	06 and 10	WEST ESSENDON	3040	Multiple zones on one property
OTHER								
ZONES	PPRZ, PUZ1,	Apply PUZ1 to whole property	Parkland	Afton Street	10	WEST ESSENDON, MOONEE PONDS	3040, 3039	Multiple zones on one property
ZONES	R1Z, B2Z,	Apply B2Z to whole property	Laneway	Barodia Street	15	ASCOT VALE, TRAVANCORE	3032, 3041	Multiple zones on one property
ZONES	R1Z, B1Z,	Apply B1Z to whole property	252-260	Racecourse Road	15	FLEMINGTON	3031	Multiple zones on one property
ZONES	R1Z, PUZ3	Apply PUZ3 to whole property		Flemington Street	16	TRAVANCORE	3032	Multiple zones on one property
DDO	DDO3	Remove DDO3	2A	Kerferd Street	7DDO	NORTH ESSENDON	3041	DDO3 only applies to properties fronting Mt Alexander and Bulla Rd
KEY								
	HO - Heritage Overlay	DDO - Design and Development Overlay	EAO - Environmental B1Z, B2Z, B3Z, B4Z	NCO - Neighbourhood	PPRZ - Public Park and Recreation Zone			
	R1Z - General Residential Zone	PUZ - Public Use Zone	BSZ - Business Zone	UFZ - Urban Floodway Zone		RDZ - Road Zone	MUZ - Mixed Use Zone	INZ - Industrial Zone

APPENDIX B

Planning and Environment Act 1987

MOONEE VALLEY PLANNING SCHEME

AMENDMENT C139

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Moonee Valley City Council who is the planning authority for this amendment.

The amendment has been made at the request of Moonee Valley City Council.

Land affected by the amendment

The amendment applies to a significant number of properties across the Municipality. The properties are identified within Appendix A.

What the amendment does

The amendment proposes to:

- Address a number of mapping anomalies regarding the application of zones and overlays. The amendment includes 154 mapping changes.

Strategic assessment of the amendment

- **Why is the amendment required?**

The amendment is required to correct a number of minor mapping anomalies and inconsistencies that have been identified in the Moonee Valley Planning Scheme. Correction of these will contribute to the more effective operation and administration of the Moonee Valley Planning Scheme.

- **How does the amendment implement the objectives of planning in Victoria?**

The amendment implements the objectives of planning in Victoria as stated in Section 4 of the Planning and Environment Act 1987, in particular those that seek:

- To provide for the fair, orderly, economic and sustainable use, and development of land;*
- To facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d), and (e).*

This amendment implements these objectives by ensuring relevant zones and overlays apply to land across the municipality.

- **How does the amendment address the environmental effects and any relevant social and economic effects?**

As the Amendment is procedural in nature and the proposed changes are to correct inconsistencies and anomalies in the application of zoning and overlay controls. There are no direct social, economic or environmental effects likely to result from this Amendment.

- **Does the amendment address relevant bushfire risk?**

The amendment is not considered to impact on bushfire risk.

- **Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?**

The amendment is consistent with the Ministerial Direction on the *Form and Content of Planning Schemes* under section 7(5) of the Act.

The amendment has been evaluated in accordance with the strategic considerations set out in Minister's Direction No.11 *Strategic Assessment of Amendments* under Section 12 of the *Planning and Environment Act 1987* and is consistent with those considerations.

The amendment is affected by Minister's Direction No.9, *Metropolitan Strategy* under Section 12 of the *Planning and Environment Act 1987* that requires planning authorities to have regard to the Metropolitan Strategy – Plan Melbourne.

- **How does the amendment support or implement the State Planning Policy Framework and any adopted State policy?**

The Amendment will support the implementation of the State Planning Policy Framework (SPPF) with regard to its objectives for Settlement (Clause 11), Built Environment and Heritage (Clause 15) and Housing (Clause 16) by providing clarity and accuracy with regard to the zones and overlays applicable to land within Moonee Valley.

- **How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**

The Amendment seeks to correct a number of inconsistencies and anomalies that have been identified in the mapping of zones and overlays. By correcting these anomalies, the Amendment will assist in the efficient administration of the Moonee Valley Planning Scheme and provide for orderly planning and development.

- **Does the amendment make proper use of the Victoria Planning Provisions?**

The Amendment seeks to make minor corrections in the mapping of zones and overlays to a number of individual properties across the municipality. The changes proposed by the Amendment have been reviewed to ensure that the Victoria Planning Provisions have been applied appropriately and are consistent with the VPP Practice Notes, including the Strategic Assessment Guidelines (2013).

- **How does the amendment address the views of any relevant agency?**

The amendment is not expected to impact on any relevant agencies.

- **Does the amendment address relevant requirements of the Transport Integration Act 2010?**

This Amendment will not have an impact on the transport system.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The Amendment will have a number of benefits to Council and to the community by improving the accuracy and effective operation of the Moonee Valley Planning Scheme. This includes enabling more accurate and consistent advice to be provided by Council.

Submissions

Submissions about the amendment must be received by Friday 30 January 2015.

A submission must be sent to: PO Box 126, Moonee Ponds, VIC, 3039.

9.7 Transport Strategies - Update

File No: FOL/15/132
Author: Strategic Transport Planner
Directorate: City Works & Development
Ward: Municipal

Purpose

This report is being presented to Council to provide an update on Council's Transport Strategies.

It also includes an update on Council's "Better Moves Around Schools" program implementation and priority list and details of the outcome of Council's recently completed bus survey.

Executive Summary

- Moonee Valley is experiencing the results of population growth within and surrounding our municipality. Population growth directly impacts travel demand.
- It is critical that Council has robust, appropriately funded, transport strategies to provide a direction for Moonee Valley so that travel is catered for appropriately and in a timely manner.
- Council has four transport strategies; the Integrated Transport Plan, the Walking and Cycling Strategy, the Road Safety Plan and the Municipal Parking Strategy.
- It is timely to review the Integrated Transport Plan and Road Safety Plan.
- Barriers have been identified in implementing the Walking and Cycling Strategy, and it is noted that strategic planning and adequate resources are required to enable Council to deliver it.
- Given a number of factors, including the change in state government position on the East West Link, Council's Local Area Traffic Management Priority Program should be revised.
- Council runs a successful Better Moves Around Schools (BMAS) program. To date, schools do not have certainty over when they would be addressed. A priority implementation program would provide certainty to both schools and Council.
- Council's recent bus survey demonstrates the importance of bus services to our community, and the need for community consultation when state government develops any changes to Moonee Valley bus services.

Recommendation

That Council:

1. Note the status of the Integrated Transport Plan, Road Safety Plan and Walking and Cycling Strategy.

2. Undertake a review of the Integrated Transport Plan in 2015/16, with an initial discussion paper to be presented to Council in mid-2015.
3. Undertake a review of the Road Safety Plan in 2015/16, with data collection to commence in 2015.
4. Refer the development of the Integrated Transport Plan and Road Safety Plan to the 2015/16 budget process for funding consideration.
5. Consider funding the implementation of the Walking and Cycling Strategy projects outlined in **Appendix E** as part of the 2015/16 Capital Works budget.
6. Adopt the revised LATM implementation program as shown in **Appendix F**.
7. Adopt the Better Moves Around Schools priority implementation list as shown in **Appendix H**
8. Offer drop-off and pick-up signage as an inherent part of the Better Moves Around Schools program and not as a standalone option.
9. Note the results of the bus survey, as summarised in **Appendix I**
10. Write to the Minister for Public Transport, Public Transport Victoria and Members for Essendon and Niddrie, noting Council's dissatisfaction with the extent of consultation undertaken with respect to the local and SmartBus service reviews, conveying the results of our community consultation, requesting that it be considered in the formation of any changes, and requesting details of any proposed changes.

Background

As we know, Moonee Valley is a city in transition. Our municipality is experiencing, and will continue to experience, growth in transport demand due to internal growth and also the development of surrounding municipalities, Melbourne Airport, Essendon Airport and Melbourne CBD. Moonee Valley is surrounded by developing areas, and also by key state transport infrastructure projects. (**Appendix A** shows the key trip generators and transport corridors in and around Moonee Valley.)

Our transport network has limited capacity to absorb additional demand. With development, however, there is opportunity to reduce the need for and length of trips, as employment, social and commercial development are located closer to people's homes. Plan Melbourne documents the concept of a 20 minute city, where all desired urban amenities are accessible within 20 minutes.

The State Government directly acknowledges the need to support change in the way we travel. The previous government's Plan Melbourne includes road layouts that promote improved road use. VicRoads adopted the Smart Roads Network Operating Plan in 2011 which recognises that road space should be utilised to facilitate greater movement of people, rather than focussing on movement of cars.

Unfortunately, cars often move just one or two people, but public transport moves more, and cycling and walking allows many people to move through the same space in a more sustainable manner.

During this period of change, it is critical that Council has robust, appropriately funded, transport strategies to provide a direction for Moonee Valley so that travel is catered for appropriately and in a timely manner.

Council has a suite of four transport strategies – the parent strategy: Council's Integrated Transport Plan; and the three supporting strategies: Walking and Cycling

Strategy, Road Safety Plan and Municipal Parking Strategy. All of these are complementary and work together to achieve common objectives of safe, sustainable and efficient travel on our transport network.

To ensure accountability and community direction in our transport strategies, Council has an Integrated Transport Committee, who are responsible for assisting in the implementation of the strategies and to advise Council on the process and general principles of integrated transport plans and strategies, as well as actively engaging the community and assisting Council in encouraging the uptake of sustainable transport. They also assist in identifying project implementation issues and the need for developing clear processes on how works are implemented, and recommend Capital Works Projects for Council's consideration. The Integrated Transport Committee play a key role, and their views are carefully considered.

This report provides a status update on Council's transport strategies. A detailed report was provided to Council in mid-2014 on the Municipal Parking Strategy status and therefore this report only references key aspects.

This report also includes an update on Council's Better Moves Around Schools implementation and priority list, and details of the outcome of Council's recently completed bus survey.

Discussion

Integrated Transport Plan

The Integrated Transport Plan (ITP) was adopted in 2008 and is focussed on a 2020 horizon.

It consists of 107 actions, the status of which are outlined in **Appendix B**.

Ninety eight have been actioned, with approximately seven minor outstanding, which will be implemented in 2015/16. Of the total actions, 16% represent advocacy actions, which would be expected, given the state or regional significance of many of the recommendations, and the associated decision making power resting with the state government.

Much has happened since the adoption of the ITP in 2008, including the adoption and abandonment of the Victorian Transport Plan, the adoption of the Rail Network Development Plan, the proposed East West Link and subsequent suspension, the proposed CityLink widening and Plan Melbourne.

The adoption of Plan Melbourne in mid-2014, and its action to develop a Road Use Strategy also has potential impacts for Moonee Valley's road network. Council has given initial feedback to the Road Use Strategy, and objected to the draft Principal Traffic Flow Network (PTFN), which prioritised traffic flow on some of Council's arterial road network, contrary to both Council policy and VicRoads' own Smart Roads' network operating plan.

There has also been ongoing change through considerable population growth, and continued land use development in Moonee Valley, nearby growth areas, Melbourne CBD and Essendon and Melbourne Airports.

Additionally, western Councils adopted the Western Transport Strategy in 2012, and Moonee Valley continues to work closely with neighbouring western councils on transport issues including the development of freight, cycling trails and rail strategies.

A new revision of the Integrated Transport Plan that considers all current elements is therefore considered timely.

Recommendation: That the Integrated Transport Plan be reviewed in 2015/16 and referred to the budget process for funding consideration, with an initial discussion paper to be presented to Council in mid-2015.

Road Safety Plan

The Road Safety Plan was adopted by Council in 2010, for a four year term. It is therefore considered timely to review it in 2015.

It consisted of seven action plans, with a total of 128 actions, the status of which are outlined in **Appendix C** (separately circulated). All actions of the Road Safety Plan are complete or ongoing.

Its objective is to reduce risk of injury on our roads and paths, so that people of all ages and abilities are free to travel on the road and path network to their chosen destination, safely and with confidence. No level of death is considered acceptable and the ideal target is zero. For the five year period since 2010, Moonee Valley has had a 43% reduction in fatalities from the previous 5 year period 2006-2010. This has been achieved through coordinated priorities.

The Road Safety Plan was developed based on extensive data interrogation and community consultation. This will again be necessary to ensure that Council resources are directed to the most effective and relevant road safety measures.

Additionally, in 2013, Victoria's Road Safety Strategy 2013-2022 was launched. It was developed by the road safety partners of VicRoads, the Transport Accident Commission (TAC), Victoria Police and the Department of Justice and sets a target to reduce fatalities and serious injuries by more than 30 per cent. Successfully realising this target would see Victoria's annual road toll fall to below 200, and would require everyone on our roads to take individual responsibility for improving safety by making safe travel choices. The Road Safety Plan review will be considered in line with the Victorian Road Safety Strategy.

Recommendation: That the Road Safety Plan be reviewed in 2015/16 and referred to the budget process for funding consideration, with data collection to commence in 2015.

Walking and Cycling Strategy

The Walking and Cycling Strategy was adopted in 2012. It has a ten year horizon, with a review scheduled within four years of adoption. It is therefore halfway through its initial implementation cycle and a review is anticipated in 2016.

It contains thirteen action packages, comprising 168 individual actions, the status of which are outlined in **Appendix D** (separately circulated).

Council's Integrated Transport Committee has raised concerns with the rate of implementation of the Walking and Cycling Strategy, in the delivery of on-the-ground walking and cycling projects and in the financial allocation to walking and cycling projects in the annual Council Capital Works budget.

A comprehensive analysis of the Walking and Cycling Strategy implementation status was therefore undertaken in the first quarter of 2014/15 and presented to the Integrated Transport Committee.

An analysis of the actions reveals the following (Refer to Figure 1):

- 51% (85) are short-term actions (i.e. planned for delivery between 2012 and 2016).

- 35% (58) are actions that require advocacy, and 41% (67) require some level of State Government approval to proceed.
- Much of the delivery of on-the-ground infrastructure is scheduled over the medium to long-term, reflecting the need for substantial community consultation, feasibility, design and stakeholder approval when necessary.

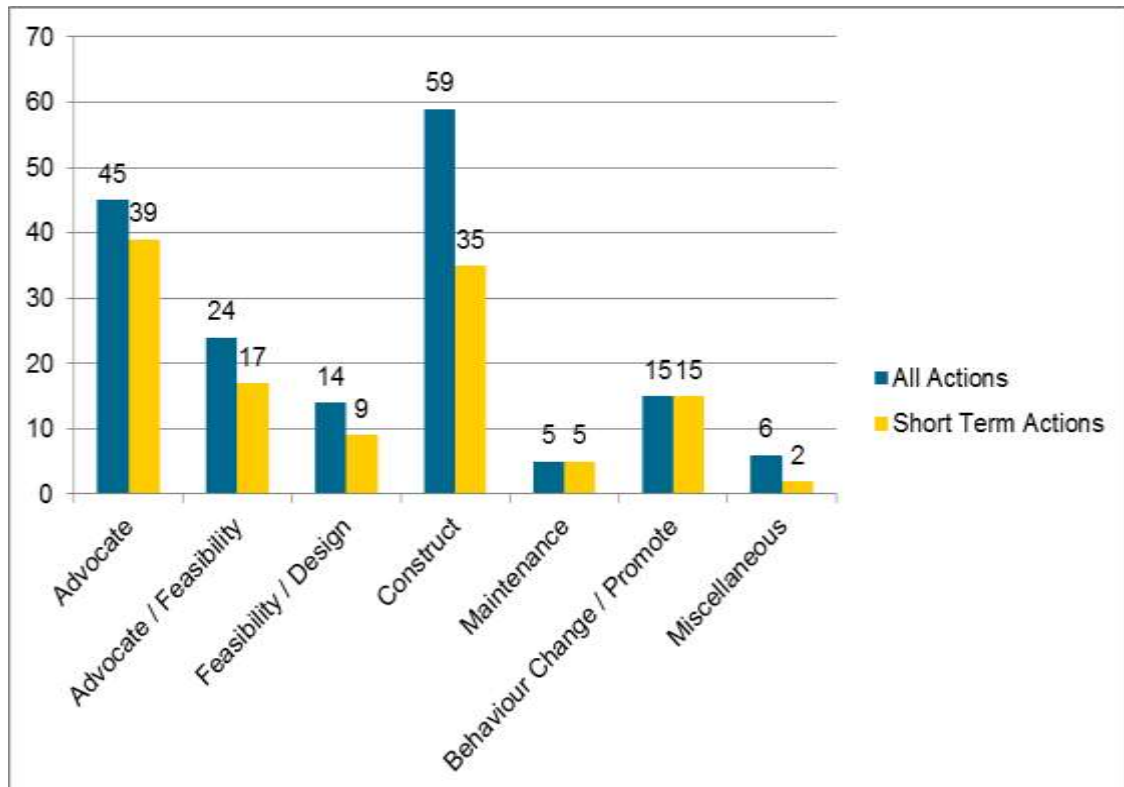


Figure 1: Short-Term Versus All Actions

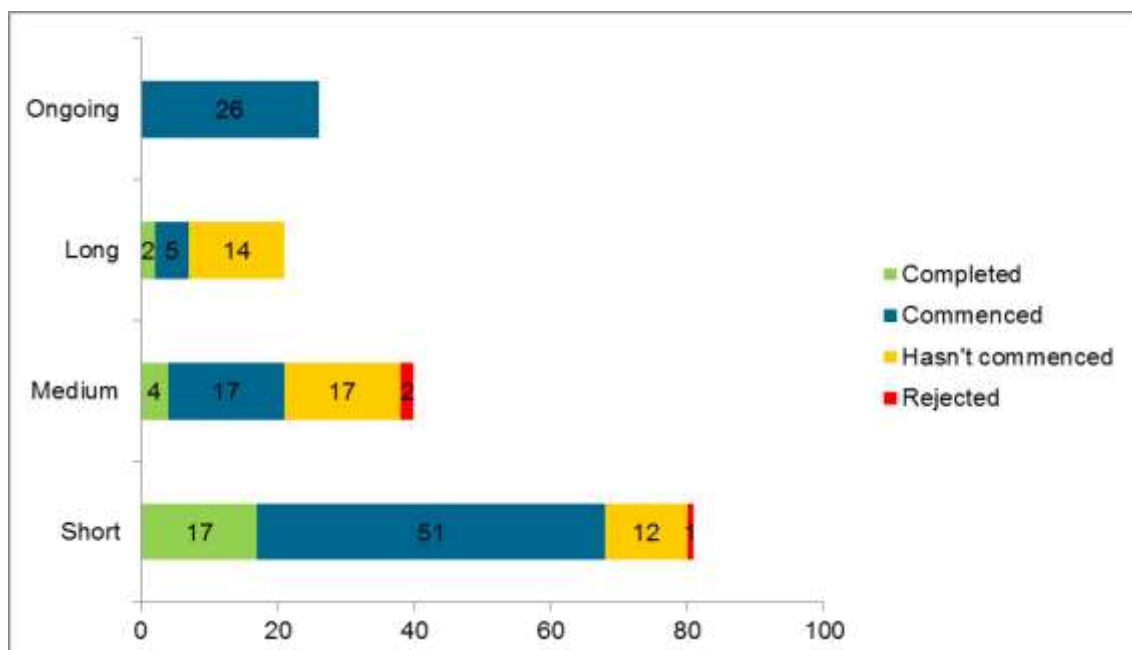


Figure 2: Timeframe of Action by Project Status

14 percent (23) of the actions have been completed (refer Figure 2), the majority of which were designated short-term actions. Fifty nine percent (99) actions have commenced, 26% (43) are yet to commence and 2% (3) have been abandoned or deferred until the relevant local area traffic management study is undertaken.

Moonee Valley in the context of metro Melbourne / neighbouring councils

Data is available from Bicycle Network until 2012, comparing expenditure per head of population across metro Melbourne councils. A comparison with our immediately neighbouring councils shows that Moonee Valley City Council allocated \$5.54 per head of population to cycling infrastructure improvements in 2012, as opposed to Yarra \$16.21, Moreland \$4.96 and Darebin \$7.67.

Unfortunately, since 2012 this data is no longer collected by Bicycle Network, however Council's allocation / expenditure on bicycle paths in 2012, 2013 and 2014 was \$200,000, \$200,000 and \$345,000 respectively. This equates to approximately 1.2% of Council's capital works budget.

As conveyed by the Integrated Transport Committee, there unfortunately is a community perception that on-the-ground walking and cycling infrastructure has not progressed since 2012. Some barriers were identified at Integrated Transport Committee Meetings were:

- Difficulty in obtaining necessary state stakeholder approvals (e.g. VicRoads, VicTrack)
- Difficulty in obtaining other stakeholder support (e.g. bus operators)
- Difficulty in obtaining resident support
- Lack of 'quick win' projects
 - Insufficient funding in annual capital budget versus what was adopted in the Walking and Cycling Strategy. For example, the total adopted budget in the Walking and Cycling Strategy is over \$13.5 million dollars, which would require a yearly allocation of over \$1 million to successfully complete in the ten year horizon. The average yearly budget allocation to walking and cycling projects since the Strategy adoption is \$248,000.

Having taken into consideration the feedback and analysis, a list of capital projects has been compiled for completion in 2015/16 and is shown in **Appendix E**. These have been selected based on feedback from the Integrated Transport Committee, likelihood of achieving support due to the lack of or less need for stakeholder approval, and appropriate level of completed analysis / design. They are also considered to provide a high level of benefit for the associated expenditure.

Recommendation: That Council consider funding the implementation of the projects outlined in **Appendix E** as part of the 2015/16 Capital Works budget.

Municipal Parking Strategy

The Municipal Parking Strategy was adopted at the end of 2011 and is three years into its implementation. A comprehensive status update was provided to Council in mid-2014.

A key action of the Municipal Parking Strategy is to develop a local area traffic management priority implementation plan. This was completed and adopted by Council in 2012, based on a comprehensive analysis of key criteria. Given the political context, including the announcement of the East West Link, the priority list

was revised in 2013 and 2014. There has since been a change in political context, announcements of various major service works, the CityLink widening, the suspension of the East West link and the cessation of the trial closures in Flemington and therefore it is considered necessary to again revise the priority list.

The current and proposed revised lists are shown in **Appendix F** and recommends bringing forward the development of the Buckley Park LATM (as originally proposed in 2012 and 2013) and commence the Newmarket LATM as previously adopted in 2013 and 2014.

Recommendation:

Adopt the revised LATM implementation program as shown in **Appendix F**.

Better Moves Around Schools

Moonee Valley City Council is committed to creating a safe and more sustainable environment for students.

The Better Moves Around Schools (BMAS) program brings Council and schools together to improve traffic, safety and parking management, and encourage walking, cycling and the use of public transport when travelling to and from school. The program takes a holistic approach and addresses parking and safety issues around the whole school area to create a safe environment for all road users particularly the students.

Council's Transport Project Officer and Traffic Engineer work closely with the principal or school representative for approximately a 12 month period to develop innovative solutions to existing issues, while also encouraging sustainable transport options.

Council has developed and successfully trialled new pick up and drop off zone signage and line marking as part of the BMAS program.

BMAS encourages schools that participate in the program to develop and implement a School Travel Plan with the support of Council.

Schools have a six month period to develop the School Travel Plan and are required to produce an achievable and sustainable action plan that can be implemented over a number of years.

History

In 2011 Council conducted comprehensive baseline surveys and audits at 22 schools within Moonee Valley Council to identify the number of children walking and cycling to school, and any existing transport issues. The surveys had a 56% response rate and revealed that only 21% of children walked to school and 6.1% cycled.

In many of the surveys it was identified that traffic around the school was also a major discouragement factor and a barrier to active transport. This factor prompted the investigation to include site audits of each school to identify the issues that could be seen as barriers to sustainable and safe travel to and from school.

The audits were completed and a priority ranking list was compiled, which was determined from the following 10 criteria and was used to determine at which school works should be undertaken first.

The 10 criteria were traffic calming infrastructure, provision and condition of school crossing, separation of vehicles and pedestrians at the school, traffic speed around schools, percentage of children driven to school, percentage of children catching

public transport, parking conditions around the school, congestion around the school, conditions of footpath and percentage of children walking and cycling to school.

This priority list has been used from 2011 to 2014 for implementation and have seen Council working with 3-5 schools per year. The methodology for completing the priority list has been presented at road safety conferences, and has been favourably acknowledged within the industry.

Benefits

BMAS involves a comprehensive assessment of each school, with a behaviour and infrastructure component. Council's experience is that the infrastructure component works as an incentive for the school to promote the behavioural element with students, and that both aspects work together as a package.

Many positive outcomes that not only benefit the school but the community as a whole have come from the BMAS program. These include:

- Development and implementation of a School Travel plan, encouraging the school community to walk, cycle or catch public transport to and from school more often. Benefits include improving the health and wellbeing of children and decreases traffic congestion around the school.
- New signage, particular to the needs and issues of each area.
- New drop off and pick up zones that include signage and line marking and an educational component.
- Upgraded parking restrictions that are appropriate for all users and take into account the surrounding streets and land uses.
- New pram crossings.
- Retrofits of existing, unsafe roundabouts, traffic islands, pedestrian refuges and school crossings.
- Improvements to pedestrian safety
- Reviews of speed zone signage including electronic speed zone signage where appropriate.
- New stop, look, listen and think footpath signage at pedestrian crossings.
- Installation of new school crossing with supervisors.
- A greater level of compliance achieved with innovative signage, presence of Parking Control and Victoria Police, improving the safety for all motorists, cyclists and pedestrians.

Another valuable outcome has been the positive relationships and partnerships we have built with the school community, in particular the principals.

Update on BMAS status and issues

The BMAS program has gained momentum and respect from school communities. The Transport unit has capacity to undertake the BMAS program at a maximum of four schools each calendar year. In every year since the priority list was completed, urgent school or Councillor requests have led to officers undertaking additional schools. In 2014-15, Council engaged with five schools in one year. Unfortunately, this is not ideal, from an officer resource or from the schools' point of view.

Up until now, this additional workload has been absorbed by the Transport Unit, sometimes at the expense of other workload. It is recommended that, in future, should non-critical school transport issues be raised, that the priority list be adhered to, similar to the way that the LATM priority list is treated.

Another issue that has arisen in the implementation of the new pick up and drop off signage as part of the BMAS Program (refer to **Appendix G**). Other schools in the local area have seen the new signage and Council is now receiving requests for their school also to have it installed.

It is great that schools are requesting measures to improve traffic efficiency, however if Council were to implement the new drop-off/pick-up zones in isolation to the overall BMAS program, it would be problematic for a number of reasons.

- The signs could not be installed without auditing existing pick-up and drop-off zones – this is a significant component of the BMAS audit
- If Council offered the drop off and pick up signage as a separate program, it would remove a significant incentive for participation in BMAS, and may undermine the success of BMAS, as schools may not be a responsive to the concept of the development and implementation of a school travel plan.

Many benefits come from including the new drop off zone signage as part of the BMAS Program. The majority of schools have already participated in BMAS have developed or are in the process of developing a School Travel Plan. Implementing the Walking School Bus is also common as is participating in Walk to School and Ride2school events.

Recommendation:

- Adopt the Better Moves Around Schools priority implementation list as shown in **Appendix H**
- Offer drop-off and pick-up signage as an inherent part of the BMAS program and not as a standalone option

Bus Survey

PTV are undertaking a review of the local bus service. No community consultation has been undertaken on this, and no official avenue for Council feedback has been provided.

Additionally, Transdev and PTV have recently advised Council that they will be making changes to the SmartBus route 903, with no community consultation.

It is understood that both reviews will be implemented in March, which does not allow time for appropriate, if any, consultation.

To ensure that our community has the chance to provide input on the changes they want and need, Council hosted a community survey on bus usage during November 2014.

127 responses to the survey were received with some interesting results:

- 80 per cent of respondents use the bus.
- Most people use the bus to get to work.
- The majority of respondents want more frequent services, particularly for the 475 and 501 buses.

- Route extensions or new routes were suggested.

The findings are outlined in **Appendix I**.

It is clear from the number of responses that bus services are important to our community. The bus service providers' agency, BusVic, recognises this in their Policy *Direction 6 – Governance: Give the locals a say*.

Council has previously already written a letter to the former Minister for Roads and Public Transport in May 2014, and to the new Minister for Public Transport in December 2014 regarding the process by which the reviews have been undertaken to date. However, no formal response has been received.

Recommendation:

That Council:

- Note the results of the bus survey, as summarised in Appendix I.
- Write to the Minister for Public Transport, Public Transport Victoria and Members for Essendon and Niddrie communicating Council's dissatisfaction with the extent of consultation undertaken with respect to the local and SmartBus service reviews, to convey the results of our community consultation, to request that it be considered in the formation of any changes, and to request details of any proposed changes.

Consultation

The nature of this report does not require any consultation. Comprehensive community consultation will be undertaken when the respective strategy reviews are carried out.

Implications

1. Legislative

This report is relevant to the Transport Integration Act, Local Government Act, Road Safety Act, Road Safety Road Rules and other transport and planning regulations and legislation.

2. Council Plan / Policy

This report is in line with the Council Plan 2013-17.

- Theme 1, Strategic objective 1: Support the community in becoming healthier and more physically active;
- Theme 3, Strategic objective 1: Ensure there is clear direction for growth and proactive management of development in the city;
- Theme 3, Strategic objective 2: Facilitate the provision of a broad range of safe, accessible and sustainable transport modes across the municipality;
- Theme 3, Strategic objective 4: Enhance the look and feel of the city through good design.

3. Financial

The review of the Integrated Transport Plan and Road Safety Plan will require funding in Council's 2015/16 Operational budget, and it is recommended to refer these plans to the budget process for funding consideration.

The delivery of capital projects from the Strategies will continue to require funding.

4. Environmental

More sustainable, better informed travel, including decrease in car ownership/usage and increase in sustainable forms of transport would result in a reduction in traffic congestion, noise, greenhouse gas emissions and pollution.

It would also comply with Council's City Sustainability Policy and Complete Streets.

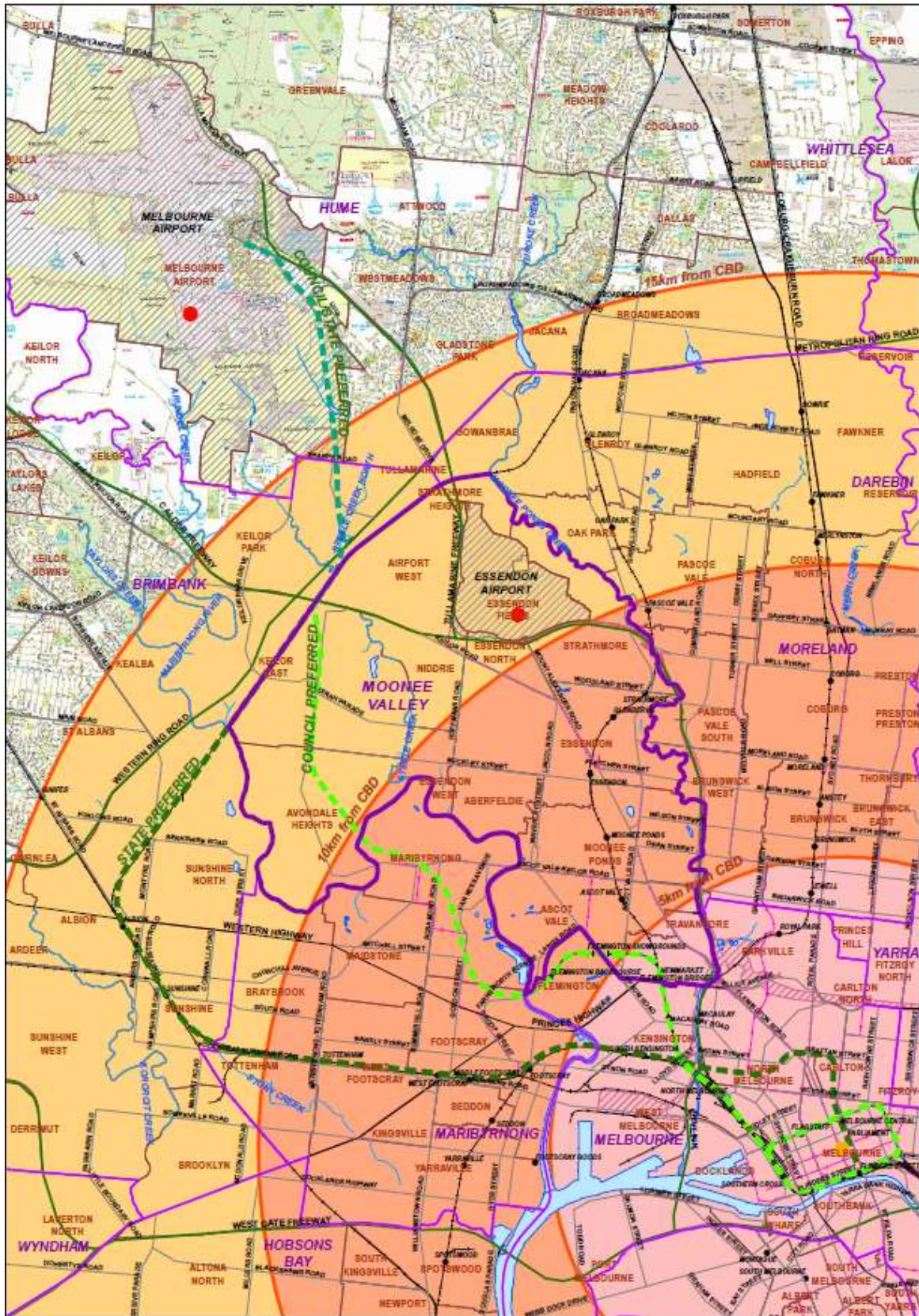
Conclusion

Transport affects the lives of almost every resident and trader in Moonee Valley each day. It affects health, well-being, social connection, families and businesses.

Given the ongoing growth within Moonee Valley, it is considered appropriate to review the Integrated Transport Plan and Road Safety Plan, provide an appropriate level of funding for walking and cycling projects, adopt the revised LATM implementation program and the priority list for BMAS and to continue to advocate to Public Transport Victoria for improved transport services within Moonee Valley.

APPENDIX A:

Key Trip Generators and Transport Corridors



APPENDIX B:

Integrated Transport Plan (Action Status - January 2015)

Action No.	Action	Immediate 2008 - 2009 (0 - 2yrs)	Short Term 2010 - 2011 (3 - 4yrs)	Medium Term 2012 (5yrs)	Long Term 2013 - 2020 (6 - 13yrs)	Status Update
Walking						
A1	Work with Brimbank City Council and other government agencies to investigate potential locations (expected to be near Rhonda Street in Avondale Heights) for a new pedestrian and cycle link across the Maribyrnong River.					✓ Feasibility study & North Road Bridge concept plans
A2	Investigate potential pedestrian and cyclist link along Steele Creek from Roberts Road to the Western Ring Road trail					✓ Feasibility study
A3	Review the intersection of Mt Alexander Road and Puckle Street to provide significant improvements to pedestrian space, as part of Access and Mobility Plan for Moonee Ponds. This should also include the length of Mt Alexander Road, between Puckle Street and Taylor Street					✓
A4	Construct a new pedestrian and one way vehicle link connecting Mt Alexander Road and Gladstone Street.					✓ Constructed 2012
A5	Construct a new tunnel under Buckley Street for pedestrians and cyclists.					✓ Constructed 2010
A6	Construct a new shared path along Buckley Street, between Dickson Street and Milleara Road.					✓ Constructed 2008
A7	Work with Melbourne City Council to identify and promote the most suitable pedestrian links into Melbourne's CBD, particularly around the Flemington Road / Mt Alexander Road / Racecourse Road / CityLink / Elliot Avenue intersection.					✓ Counts for Flemington Bridge Access Report. Wayfinding in Racecourse Road is being undertaken with Melbourne City Council

A8	Seek support from all neighbouring Council's for any developments along municipal boundaries.					✓ Annually
A9	Include requirements for pedestrian links in conditions of approval/support for all new developments.					✓ Ongoing
A10	Continue to encourage schools to enrol in the Walking School Bus program. Council will provide incentives to schools with the highest participation in the program.					✓ Annually
A11	Continue to audit safe pedestrian routes to and from schools as required.					✓ Annually
A12	Encourage schools to work with DOT to develop Green Travel Plans and get involved in the TravelSmart education program.					✓
A13	Encourage schools to promote and teach traffic safety education within their community.					✓ Annually
A14	Continue to support Essendon Traffic School and encourage local schools to make use of it.					✓ Quarterly (Walking School Bus)
A15	Improve way-finding signage in all Principal and Major Activity Centres.					✓ Moonee Ponds, Airport West North Essendon and Keilor Road installation being completed Union Road and Racecourse Road Design budget proposal for 2014- 15
A16	Work with developers to ensure that quality pedestrian links are created in and provide access to Principal and Major Activity Centres.					✓ Ongoing
A17	Work with VicRoads to investigate reducing speed limits (to 40km/h) in areas with high pedestrian flow.					✓ Keilor Road Complete Ongoing reviews as part of LATM process.

A18	Work with State Government agencies such as VicRoads and DOT to introduce or upgrade pedestrian refuges, puffin and pelican crossings, and improve pedestrian access across major roads.					✓ Pedestrian crossing Study completed in 2013 Implementation beginning 2014 Ongoing
A19	Assess priority outcomes from the Keilor Road and Moonee Ponds Walking Audits and opportunities for implementation.					✓ Ongoing
A20	Council will investigate the need for collecting data on the number of pedestrians in Major Activity Centres.					✓ Ongoing
A21	Undertake a feasibility study of extending Everage Street into Puckle Street, Moonee Ponds to improve overall permeability as part of the Moonee Ponds Activity Centre Structure Plan. Any future link must ensure priority is given to pedestrians and cyclists.					✓ MPAC Structure plan has assessed connectivity and pedestrian movements in Moonee Ponds.
A22	Continue to enforce and monitor Council's Footpath Activity Policy 2006, and allow safe and secure access for all people along and across footpaths.					✓ Ongoing Updated 2011 due for review 2014
A23	Work with VicRoads to ensure a pedestrian only traffic light phase is implemented at every controlled intersection near a station when the train is approaching, and explore possibilities for similar treatment to tram stops at intersections.					✓ Buckley Street at Essendon Station 2013
A24	Monitor shared paths for any conflict between cycling and walking safety (such as on the Capital City Trail bridge over Flemington Road) and advocate for improvements.					✓ Travancore Park 2013 - proposal for duplication of path. Ongoing
Cycling						
A25	Work with Council's Cycling & Walking committee and other State Government agencies such as VicRoads to continue implementation of Council's Cycling and Walking Plan.					✓ Ongoing

A26	Review design standards and explore innovative designs to ensure that safe cycle paths are provided through dangerous intersections such as roundabouts, and along dangerous stretches of roads.					✓ Ongoing
A27	Review existing roundabouts along bike routes to ensure cyclist safety is catered for. Where this can not be achieved alternative routes will be established.					✓ Review of nine roundabouts done in 2013 Implementation commenced. Roundabouts consistently reviewed as part of LATM process.
A28	Where possible include cycle lanes and facilities as part of all future road improvements.					✓ Ongoing
A29	Increase funding for bicycle facilities within Council's transport capital works budget.					✓ Annually requested
A30	Liaise with all primary and secondary schools and encourage them to enrol in Bicycle Victoria's Ride2School program and identify safer cycling routes.					✓ Annually
A31	Place higher priority on developing cyclist infrastructure that improves safe cyclist access to schools.					Safe routes to school identified for three schools. Moonee Ponds Creek and access path to Strathmore Secondary College 2012. Ongoing Green Travel Plans for schools. This is considered during the implementation of the Better Moves Around Schools program.
A32	Advocate to the Department of Education to fund high quality bicycle facilities at every school.					Will be completed in 2015-16
A33	Install designated bicycle parking facilities in every Principal and Major Activity Centre on the basis of 1 bike rack for every 20 car spaces.					✓ To be considered within the context of the Parking Plans.

A34	Ensure that provision of 'end-of-trip' cycle facilities meet the requirements of Moonee Valley Planning Scheme.					✓ Ongoing
A35	Advocate to State Government agencies to introduce a bicycle share scheme in Moonee Valley.					✓
A36	Work with bike stores and other commercial operators to investigate the feasibility of bicycle stations in Moonee Ponds and Airport West.					✓ Have indicated to VicRoads that Council supports extending Melbourne Bicycle Share Scheme. Proposed bicycle hub included in draft structure plan for Essendon Junction. Proposed bicycle service stations included in draft 2015-16 Capital Works budget.
Public Transport						
A37	Advocate to State Government agencies for route improvements to fill coverage gaps in transport poor areas.					✓
A38	Amend the planning scheme to discourage increased housing densities in areas not served or poorly serviced by public transport.					✓ This has been included in the Housing section that has been sent to the Minister for approval as part of Amendment C134 (new MSS – implementation of the Planning Scheme Review) 2014.
A39	Investigate creating new bus-only links to expand the bus network in an efficient manner.					Ongoing - Advocacy for example, bus for Valley Lakes and Essendon Fields. Community bus survey completed in November 2014 and reported to Council February 2015.

A40	Continue to work with State Government agencies to introduce a new bus service to Avondale Heights.					✓ Ongoing.
A41	Request Route 465 to be extended into Brimbank as part of the next Local Bus Review.					✓ Completed
A42	Advocate for State Government agencies to conduct a feasibility study of extending Tram Route 57 to Avondale Heights and Route 59 to Tullamarine.					✓ Ongoing
A43	Advocate for tram extensions in Melbourne's west to be included in new operator franchise agreements.					✓ Completed
A44	Request the State Government to study the feasibility of alternative options between Melbourne CBD and Melbourne Airport incorporating extension of the Flemington Racecourse line, provision of future railway stations in Highpoint, East Keilor and Airport West as well as possible Park & Ride facilities.					✓ Ongoing as part of advocacy agenda
A45	Advocate to the State Government to include a station at East Keilor and Airport West when the Melbourne Airport railway line is constructed.					✓ Ongoing.
A46	Advocate for a minimum service standard of 18 hours every day of the week.					✓ Ongoing
A47	Advocate for a maximum 15 minute headway between public transport services on all main roads.					✓ Ongoing
A48	Advocate for the Craigieburn line to be operated like a metro service, with no express services and a maximum ten minute headway between trains at all times.					✓ Ongoing
A49	Advocate for train services to operate all through Friday and Saturday nights.					✓ Ongoing
A50	Council will work with State Government agencies to improve reliability of bus and tram services at intersections.					✓ Ongoing
A51	Continue to work with State Government in the construction of accessible bus and tram stops to improve travel times and access.					✓ Ongoing
A52	Work with State Government, VicRoads and Yarra Trams to accelerate "Think Tram" and "SmartBus" works at key locations and ensure a holistic approach is applied.					✓ Ongoing

A53	As a pilot program, Council will work with DOT, VicRoads, Yarra Trams and Bus Operators to implement morning clearways along Keilor Road, allowing buses and trams to use the tram tracks.					This project was superseded due to the previous State Government proposal to extend clearway times within a 10km radius around the CBD as part of the Keeping Melbourne Moving Plan.
A54	Council will not allow new indented bus bays except at a bus lay-over or interchange.					✓ Ongoing
A55	Work with Victoria Police to improve enforcement of tram and bus priority regulations.					Ongoing ✓
A56	Work with local bus operators to identify congestion “choke points” and request State Government to introduce bus lanes as part of MOTC (Meeting Our Transport Challenges 2006).					✓ Ongoing
A57	Real and perceived safety issues at public transport nodes will be determined as part of Council’s annual community satisfaction surveys.					✓ Ongoing
A58	Discuss with stakeholders the possibility of upgrading the aesthetics and safety of rail stations, trams depots, bus depots and underpasses so that they integrate with their surroundings and provide a safe environment.					✓ Ongoing 2014 Lighting and landscape improvements near Finsbury Underpass
A59	Continue to inform operators about graffiti and ensure it is removed in a timely manner.					✓ Ongoing
A60	Liaise with the Department of Transport and Connex to request designation of new premium stations at Moonee Ponds and Newmarket and host stations at Strathmore and Glenbervie.					✓
A61	Liaise with local police to encourage their presence around public transport infrastructure at key times.					✓
A62	Advocate for a reduction in off-peak public transport fares.					✓ New fare structure commenced 1 January 2015

A63	Investigate introduction of commuter club for ratepayers.					Promote PTUA commuter club in 2015-16
A64	Work with the State Government to undertake Moonee Ponds Modal Interchange Study in 2008.					✓
A65	Work with State Government to improve Niddrie Interchange for pedestrians and users including potential development of nearby Council land for a mixed use development.					✓ Keilor Road Structure Plan Action 9
A66	Work with Metlink and other stakeholders to ensure provision of better information at bus, tram stops and train stations.					✓ Ongoing
A67	Work with State Government to ensure all bus, tram and train station facilities are accessible to all.					✓ Ongoing (DDA Bus Stop program)
A68	Ensure that park and ride development proposals respond appropriately to the local environment and minimise local congestion and amenity impacts.					✓ Ongoing
A69	In conjunction with MetLink and DOT, Council will continue to provide public transport maps to residents.					✓ Ongoing (TravelSmart Maps last updated in 2011)
A70	Council will continue to prepare and implement a Green Travel Plan for its staff.					✓
A71	Encourage public and private sector employers and schools to develop Green Travel Plans.					✓ 2013 Windy Hill Fitness This is also included in planning permit conditions for significant developments that have been granted a parking waiver
A72	Council in partnership with the Moonee Valley Green Precinct will develop a Green Travel Plan for the entire Green Precinct.					✓ Green Triangle
A73	Council will require new developments expected to attract more than 100 journeys per day to produce a Green Travel Plan in conjunction with occupiers as a condition of planning approval.					✓ Ongoing

Traffic and Parking						
A74	Liaise with VicRoads in determining the appropriate hierarchy of users for Moonee Valley's road network.					✓ SmartRoads Network Plan adopted by VicRoads in 2011
A75	Audit the amount of road space allocated to each user group and monitor changes.					Not complete.
A76	Work with VicRoads to increase provision of facilities for pedestrians, cyclists and public transport on the existing road network.					✓ Ongoing
A77	Work with Stage Government agencies to provide dedicated public transport lanes where feasible to improve public transport reliability.					✓ Smartbus lanes installed on Buckley Street Dedicated tram lanes investigated as part of Essendon Junction Structure Plan
A78	Advocate for peak and off-peak tolls to be applied on CityLink to reduce peak hour congestion.					✓
A79	Council will require developers seeking a reduction in car parking provision to prepare an Integrated Transport Plan, to demonstrate how the development contributes to sustainable transport outcomes in Moonee Valley.					✓ Ongoing as part of the planning process
A80	Advocate for the Commonwealth to remove the FBT tax advantage gained by private (company) car users.					✓ Proposal to eliminate FBT that rewarded driving over a certain distance not supported by Commonwealth Government
A81	Council will monitor emissions of its vehicle fleet and publish results annually on its website.					✓ Monitored by Fleet and provided to Environment. Environment includes Fleet emissions in annual reporting on Council's Greenhouse Gas Emissions

A82	Council's fleet purchasing will focus on improving the fuel efficiency of the fleet.					✓ Council's draft light fleet policy considers the fuel efficiency of Council's pool vehicles.
A83	Charges for parking permits will be based on vehicle fuel efficiency.					✓ Incorporated into the adopted Parking Permit Policy (2013)
A84	Work with stakeholders to implement car-share and car-pooling programs.					✓ Car share introduced to Moonee Valley 2010 and expanded in 2013.
A85	Council will carefully assess the traffic congestion impact of any proposed new road links across the Maribyrnong River.					✓ Council has actively opposed new links for private vehicles instead advocating for a green link for public transport, walking and cycling.
A86	Advocate for any new connections across the Maribyrnong River to be only accessible for pedestrians, cyclists and public transport.					✓
A87	Investigate the feasibility of a local access road around Moonee Ponds, as part of the Access and Mobility Plan for Moonee Ponds Activity Centre.					✓ Part of MPAC
A88	Work with VicRoads and relevant stakeholders to discuss appropriate use of clearways to increase priority for public transport.					✓ Ongoing
A89	Develop a Parking Strategy for the whole municipality.					✓
A90	Ensure that parking in Activity Centres is well designed, located and managed to meet the broad needs of the community.					✓ Ongoing part of Parking Plans and LATMs
A91	Review the provision of parking for drivers with disability permits particularly in Principal and Major Activity Centres.					✓ Ongoing part of Parking Plans and LATMs

A92	Provide disability permit parking commensurate with the proportion of permits issued to car owners.					Disabled parking will be reviewed as per the Disability Action Plan (2014).
A93	Where necessary Council will actively intervene in the parking market to ensure that congestion is managed and parking is provided efficiently.					✓ Ongoing through Municipal Parking Strategy
Land Use and Community Transport						
A94	Work with the Airport West and Essendon Fields developers to create a transport hub at Airport West.					✓ Ongoing
A95	Advocate for State Government agencies to introduce a quality bus route along CityLink and Tullamarine Freeway, linking Melbourne CBD and Melbourne Airport, with appropriate park and ride facilities.					✓ Ongoing
A96	Advocate for the State Government to conduct a feasibility study into putting the Craigieburn line underground through a section of Moonee Valley.					✓ Ongoing
A97	Support high level development along the railway line and around stations to offset the underground construction costs.					✓ Draft Essendon Junction Structure Plan, and Moonee Ponds Activity Centre Structure Plan
A98	Council will require a high quality open space link as part of a high level development along the railway line.					✓ Essendon Station Structure Plan
A99	Work with Parks Victoria to investigate the community benefit to be gained from providing additional boat landings along the Maribyrnong River.					✓ Maribyrnong Master Plan Action 1.9: Investigate the provision of boat launching facilities in consultation with Parks Victoria and Maribyrnong City Council.
A100	Work with the Department of Education (DoE) and relevant stakeholders to ensure transport services for school children with disabilities are provided.					Section 3.3 of the Disability Action Plan includes access to education facilities

A101	Assist DoE to audit the extent of access problems.					Section 3.3 of the Disability Action Plan includes access to education facilities
A102	Work with DoE and schools to prepare a plan of service improvements.					Section 3.3 of the Disability Action Plan includes access to education facilities
A103	Monitor transport mobility trends in the community and develop improvements in consultation with stakeholders.					✓ 11 Recharge points established
A104	Investigate the need for Council Policy relating to the use of electric mobility aids on footpaths.					✓ Motorised Mobility Device brochure created.
A105	Review the provision of taxi zones, particularly in Principal and Major Activity Centres.					✓
A106	Work with the taxi industry to inform residents about wheelchair accessible taxi availability.					✓ Ongoing
A107	Develop a “Safe City Taxi Rank” in Moonee Ponds.					✓ Taxi Ranks installed in Moonee Ponds

APPENDIX E:

Walking and Cycling Strategy (Proposed 2015-16 Capital Works List)

1. Way finding signage - Racecourse Road Activity Centre
2. Way finding signage - Union Road Activity Centre
3. Talbot Road – install shared path north side of the east/west section of Talbot Road from the Pascoe Road end to the eastern dead-end at the Moonee Ponds Creek reserve.
4. Bridge Street – Install shared path north side between Pascoe Vale Rd and Cameron Rd on Cross Keys Reserve
5. Retrofit 4 roundabouts on local roads with zebra crossings – sites to be determined
6. Install bike parking at Essendon Station
7. Install bike parking at Newmarket Station
8. Install raised platform at Bloomfield Road / The Crescent
9. Ongoing maintenance at
 - a) Aberfeldie Park
 - b) Monte Carlo Reserve
 - c) Keilor Park Drive Shared Path
 - d) Shared Path, along Tullamarine Freeway, from Bulla Road to Treadwell Road
10. Install bike parking on public land where there is a demonstrated need
11. Detailed design of signalised crossing at Maribyrnong Road as part of Craigieburn Rail Corridor
12. Remove chains and widen pram ramps on Racecourse Road
13. Shared Path:
 - a) Buckley Street - Milleara Road to The Crossway South
 - b) Buckley Street – Pascoe Vale Road to Tennyson Street

Sharrows:

1. Northern alternative route Buckley Street – sharrows
2. Southern alternative route Buckley Street – sharrows
3. Noga Ave, Keilor East - sharrows
4. Nyah Street & Shelley Street, Keilor East - sharrows
5. Rachelle Road, Keilor East – sharrows or on-street bike lanes

APPENDIX F:

Revised LATM Implementation Plan (2015)

Local Area Traffic Management Precinct	Adopted priority (2012 – based on review of criteria)	Adopted priority (2013 – prior to start of program)	Adopted priority (2014)	*Proposed* priority (2015)
Fletcher*	2013-14	2013-14	2013-14	Completed
St. Therese's* ¹	2014-15	2013-14	2013-14	Completed
Dean* ¹	2016-17	2016-17	2014-15	Ongoing
Holmes* ¹	2015-16	2014-15	2014-15	Ongoing
Buckley Park ²	2014-15	2014-15	2016-17	2015-16
Newmarket ²	2013-14	2015-16	2015-16	2015-16
North Essendon	2016-17	2016-17	2016-17	2016-17
Valley Lake (Area 2A) ²	2015-16	2015-16	2015-16	2016-17
Airport West	2017-18	2017-18	2017-18	2017-18
Travancore	2017-18	2017-18	2017-18	2017-18
Union	2018-19	2018-19	2018-19	2018-19
Doncaster	2018-19	2018-19	2018-19	2018-19
Valley Lake (Area 2B)	2019-20	2019-20	2019-20	2019-20
Boulevard	2019-20	2019-20	2019-20	2019-20
Napier Park	2020-21	2020-21	2020-21	2020-21
Milleara West	2020-21	2020-21	2020-21	2020-21
West Essendon	2021-22	2021-22	2021-22	2021-22
Mascoma	2021-22	2021-22	2021-22	2021-22
Pavilions	2022-23	2022-23	2022-23	2022-23
Avondale East	2022-23	2022-23	2022-23	2022-23
Rosehill Park	2023-24	2023-24	2023-24	2023-24
Avondale Heights	2023-24	2023-24	2023-24	2023-24

*LATM Study undertaken or underway

¹Brought forward since original LATM Priority and Implementation Program was adopted in 2012.

²Pushed back since original LATM Priority and Implementation Program was adopted in 2012.

APPENDIX G:

Better Moves Around Schools – drop off/pick up zone signs¹



¹ Also available in green

APPENDIX H:

Better Moves Around Schools Priority Implementation List

Priority Implementation Plan Better Moves Around Schools (BMAS)		
Year of implementation	Priority List implementation	Year of completion
2011- 12	Penleigh & Essendon Grammar (Essendon Campus)	ongoing
	Lowther Hall Anglican Grammar, Essendon	ongoing
	Strathmore Primary, Strathmore [#]	2013
	Flemington Primary, Flemington [#]	ongoing
	St Peters Primary, East Keilor [#]	2013
2012-13	Keilor Heights Primary, East Keilor [#]	ongoing
	St Vincents Primary, Strathmore	2013
	Strathmore Secondary College	2013
	Ascot Vale West, Ascot Vale [#]	2013
	Essendon North, Essendon	ongoing
2013-14	Flemington Primary, Flemington ^{-R}	2014
	St Vincents Primary, Strathmore ^{-R}	15-16
	Essendon North, Essendon ^{-R}	ongoing
	Keilor Heights Primary ^{-R}	2014
	Moonee Ponds West, Moonee Ponds	ongoing
	St Monicas Primary, Moonee Ponds	2014
	Lowther Hall Anglican Grammar, Essendon	ongoing
2014 - 15	Rosehill Secondary College, Niddrie	ongoing
	Ascot Vale Primary, Ascot Vale	ongoing
	St Columba's College, Essendon	2014
	Penleigh and Essendon Grammar- Park Street, Essendon	to commence Feb 2015
	St Christophers Primary, Airport West	to commence Feb 2016
2015-16	Moonee Ponds Primary, Moonee Ponds ^{-L}	
	St Bernards College	
	Buckley Park College	
	Penleigh and Essendon Grammar -East Keilor campus*	
2016-17	Our Lady's of Navitiy, Aberfeldie	
	Essendon Primary, Essendon	
	Ave Maria College, Aberfeldie	
	Strathmore North, Strathmore*	

2017-18	Essendon East Keilor College (Senior campus) St Therese's Primary , Essendon St Marys Primary, Ascot Vale Essendon East Keilor College (East Keilor campus)*	
2018-19	Avondale Primary, Avondale Heights Aberfeldie Primary, Aberfeldie Essendon East Keilor College, Niddrie campus Resurrection House*	
2019-20	Niddrie Primary, Niddrie Mount Alexander Road College, Flemington St John Boscos Primary, Niddrie St Martins De Porres Primary, Avondale Heights*	
2020-21	St Brendans Primary, Flemington Debney Park Primary, Flemington Ascot Vale Special school, Ascot Vale Western Austistic School, Niddrie*	
2021-22	revisit 4 schools per year	
2022-23	revisit 4 schools per year	
2023-24	revisit 4 schools per year	


school moved up the list due to request from Management/Councillors/already working with the school prior to priority list being compiled


*schools can be moved to the next year if another school has to be moved forward due to unforeseen circumstance

R- revisited OR ongoing


L- moved forward due to LATM issues

Bus Survey






September-December 2014



Online and paper

N= 127



Age

14-24, 10%

Use

100% study

73% work

37% leisure

34% shopping

31% friends/family

25-59, 63%

72% shopping

64% leisure

52% friends/family

60+, 27%

52% friends/family

70% → More frequent services


Routes needing more frequent services:

506⁴⁷⁷ 468⁵⁰¹ 504⁴⁷⁸ 465⁴⁷⁹ 406⁴⁰⁷

30% → New routes

Key requests for new/extended routes:

- Tullamarine airport
- Buckley St from Keilor East to Moonee Ponds
- Ascot Vale to Moonee Ponds, via schools
- Highpoint to Moonee Ponds
- Valley Lakes



40% → Extended operating hours

Day	Percentage
Weekday	6.6%
Weekend	9%
Sunday	29.5%

Barriers to use

n=28

Barrier	Percentage
Unreliable	32%
Poor connecting services	32%
Trams/trams are more convenient	21%
I drive everywhere	21%
They don't go where I need to go	21%

9.8 Dean Local Area Traffic Management Study

File No: FOL/14/645
Author: Traffic & Transport Engineer
Directorate: City Works & Development
Ward: Myrnong

Purpose

The purpose of this report is to outline the outcomes of the Draft Dean Local Area Traffic Management Study (LATM), and to seek endorsement for the purpose of community consultation on the Draft Traffic Management Plan and Draft Parking Management Plan.

Executive Summary

- In August 2014, Council revised the LATM priority implementation plan and resolved to develop the Holmes and Dean Local Area Traffic Management Studies in 2014-15.
- The Dean Local Area Traffic Management Study is bounded by Buckley Street, Mt Alexander Road, Ormond Road and Tullamarine Freeway.
- The study area comprises of approximately 2,900 properties including community, commercial and residential uses.
- Significant land uses in the area includes Moonee Valley Racecourse, Moonee Ponds Activity Centre, (comprising commercial land uses adjacent to Mt Alexander Road), Moonee Ponds Primary School, St Monica's Catholic Primary School, Queens Park and Ormond Park.
- In September 2014, a circular was distributed to all property occupiers and landowners in the study area and advised the community of the study and the formation of a Working Group. The circular also included a questionnaire survey on traffic and parking issues and sought nominations from residents, traders and stakeholders to act as community volunteers on the Working Group.
- Following consultation with the Dean Local Area about existing traffic and parking issues, and in conjunction with the Dean LATM Working Group, a Draft Traffic Management Plan and Draft Parking Management Plan has been prepared.
- The next stage in the LATM process is to seek the local community's feedback on the Draft Traffic Management Plan and Draft Parking Management Plan.

Recommendation

That Council:

1. Endorse the Draft Traffic Management Plan and Draft Parking Management Plan for the Dean Local Area Traffic Management Study, (as shown in **Appendix A** and **Appendix B** respectively, separately circulated) for community consultation.
2. Receive a further report at the conclusion of the consultation.

Background

In December 2011, Council adopted the Municipal Parking Strategy, and includes actions to complete a LATM Implementation Program, and to commence the LATM assessment program in accordance with the Implementation Program. Council adopted the LATM process and priority program in May 2012, and updated it in July 2013 and August 2014.

One of the two LATM precincts identified for completion in 2014-15 is the Dean Local Area Traffic Management Study.

There are a number of major projects in the vicinity that could have an impact on the operations of the Dean LATM once installed.

These projects include East West Link, City Link Widening and the Moonee Valley Racecourse redevelopment. At the time of writing this report there is uncertainty surrounding the outcomes of each;

- East West Link, the State Government has announced that this project will not be proceeding, however Council has not received written advice on this matter, and Supreme Court proceedings are scheduled to commence in late February 2015.
- City Link Widening – it is Council's understanding that this project will be proceeding as announced by the previous Government, and has not been advised otherwise.
- Moonee Valley Racecourse redevelopment- the current Planning Controls require the development of an Integrated Transport Plan (ITP). The Planning Controls may alter in the future depending on the outcomes of a motion before State Parliament, due to be considered before the end of March 2015.

Each of these are adjacent the Dean LATM area, and may be affected by any future development.

The Development of the Dean LATM study is based on the current conditions in the area surrounding the Racecourse. In the event that any of the above developments are progressed, they will be required to acknowledge the LATM's in the development and planning of traffic management outcomes.

In all cases any changes required to the LATM once implemented, will required to be at the expense of the proponent.

The Dean LATM area is located in Moonee Ponds and is bounded by Buckley Street to the north, Tullamarine Freeway to the east, Ormond Road to the south and Mt Alexander Road to the west.

The study area comprises of approximately 2,900 properties including community, commercial and residential uses. Significant land uses in the area includes:

- Moonee Valley Racecourse
- Moonee Ponds Activity Centre (incorporating commercial land uses adjacent to Mt Alexander Road).
- Moonee Ponds Primary School.
- St Monica's Catholic Primary School.
- Queens Park.
- Ormond Park.

The LATM process involves a number of steps. The first is identifying existing traffic and parking issues and opportunities by considering community input and by collecting data. A Working Group of local residents and traders is also formed to assist Council officers and the consultants. Draft Traffic Management Plan and Parking Management Plan is then developed in consultation with the Working Group. These are then circulated to the broader community for feedback. The feedback is considered, the plans are finalised and reported to Council.

The tasks undertaken to date include:

August 2014:

Council appoints an independent consultant to assist in the development of the Dean Local Area Traffic Management Study.

September 2014:

Every property occupier and landowner in the Dean Local Area was invited to provide feedback to Council on issues, concerns and opportunities around traffic and parking in the local area. This was undertaken in the form of a circular and it included a questionnaire survey.

Nominations from residents, traders and stakeholders to act as community volunteers on the Working Group were also sought.

The most significant issues raised by residents regarding traffic and parking conditions in their street are presented in the below table, while the detailed key community issues are presented in **Appendix C**:

Table 1: Summary of Traffic and Parking issues identified by Community

Issue	Detail
Traffic Issues	
Traffic Volume	41% of responses identified traffic volume as a 'major' problem, 29% as a 'minor' problem, and 27% stated that traffic volume was not an issue in their street. A total of 56% of responses indicated that the problem occurs during 'peak hours', while 19% stated 'day time' and 18% stated 'all times'.
Safety Concerns	39% of responses identified safety concerns as a 'major' problem, 28% as a 'minor' problem, and 28% stated that safety concerns were not a problem in their street. A total of 55% of responses indicated that the problem occurs at 'all time' while 21% stated the problem occurs at 'peak times'.
Traffic Speed	34% of responses identified traffic speed as a 'major' problem, 35% as a 'minor' problem, and 27% stated that traffic speed was not problem in their street. A total of 38% of responses indicated that the problem occurs at 'all times' while 29% stated the problem occurs at 'peak times'.
Parking Issues	
Parking Availability	38% of responses identified parking availability as a 'major' problem, 34% as a 'minor' problem, and 25% stated that parking availability was not an issue in their street. A total of 46% of responses indicated that the problem occurs at 'all times', while 29% stated it occurs during the 'day time'.
Parking Restrictions	24% of responses identified parking restrictions as a 'major' problem, 16% as a 'minor' problem, and 49% stated that parking restrictions were not a problem in their street. A total of 53% of responses indicated that the problem occurs at 'all times' while 29% stated the problem occurs during 'day time'.

Early October 2014:

A Working Group was appointed and a Working Group Meeting was held to discuss community feedback and all identified issues and opportunities.

Late November 2014:

A Working Group Meeting was held to discuss the development of the Draft Traffic Management Plan and Draft Parking Management Plan. All feedback was considered and the consultants then updated the Draft Traffic Management Plan and Draft Parking Management Plan.

Discussion

The Draft Dean Local Area Traffic Management Study aims to address the above issues.

The Draft Traffic Management Plan is shown in **Appendix A** - (separately circulated) and the Draft Parking Management Plan is shown in **Appendix B** - (separately circulated).

The next stage in the LATM process is to seek the local community's feedback on the Draft Traffic Management Plan and Draft Parking Management Plan. In the first quarter of 2015, Council's Transport Unit will circulate:

- An endorsed Draft Traffic Management Plan for comment to every property occupier and landowner within the Dean Local Area.
- An endorsed Draft Parking Management Plan for comment to every property occupier and landowner in the streets with proposed parking restriction changes.

The Draft Traffic Management Plan and Draft Parking Management Plan will also be available to view on Council's website.

When all feedback on the Draft Traffic Management Plan and Draft Parking Management Plan has been analysed and considered by the Working Group, it will be reviewed, finalised and presented to Council for adoption.

Features of the Draft Traffic Management Plan and Draft Parking Management Plan are outlined in the following sections (with reference to **Appendix A** and **Appendix B**, separately circulated) while a report fully detailing the development of the Draft Traffic Management Plan and Draft Parking Management Plan is attached at **Appendix D** (separately circulated).

Draft Traffic Management Plan

The following table summarises the components of the Draft Traffic Management Plan that have been identified as part of the LATM Study:

Table 2: Components of Draft Traffic Management Plan

Location	Treatment	Identified Issue
Issue: Traffic Speed		
Capulet Street / Thomas Street / Wilson Street	Raised intersection ^	Traffic speeding
Dean Street	Victoria Police enforcement of traffic speeds	Traffic speeding
Holberg Street	Road hump at #13 / #8	Traffic speeding
Kipling Street	Road hump at #13 / #18	Traffic speeding
McPherson Street	Road hump at #59 / #36	Traffic speeding
Pattison Street	Road hump at #41 / #12	Control traffic speeding
Salisbury Street	Road hump at #11 / #34	Traffic speeding
Wilson Street	Modify school speed zone to apply at school times only # ^	Traffic speeding
	Install electronic 40km/h speed signs # ^	Traffic speeding

Location	Treatment	Identified Issue
Issue: Traffic Volumes / Through Traffic		
Branch Street / Dean Street	'No Left Turn 4pm-6pm' into Dean Street from Branch Street (cyclists excepted)	Through traffic
	'No Right Turn 7am-9am' into Branch Street from Dean Street (cyclists excepted)	Through traffic
Dean Street / McNae Street / McPherson Street	'No Right Turn 7am-9am' from Dean Street into McNae Street (cyclists excepted)	Through traffic
	'No Left Turn 4pm-6pm' into Dean Street from McNae Street (cyclists excepted)	Through traffic
	Raised threshold (McNae Street)	Support 40km/h speed limit and through traffic proposals
Dean Street / Stuart Street	'No Left Turn 4pm-6pm' into Dean Street from Stuart Street (cyclists excepted)	Through traffic
	'No Right Turn 7am-9am' into Stuart Street from Dean Street (cyclists excepted)	Through traffic
	Raised threshold	Support 40km/h speed limit and through traffic proposals
Mt Alexander Road / Addison Street	Raised threshold #	Support 40km/h speed limit and through traffic proposals
Ngarveno Street / Ormond Road	'No Right Turn 4pm-6pm' into Ngarveno Street' from Ormond Road (cyclists excepted) #	Through traffic
	Raised threshold #	Support 40km/h speed limit and through traffic proposals
Ormond Road / Stuart Street	'No Right Turn 4pm-6pm' into Stuart Street from' Ormond Road (cyclists excepted) #	Through traffic
	Raised threshold #	Support 40km/h speed limit and through traffic proposals
Issue: Pedestrians / Cyclists		
Area enclosed by Dean Street, Pattison Street, Ormond Road and Mt Alexander Road (includes Pattison Street)	40km/h area #	Pedestrian / cyclist safety and amenity
Dean Street / McNae Street / McPherson Street	Pedestrian Operated Signals to replace existing school crossing # ^	Pedestrian crossing safety
Dean Street / Pattison Street	Improve connectivity to Moonee Ponds Creek Trail	Improve pedestrian / bicycle access
McPherson Street	40km/h speed zone #	Cyclist amenity
	Sharrows at roundabouts	Cyclist amenity

Location	Treatment	Identified Issue
Moonee Ponds Junction	Consult with VicRoads regarding options to improve pedestrian safety # ^ *	Pedestrian safety
Pattison Street	Investigate parking, bicycle and other line marking options	Bicycle opportunities / control traffic speeding
	Road hump incorporating zebra crossing to improve access to Ormond Park #	Improve pedestrian crossing opportunities
Wilson Street	Modify school crossing to incorporate a raised platform ^	Pedestrian safety
Issue: Safety / Operational		
Buckley Street / Pascoe Vale Road	Consult with VicRoads and Yarra Trams to improve operation and safety # *	Tram and vehicle conflict
Dean Street / Pattison Street	Improve intersection layout in conjunction with Racecourse redevelopment # ^	Confusing intersection layout
	Trim trees to improve sight distance for right turning vehicles (if adequate sight distance cannot be achieved install 'No Right Turn') #	Sight distance
Mt Alexander Road / Ormond Road / Maribyrnong Road	Consult with VicRoads regarding options to improve intersection safety # ^	Intersection safety
Primrose Street / Salisbury Street	Raised intersection	Intersection safety
# Subject to VicRoads approval. ^ Subject to bus company approval. * Subject to Yarra Trams approval.		

Draft Parking Management Plan

A structured process using Council policies had been adopted in the development of the Draft Parking Management Plan. The process involved reviewing the parking occupancy data for each street in the study area. Parking occupancy data were based on the results of parking occupancy surveys conducted by Traffix Group in September and October 2014 and by AECOM in 2013.

The development of the Draft Parking Management Plan involved following the Parking Demand Management Framework and Kerbside Road Space User Hierarchy. Both of these parking tools are found in Council's Municipal Parking Strategy.

A detailed table summarising the action taken for each street in the Dean Local Area Traffic Management Study and the components of the Draft Parking Management Plan is presented in **Appendix D** (separately circulated).

The following table summarises the proposed parking recommendations for the Draft Parking Management Plan that have been identified as part of the LATM Study:

Table 3: Proposed Parking Recommendations for the Draft Parking Management Plan

Street	Existing Restriction	Comments	Recommendation
Bent Street	Unrestricted	With high demand for unrestricted parking adjacent to the school, time based restrictions were considered suitable for sections experiencing the highest demands for unrestricted parking.	Introduce '2P 9am-5.30pm Mon-Fri' opposite school on north side between Fanny Street and Evans Street.
Blair Street	Unrestricted	With high demand for unrestricted parking on the north side, time based restrictions were considered suitable to protect parking for residents while leaving opportunity for unrestricted parking on the south side.	Replace unrestricted parking on north side with '2P 9am-5.30pm Mon-Fri'.
Crawford Street	Unrestricted	High demands for unrestricted parking on both sides, street located close to Queen Park therefore similar parking restriction arrangement to The Strand considered suitable for one side of Crawford Street.	Introduce '2P 9am-5.30pm Mon-Fri' on south side.
Dean Street	Unrestricted	No significant issues identified by community with low-moderate demands for unrestricted parking, for addressing safety concerns the north side of Dean Street adjacent to the racecourse should be kept clear at all times (not just during race days).	Introduce 'No Stopping' zones to the north side adjacent to Racecourse.
Dickens Street	Unrestricted/ Permit Zone	High demands for unrestricted parking close to activity centre (Mt Alexander Road end) with moderate demand for permit zone spaces in residential area (Ngarveno Street end), aim to increase turnover of parking spaces closer to activity centre for commercial use therefore time based restrictions proposed.	Introduce '2P 9am-9pm Mon-Sat; Permits Do Not Apply' between Mt Alexander Road and laneway on both sides.
Fanny Street	Unrestricted	With high demand for unrestricted and permit zone spaces on both sides, to protect parking for resident's time based restrictions are proposed on one side of the street.	Introduce '2P 9am-5.30pm Mon-Fri' on west side between Salisbury Street and Bent Street.
Hutcheson Street	Unrestricted	High demand for unrestricted parking south of Lethbridge Street, time based restrictions on one side considered appropriate to manage parking demands associated with nearby non-residential uses.	Replace unrestricted parking with '2P 9am-5.30pm Mon-Fri' on east side between Lethbridge Street and The Strand.

Street	Existing Restriction	Comments	Recommendation
Juliet Street	Unrestricted	With high demand for unrestricted parking on both sides, time based restrictions are considered appropriate to manage parking demands generated by the school and to protect parking for residents.	Introduce '2P 9am-5.30pm Mon-Fri' on east side.
Lawson Street	Unrestricted	High parking demands observed between Salisbury Street and Bent Street, time based restrictions considered on one side of the street in this section to protect parking for residents and prevent overflow of parking from nearby streets with proposed parking restriction changes.	Introduce '2P 9am-5.30pm Mon-Fri' on west side between Salisbury Street and Bent Street.
Lethbridge Street	Unrestricted	High demand for unrestricted parking on south side of street close to Pascoe Vale Road end and low demands for other unrestricted parking, no significant issues identified by community, time based restrictions on south side considered appropriate to prevent overflow of parking given the proposed restriction changes on Murray Street.	Introduce '2P 9am-5.30pm Mon-Fri' on south side.
McPherson Street	Unrestricted	Existing Taxi Zones (applying only on race days) adjacent to the racecourse are considered unnecessary on the basis that they are generally difficult to enforce, that drivers may not be aware of race days occurring, and that these spaces are generally unrestricted at all other times, these spaces should thus be made unrestricted at all times (with appropriate special traffic / parking management applying on race days by event organisers).	Introduce unrestricted parking on east side between Thomas Street and Alexandra Avenue.
Murray Street	Unrestricted	High demands for unrestricted parking spaces on both sides, to protect parking for residents time based restrictions considered for one side of the street.	Introduce '2P 9am-5.30pm Mon-Fri' on south side.
Pascoe Vale Road	Unrestricted	Based on community feedback a lack of loading zone opportunities was identified on the east side between Salisbury Street and Bent Street near property #142 Pascoe Vale Road, there was high demand for parking located closer to the activity centre and moderate levels of demand for parking in the vicinity of Queen Park.	Introduce 'Loading Zone 15min 8am-6pm Mon-Sat' in front of #142 Pascoe Vale Road.

Street	Existing Restriction	Comments	Recommendation
Salisbury Street	Unrestricted	High demand for small section of unrestricted spaces toward Pascoe Vale Road end with lower levels of demand for other unrestricted spaces, time based restrictions considered for the small section toward Pascoe Vale Road end to protect parking for residents.	Replace unrestricted parking on south side between Pascoe Vale Road and Primrose Street with '2P 9am-5.30pm Mon-Fri'.
The Strand	Unrestricted/ 3P	High parking demands for all types of parking (unrestricted and 3P), parking supply found to be at capacity, considered necessary to introduce more time based restrictions to cater for activity centre user groups and improve parking turnover.	Introduce '3P 9am-5.30pm Mon-Fri' on north side between Mt Alexander Road and Hutcheson Street.
Thomas Street	Unrestricted	Existing Taxi Zones (applying only on race days) adjacent to the racecourse are considered unnecessary on the basis that they are generally difficult to enforce, that drivers may not be aware of race days occurring, and that these spaces are generally unrestricted at all other times, these spaces should thus be made unrestricted at all times (with appropriate special traffic / parking management applying on race days by event organisers).	Replace Taxi Zone during race days along southern side between McPherson Street and Wilson Street with unrestricted parking.

Consultation

In September 2014, a circular (including a questionnaire survey) was sent to every property occupier and landowner in the Dean Local Area. The circular requested feedback on community concerns around traffic and parking issues.

Approximately, 3740 circulars were distributed and a total of 245 responses were received, representing a response rate of 8.4 per cent. The typical response rate for a self-completed questionnaire around metropolitan Melbourne are usually in the order of 5 to 10 per cent.

Consultation has also been carried out with the Working Group regarding the community feedback, existing issues and proposed solutions.

Consultation was also undertaken with key stakeholders, such as local bus operators, Yarra Trams and local schools. A summary of the issues identified by key stakeholder is also presented in **Appendix C**.

Implications

1. Legislative

There are no legislative implications associated with endorsing the draft plans for consultation.

2. Council Plan / Policy

Endorsing the Draft Traffic Management Plan and Parking Management Plan for community consultation is in line with the Municipal Parking Strategy and supports the relevant provisions of the *Charter of Human Rights and Responsibilities Act 2006*, including Section 18 – *Taking part in public life*.

The Draft Traffic Management Plan and Parking Management Plan is also in line with the 2013-2017 Council Plan and will contribute to Theme 3 (Sustainable living) and Strategic Outcome 3.2 (Facilitate the provision of a broad range of safe, accessible and sustainable transport modes across the municipality).

3. Financial

A total of \$60,000 has been budgeted in the 2014-15 Operating Budget for the completion of the Dean Local Area Traffic Management Plan. Printing, distribution and analysis of consultation material comprises part of this.

4. Environmental

There are no environmental implications associated with this report.

Conclusion

It is recommended that Council endorse the Draft Traffic Management Plan and Draft Parking Management Plan for the Dean Local Area Traffic Management Study for public consultation purposes.

Following completion of the public consultation process and the consideration of all feedback, a revised Dean Local Area Traffic Management Plan will be presented to Council for formal adoption.

APPENDIX C

SUMMARY OF COMMUNITY AND STAKEHOLDER TRAFFIC AND PARKING ISSUES

Location	Issue
Community Traffic Issues	
Safety Concerns	<ul style="list-style-type: none"> • Primrose Street / Salisbury Street (intersection safety), • Buckley Street / Lawson Street (sight distance), • The Strand (access to and from dangerous), • McPherson Street (sight distance), • Wilson Street (too narrow), • Dean Street (accidents when turning from side streets), • McNae Street (sight distance), and • Pattinson Street (sight distance).
Operational Issues	<ul style="list-style-type: none"> • Buckley Street / Pascoe Vale Road (intersection operation), and • McPherson Street / Dean Street (intersection operation).
Cyclist and Pedestrian Safety	<ul style="list-style-type: none"> • St Monica's Primary School (pick up and drop off zones), • Wilson Street (lack of pedestrian crossings), • Dean Street (lack of pedestrian crossings, unsafe footpaths), and • Pattison Street (lack of pedestrian crossings).
Traffic Problems	<ul style="list-style-type: none"> • Wilson Street (traffic speed, traffic volume/through traffic, heavy vehicles, irresponsible drivers), • Dean Street (traffic speed, traffic volume/through traffic, heavy vehicles, irresponsible drivers), • McPherson Street (traffic speed, traffic volume/through traffic, irresponsible drivers), • Stuart Street (traffic speed, traffic volume/through traffic, heavy vehicles), • Pattison Street (traffic volume/through traffic), • Primrose Street (traffic speed, traffic volume/through traffic, irresponsible drivers), • Wordsworth Street (traffic speed, traffic volume/through traffic, irresponsible drivers), • Dickens Street (traffic volume/through traffic, heavy vehicles), • Murray Street (traffic speed, traffic volume/through traffic), • Bent Street (traffic speed, traffic volume/through traffic), • Thomas Street (traffic speed, traffic volume/through traffic), • Addison Street (traffic speed, traffic volume/through traffic), • McNae Street (heavy vehicles, traffic volume/through traffic), • Kipling Street (traffic speed, irresponsible driving), • Davies Street (traffic volume/through traffic), • Ngarveno Street (traffic volume/through traffic), and • Capulet Street (traffic speed).
Community Parking Issues	
Parking Issues	<ul style="list-style-type: none"> • Addison Street, • Bent Street, • Buckley Street, • Davies Street, • Dean Street, • Dickens Street, • Hutcheson Street, • Kipling Street,

Location	Issue	
	<ul style="list-style-type: none">• McPherson Street,• McNae Street,• Mt Alexander Road,• Murray Street,• Ormond Road,• Pascoe Vale Road,• Pattison Street,• Robinson Street,• Stuart Street,• Steele Street,• The Strand,• Thomas Street,• Vine Street, and• Wilson Street.	
Yarra Trams		
Pascoe Vale Road	Request for AM peak hour clearway in the southbound direction between Thomas Street and Mt Alexander Road.	
Pascoe Vale Road / Buckley Street	The southbound tram lane and two car lanes merge into a single lane (due to cars parking in the kerbside lane) which results in congestion and safety issues.	
Study Area	Potential impact of increased traffic volumes along tram routes as a result of East-West Link off-ramp at Ormond Road.	
Local Bus Operators		
No specific feedback on traffic and parking issues was provided by local bus operators for the Dean Precinct.		
Local Schools		
St Monica’s Primary School	Robinson Street	Drop off and pick up zone
		Illegal parking
	Crawford Street	Illegal parking and dangerous driving
Moonee Ponds Primary School	Vicinity of school	Speeding motorists
		Pedestrian crossings
		Parking availability
		Bus stop sign location

9.9 Holmes Local Area Traffic Management Study

File No: FOL/14/644
Author: Traffic & Transport Engineer
Directorate: City Works & Development
Ward: Myrnong

Purpose

The purpose of this report is to outline the outcomes of the Draft Holmes Local Area Traffic Management Study (LATM), and to seek endorsement for the purpose of community consultation on the Draft Traffic Management Plan and Draft Parking Management Plan.

Executive Summary

- In August 2014, Council revised the LATM priority implementation plan and resolved to develop the Holmes and Dean Local Area Traffic Management Studies in 2014-15.
- The Holmes Local Area Traffic Management Study is bounded by Buckley Street, Mt Alexander Road, Maribyrnong Road, Orford Street and Waverley Street.
- The study area comprises of approximately 5,500 properties including community, commercial and residential uses.
- Significant land uses in the area includes Moonee Ponds Activity Centre, (incorporating Puckle Street Shopping Precinct, Moonee Ponds Central Shopping Centre), Moonee Ponds Railway Station, Penleigh and Essendon Grammar, Lowther Hall Anglican Grammar School, St Columba's College, Moonee Ponds West Primary School and Clarinda Park.
- In September 2014, a circular was distributed to all property occupiers and landowners in the study area and advised the community of the study and the formation of a Working Group. The circular also included a questionnaire survey on traffic and parking issues and sought nominations from residents, traders and stakeholders to act as community volunteers on the Working Group.
- Following consultation with the Holmes Local Area about existing traffic and parking issues, and in conjunction with the Holmes LATM Working Group, a Draft Traffic Management Plan and Draft Parking Management Plan has been prepared.
- The next stage in the LATM process is to seek the local community's feedback on the Draft Traffic Management Plan and Draft Parking Management Plan.

Recommendation

That Council:

1. Endorse the Draft Traffic Management Plan and Draft Parking Management Plan for the Holmes Local Area Traffic Management Study, (as shown in **Appendix A** and **Appendix B** respectively, separately circulated) for community consultation.
2. Receive a further report at the conclusion of the consultation.

Background

In December 2011, Council adopted the Municipal Parking Strategy, and includes actions to complete a LATM Implementation Program, and to commence the LATM assessment program in accordance with the Implementation Program. Council adopted the LATM process and priority program in May 2012, and updated it in July 2013 and August 2014.

One of the two LATM precincts identified for completion in 2014-15 is the Holmes Local Area Traffic Management Study.

There are a number of major projects in the vicinity that could have an impact on the operations of the Holmes LATM once installed.

These projects include East West Link, City Link Widening and the Moonee Valley Racecourse redevelopment. At the time of writing this report there is uncertainty surrounding the outcomes of each;

- East West Link, the State Government has announced that this project will not be proceeding, however Council has not received written advice on this matter, and Supreme Court proceedings are scheduled to commence in late February 2015.
- City Link Widening – it is Council's understanding that this project will be proceeding as announced by the previous Government, and has not been advised otherwise.
- Moonee Valley Racecourse redevelopment- the current Planning Controls require the development of an Integrated Transport Plan (ITP). The Planning Controls may alter in the future depending on the outcomes of a motion before State Parliament, due to be considered before the end of March 2015.

Each of these are adjacent the Holmes LATM area, and may be affected by any future development.

The Development of the Holmes LATM study is based on the current conditions in the area surrounding the Racecourse. In the event that any of the above developments are progressed, they will be required to acknowledge the LATM's in the development and planning of traffic management outcomes.

In all cases any changes required to the LATM once implemented, will required to be at the expense of the proponent.

The Holmes LATM area is located in Moonee Ponds and is bounded by Buckley Street to the north, Mt Alexander Road to the east, Maribyrnong Road to the south and Waverley Street and Orford Street to the west.

The study area comprises of approximately 5,500 properties including community, commercial and residential uses. Significant land uses in the area includes:

- Moonee Ponds Activity Centre (incorporating Puckle Street Shopping Precinct).
- Moonee Ponds Central Shopping Centre.
- Moonee Ponds Railway Station.
- Penleigh and Essendon Grammar (Penleigh Campus).
- Lowther Hall Anglican Grammar School.
- St Columba's College.
- Moonee Ponds West Primary School.
- Clarinda Park.

The LATM process involves a number of steps. The first is identifying existing traffic and parking issues and opportunities by considering community input and by collecting data. A Working Group of local residents and traders is also formed to assist Council officers and the consultants. Draft Traffic Management Plan and Parking Management Plan is then developed in consultation with the Working Group. These are then circulated to the broader community for feedback. The feedback is considered, the plans are finalised and reported to Council.

The tasks undertaken to date include:

August 2014:

Council appoints an independent consultant to assist in the development of the Holmes Local Area Traffic Management Study.

September 2014:

Every property occupier and landowner in the Holmes Local Area was invited to provide feedback to Council on issues, concerns and opportunities around traffic and parking in the local area. This was undertaken in the form of a circular and it included a questionnaire survey.

Nominations from residents, traders and stakeholders to act as community volunteers on the Working Group were also sought.

The most significant issues raised by residents regarding traffic and parking conditions in their street are presented in the below table, while the detailed key community issues are presented in **Appendix C**.

Table 1: Summary of Traffic and Parking issues identified by Community

Issue	Detail
Traffic Issues	
Traffic Volume	<p>46% of responses identified traffic volume as a 'major' problem, 28% as a 'minor' problem, and 18% stated that traffic volume was not an issue in their street.</p> <p>A total of 56% of responses indicated that the problem occurs during 'peak hours', while 24% state 'day-time' and 18% state 'all times'.</p>
Safety Concerns	<p>36% of responses identified safety concerns as a 'major' problem, 31% as a 'minor' problem, and 22% stated that safety concerns were not a problem in their street.</p> <p>A total of 55% of responses indicated that the problem occurs at 'all times' while 20% stated the problem occurs at 'peak times'.</p>
Traffic Speed	<p>33% of responses identified traffic speed as a 'major' problem, 36% as a 'minor' problem, and 25% stated that traffic speed was not a problem in their street.</p> <p>A total of 42% of responses indicated that the problem occurs at 'all times' while 22% state the problem occurs at 'peak times'.</p>
Parking Issues	
Parking Availability	<p>46% of responses identified parking availability as a 'major' problem, 28% as a 'minor' problem, and 20% stated that parking availability was not an issue in their street.</p> <p>A total of 38% of responses indicated that the problem occurs at 'all times', while 45% stated 'it occurs during the 'day-time'.</p>
Parking Restrictions	<p>30% of responses identified parking restrictions as a 'major' problem, 20% as a 'minor' problem, and 40% stated that parking restrictions were not a problem in their street.</p> <p>A total of 46% of responses indicated that the problem occurs at 'all times' while 47% state the problem occurs during the 'day-time'.</p>

Early October 2014:

A Working Group was appointed and a Working Group Meeting was held to discuss community feedback and all identified issues and opportunities.

Late November 2014:

A Working Group Meeting was held to discuss the development of the Draft Traffic Management Plan and Draft Parking Management Plan. All feedback was considered and the consultants then updated the Draft Traffic Management Plan and Draft Parking Management Plan.

Discussion

The Draft Holmes Local Area Traffic Management Study aims to address the above issues.

The Draft Traffic Management Plan is shown in **Appendix A** - (separately circulated) and the Draft Parking Management Plan is shown in **Appendix B** - (separately circulated).

The next stage in the LATM process is to seek the local community's feedback on the Draft Traffic Management Plan and Draft Parking Management Plan. In the first quarter of 2015, Council's Transport Unit will circulate:

- An endorsed Draft Traffic Management Plan for comment to every property occupier and landowner within the Holmes Local Area.
- An endorsed Draft Parking Management Plan for comment to every property occupier and landowner in the streets with proposed parking restriction changes.

The Draft Traffic Management Plan and Draft Parking Management Plan will also be available to view on Council's website.

When all feedback on the Draft Traffic Management Plan and Draft Parking Management Plan has been analysed and considered by the Working Group, it will be reviewed, finalised and presented to Council for adoption.

Features of the Draft Traffic Management Plan and Draft Parking Management Plan are outlined in the following sections (with reference to **Appendix A** and **Appendix B**, separately circulated) while a report fully detailing the development of the Draft Traffic Management Plan and Draft Parking Management Plan is attached at **Appendix D** (separately circulated).

Draft Traffic Management Plan

The following table summarises the components of the Draft Traffic Management Plan that have been identified as part of the LATM Study:

Table 2: Components of Draft Traffic Management Plan

Location	Treatment	Identified Issue
Issue: Traffic Speed		
Ardmillan Road	Three (3) road humps at #66 / #75, #52A / #51 and #34 / #27	Traffic speeding
Derby Street	Three (3) road humps at #62 / #20, #38 and #22	Controlling traffic speeding (as a result of proposals on Ardmillan Road) and removal of traffic islands
Holmes Road	Victoria Police enforcement of traffic speeds	Traffic speeding
Leslie Road	Speed cushions at #18 and #36 / #39 ^	Traffic speeding
Park Street	Replace existing worn speed cushions	Worn out speed cushions
Scotia Street	Victoria Police enforcement of traffic speeds	Traffic speeding
Taylor Street	Road hump at #10	Traffic speeding
Issue: Pedestrians / Cyclists		
Holmes Road	Relocate existing school crossing between Sussex Street and Lennox Street to west of Lennox Street # ^	Pedestrian safety
Leslie Road / Stanley Street	Raised pedestrian crosswalks at Stanley Street approaches # ^	Pedestrian safety and supporting proposed Leslie Road priority at intersection
Moonee Ponds Activity Centre (bounded by Mt Alexander Road, Homer Street, Margaret Street, Moore Street and Gladstone Street)	40km/h area #	Pedestrian amenity
Moonee Ponds Junction	Consult with VicRoads regarding options to improve intersection safety # ^ *	Pedestrian safety
Orford Street / Waverley Street	Investigate pedestrian crossing options to access Maribyrnong Park # ^	Pedestrian accessibility
Sherbourne Street (at bend between Inglebrae Court and Park Street)	Road humps on either side of bend and signage/line marking to warn drivers of pedestrians	Pedestrian safety
Smith Street	Widen footpath between Right-of-Way to Margaret Street	Vehicles parking on footpath
Stanley Street (between Leslie Road and Sherbourne Street)	40km/h speed zone #	Pedestrian safety
Sherbourne Street (between Stanley Street and Buckley Street)	40km/h speed zone #	Pedestrian safety

Location	Treatment	Identified Issue
Issue: Safety / Operational		
Ascot Vale Road / Maribyrnong Road	Consult with Yarra Trams regarding options to improve intersection safety # *	Tram and vehicle conflict
Buckley Street / Scott Street	Investigate options to improve safety of right turning vehicles into Scott Street from Buckley Street # ^	Intersection safety
Holmes Road Level Crossing	Investigate improvements to 'green time' on Holmes Road and a 'green phase' out of Norwood Crescent # ^	Congestion issues
Leslie Road / Stanley Street	Change intersection priority to Leslie Road # ^	Confusing intersection layout
	'No Left Turn 8am-9:30am & 2:30pm-4pm' from Leslie Road into Stanley Street # ^	Traffic flow issues
Mt Alexander Road / Ormond Road / Maribyrnong Road	Consult with VicRoads regarding options to improve intersection safety # *	Intersection safety
Smith Street	Introduce one-way arrangement (eastbound) from Railway Avenue to Marshall Street #	Carriageway width insufficient for existing operation / vehicles parking on footpath
	Modify on-street parking to suit proposed one-way arrangement	Carriageway width insufficient for existing operation / vehicles parking on footpath
# Subject to VicRoads approval. ^ Subject to bus company approval. * Subject to Yarra Trams approval.		

The table below summarises other current projects that have been shown on the Draft Traffic Management Plan which are currently being undertaken by Council.

Location	Description
Athol Street / Laura Street	Improvements to intersection safety
Buckley Street	Investigation of on-road bicycle lanes between Lincoln Road and Mt Alexander Road
	Level crossing grade separation feasibility study
Hall Street / Margaret Street	Pedestrian zebra crossing
Holmes Road	Improve parking, bicycle and pedestrian access as part of bicycle lane review
Maribyrnong Road	Pedestrian operated signals on the west side of the railway bridge
	Establish 40km/h speed limit between Normanby Street and Mt Alexander Road
Mt Alexander Road	Advocate for on-road bicycle lanes (southbound)
Waverley Street	Line marking, turn lane and parking changes
Waverley Street / Park Street	Traffic signals

Draft Parking Management Plan

A structured process using Council policies had been adopted in the development of the Draft Parking Management Plan. The process involved reviewing the parking occupancy data for each street in the study area. Parking occupancy data were based on the results of parking occupancy surveys conducted by Traffix Group in September and October 2014 and by AECOM in 2013.

The development of the Draft Parking Management Plan involved following the Parking Demand Management Framework and Kerbside Road Space User Hierarchy. Both of these parking tools are found in Council's Municipal Parking Strategy.

A detailed table summarising the action taken for each street in the Holmes Local Area Traffic Management Study and the components of the Draft Parking Management Plan is presented in **Appendix D** (separately circulated).

The following table summarises the proposed parking recommendations for the Draft Parking Management Plan that have been identified as part of the LATM Study:

Table 3: Proposed Parking Recommendations for the Draft Parking Management Plan

Street	Existing Restriction	Comments	Recommendation
Athol Street	Unrestricted	Parking occupancy is consistently high between Darling Street and Canterbury Street where no parking restrictions currently apply. Given the residential nature of the street it is proposed to provide opportunities for residents by introducing time based restrictions. Concerns were also raised that long-term commuters were parking in 2P spaces between Union Road and Edgar Street. Stronger enforcement by Local Laws is recommended to address this issue.	Introduce '2P 9am-5:30pm Mon-Sat' on south side between Bowen Street and Latrobe Street, and between Hotham Street and Canterbury Street. Request Local Laws enforcement of existing 2P spaces between Union Road and Edgar Street.
Bowen Street	Unrestricted	High occupancy levels were found at the northern end near the school, however there were lower occupancy levels at the southern end. Time based restrictions are proposed on one side to balance the occupancy levels between northern and southern ends.	Introduce '2P 9am-5:30pm Mon-Sat' on east side between Maribyrnong Road and Athol Street.
Buckley Street	Unrestricted	High occupancy levels were found in the vicinity of shops on Lincoln Road, however given that the area is not within an activity centre, residential demands are prioritised. It is proposed that time based restrictions be placed in front of residential properties to provide residents with parking opportunities.	Introduce '2P 9am-5:30pm Mon-Fri, 9am-12pm Sat' on the southern side between Clarinda Street and Cliff Street.
Clarinda Road	Unrestricted	High occupancy levels were found at the northern end nearer to the commercial land uses, however there were lower occupancy levels at the	Introduce '2P 9am-5:30pm Mon-Fri, 9am-12noon Sat' on the east side between Buckley Street and Levien

		southern end. Time based restrictions are proposed on one side to balance the occupancy levels between northern and southern ends.	Street.
Darling Street	Unrestricted	High occupancy levels were found at the north and south ends with moderate demands in between. Time based restrictions are proposed on one side to balance the occupancy levels between north/south ends and the middle.	Introduce '2P 9am-5:30pm Mon-Sat' on the west side between Eglinton Street and Athol Street.
Edgar Street	Unrestricted	Safety concerns on Edgar St between Lorne Street and Maribyrnong Road were raised by the community in relation to traffic driving on the wrong side of the road to avoid parked vehicles on the west side. The proximity of a bend and the Maribyrnong Road intersection further exacerbates the issue. To address this issue it is proposed to ban on-street parking on Edgar Street between Lorne Street and Maribyrnong Road. There was also a sight distance issue raised for traffic turning onto Edgar Street from Lorne Street. To address this, it is proposed to extend the 'No Stopping' section on the west side of Edgar Street by removing one one-street parking space.	Introduce 'No Stopping' on west side of Edgar Street between Lorne Street and Maribyrnong Road. Extend 'No Stopping' on west side of Edgar Street north of Lorne Street.
Grace Street	Unrestricted	High occupancy levels were found for unrestricted areas. To create parking opportunities for residents, time based restrictions are proposed (residents will be exempt from time based restrictions through the parking permit scheme).	Introduce '2P 9am-6pm Mon-Sat' on the east side between Holmes Road and Derby Street.
Grandison Street	Unrestricted	Majority of parking on Grandison Street is unrestricted parking and well utilised. To create parking opportunities for residents, time based restrictions are proposed (residents will be exempt from time based restrictions through the parking permit scheme).	Introduce '2P 8am-5:30pm Mon-Sat' on the north side between Mt Alexander Road and Field Street.
Levien Street	Unrestricted	Levien Street experiences some high parking occupancy levels between Robb Street and Cliff Street. The southern side is unrestricted and the northern side is a mix of 2P and unrestricted. To create opportunities for residents to park, it is recommended that time based restrictions uniformly apply to the north side.	Introduce '2P 8am-4pm Mon-Fri' on the north side between Robb Street and Court Street.
Mantell Street	Unrestricted	Section between Ardmillan Road and Derby Street is mostly unrestricted parking and is generally well utilised with little opportunities for residents to	Introduce '2P 8am-6pm Mon-Fri' on the west side between Derby Street and Ardmillan Road.

		<p>park.</p> <p>To increase opportunities for residents it is suggested that the existing 2P be made uniform across the whole western side.</p> <p>Parking occupancy surveys found that the section between Derby Street and Holmes Road did not experience overall high levels of parking demand and so no changes are proposed for this section.</p>	
Normanby Street	Unrestricted	<p>High occupancy levels were found for unrestricted parking spaces on both sides of Normanby Street. Given the proximity of the street to the Union Road activity centre it is expected that some of the parking demand is driven by shorter term users (i.e. customers) associated with the activity centre. Time based restrictions are proposed to provide parking opportunities for customers and residents (exempt from the time based restrictions through the parking permit scheme).</p>	<p>Introduce '2P 9am-5:30pm Mon-Fri; 9am-12noon Sat' on the east side between Athol Street and Maribyrnong Road.</p>
Puckle Street	1P	<p>Existing parking restrictions on Puckle Street are predominantly 1 hour parking between 9am-6pm on Mondays to Saturdays. It is considered that the 1 hour restriction is appropriate for Puckle Street as it reflects the premium on-street parking in the activity centre. It is proposed to extend the 1 hour restriction to Sundays given that an increasing number of activity centre services are operating 7 days a week. This proposal is considered an appropriate step prior to considering more stringent parking management strategies (i.e. paid parking).</p>	<p>Extend existing parking restrictions (generally 1P 9am-6pm) along Puckle St to apply on Sundays.</p>
Robb Street	Unrestricted	<p>Parking on eastern side of street was found to be well utilised between Levien Street and Buckley Street. Time based restrictions are proposed to provide parking opportunities for residents (exempt from the time based restrictions through the parking permit scheme).</p>	<p>Introduce '2P 9am-5:30pm Mon-Fri; 9am-12noon Sat' on the east side between Levien Street and Buckley Street.</p>
Scott Street	Unrestricted	<p>High occupancy levels were found between Park Street and Derby Street, however majority of these demands are expected to be residents. Given the lack of non-residential demands in the area, time based restrictions are not considered to be an effective solution and it is recommended that Council continue to monitor demands in the future.</p>	<p>Introduce '2P 9am-5:30pm Mon-Fri; 9am-12noon Sat' on the east side between Buckley Street and Levien Street.</p>

		It is also recommended to introduce time based restrictions between Buckley Street and Levien Street to bring it in line with Clarinda Road and Robb Street.	
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Consultation

In September 2014, a circular (including a questionnaire survey) was sent to every property occupier and landowner in the Holmes Local Area. The circular requested feedback on community concerns around traffic and parking issues.

Approximately, 7136 circulars were distributed and a total of 498 responses were received, representing a response rate of 8.9 per cent. The typical response rate for a self-completed questionnaire around metropolitan Melbourne are usually in the order of 5 to 10 per cent.

Consultation has also been carried out with the Working Group regarding the community feedback, existing issues and proposed solutions.

Consultation was also undertaken with key stakeholders, such as local bus operators, Yarra Trams and local schools. A summary of the issues identified by key stakeholder is also presented in **Appendix C**.

Implications

1. Legislative

There are no legislative implications associated with endorsing the draft plans for consultation.

2. Council Plan / Policy

Endorsing the Draft Traffic Management Plan and Parking Management Plan for community consultation is in line with the Municipal Parking Strategy and supports the relevant provisions of the *Charter of Human Rights and Responsibilities Act 2006*, including *Section 18 – Taking part in public life*.

The Draft Traffic Management Plan and Parking Management Plan is also in line with the 2013-2017 Council Plan and will contribute to Theme 3 (Sustainable living) and Strategic Outcome 3.2 (Facilitate the provision of a broad range of safe, accessible and sustainable transport modes across the municipality).

3. Financial

A total of \$60,000 has been budgeted in the 2014-15 Operating Budget for the completion of the Holmes Local Area Traffic Management Plan. Printing, distribution and analysis of consultation material comprises part of this.

4. Environmental

There are no environmental implications associated with this report.

Conclusion

It is recommended that Council endorse the Draft Traffic Management Plan and Draft Parking Management Plan for the Holmes Local Area Traffic Management Study for public consultation purposes.

Following completion of the public consultation process and the consideration of all feedback, a revised Holmes Local Area Traffic Management Plan will be presented to Council for formal adoption.

APPENDIX C

SUMMARY OF COMMUNITY AND STAKEHOLDER TRAFFIC AND PARKING ISSUES

Location	Issue
Community Traffic Issues	
Safety Concerns	<ul style="list-style-type: none"> • Park Street / Waverley Road (intersection safety), • Eglinton Street / Argyle Street (intersection safety), • Mantell Street / Ardmillan Road (intersection safety), • Park Level Crossing (intersection safety), • Holmes Level Crossing (intersection safety), • Areas surrounding schools (pick up and drop off areas), • Holmes Road (sight distance when exiting side streets), and • Edgar Street (sight distance when turning from/into Maribyrnong Road).
Operational Issues	<ul style="list-style-type: none"> • Park Level Crossing (level crossing coordination), • Holmes Level Crossing (level crossing coordination), • Park Street / Waverley Street (No Left Turn ignored), • Margaret Street (drivers ignoring one way street), • Shuter Street (drivers ignoring one way street), and • Young Street (drivers ignoring one way street).
Cyclist and Pedestrian Safety	<ul style="list-style-type: none"> • Park Street (pedestrian crossings, no bike lane), • Holmes Road (pedestrian crossings, no bike lane, high traffic speed dangerous), and • Gladstone Street (poor pedestrian safety around shopping centre).
Traffic Problems	<p>Holmes Road (traffic speed, traffic volume/through traffic, heavy vehicles, irresponsible driving),</p> <ul style="list-style-type: none"> • Ardmillan Road (traffic speed, traffic volume/through traffic, irresponsible driving), • Taylor Street (traffic speed, traffic volume/through traffic, irresponsible driving), • Park Street (traffic volume/through traffic, irresponsible driving), • Margaret Street (traffic speed, traffic volume/through traffic, irresponsible driving), • Huntly Street (traffic speed, traffic volume/through traffic, irresponsible driving), • Lennox Street (traffic speed, traffic volume/through traffic, irresponsible driving), • Darling Street (traffic speed, traffic volume/through traffic, irresponsible driving), • Locke Street (traffic volume/through traffic, heavy vehicles), • Leslie Road (traffic speed, traffic volume/through traffic), • Scott Street (traffic speed, traffic volume/through traffic), • Grosvenor Street (traffic speed, traffic volume/through traffic), • Argyle Street (traffic speed, traffic volume/through traffic), • Normanby Street (traffic speed, traffic volume/through traffic), • Laura Street (traffic speed, traffic volume/through traffic), • Young Street (traffic speed, traffic volume/through traffic), • Scott Street (traffic speed, traffic volume/through traffic), • Shuter Street (traffic speed, heavy vehicles), • York Street (traffic speed, irresponsible driving). • Carlyle Street (traffic speed),

Location	Issue
	<ul style="list-style-type: none"> • Clarinda Road (traffic volume/through traffic), • Robb Street (traffic volume/through traffic), • George Street (traffic volume/through traffic), • Norfolk Street (traffic volume/through traffic), • Canterbury Street (traffic volume/through traffic), • Lorne Street (traffic volume/through traffic), • Moore Street (traffic volume/through traffic), • Homer Street (traffic volume/through traffic), and • St James Street (traffic volume/through traffic),
Community Parking Issues	
Parking Issues	<ul style="list-style-type: none"> • Ardmillan Road, • Athol Street, • Ascot Vale Road, • Bloom Street, • Buckley Street, • Carlyle Street, • Canterbury Street, • Darling Street, • Derby Street, • Gladstone Street, • Grace Street, • Grosvenor Street, • Homer Street, • Holmes Road, • Huntly Street, • Laura Street, • Lennox Street, • Leslie Road, • Lorne Street, • Mantell Street, • Margaret Street, • Mt Alexander Road, • Norfolk Street, • Normanby Street, • Park Street, • Puckle Street, • Scott Street, • Shutter Street, • Sydenham Street, • Taylor Street, and • Young Street.
Yarra Trams	
Maribyrnong Road	<ul style="list-style-type: none"> • General congestion along Maribyrnong Road, and • Request for AM Clearway eastbound and PM Clearway westbound, between Ascot Vale Road and Edgar Street.
Maribyrnong Road and Ascot Vale Road	High number of collisions between trams and cars turning left and right at the intersection.
Study Area	Potential impact of increased traffic volumes along tram routes as a result of East-West Link off-ramp at Ormond Road.

Location	Issue
<i>Local Bus Operators</i>	
Holmes Road Level Crossing	Congestion on Holmes Road associated with the level crossing delays buses.
Sydenham Street	Sydenham Street is not wide enough as it is carrying much more traffic.
Park Street	Access and egress from Penleigh and Essendon Grammar.
Leslie Street	Access to bus stop much worse than 4-5 years ago.
<i>Local Schools</i>	
St Columba's	Minor problems with traffic volumes, heavy vehicles, irresponsible driving and general safety concerns were identified.

9.10 Keilor East RSL gaming license application

File No: FOL/11/1378
Author: Manager Community Development
Directorate: Community Services
Ward: Buckley

Purpose

To outline Council's response to the VCGLR in relation to the Keilor East RSL's gaming license application.

Executive Summary

- The Keilor East RSL has applied to the Victorian Commission for Gaming and Liquor Regulation (VCGLR) for an additional 14 gaming machines. The venue currently operates 25 gaming machines.
- Under section 3.3.4 or 3.4.17 of the *Gambling Regulation Act 2003*, Council as the responsible authority can make an economic and social impact submission outlining a position to either support or not support the application based on assessment against VCGLR criteria.
- As part of its assessment, Council commissioned independent specialist, Ratio Consultants, to review the application and undertake a social and economic impact assessment, to determine if the proposal will result in a net social and economic detriment to the community.
- Ratio Consultants have indicated that, based on the current VCGLR test and despite the gaps in the application material, the application would not cause a net detriment on the social and economic wellbeing of the local community. The specialist recommends that conditions should be placed on the application if any approval takes place.
- As such, it is recommended that Council will write to the VCGLR outlining that it does not intend to submit the approved Economic and Social Impact form, but will outline its position through a letter, as provided in **Appendix A**.
- The letter highlights Council's policy context in relation to reducing gambling-related harm in our community, as well as reiterating Council's position as a partner in the 'Enough Pokies' campaign for legislative reform.
- The consultant report will be attached to the letter urging the VCGLR to consider the gaps in information and absence of some detail; and recommends that the VCGLR consider placing relevant conditions in its assessment of the application provided as **Appendix B** (separately circulated).

Recommendation

That Council:

1. Will not make a submission to the VCGLR under section 3.3.4 or 3.4.17 of the *Gambling Regulation Act 2003* to support or oppose the application.
2. Write to VCGLR highlighting gaps and recommend the application of specific conditions if the VCGLR determine to approve the application. The letter will reiterate Council's position in relation to reducing gambling-related harm in our community.

Background

Moonee Valley has 11 venues that provide electronic gaming machines. If a gaming venue seeks to increase or move its gaming machine entitlements an approval process is required. Receiving approval to operate gaming machines is a two part process. There is a planning approval process through the local government planning scheme, and a licensing approval process through the VCGLR.

Licensing Process

Keilor East RSL (12-22 Hoffmans Road, Essendon) has submitted an application to the VCGLR for a gaming license to operate an additional 14 gaming machines. Currently the venue has 25 gaming machines. If approved, this would increase to 39 gaming machines.

As a responsible authority, Moonee Valley City Council has been notified of this application by the VCGLR. As part of this process, Council has the option of making a submission to the VCGLR by 3 March 2015 outlining the Social and Economic Impact Assessment and whether the proposal will result in a net social and economic detriment to the community.

Planning Permit Process

Further to this, Council received a planning permit application for the 14 additional machines (along with a planning permit for additions to the building) on 23 December 2014. Council's Local Planning Policy on Gaming (adopted August 2014) will be used in assessing the planning permit application. The planning permit application will be assessed in accordance with the *Planning and Environment Act 1987*.

Local context

The City of Moonee Valley is a capped region with 746 gaming machines allocated to the area. Currently there are 732 gaming machines in use. The proposed additional 14 gaming machines at Keilor East RSL would complete this allocation.

Across Moonee Valley in 2013/14, a total of \$72,123,897.08 was lost on poker machines. In comparison to other local government areas in Victoria, Moonee Valley is ranked fifth in terms of highest losses per adult. Moonee Valley also has a higher number of machines per 1000 adults with 7.6 compared to the Victorian average of 6.1.

Harm from gambling can have significant impacts on individuals, families and communities, including both social and financial impacts. This includes impacts on health and wellbeing; personal and family finances; relationship breakdown; family

violence; increased crime levels; community perceptions of safety; and reduced social capital.

Reducing harm associated with gaming machines is a strategic priority for Moonee Valley City Council, with Council recently undertaking a number of activities to address this harm, including:

- The recent development and adoption of the Local Planning Policy on Gaming now incorporated into the Moonee Valley Planning Scheme.
- Support for 'March Away from Gambling' (March 2014), a campaign promoting community members to take a break from gambling in the month of March and try other recreation activities.
- Support for 'Enough Pokies' advocacy campaign in the lead up to the 2014 State election, which campaigned for amendments to the Gambling Regulation Act that will help councils' protect vulnerable communities from inappropriate placement of pokies.
- Partnering with other organisations and local governments on Dare to Connect North West, a program supporting at risk gamblers.
- Activities as part of Responsible Gambling Awareness Week in 2013 and 2014.

These activities are underpinned by the following policy and/or position documents:

- Council's Gaming Position Paper (2011)
- Council's Health and Wellbeing Plan (2013-17) in which responsible gambling is a strategic objective
- The Moonee Valley Gaming Policy (2014) Reference Document (prepared by 10 Consulting Group to support the Local Planning Policy on Gaming)
- The Moonee Valley City Council Electronic Gaming Machine Background Paper (2012)
- Council's Advocacy Agenda (2013-2017) in which reducing the impact of problem gambling is also included under 'Friendly and Safe'.

Applicant details

The Keilor East RSL is located at 12-22 Hoffmans Road, Essendon in a residential area. The Keilor East RSL has 1611 members, including Service, Affiliate, Social and Community members.

Regular activities offered by the club include: a Day Club; Club meetings; Friendship Program; PROBUS; Morning Melodies; Cards Group; Pool competitions, subsidised meals for seniors; regular entertainment; Legacy Group Meeting; and weekly movie screenings. The Keilor East RSL also runs annual ANZAC Day, Remembrance Day and Christmas events as well as a number of other commemorative activities.

The Keilor East RSL currently undertakes a variety of community support activities and makes a number of financial donations to community groups and schools. Through the increase in gaming machines, the venues submission has noted that this will help fund:

- an expansion of its current community contributions,

- increased participation in community events and opportunities, and
- new employment opportunities.

Discussion

Under section 3.3.4 or 3.4.17 of the *Gambling Regulation Act 2003*, Council as the responsible authority can make an economic and social impact submission outlining a position to either support or not support the application based on assessment against VCGLR criteria.

Council sought specialist input from a consultant to assist Council in undertaking an assessment of the gaming license application and outline whether, under the current test used by the VCGLR, the application would result in a net social and economic detriment. Based on the VCGLR's current test and despite what they see as gaps in the application material, the consultant considers it likely that the application will not cause a net detriment on the social and economic wellbeing of the local community. However, the consultant strongly advises that conditions should be placed on the application, including that:

- The proposed capital renovation/extension works to the venue be undertaken before the installation of the machines.
- A formal Community Fund be established to manage a process for the transparent and equitable provision of financial contributions. This should include clarity of the venue's required total committed annual contribution value. Council's consultant recommends \$1,000 - \$2,000 per EGM (i.e. up to an additional \$28,000 to their existing commitment).

For further information, see attached report undertaken by Ratio Consultants on behalf of Council provided as **Appendix B** (separately circulated).

In addition to these conditions, the consultant also found that there are a number of information gaps and absence of some details in the gaming license application, particularly the Social and Economic Impact Assessment and associated documentation.

As identified by Ratio Consultants, the information missing from the application includes:

- Whether the proposal will result in additional employment in the gaming room
- The venue's current Responsible Service of Gaming (RSG) measures and any proposed improvements and strengthening of their RSG's
- Specific details and clarity on the total direct financial commitment of the venue's community contributions as part of the application
- Seating as part of the bistro and whether this will increase or decrease as part of the works
- What facilities are in operation at the Keilor East RSL at the time the gaming room is open and specific activities offered by the Keilor East RSL
- What alternative recreation activities or facilities are in operation surrounding the venue at the same time the gaming room is open

- Community attitude in relation to the application and the increase in gaming machines at the venue
- Type and any outcomes of consultation that occurred with Gambler's Help or any other emergency or relief organisation
- The risk of problem gambling at the venue and the potential increase in problem gambling as a result of the application, considering the significant increase in the size of the gaming room
- Whether the renovations and extension of the Keilor East RSL can and will proceed without the revenue from the additional machines
- A social and economic profile of the patron catchment rather than the profiles at a suburb or postcode level.

Furthermore, Ratio Consultants also found that the following should be taken into consideration in the assessment:

- The welfare bus has already been purchased and is in operation. Therefore, the purchase of a bus and employment of a driver cannot be considered as a new community contribution as part of this application, unless the venue is seeking to purchase a second bus.
- The Social and Economic Impact Assessment as part of the application has not included a table of benefits and disbenefits and therefore it is unclear how each component has been weighted.

Council recognises that there are a number of challenges with the current gaming license application process. Council has been an active funding partner in the recent Enough Pokies campaign along with many councils in Victoria, the Municipal Association of Victoria, the Salvation Army and the Inter-church Taskforce on Gambling. This campaign was also supported by a number of organisations, service providers and community members in our municipality and across Victoria. As part of this campaign, a number of legislative reforms have been proposed. These include:

- Removing 'fostering competition' as an excuse for more machines and require the VCGLR to judge that an area already has enough machines
- Allow the VCGLR enough time to make the right decisions
- Allow councils enough time to develop comprehensive submissions
- A stronger requirement for the VCGLR to take council submissions into account
- Make the applicant meet social and economic impact tests
- Only grant applications that benefit the community
- Consider the specific community, not just a municipality-wide approach.

Specifically in relation to this application, Council considers that the applicant (and any applicant) should be required to prove that the additional machines provide a benefit to the community, not just 'no net detriment'.

Consultation

Internal consultation has been undertaken with the Statutory and Strategic Planning teams. The Community Planning and Engagement team is working collaboratively with these teams to ensure that the assessment of the gaming license application considers the legislative and policy guidelines.

Implications

1. Legislative

Statutory considerations as part of the gaming license application include the Gambling Regulations Act 2003 and the Planning and Environment Act 1987.

In relation to gaming machines, the objectives of the Gambling Regulations Act 2003 are for the consideration of social and economic costs and benefits and a judgement as to whether there will be 'no net detriment' arising from the approval. This process is distinct from the planning permit application for gaming machines which fall under the provisions of the Planning and Environment Act 1987, namely the appropriateness of location.

In this instance, both the Gambling Regulations Act 2003 and Planning and Environment Act 1987 are used in assessing the application. As such, the applicant needs to apply to the VCGLR for a gaming license application to seek "approval of premises as suitable for gaming" or "to amend the conditions of a venue operator's license to vary the number of gaming machines permitted in an approved venue".

As per the Planning and Environment Act 1987, the applicant also needs to apply to the Council for a planning permit. In its assessment Council is to consider any social and economic effects of the use and development for which the application is made.

In addition to these specific legislative requirements, the Public Health and Wellbeing Act 2008 requires Council to develop a Municipal Public Health and Wellbeing Plan which identifies goals and strategies for creating a local community in which people can achieve maximum health and wellbeing. An examination of data to inform the Health Plan identifies gambling-related harm as a significant health and wellbeing issue for the municipality.

The Victorian Charter of Human Rights and Responsibilities Act 2006 includes the following protections: right to life, right to protection of families and children, and cultural rights. These protected rights are all related to access to safe and secure recreation opportunities.

2. Council Plan / Policy

In the Council Plan, it outlines the Strategic Objective under the theme "Friendly and Safe" to "support the community in becoming healthier and more physically active". The relevant Strategy is to "support primary care providers and public campaigns in health promotion, particularly in relation to obesity, mental health and problem gambling".

Council also has a number of policy or strategic documents which detail Council's position in relation to reducing gambling-related harm. This includes: the Gaming Position Paper (2011), Council's Health and Wellbeing Plan (2013-

17) in which responsible gambling is a strategic objective; and Council's Advocacy Agenda (2013-2017) in which reducing the impact of problem gambling is also included under 'Friendly and Safe'.

Additionally, Council's recently adopted Local Planning Policy on Gaming and referenced documents are significant policy positions that acknowledge the negative impacts relating to gambling harm and the importance of reducing the negative impacts from gaming machines in our municipality.

3. Financial

There are no budgetary or funding considerations as a result of this report.

4. Environmental

The gaming license application by the Keilor East RSL as no specific impact on Council's City Sustainability Policy. Any environmental considerations are to be included in the planning permit application.

Consultation

Reducing harm associated with gaming machines is a strategic priority for Moonee Valley City Council. The Keilor East RSL application for an additional 14 gaming machines has been assessed by an independent specialist and found that, based on the current VCGLR test and despite gaps in the application material, the application will not cause a net detriment on the social and economic wellbeing of the local community. In keeping with these findings, Council does not intend to make a submission, but instead write to the VCGLR outlining gaps in the application and recommending that the VCGLR consider placing relevant conditions in its assessment of the application.

APPENDIX A

File: FOL/11/1378
Enquiries: 9243 8888

30 January 2015

Acting Chief Executive Officer
Ms Catherine Myers
Victorian Commission for Gambling and
Liquor Regulation
GPO Box 1988
MELBOURNE VIC 3001

Dear Ms Myers,

KEILOR EAST RSL GAMING LICENSE APPLICATION

Moonee Valley City Council (Council) would like to advise the Victorian Commission for Gambling and Liquor Regulation (VCGLR) that it does not intend to make a submission under section 3.3.4 or 3.4.17 of the *Gambling Regulation Act 2003* in relation to the Keilor East RSL's gaming application for an additional 14 gaming machines.

Council maintains a commitment based on its principles and position to reduce gambling-related harm in our community. Council supports a need for legislative reform, as advocated through the Enough Pokies campaign, to enable gaming license assessment such as the Keilor East RSL's to assess provision of a benefit to the community, not just 'no net detriment'.

In 2013-14, expenditure from gaming machines in the City of Moonee Valley equated to over \$72 million with the expenditure per adult at \$768 (which is significantly higher than the Victorian State average of \$549 per adult in 2013-14). Our City also has a higher number of machines per 1000 adults with 7.9 machines per 1000 adults, compared to an average of 6.1 machines per 1000 adults in Victoria¹.

Reducing harm from gambling is a priority for our community and Council has a number of policy documents aimed to reduce gambling-related harm. Council also undertakes a number of activities including advocacy to State Government on legislative reforms, greater consideration to locational requirements for new venues and machines through the Gaming Policy in the Moonee Valley Planning Scheme and supporting at-risk gamblers through social support programs.

Council acknowledges the valuable role the Returned and Services League and their affiliate clubs' activities play in contributing to community life. Council also recognises that the Keilor East RSL undertakes a number of activities to support

¹ City of Greater Dandenong (2014) Gambling Indicators for Local Areas, Social Statistics.

the community in Moonee Valley and beyond, including through existing community contributions, functions and events and supporting isolated community members. Keilor East RSL notes that if the additional 14 gaming machines are approved, community contributions would increase, employment opportunities would be created and the applicant would be able to increase participation in community events.

As part of Council's assessment of this application, Council commissioned specialists, Ratio Consultants, to outline whether, under the current tests used by VCGLR, the application would result in a net social and economic detriment to the community. The specialist consultant found that while there are gaps in the application material, it is considered likely that the application will not cause a net detriment on the social and economic wellbeing of the local community.

However, Council wishes to outline what it perceives as a number of information gaps and absence of some details in the application and recommends that the VCGLR consider placing relevant conditions in its assessment of the application as detailed below:

Information missing from the application
1. Whether the proposal will result in additional employment in the gaming room
2. The venue's current Responsible Service of Gaming (RSG) measures and any proposed improvements and strengthening of their RSG's
3. Specific details and clarity of the total direct financial commitment of the venue's community contributions as part of the application
4. Seating as part of the bistro and whether this will increase or decrease as part of the works
5. What facilities are in operation at the Keilor East RSL at the time the gaming room is open and specific activities offered by the Keilor East RSL
6. What alternative recreation activities or facilities are in operation surrounding the venue at the same time the gaming room is open
7. Community attitude in relation to the application and the increase in gaming machines at the venue
8. Type and any outcomes of consultation that occurred with Gambler's Help or any other emergency or relief organisation
9. The risk of problem gambling at the venue and the potential increase in problem gambling as a result of the application considering the significant increase in the size of the gaming room
10. Whether the renovations and extension of the Keilor East RSL can and will proceed without the revenue from the additional machines
11. A social and economic profile of the patron catchment rather than the profiles at a suburb or postcode level.
Recommended conditions:
1. The proposed capital renovation/extension works to the venue be undertaken before the installation of the machines
2. A formal Community Fund be established to manage a process for the transparent and equitable provision of financial contributions. This should include clarity of the venue's required total committed annual contribution value. Council's consultant recommends \$1,000 - \$2,000 per EGM (i.e. up to an additional \$28,000 to their existing commitment)

Further, Council would like VCGLR to consider that:

- The welfare bus has already been purchased and is in operation. Therefore, the purchase of a bus and employment of a driver cannot be considered as a community contribution as part of this application, unless the venue is seeking to purchase a second bus.
- The Social and Economic Impact Assessment as part of the application has not included a table of benefits and disbenefits and therefore it is unclear how each component has been weighted.

For further information, see attached report undertaken by Ratio Consultants on behalf of Council.

Council has been an active funding partner in the recent Enough Pokies campaign along with many councils in Victoria, the Municipal Association of Victoria, the Salvation Army and the Inter-church Taskforce on Gambling. This campaign was also supported by a number of organisations, service providers and community members in our municipality and across Victoria. As part of this campaign, a number of legislative reforms have been proposed. These include:

- Removing 'fostering competition' as an excuse for more machines and require the VCGLR to judge that an area already has enough machines
- Allow the VCGLR enough time to make the right decisions
- Allow councils enough time to develop comprehensive submissions
- A stronger requirement for the VCGLR to take council submissions into account
- Make the applicant meet social and economic impact tests
- Only grant applications that benefit the community
- Consider the specific community, not just a municipality-wide approach.

Specifically in relation to this application, Council considers that the applicant should be required to prove that the additional machines provide a benefit to the community, not just 'no net detriment'. However, based on the current test used by the VCGLR and despite gaps in the application material, it is considered likely that, given the specific circumstances of the applicant, the isolated location of the RSL and the substantial redevelopment associated with the works, the application will not cause a net detriment on the social and economic wellbeing of the local community.

Thank you in advance for your consideration of this matter. Requests for further information are to be directed to Adam Boyle, Manager of Community Planning and Development, on 9243 8888.

Yours sincerely,

Neville Smith
CHIEF EXECUTIVE

9.11 Advocacy Agenda Progress Report - December 2014

File No: FOL/15/137
Author: Coordinator Corporate Planning
Directorate: Corporate Services
Ward: Municipal

Purpose

The purpose of this report is to provide Council with an update on progress against Council's advocacy priorities for the first six months of the 2014/15 financial year, as contained in **Appendix A**.

Executive Summary

- The Advocacy Agenda 2013-17 ("the Agenda") has been developed to encourage partnerships and support from other levels of government, agencies and organisations to obtain positive outcomes for Moonee Valley today and into the future.
- The Agenda will contribute to the achievement of the Council Plan 2013-17 strategic objectives. Council will undertake advocacy in relation to transport infrastructure, major developments, managing growth, business investment, arts and culture, investment for community, and health and wellbeing.

Recommendation

That Council receive and note the Advocacy Agenda Progress Report for the first six months of 2014/15.

Background

The City of Moonee Valley is rapidly evolving and growth and change is placing pressure on the liveability of our community and the health and wellbeing of our citizens. The Advocacy Agenda 2013-17 identifies the local challenges that require resources and other means that are beyond Council's direct control. The establishment of partnerships, improved awareness of the challenges facing Moonee Valley and securing additional investment will result in better community outcomes, now and in the future.

The Advocacy Agenda 2013-17 will help leverage the support and investment required to achieve the Council Plan 2013-17 strategic objectives. The Agenda, like the Council Plan, is informed by the Moonee Valley Next Generation 2035 Community Vision.

Advocacy is a strategic method:

to persuade, partner, educate or inform so other levels of government or stakeholders change their policy, action or investment to improve community outcomes.

The Agenda comprises eight advocacy themes that are linked to the Council Plan themes of Sustainable Living, Vibrant and Diverse, Friendly and Safe and Excellence in Governance.

The themes of the Advocacy Agenda are:

- Transport infrastructure
- Major developments
- Managing growth
- Business investment
- Arts and culture
- Investment for community
- Health and wellbeing
- Leadership – This theme outlines how Council will advocate on behalf of the community and makes commitment that we will report to the community on progress and achievements.

Discussion

Councillors and Council Officers have worked hard to advocate on behalf of the local community in the past six months. The advocacy work has ranged from lobbying State and Federal Government on big infrastructure projects, to holding information sessions about local issues, and applying for funding and support for vulnerable communities. Some of the key projects that Council has been advocating on behalf of the community in the past six months included:

Citylink widening: Council had regular meetings with the project director from VicRoads to discuss the City Link widening project and have attended multiple workshops to discuss options and recommendations for the project.

East West Link: Council continued to have regular correspondence with the Minister for Planning over this project, including requesting inclusion on the advisory group, seeking a Memorandum of Understanding for financial mitigation, and requesting additional information and consultation.

Council held information sessions for members of the public to find out more about the project and organised a photo shoot protest prior to the election. In November 2014 Council lodged Supreme Court legal documents against the State Government and the East West Link project.

Flemington Racecourse redevelopment: Council had regular correspondence with the Minister for Planning to express concerns and ideas in relation to the process for the assessment and consultation of the proposal, and the implications for Council and the community. Council has also requested a realignment of municipal boundaries so that all of the Flemington Racecourse and the Royal Agricultural Show Grounds would be within Moonee Valley and that Council be made the Planning Authority in relation to the *Planning and Environment Act 1987*.

Moonee Valley Racecourse redevelopment: On 25 September 2014 the Minister for Planning approved the rezoning of the site to Comprehensive Development Zone, as well as a Heritage Overlay for the site. Council is currently determining the

impacts of the approved planning controls, and waiting on the outcomes of a motion raised in Parliament to revoke the planning controls for the site.

Details about all the advocacy work Council has undertaken in the past six months can be found in **Appendix A**.

Consultation

The nature of this report does not require any external consultation.

Implications

1. Legislative

The Preamble of *The Local Government Act 1989* specifies that ‘it is the role of the Council to provide leadership for the local community through advocacy, decision making and action’.

The Agenda considers the *Charter of Human Rights and Responsibilities Act 2006* as it creates opportunities for the community to participate in public life. Major Developments (Theme 2) sets our Council’s intention to increase the capacity and opportunity for our community to have a voice in development proposals and decisions they may be impacted by or interested in.

2. Council Plan / Policy

The Agenda specifically addresses eight Strategic Objectives of the Council Plan and contributes to Council’s commitment of ‘Excellence in governance – dynamic, effective and accountable’, the fifth Council Plan theme.

The Agenda also delivers on commitments contained in Integrated Transport Plan, Moonee Valley Planning Scheme, Community Consultation Charter, Economic Development Strategy, Arts and Culture Plan, Maribyrnong River Master Plan, Leisure Strategy, The Public Health and Wellbeing Plan, Learning Framework, Healthy Ageing Strategy, Early Years Plan and the Youth Engagement Strategy.

3. Financial

There are no budgetary or funding considerations as a result of this report.

4. Environmental

There are no environmental implications resulting from this report.

Conclusion

Progress reports are an important means for Council to report to the community on progress against the Advocacy Agenda 2013-17 and offer a summary of the services, activities and works Council has undertaken in the previous two quarters.

APPENDIX A

Advocacy Agenda Progress Report – December 2014

Council Plan Theme	Advocacy Agenda Theme	Advocacy Activities
Sustainable Living – clear direction for growth and development of the city	Theme 1 – transport and infrastructure	<p><u>City Link widening:</u></p> <p>In April 2014 Transurban announced that it had reached an in-principle agreement with the Victorian Government for a major upgrade to the western section of CityLink, the Bolte Bridge-West Gate Freeway interchange and the Tullamarine Freeway. The widening works are proposed in a number of locations and will impact on Moonee Valley.</p> <ul style="list-style-type: none">• Council have fortnightly meetings with the project director VicRoads to discuss high level issues.• Council attended Stakeholder Connections Workshops in October and November 2014 to discuss options, ideas and recommendations in relation to English Street, pedestrian crossings and Calder Freeway on ramps.• Council will be providing further updates on this project to Council in February 2015. <p><u>Essendon Junction level crossing (rail under road grade separation):</u></p> <p>As part of the Essendon Junction Structure Plan process it was identified that grade separation was needed on Buckley Street, with Council's preference being the undergrounding of the railway line.</p> <ul style="list-style-type: none">• The project is regularly discussed at the monthly Metropolitan Planning Authority (MPA) meeting, and with the Project Management Group for the project (which includes government agencies).• Information was presented to MPA meeting on the feasibility of a rail-under grade separation. All documentation relating to the grade separation study was submitted to MPA for further consideration.

		<ul style="list-style-type: none"> No formal commitment has been obtained from MPA. <p><u>Online survey on bus services in Moonee Valley:</u></p> <p>Public Transport Victoria have commenced a review of bus services in Moonee Valley. To ensure that appropriate community consultation is undertaken and the needs of the community are included in the review, Council conducted an online survey about bus services in Moonee Valley.</p> <ul style="list-style-type: none"> Survey conducted in November 2014 with 150 responses received. Results are currently being collated and will be presented to Council in February 2015. <p><u>Other Activities:</u></p> <ul style="list-style-type: none"> On 28 August Council hosted a public forum on local transport issues in the lead up to the State Election. A number of the major parties attended the forum where the public had the opportunity to ask questions about local concerns. Council continued discussions with VicRoads to advocate for a pedestrian bridge on Maribyrnong Road.
	Theme 2 – major developments	<p><u>East West Link:</u></p> <p>The East West Link is a State Government project to build an east west road link across Melbourne, spanning approximately 18 kilometres and including a tunnel section. Before being stopped by the current State Government, the project would have had a number of significant impacts on Moonee Valley.</p> <ul style="list-style-type: none"> 22 July 2014 – Council resolved to continue to oppose the eastern section of East West Link and noted a funding priority for vital public transport projects. Council wrote two letters to the Minister of Planning (7 August and 26 August 2014) requesting inclusion on the advisory group, seeking to enter into a Memorandum of Understanding for financial mitigation, and requesting information on the integration of the City Link widening project with the East West Link.

		<ul style="list-style-type: none">• 15 October 2014 – Council resolved to take legal action against the East West Link project on behalf of the community focusing on the decision of the Minister for Planning to change the design and boundary of the project, the legality of his decision, and the process he followed which Council believe is flawed and not in line with the Major Transport Projects Facilitation Act.• 22 October 2014 – Council held an information session to help the community stay updated about the latest changes to the project and how it will impact Moonee Valley.• 27 October 2014 – Council wrote to the Minister for Planning requesting further consultation and information.• 28 October 2014 – Council submitted freedom of information requests to the Minister for Planning on the plans and details to make changes to the project which would include increases in local traffic, loss of open space and sporting grounds, air and noise pollution, damage to Moonee Ponds Creek and impact the health and wellbeing of Flemington Community.• 20 November 2014 – Council lodged Supreme Court legal documents against the State Government and the East West Link project.• 24 November 2014 - Photo shoot protest at Debney Park to help inform people and the State Government of the impact this project would have on this area of Moonee Valley. <p><u>Moonee Valley Racecourse Redevelopment:</u></p> <p>Rezoning of the Moonee Valley Racecourse site for future development.</p> <ul style="list-style-type: none">• Council prepared several Notices of Motion and wrote several letters to the Minister for Planning expressing concerns in relation to the delay in approving C100 - Moonee Ponds Activity Centre Zone.• Council completed the Heritage Overlay, which was approved by the Minister and it has been implemented into the Planning Scheme in September 2014.• The Minister for Planning also approved planning controls for the site, including a Comprehensive Development Zone in September 2014.
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		<ul style="list-style-type: none">• Council sent out an online Moonee Valley Racecourse dedicated e-newsletter in August, September, and October 2014 to inform the community about the Minister's decisions and Council's response.• Council is currently determining the impacts of the approved planning controls, and waiting on the outcomes of a motion raised in Parliament to revoke the planning controls for the site. <p><u>Flemington Racecourse Redevelopment:</u></p> <p>Victoria Racing Club and Green Land Corporation are proposing a major high density residential development at Flemington Racecourse, which will impact on the residents of Moonee Valley, and put additional pressure on local infrastructure.</p> <ul style="list-style-type: none">• Council has prepared several Notices of Motion and written several letters to the Minister for Planning expressing concerns in relation to the process and implications for MVCC.• Council has provided technical input to the developer's project team on matters such as traffic, community infrastructure, waste collection, built form outcomes, etc. Specific emphasis was placed on the need for community consultation and a transparent process which allows for a Panel or Advisory Committee to consider all submissions.• An update was requested from DTPLI on the status of development and immediate next steps.• No formal development proposal has been presented to MVCC.• The Mayor wrote to the Minister for Planning in September 2014 requesting a realignment of municipal boundaries so that all of the Flemington Racecourse and the Royal Agricultural Show Grounds would be within Moonee Valley and that Council also be made the Planning Authority in relation to the <i>Planning and Environment Act 1987</i>.
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		<p><u>Essendon Airport Development:</u></p> <p>Council is working with Essendon Fields to try and ensure good outcomes for the site, and to ensure that the community is appropriately consulted. Any development on the site should align with the approved Master Plan, and not adversely impact on the Moonee Valley Area.</p> <ul style="list-style-type: none">• Council has been regularly liaising with Essendon Airport through the following forums/meetings:<ul style="list-style-type: none">- Essendon Airport Planning Coordination Group.- Essendon Technology Precinct Liaison Group.- MPA monthly catch up meetings.- Working Group meetings (focusing on English Street intersection).• Council has considered the following development proposals and provided in principle support subject to proposed changes, where relevant:<ul style="list-style-type: none">- Essendon Fields Hotel.- Major Development Plan process for the proposed Essendon Fields Hospital.- Auto Centre.- Aircraft parking and maintenance hangers.• Essendon Airport consulted on its draft Major Development Plan in August 2014, Council provided a written submission on the draft plan. <p><u>Leighton's Site – 40 Hall Street:</u></p> <p>Leighton's are redeveloping the site at 40 Hall Street, Moonee Ponds. Council has been advocating to the developer to achieve a coordinated outcome for the site to benefit the community.</p> <ul style="list-style-type: none">• 23 September 2014 – Council endorsed Officers to write to the Minister for Planning to request a response on Amendment C100 Moonee Ponds Activity Centre, and the inclusion of a Development Plan Overlay in the Moonee Valley Planning Scheme for the Leighton's Site.
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		<ul style="list-style-type: none"> • 29 October 2014 – Council endorsed a Development Plan Overlay for the Leighton's Site. • Minister for Planning and DTPLI have not responded directly to Council's request however have indicated that they would like further information on how Amendment C100 will impact on the Development Plan Overlay. Council is currently preparing the information for the Minister. <p><u>Other Activities:</u></p> <ul style="list-style-type: none"> • Strathmore Secondary College Rezoning. On 28 November 2014 the Mayor wrote to the Minister for Education regarding the rezoning of the eligibility area for students attending Strathmore Secondary School. Council requested that the previous zone be reinstated. • On 24 November 2014 Council held a drop in session in relation to the development at 1 Ascot Vale Road to help residents understand changes to the application and process. • Council held a drop in session in July 2014 for the community to view plans and ask questions about the proposed Australand residential development on Military Road.
	Theme 3 – managing growth	<p><u>The City in Transition:</u></p> <p>This project is about educating and raising awareness amongst the community about planning issues affecting Moonee Valley and broader Melbourne.</p> <ul style="list-style-type: none"> • Launched a planning e-newsletter in September 2014 to educate and raise awareness of long term planning in Moonee Valley and Council's role in accommodating Melbourne's growth and managing growth in the municipality. • Continued to use Council's Planning Twitter account. • Included various articles in each edition of Council's resident magazine, Valley View, covering topics such as the progress of structure plans and updates on the State Government's new residential zones. <ul style="list-style-type: none"> • Council undertook an omnibus survey to get a better understanding of

		<p>community opinions and concerns about the growth of Moonee Valley and the associated impacts.</p> <ul style="list-style-type: none"> • Undertook a Councillor-led initiative to establish a Strategic Planning Advisory Committee which started meeting in November 2014. • Community reference groups to assist with the development of the Airport West and Essendon Junction Structure Plans.
Vibrant and diverse – opportunities for all	Theme 4 – business investment	<p><u>World Class, Locally:</u></p> <p><i>Entertainment, Dining and Leisure Activities:</i></p> <ul style="list-style-type: none"> • The Footpath Trading Policy was reviewed and the new draft policy was endorsed by Council for consultation with the Trader Associations, business operators and members of the community from 16 February to 13 March 2015. <p><i>Aviation and Automotive Industries Activities:</i></p> <ul style="list-style-type: none"> • Council met with Essendon Airport to discuss environmental issues across the site. The expansion of the AutoCentro site was discussed and advice was provided in relation to the management of stormwater on the site.
	Theme 5 – arts and culture	<p><u>Other Activities:</u></p> <ul style="list-style-type: none"> • The Incinerator Gallery was Councils focus project for the Spring into the West Advocacy campaign on 2 September 2014 at Parliament House. This was a very successful showcasing of this facility and the need for funding to ensure its sustainability into the future. An important link was made with the Labor Member of Parliament who represents heritage. • Council has had discussions with developers to encourage the inclusion of public art in their proposed development sites. • On 28 November 2014 Council submitted a grant application to the National Stronger Regions Fund for \$2.3m assistance with the remedial and upgrade works required on the Incinerator Gallery. The submission received six support letters from diverse politicians and leading organisations. • Council attended the MAV Arts and Culture Subcommittee to discuss issues affecting the delivery of arts and culture at a local level with Arts Victoria.

		<p>Attendance at the subcommittee has allowed local government arts and culture to have discussions with Arts Victoria to advance issues affecting the delivery of arts and culture at local level.</p> <ul style="list-style-type: none"> • Council hosted a Regional Arts Victoria and Victorian Association of Performing Arts Centres Showcase forum at the Clocktower Centre on 29 October 2014.
	<p>Theme 6 – investment for community</p>	<p><u>East Keilor Leisure Centre:</u></p> <p>East Keilor Leisure Centre has come to the end of its useful life and future planning is currently being considered. As part of this, Council is undertaking a full service review and developing a future plan to guide possible redevelopment.</p> <ul style="list-style-type: none"> • Council is working closely with Sport and Recreation Victoria on the future of East Keilor Leisure Centre. Part of this involves advocating for a grant to help fund possible future works. • In October 2014 a community reference group was formed, consisting of nine representatives from the East Keilor area, to help inform the future options of the East Keilor Leisure Centre. <p><u>Aberfeldie main drain and Essendon to Yarraville water main (M102):</u></p> <p>Both of these projects are due to commence in 2015. Melbourne Water are proposing an upgrade of the Essendon to Yarraville water main, which crosses the municipality from Essendon Airport to Avondale Heights. Melbourne Water has also allocated funding towards the upgrade of the Aberfeldie Main Drain.</p> <ul style="list-style-type: none"> • Various discussions held with Integrated Waterways Committee and Integrated Transport committee.

<p>Friendly and safe – a community where people feel connected and safe</p>	<p>Theme 7 – health and wellbeing</p>	<p><u>Additional Home Care Packages:</u></p> <p>Council’s applications to the Department of Social Services for 14 additional Home Care Packages was successful, taking the total number of packages delivered by Council to 50. The packages allow for older and frail aged residents needing a higher level of care to age in place (within their homes and chosen community with safety and dignity).</p> <p><u>Reducing harm from gambling:</u></p> <ul style="list-style-type: none"> • Active partner in the Enough Pokies campaign held in October 2014. This State wide campaign was held to urge the State Government to take action to protect vulnerable communities from Electronic Gaming Machines (EGMs). • Staff regularly attended networks and forums including the Local Government Working Group on Gambling and Western Region Local Government Reconciliation Network. • Council is supporting ‘Dare to Connect North West’ (launched 27 August 2014) a free social support program assisting at risk gamblers. • Council adopted a Local Planning Policy on Gaming in August 2014. As at 31 December 2014, Council was still awaiting approval on the policy from the Minister. Council is preparing a social and economic impact assessment (with external support) to respond to an application for an additional 14 gaming machines. • Staff delivered a presentation at a public forum in August 2014 to acknowledge those who participated in the ‘Reclaim the Game’ event held during Responsible Gambling Awareness Week to promote responsible gambling to local sports clubs.
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		<p><u>Other Activities:</u></p> <ul style="list-style-type: none">• Tomorrow's Libraries Project – This is a review of Victoria's public libraries, how they operate and what communities want from their future libraries. Staff attended a workshop hosted by DTPLI to provide input into the new Victorian Library concept and public library funding.• Council advocating to the Department of Social Services to receive and administer emergency relief funds to residents in most need.• Council hosted a community forum between specialists and the Moonee Valley disability and housing communities on the future of housing for people with a disability in October 2014. The focus was on possible transition pathways for National Disability Insurance Scheme eligible clients and the benefits that may flow in the local community and economy as a result.• The Affordable and Inclusive Housing Action Plan was adopted by Council in August 2014. The Action Plan addresses issues relating to housing affordability and increases provisions of affordable and inclusive housing in Moonee Valley.• Council submitted a motion to Municipal Association of Victoria (MAV) to advocate to State and Federal Government on affordable and inclusive housing. The motion was selected to be included as part of State MAV meeting.• Letter of support provided to research applicants from University of Adelaide who are seeking funding to implement a research study to look at the role local government could play in increasing the supply of affordable housing. If funding is successful, the research will be a partnership for 3 years. The outcome of the proposal and funding submission is expected in early 2015.• In October 2014 Council endorsed the Western Alliance for Greenhouse Action (WAGA) Climate Change Adaptation Strategy and Action Plan 2013-2020 as reference documents for Council.• Council advocating for continued funding of Universal Access for 15 hours of kindergarten classes per week for 2015.
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		<p>In September 2014 the Minister for Education announced that the Commonwealth would offer state and territory governments an extension of the current national partnership arrangements for preschool funding for a further 12 months (the calendar year of 2015). Council will continue to advocate for this funding post 2015.</p> <ul style="list-style-type: none">• Staff liaised with Sport and Recreation Victoria to confirm 2015/16 funding for a number of sporting projects through the Community Facility Funding Program. Including securing funding for the Fairbairn Park Multi-Use Pavilion.• Council participated in the 16 Days of Activism campaign promoting prevention of violence. The Campaign started on 25 November – White Ribbon Day.• In December 2014 Council endorsed the ‘Racism. It stops with me’ campaign, including holding a luncheon acknowledging International Human Rights Day.• Council has been advocating for continued funding for the Flemington neighbourhood renewal project in order to continue to work with residents and businesses to plan, coordinate and deliver solutions to issues faced by the local community.• Council included advocacy goals in the Municipal Early Years Plan which was adopted by Council on 16 December 2014.• Council included advocacy goals in the Disability Action Plan which was adopted by Council on 28 August 2014.• Council is a member of the MAV Prevention of Violence Against Women Network comprising local government representatives and key community partners. Members work together to promote and progress the task of leading communities in the prevention of violence against women.• Council is a member of the Western Melbourne Children and Youth Area Partnership, along with the Department of Human Services and Department of Education and Early Childhood Development. The partnerships bring together key agencies and the community to improve outcomes for vulnerable children and young people.
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		<ul style="list-style-type: none">• Council's Chief Executive is a member of the Western Metropolitan Regional Management Forum, which comprises secretaries from State Government Departments and some local council Chief Executive's and aims to strengthen coordination and cooperation between State and Local Government on regional issues.• Member of the Western Region Community Safety Partnership along with Department of Justice, Department of Education and Early Childhood Development, Department Human Services, and Victoria Police.
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9.12 Strategic Alliances

File No: FOL/14/204
Author: Coordinator Governance
Directorate: Corporate Services
Ward: Municipal

Purpose

The purpose of this report is to present an overview of Council's existing and potential strategic alliances.

Executive Summary

- Council has a vast network of strategic alliances instituted on a local, regional, state and federal level which incorporate government, professional, industry and community groups.
- Strategic alliances provide Council with opportunity for advocacy, knowledge sharing, network building, professional development, provision of advice, developing industry standards and process, lobbying and collaboration on issues and projects.
- There are opportunities to further strengthen Council's strategic alliances by creating alliances that are issue based and which may not necessarily be regional or industry based.
- Advocacy is well positioned in Council's current organisational structure.

Recommendation

That Council

1. Receive and note the report.
2. Continue to broaden its strategic alliances as they arise.

Background

At Council's Ordinary Meeting held 25 November 2014, Cr Nicole Marshall submitted a Notice of Motion requesting that the Chief Executive prepare a report into Council's strategic alliances. The motion requested that the report analysed Council's current strategic alliances, including details of benefits/outcomes achieved through Council's involvement in those alliances and the cost to Council.

The motion further requested that potential strategic alliances that may provide Council with opportunities to advocate for improved outcomes for the City of Moonee Valley, including in relation to the transport and planning challenges, and for consideration to be given to the advantages and disadvantages of having a Director with designated responsibility for advocacy.

Discussion

Strategic alliances provide multiple benefits such as shared knowledge, growth opportunities, and risk reduction. The aim of Council's strategic collaboration is to ensure that the Moonee Valley community benefits from the productive use of the cumulative resources available.

It is difficult to define what constitutes a strategic alliance as many collaborations, partnerships, joint ventures and the like, at various times may form a strategic alliance. Generally, a strategic alliance is arrangement between two entities that have decided to share resources to achieve a specific, mutually beneficial goal. These goals may be narrow or broad. A broader definition would include both higher and operational level collaborations, partnerships and networks that either individually or in combination contributes to a specific, mutually beneficial goal. For the purpose of this report, this broader definition of the term will be considered.

Council's Strategic Alliances

Council has a wide and diverse spectrum of alliances, partnerships, collaborations and networks which are federal (e.g. Regional Development Australia, Australian Mayoral Aviation Council), State (e.g. Municipal Association of Victoria, Metropolitan Planning Authority), and local/regional (e.g. Western Regions Economic Development Group, Western Transport Alliance) in their coverage and are listed in **Appendix A**.

The list provided is by no means exhaustive but does provide an overview of how extensively Council connects and works with a range of groups towards achieving its strategic goals, including government, professional, industry and community based relationships.

Almost all of these alliances provide the opportunity for advocacy, knowledge sharing, building networks, professional development, and provision of advice. Other relationships are important in developing industry standards and process or lobbying on aspects of legislation. Many also allow Council to collaborate with other municipalities, government agencies and organisations on economic, environmental and other projects.

The majority incur little or no direct costs, however, that are several organisations that do incur a cost to Council namely Leadwest, Municipal Association of Victoria (MAV), Western Melbourne Tourism Board (WMTB), and the Victorian Local Governance Association (VLGA), the benefits/outcomes of which are outlined below:

Leadwest

- Regional collaboration and partnership which brings together the region's local governments, key businesses and industry leaders to advocate for the western region of Melbourne.
- Advocacy and promotion of the region via events such as the 2014 "Spring into the West" event at Parliament House.
- Facilitation of programs such as "Open Innovation West" which promotes the West's advantages in specialist manufacturing industries.

- Co-ordination of regional projects such as the Federal Government's Green Army Program and co-sponsorship of strategies such as "Low Carbon West".

MAV

- Peak body for representing all Victorian Councils.
- Advocates on at local, state and federal level for the interests of local government and to promote the role of local government
- Key organisation in building the capacity of Councils, policy development and councillor development
- At the forefront of seeking constitutional recognition for local government, securing federal funding and review of the electoral process.

WMTB

- Regional collaboration which promotes the region's tourism assets.
- In its current form, the alliance is facing some difficulty achieving both its strategic and operational objectives.
- The benefits and value of the alliance is currently being questioned by some of its members. Moonee Valley has written to the Chair seeking a commitment from WMTB to improve its governance, program delivery and strategic direction prior to Council making any further and ongoing commitments to the alliance. Maribyrnong is also considering its future involvement in the alliance and will undertake a review in early 2015 of the benefits to its community regarding its ongoing involvement in the alliance.

VLGA

- A peak body that has local government, community organisations and individuals making up its membership.
- Advocates for social change and empowers local governments in their capacity to engage with their communities.
- Promotes good governance in Councils, active in issues such as responsible gambling and women in local government.

Potential Strategic Alliances

It is considered appropriate that from time to time Council take stock of its strategic alliances and to consider potential new alliances given the high level of Council's current involvement in projects of local, regional and state significance. There is a continual need for Council to broaden its strategic alliances. This review has identified several potential alliances that Council should investigate further, such as:

- Inner Melbourne Action Plan – an existing collaborative partnership between the Cities of Melbourne, Port Phillip, Stonnington, Yarra and Maribyrnong responding to the demands of Melbourne 2030. From a planning and transport perspective, Moonee Valley identifies closer to other inner Melbourne municipalities. The direct cost of full membership for this group is approximately \$89,000 which would incorporate an annual contribution component, a share of operational costs and an annual tourism contribution.

- Inner Melbourne Councils Group – potential to develop a forum involving planning departments from other northern, western and inner Melbourne Councils that have similar characteristics and challenges associated with accelerated density.
- Victorian Building Authority – oversees regulation of building and plumbing practitioners to aid the achievement of efficient and competitive building and plumbing industries in Victoria. Council is currently seeking closer collaboration with the VBA through a Memorandum of Understanding.
- National Heritage Trust – Non-government organisation promoting the conservation of heritage. There is an opportunity to align strategic objectives and share knowledge.
- Arts Victoria / Creative Australia – State Government body with responsibilities in the arts, cultural, screen and design sectors. However, Council requires additional funding to meet accreditation standards to access the agencies networks, projects and grants.
- Community Services – potential to develop a schools network to assist with children transitioning from early years programs to school.
- Emergency Services – Council generally has good relationships with emergency services (e.g. in emergency response management), however, there is potential to increase collaboration in areas such as local law enforcement and in identifying and acting on localised issues.

Given the nature of some of the issues currently facing Council, there is also potential for strategic alliances to be made that are more issue/project focused and which may not be regional in nature. For example, Glen Eira City Council has faced similar issues with the redevelopment of Caulfield Racecourse. Working closer with Glen Eira could benefit Moonee Valley in dealing with issues surrounding the Moonee Valley Racecourse redevelopment.

Director of Advocacy

The third part of the Notice of Motion from 25 November 2015, requested that consideration to be given to the advantages and disadvantages of having a director with designated responsibility for advocacy. During the last organisational structure alignment, organisational responsibility for advocacy was taken into account. The alignment resulted in advocacy being placed under the Manager Communications & Corporate Planning (MCCP) who reports directly to the Chief Executive.

As the head of Council's administration, the Chief Executive is responsible for leading and executing Council's long term strategies, the creation and harbouring of key strategic alliances and to advocate in Council's behalf. It is considered fitting that the Chief Executive continues leads advocacy whilst the MCCP provides the operational support for this key function of Council.

It should also be noted that advocacy under the MCCP will play a more prominent role going forward and will be enhanced in the upcoming recruitment of a temporary twelve month replacement who will be required to have a strong advocacy background to help build our own processes in this area.

Consultation

Consultation has been undertaken with the Chief Executive, Executive Team and Managers.

Implications

1. Legislative

There are no legislative implications associated with the presentation of this report.

2. Council Plan / Policy

In presenting this report to Council, Council is achieving its strategic objective of a dynamic, effective and accountable organisation through excellence in governance.

3. Financial

There are no financial implications associated with the presentation of this report.

4. Environmental

There are not environmental implications as a result of this report.

Conclusion

It is considered appropriate that from time to time Council take stock of its strategic alliances and to consider potential new alliances given the high level of Council's current involvement in projects of local, regional and state significance. There is also a continual need for Council to broaden its strategic alliances in order to achieve the actions identified in its Advocacy Agenda and the objectives of its Council Plan.

APPENDIX A

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Aged & Disability Services - Western Region Coordinators Meeting, Western Region Intake Network Group meeting and Western Region Managers Meeting	Provides strategic leadership for aged and disability services through advocacy, research, and advice on relevant policy and legislative developments.	0.00	Melbourne West
Aquatics & Recreation Victoria Incorporated	Provides high level strategic advice to Councils, State Government, schools and industry bodies on current industry matters.	545.45	State
Arts & Culture Advisory Committee	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
Association of Neighbourhood Houses & Learning Centres	Provides strategic leadership for Neighbourhood Houses by supporting members with effective state-wide advocacy, research, and advice on relevant policy and legislative developments.	340.91	State
Australian Institute of Company Directors	Employee & Councillor membership and/or training, professional development.	1,520.00	Professional
Australian Institute of Landscape Architects	Employee & Councillor membership and/or training, professional development.	530.00	State
Australian Learning Communities Network	Leads advocacy to all levels of Government, educational institutions, business and community organisations to grow life-long learning communities.	330.00	Federal
Australian Library & Information Association	Peak body that provides leadership, advocacy and support to members.	1,943.00	Federal
Australian Made Campaign Limited	Promotes the buying of Australian made products here and abroad.	2,000.00	Federal
Australian Mayoral Aviation	Advocacy for Council's with an aviation industry, lobbying.	4,000.00	Federal

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Council			
Australian Performing Arts Centres Association	Building relationships with stakeholders and networks that support the business of performing arts presenting, promoting the value and needs of people and organisations involved in the business of performing arts presenting, industry development.	0.00	Federal
Best Interests Indigenous Working Group	Opportunity to consultate, shared ideas and knowledge and work with Indigenous Australian	0.00	Local
Council Alliance for a Sustainable Built Environment	Memorandum of Understanding and working group meetings, share best practice, develop new / improve existing policy and ESD assessment tools, opportunity to influence state government policy and processes through collective action, avenue to advocate for interests of Council.	5000.00	Local
Children's Book Council	Not for profit, volunteer run, organisation which aims to engage the community with literature for young Australians.	80.00	State
Community Aviation Consultation Group for Essendon Airport	Provides the primary community consultation forum for airport related noise issues.	0.00	Local
CPA Australia	Professional development.	2,436.00	Federal
Cultural Development Network	Increases the arts and cultural development capacity of Council.	0.00	State
Disability Reference Group	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
Eco-Buy Ltd	Supports Council to implement sustainable procurement through its membership program, consulting services, training, resources and events.	2,357.50	Federal

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Essendon Airport Planning Coordination Group	Regular structured meetings with senior officials of Essendon Airport and Essendon Fields, avenue to advocate for interests of Council and residents, provide input into future development, opportunity to align strategic objectives.	0.00	Local
Essendon Airport/Essendon Fields/Council Working Group	Avenue to advocate for interests of Council and residents, provide input into future development, opportunity to align strategic objectives.	0.00	Local
Family and Children Services – Western Region Leadership Group, Western Region Coordinators Group	Provides strategic leadership for family and children services through advocacy, research, and advice on relevant policy and legislative developments.	0.00	Melbourne West
Family Day Care Australia	Information sharing.	159.90	Federal
Family Day Care Victoria	Information sharing.	0.00	State
Flemington Neighbourhood Renewal Board	Group comprising of representatives from State Government, Council and community organisations and provide overall planning for the Flemington Community Building Project.	0.00	Local
Flemington Traders Association	Avenue to consult with traders.	0.00	Local
Greening the West	Collaborative program between City West Water, Department of Health, other state government agencies, Leadwest, councils from Melbourne's west and north and local community groups that aims to deliver positive health and social outcomes and enhanced liveability for communities in the western suburbs of Melbourne.	0.00	Melbourne West
Heritage Victoria	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	State
Institute of Professional Works Engineers	Employee membership, professional development and training, networking, knowledge sharing	0.00	State

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Institute of Public Administration Australia	Employee membership, professional development and training, networking, knowledge sharing	2,073.00	Federal
Interfaith Network	Avenue to consult with community and cultural leaders within the community.	0.00	Local
Integrated Transport Committee	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
Kangan Institute	Sponsorship, training opportunities.	1,000.00	Local
Kindergarten Inclusion Support (KIS) Board	Information sharing and sector updates, policy advice.	0.00	State
Learning Community Board	Provide stewardship and promote the vision, membership and actions of the Learning Community	0.00	Local
Leadwest Limited	Regional collaboration and partnership which brings together the region's local governments, key businesses and industry leaders to advocate for the western region of Melbourne. Advocacy and promotion of the region via events such as the 2014 "Spring into the West" event at Parliament House. Western Agenda identifies the seven key themes to promote the prosperity and growth of the region. Facilitation of programs such as Open Innovation West which promotes the West's advantages in specialist manufacturing industries. Co-ordination of regional projects such as the Federal Government's Green Army Program and co-sponsorship of strategies such as Low Carbon West.	78,707.21	Melbourne West
Libraries Australia	Information sharing and sector updates, policy advice.	3,762.31	Federal
Local Government Finance Professionals	Employee membership, professional development and training, networking, knowledge sharing	600.00	State
Local Government Professionals Incorporated	Employee membership, professional development and training, networking, knowledge sharing	11,800.00	State

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Mainstreet Australia Incorporated	Networking, education, support and strategic direction.	454.55	Federal
Meals Victoria	Industry Group that aims to assist in the delivery of cooked meals to the elderly and those with disabilities	0.00	State
Medicare Locals	To promote better health for all, improved equity of access to health care and improved community health and social outcome.	0.00	Federal
Melbourne Airport Coordination Group	Local Councils and government departments consultative committee.	0.00	Melbourne North West
Membership Workplace Relations	Provides support and advice to Council on workplace relations.	9,450.00	State
Metropolitan Local Government Waste Forum	Assists, coordinates and facilitates best practice in waste management.	0.00	State
Metropolitan Planning Authority	Important role player in developing and implementing structure plans for nominated areas such as Essendon Junction Urban Renewal Area and Airport West Activity Centre, avenue to advocate for interests of Council, potential source of funding for planning projects.	0.00	State
Metropolitan Transport Forum	Advocacy group comprising members from Melbourne metropolitan local government, associate members representing transport companies, participants from State Government and environment groups. Promotes effective, efficient and equitable transport in metropolitan Melbourne by providing a forum for debate, research and policy development.	1,650.00	State
Moonee Ponds Rate levy Association	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
Moonee Ponds Chamber of Commerce	Avenue to consult with traders.	0.00	Local
Moonee Valley Citizens	Provides advice and relief for vulnerable residents	0.00	Local

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Advice Bureau			
Moonee Valley Community Safety Stakeholder Group	Council and key agencies working together in community safety to deliver programs and its community safety agenda.	0.00	Local
Moonee Valley Early Years Reference Group	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
Moonee Valley Foundation	Provides scholarships annually.	0.00	Local
Moonee Valley Integrated Waterways Advisory Committee	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
Moonee Valley U3A Committee	Provides training and further education opportunities for mature students at the local level	2,200.00	Local
Municipal Association of Victoria	Councillor Training, advisors to Council, advocacy of major issues, building the capacity of councils, policy development and councillor development, seeking constitutional recognition for local government, securing federal funding and review of the electoral process.	59,153.00	State
Municipal Emergency Management Planning Committee	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
Museums Australia	Opportunity to share knowledge and resources, training opportunities, consultative.	241.90	State
MVRC	Cooperation in regards to major events planning, liquoring licensing etc	0.00	Local
My Smart Garden	Partnership between Hobsons Bay, Maribyrnong and Moonee Valley City Councils to assists residents with information on urban gardening, water conservation and recycling.	0.00	Melbourne West
Niddrie Traders Association	Avenue to consult with traders.	0.00	Local
North Essendon Traders	Avenue to consult with traders.	0.00	Local

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Association			
North West Metropolitan Heat Wave Pandemic	Working group between Council and DHS to improve responses and standards relating to heat waves.	0.00	Melbourne North West
North Western Metropolitan Region Councils – emergency management	Coordinated response to Emergency Recovery.		Melbourne North West
North Western Welfare Alliance	Networking, support and strategic direction opportunities	0.00	Melbourne North West
Northern Region Directors Forum	Networking, support and strategic direction opportunities.	0.00	Melbourne North
Principal's Network	Information sharing for primary and secondary school principals and Council.	0.00	State
Property Council Australia	Knowledge sharing re leasing, valuations etc, networking.	4,020.00	Federal
Public Art Galleries Association	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	State
Public Libraries Victoria Network Incorporated	Collaborative and advocacy organisation, information sharing and training to setting up of consortia to conduct projects and purchase materials in a collaborative manner.	2,560.00	State
Public Transport Providers	Focuses on coordinating public transport issues in the municipality.	0.00	State
Regional Arts Victoria	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	State
Regional Development Australia	An initiative that brings together all levels of government to enhance the development of Australia's regions.	0.00	Federal
Regional Freight Transport Network	Consultative organisation providing policy and strategic direction advice.	0.00	State
Regional Kitchen/Community Chef	Community service that also turn a financial profit for Council	0.00	State
Road Safety Forum	Opportunity to share knowledge and resources, consultation and policy advice.	0.00	State

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Rotary Club of Flemington Incorporated	Network of business, professional and community leaders working towards promoting goodwill in the community.	1,500.00	Local
Royal Agricultural Society of Victoria Consultative Group	Consultative committee considering events held at the showground.	0.00	State
Royal Historical Society of Victoria Incorporated	Opportunity to share knowledge and resources, consultation and advice.	68.18	State
South Western Metropolitan Kindergarten Cluster Managers (KCM) forum	Information Sharing.	0.00	Melbourne West
Stormwater Industry Association of Victoria Incorporated	Opportunity to share knowledge and resources, consultation and advice.	660.00	State
Strategic Planning Advisory Committee	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
The Centre for Excellence in Child & Family Welfare	Networking, support and strategic direction opportunities.	315.00	State
Timor-Leste Partnership	Group working to establish sustainable links and friendships, develop a cross-cultural understanding, raise funds to support development projects in with the Timor-Leste communities.	N/A	International
Union Road Traders Association	Avenue to consult with traders.	0.00	Local
Various Government departments	Liaising/networking, improvement of operational knowledge and industry standards, opportunity to discuss policy and operational matters at a technical level, avenue to advocate for interests of Council.	0.00	State

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
VASP Green Infrastructure project	Project collaboration with cities of Melbourne, Kingston and Banyule and Victoria University which aims to establish the economic benefits of green infrastructure such as trees, open space and native vegetation. Participation in this project will provide Moonee Valley with greater understanding of the economic value of its green assets and infrastructure.	One off \$10k contribution	Inner-Melbourne
VicRoads Inner Melbourne Municipality Forum	Development and implementation of local road programs and campaigns to meet the Inner Melbourne region's needs.	0.00	Inner Melbourne
VicRoads Metropolitan North West Region Forum	Development and implementation of local road programs and campaigns to meet the North West region's needs.	0.00	Melbourne North West
Victorian Association for Environmental Education	Networking, support and strategic direction opportunities.	220.00	State
Victorian Association of Performing Arts Centres	Opportunity to share knowledge and resources, training opportunities, consultative.	1,060.00	State
Victorian Cultural Tourism Network	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	State
Victorian Employers Chamber of Commerce	Provides support and advice to Council.	6,000.00	State
Victorian Gaming and Liquor Licensing Industry	Coordination and cooperation in identifying sector problem areas and issues within the municipality.	0.00	State
Victorian Local Governance Association	Councillor training, advisors to Council, active on social issues affecting the community.	24,600.00	State
Victorian Municipal Building Surveyors Group	Knowledge sharing, lobbying on aspects of legislation.	0.00	State

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
WAGA - Western Alliance for Greenhouse Action	Regional collaboration and partnership between the region's Councils which has led to all Councils developing greenhouse emission reduction strategies and programs to reduce Council emissions across the region. Delivery of regional projects such as "Lighting the West". Four councils, including Moonee Valley, are working collaboratively to deliver the project which replaces inefficient streetlights with new energy efficient technology. Regional carbon reduction plan, "Low Carbon West", has been prepared in collaboration with Leadwest and the Western Melbourne RDA. This provides the region with direction and an agreed action plan to commence the task of reducing the region's overall emissions.	15,600.00	Melbourne West
Western Children and Family Services Alliance	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	Melbourne West
Western IFS and Disability Services Liaison Meeting	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	Melbourne West
Western Region Enhanced Nurses	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	Melbourne West
Western Vulnerable Children's Network	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	Melbourne West
Western Melbourne Child & Family Services Alliance	Strategic planning and delivery of Family Services.	0.00	Melbourne West
Western Melbourne Children and Youth Area Partnership.	Response to Victoria's Vulnerable Children Report- Our Shared Responsibility.	0.00	Melbourne West
Western Melbourne Children and Youth Area Partnership.	Strategic planning and delivery of Family Services.	0.00	Melbourne West
Western Melbourne Tourism Board	Regional collaboration which promotes the region's tourism assets In its current form, the alliance is facing some difficulty achieving both its strategic and operational objectives.	26,339.00	Melbourne West

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Western Melbourne Region Economic Development Group	Opportunity for Economic Development professionals in the region to meet and collaborate on regional projects, share ideas and discuss issues which are common to the economic development of the region. A forum for other agencies to present to the region's economic development professionals and seek regional feedback.	0.00	Melbourne West
Western Melbourne Region Planning Directors Group	Regular structured meetings / workshops with Planning Directors from other councils in the Western Melbourne Region, opportunity to influence policy and processes through a collective voice, share best practice examples, avenue to advocate for interests of Council.	0.00	Melbourne West
Western Region CEOs Group	Regional CEO network, knowledge sharing, new idea formulation.	0.00	Melbourne West
Western Transport Alliance	Advocacy and reviewing forward projections of rail and road freight, rail commuter needs, road commuter demand and other transport requirements for the Western Suburbs.	0.00	State
Western Youth and Family Services Managers Meeting-Regional Network.	Regional Managers network, knowledge sharing, new idea formulation.	0.00	Melbourne West
Wingate Avenue Community Centre – Committee of Management	This Committee oversees the Community House that operates in Wingate Avenue.	0.00	Local
Women's Participation in Local Government Coalition	Promoting women's participation in local government.	0.00	State
Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Aged & Disability Services - Western Region Coordinators Meeting, Western Region Intake Network Group meeting and Western Region Managers Meeting	Provides strategic leadership for aged and disability services through advocacy, research, and advice on relevant policy and legislative developments.	0.00	Melbourne West

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Aquatics & Recreation Victoria Incorporated	Provides high level strategic advice to Councils, State Government, schools and industry bodies on current industry matters.	545.45	State
Arts & Culture Advisory Committee	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
Association of Neighbourhood Houses & Learning Centres	Provides strategic leadership for Neighbourhood Houses by supporting members with effective state-wide advocacy, research, and advice on relevant policy and legislative developments.	340.91	State
Australian Institute of Company Directors	Employee & Councillor membership and/or training, professional development.	1,520.00	Professional
Australian Institute of Landscape Architects	Employee & Councillor membership and/or training, professional development.	530.00	Professional
Australian Learning Communities Network	Leads advocacy to all levels of Government, educational institutions, business and community organisations to grow life-long learning communities.	330.00	Federal
Australian Library & Information Association	Peak body that provides leadership, advocacy and support to members.	1,943.00	Federal
Australian Made Campaign Limited	Promotes the buying of Australian made products here and abroad.	2,000.00	Federal
Australian Mayoral Aviation Council	Advocacy for Council's with an aviation industry, lobbying.	4,000.00	Federal
Australian Performing Arts Centres Association	Building relationships with stakeholders and networks that support the business of performing arts presenting, promoting the value and needs of people and organisations involved in the business of performing arts presenting, industry development.	0.00	Federal
Best Interests Indigenous Working Group	Opportunity to consultate, shared ideas and knowledge and work with Indigenous Australian	0.00	Local

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Council Alliance for a Sustainable Built Environment	Memorandum of Understanding and working group meetings, share best practice, develop new / improve existing policy and ESD assessment tools, opportunity to influence state government policy and processes through collective action, avenue to advocate for interests of Council.	0.00	Local
Children's Book Council	Not for profit, volunteer run, organisation which aims to engage the community with literature for young Australians.	80.00	State
Community Aviation Consultation Group for Essendon Airport	Provides the primary community consultation forum for airport related noise issues.	0.00	Local
CPA Australia	Professional development.	2,436.00	Federal
Cultural Development Network	Increases the arts and cultural development capacity of Council.	0.00	State
Disability Reference Group	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
Eco-Buy Ltd	Supports Council to implement sustainable procurement through its membership program, consulting services, training, resources and events.	2,357.50	Federal
Essendon Airport Planning Coordination Group	Regular structured meetings with senior officials of Essendon Airport and Essendon Fields, avenue to advocate for interests of Council and residents, provide input into future development, opportunity to align strategic objectives.	0.00	Local
Essendon Airport/Essendon Fields/Council Working Group	Avenue to advocate for interests of Council and residents, provide input into future development, opportunity to align strategic objectives.	0.00	Local
Family and Children Services – Western Region Leadership	Provides strategic leadership for family and children services through advocacy, research, and advice on	0.00	Melbourne West

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Group, Western Region Coordinators Group	relevant policy and legislative developments.		
Family Day Care Australia	Information sharing.	159.90	Federal
Family Day Care Victoria	Information sharing.	0.00	State
Flemington Neighbourhood Renewal Board	Group comprising of representatives from State Government, Council and community organisations and provide overall planning for the Flemington Community Building Project.	0.00	Local
Flemington Traders Association	Avenue to consult with traders.	0.00	Local
Greening the West	Collaborative program between City West Water, Department of Health, other state government agencies, Leadwest, councils from Melbourne's west and north and local community groups that aims to deliver positive health and social outcomes and enhanced liveability for communities in the western suburbs of Melbourne.	0.00	Melbourne West
Heritage Victoria	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	State
Institute of Professional Works Engineers	Employee membership, professional development and training, networking, knowledge sharing	0.00	State
Institute of Public Administration Australia	Employee membership, professional development and training, networking, knowledge sharing	2,073.00	Federal
Interfaith Network	Avenue to consult with community and cultural leaders within the community.	0.00	Local
Integrated Transport Committee	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
Kangan Institute	Sponsorship, training opportunities.	1,000.00	Local
Kindergarten Inclusion Support (KIS) Board	Information sharing and sector updates, policy advice.	0.00	State

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Learning Community Board	Provide stewardship and promote the vision, membership and actions of the Learning Community	0.00	Local
Leadwest Limited	Regional collaboration and partnership which brings together the region's local governments, key businesses and industry leaders to advocate for the western region of Melbourne. Advocacy and promotion of the region via events such as the 2014 "Spring into the West" event at Parliament House. Western Agenda identifies the seven key themes to promote the prosperity and growth of the region. Facilitation of programs such as Open Innovation West which promotes the West's advantages in specialist manufacturing industries. Co-ordination of regional projects such as the Federal Government's Green Army Program and co-sponsorship of strategies such as Low Carbon West.	78,707.21	Melbourne West
Libraries Australia	Information sharing and sector updates, policy advice.	3,762.31	Federal
Local Government Finance Professionals	Employee membership, professional development and training, networking, knowledge sharing	600.00	State
Local Government Professionals Incorporated	Employee membership, professional development and training, networking, knowledge sharing	11,800.00	State
Mainstreet Australia Incorporated	Networking, education, support and strategic direction.	454.55	Federal
Meals Victoria	Industry Group that aims to assist in the delivery of cooked meals to the elderly and those with disabilities	0.00	State

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Medicare Locals	To promote better health for all, improved equity of access to health care and improved community health and social outcome.	0.00	Federal
Melbourne Airport Coordination Group	Local Councils and government departments consultative committee.	0.00	Melbourne North West
Membership Workplace Relations	Provides support and advice to Council on workplace relations.	9,450.00	State
Metropolitan Local Government Waste Forum	Assists, coordinates and facilitates best practice in waste management.	0.00	State
Metropolitan Planning Authority	Important role player in developing and implementing structure plans for nominated areas such as Essendon Junction Urban Renewal Area and Airport West Activity Centre, avenue to advocate for interests of Council, potential source of funding for planning projects.	0.00	State
Metropolitan Transport Forum	Advocacy group comprising members from Melbourne metropolitan local government, associate members representing transport companies, participants from State Government and environment groups. Promotes effective, efficient and equitable transport in metropolitan Melbourne by providing a forum for debate, research and policy development.	1,650.00	State
Moonee Ponds Rate levy Association	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
Moonee Ponds Chamber of Commerce	Avenue to consult with traders.	0.00	Local
Moonee Valley Citizens Advice Bureau	Provides advice and relief for vulnerable residents	0.00	Local
Moonee Valley Community Safety Stakeholder Group	Council and key agencies working together in community safety to deliver programs and its community safety agenda.	0.00	Local

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Moonee Valley Early Years Reference Group	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
Moonee Valley Foundation	Provides scholarships annually.	0.00	Local
Moonee Valley Integrated Waterways Advisory Committee	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
Moonee Valley U3A Committee	Provides training and further education opportunities for mature students at the local level	2,200.00	Local
Municipal Association of Victoria	Councillor Training, advisors to Council, advocacy of major issues, building the capacity of councils, policy development and councillor development, seeking constitutional recognition for local government, securing federal funding and review of the electoral process.	59,153.00	State
Municipal Emergency Management Planning Committee	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
Museums Australia	Opportunity to share knowledge and resources, training opportunities, consultative.	241.90	State
MVRC	Cooperation in regards to major events planning, liquoring licensing etc	0.00	Local
My Smart Garden	Partnership between Hobsons Bay, Maribyrnong and Moonee Valley City Councils to assists residents with information on urban gardening, water conservation and recycling.	0.00	Melbourne West
Niddrie Traders Association	Avenue to consult with traders.	0.00	Local
North Essendon Traders Association	Avenue to consult with traders.	0.00	Local
North West Metropolitan Heat Wave Pandemic	Working group between Council and DHS to improve responses and standards relating to heat waves.	0.00	Melbourne North West

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
North Western Metropolitan Region Councils – emergency management	Coordinated response to Emergency Recovery.	5000.00	Melbourne North West
North Western Welfare Alliance		0.00	Melbourne North West
Northern Region Directors Forum	Networking, support and strategic direction opportunities.	0.00	Melbourne North
Principal's Network	Information sharing for primary and secondary school principals and Council.	0.00	State
Property Council Australia	Knowledge sharing re leasing, valuations etc, networking.	4,020.00	Federal
Public Art Galleries Association	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	State
Public Libraries Victoria Network Incorporated	Collaborative and advocacy organisation, information sharing and training to setting up of consortia to conduct projects and purchase materials in a collaborative manner.	2,560.00	State
Public Transport Providers	Focuses on coordinating public transport issues in the municipality.	0.00	State
Regional Arts Victoria	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	State
Regional Development Australia	An initiative that brings together all levels of government to enhance the development of Australia's regions.	0.00	Federal
Regional Freight Transport Network	Consultative organisation providing policy and strategic direction advice.	0.00	State
Regional Kitchen/Community Chef	Community service that also turn a financial profit for Council	0.00	State
Road Safety Forum	Opportunity to share knowledge and resources, consultation and policy advice.	0.00	State
Rotary Club of Flemington Incorporated	Network of business, professional and community leaders working towards promoting goodwill in the community.	1,500.00	Local
Royal Agricultural Society of Victoria Consultative Group	Consultative committee considering events held at the showground.	0.00	State

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Royal Historical Society of Victoria Incorporated	Opportunity to share knowledge and resources, consultation and advice.	68.18	State
South Western Metropolitan Kindergarten Cluster Managers (KCM) forum	Information Sharing.	0.00	Melbourne West
Stormwater Industry Association of Victoria Incorporated	Opportunity to share knowledge and resources, consultation and advice.	660.00	State
Strategic Planning Advisory Committee	Council community advisory committee establishing linkages with local community, government and industry professional to advise on strategic direction	0.00	Local
The Centre for Excellence in Child & Family Welfare	Networking, support and strategic direction opportunities.	315.00	State
Timor-Leste Partnership	Group working to establish sustainable links and friendships, develop a cross-cultural understanding, raise funds to support development projects in with the Timor-Leste communities.	N/A	International
Union Road Traders Association	Avenue to consult with traders.	0.00	Local
Various Government departments	Liaising/networking, improvement of operational knowledge and industry standards, opportunity to discuss policy and operational matters at a technical level, avenue to advocate for interests of Council.	0.00	State
VASP Green Infrastructure project	Project collaboration with cities of Melbourne, Kingston and Banyule and Victoria University which aims to establish the economic benefits of green infrastructure such as trees, open space and native vegetation. Participation in this project will provide Moonee Valley with greater understanding of the economic value of its green assets and infrastructure.	One off \$10k contribution	Inner-Melbourne

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
VicRoads Inner Melbourne Municipality Forum	Development and implementation of local road programs and campaigns to meet the Inner Melbourne region's needs.	0.00	Inner Melbourne
VicRoads Metropolitan North West Region Forum	Development and implementation of local road programs and campaigns to meet the North West region's needs.	0.00	Melbourne North West
Victorian Association for Environmental Education	Networking, support and strategic direction opportunities.	220.00	State
Victorian Association of Performing Arts Centres	Opportunity to share knowledge and resources, training opportunities, consultative.	1,060.00	State
Victorian Cultural Tourism Network	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	State
Victorian Employers Chamber of Commerce	Provides support and advice to Council.	6,000.00	State
Victorian Gaming and Liquor Licensing Industry	Coordination and cooperation in identifying sector problem areas and issues within the municipality.	0.00	State
Victorian Local Governance Association	Councillor training, advisors to Council, active on social issues affecting the community.	24,600.00	State
Victorian Municipal Building Surveyors Group	Knowledge sharing, lobbying on aspects of legislation.	0.00	State
WAGA - Western Alliance for Greenhouse Action	Regional collaboration and partnership between the region's Councils which has led to all Councils developing greenhouse emission reduction strategies and programs to reduce Council emissions across the region. Delivery of regional projects such as "Lighting the West". Four councils, including Moonee Valley, are working collaboratively to deliver the project which replaces inefficient streetlights with new energy efficient technology. Regional carbon reduction plan, "Low Carbon West", has been prepared in collaboration with Leadwest and the Western Melbourne RDA. This provides the region with direction and an agreed action plan to commence the task	15,600.00	Melbourne West

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
	of reducing the region's overall emissions.		
Western Children and Family Services Alliance	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	Melbourne West
Western IFS and Disability Services Liaison Meeting	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	Melbourne West
Western Region Enhanced Nurses	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	Melbourne West
Western Vulnerable Children's Network	Opportunity to share knowledge and resources, training opportunities, consultative.	0.00	Melbourne West
Western Melbourne Child & Family Services Alliance	Strategic planning and delivery of Family Services.	0.00	Melbourne West
Western Melbourne Children and Youth Area Partnership.	Response to Victoria's Vulnerable Children Report- Our Shared Responsibility.	0.00	Melbourne West
Western Melbourne Children and Youth Area Partnership.	Strategic planning and delivery of Family Services.	0.00	Melbourne West
Western Melbourne Tourism Board	Regional collaboration which promotes the region's tourism assets In its current form, the alliance is facing some difficulty achieving both its strategic and operational objectives.	26,339.00	Melbourne West

Name	Role/Outcomes/Achievements	2014/15 Cost	Impact
Western Melbourne Region Economic Development Group	Opportunity for Economic Development professionals in the region to meet and collaborate on regional projects, share ideas and discuss issues which are common to the economic development of the region. A forum for other agencies to present to the region's economic development professionals and seek regional feedback.	0.00	Melbourne West
Western Melbourne Region Planning Directors Group	Regular structured meetings / workshops with Planning Directors from other councils in the Western Melbourne Region, opportunity to influence policy and processes through a collective voice, share best practice examples, avenue to advocate for interests of Council.	0.00	Melbourne West
Western Region CEOs Group	Regional CEO network, knowledge sharing, new idea formulation.	0.00	Melbourne West
Western Transport Alliance	Advocacy and reviewing forward projections of rail and road freight, rail commuter needs, road commuter demand and other transport requirements for the Western Suburbs.	0.00	State
Western Youth and Family Services Managers Meeting-Regional Network.	Regional Managers network, knowledge sharing, new idea formulation.	0.00	Melbourne West
Wingate Avenue Community Centre – Committee of Management	This Committee oversees the Community House that operates in Wingate Avenue.	0.00	Local
Women's Participation in Local Government Coalition	Promoting women's participation in local government.	0.00	State

9.13 Financial Performance Report December 2014

File No: 19/004/002
Author: Manager Finance
Directorate: Corporate Services
Ward: Municipal

Purpose

To receive a report on Council's financial performance for the financial year to date, ending 31 December 2014.

Executive Summary

- This Report explains Council's financial performance for the six months to December 2014 in the 2014-15 financial year – refer **Appendix A**.

Recommendation

That Council receive and note the Financial Performance Report for the period 1 July 2014 to 31 December 2014.

Background

Council has a commitment to provide accountable and responsible government. The provision of regular reports to Council on its financial performance ensures that Council's financial management and associated processes are accountable, transparent and responsible.

The attached financial report for the 2014-15 financial year for the period 1 July 2014 to 31 December 2014 (**Appendix A** separately circulated) provides the following Financial Statements:

- Operating Statement,
- Balance Sheet,
- Cash Flow Statement, and
- Capital Expenditure by Program.

Discussion

Summary of Overall Financial Position

1. Operating Statement
 - a) The net operating result for the six months is a favourable \$1.4m against forecast.
 - b) Revenue from operating activities for the six months was \$116.1m.
 - c) Expenditure from operating activities for the six months was \$59.5m.

2. Balance Sheet

- a) For the six months ended December 2014, Council's net asset position has increased by \$1.4m.

Forecast Position

The overall movement in the annual forecast position is favorable \$4.1m (before reserve transfers). The forecast movement is a result of the following adjustments:

3. Revenue

- a) Rates and Charges
Favourable variance relates to higher than expected revenue from the supplementary rates processed in July 2014.

2. Expenses

- a) Employee Benefits
Favourable forecast variance is primarily due to savings in the Workcover premium.
- b) Materials and Services
Favourable variance is due to forecast savings across various departments.

3. Capital Works

The annual forecast of \$31.2m includes the finalised carry forwards of \$7.07m from the 2013-14 financial year, as well as project adjustments due to income variances. The year to date actual spend is \$9.3m compared to a budget amount of \$16.0m.

Consultation

Consultation with the Management Team has been undertaken in the preparation of this report.

Implications

1. Legislative

Section 138 – Quarterly statements of the Local Government Act 1989, states "At least every 3 months, the Chief Executive Officer must ensure that a statement comparing the budgeted revenue and expenditure for the financial year with actual revenue and expenditure to date is presented to Council".

2. Council Plan / Policy

Council has set out its strategic direction and priorities through the Council Plan 2015-18 and the Budget 2014-15. Performance against the Council Plan and Budget are recorded at the end of the financial year in the Annual Report, with ongoing progress presented in Council progress reports.

3. Financial

The December 2014 surplus of \$1.4m does not reflect a true financial position of Council as the result can be attributed to significant timing differences in employee benefits and materials and services that are anticipated to be incurred in future months.

4. Environmental

There are no environmental implications as a result of this report.

Conclusion

Council's overall financial position, as at 31 December 2014 is forecast to have a favourable net operating surplus to budget of \$4.1m for the financial year ended 30 June 2015.

9.14 General Revaluation 2016 and Valuer's Declaration of Impartiality

File No: 37/020/001
Author: Coordinator Rates
Directorate: Corporate Services
Ward: Municipal

Purpose

This report seeks to formally cause a general revaluation of all rateable land within Council's municipal district.

Recommendation

That Council:

1. In accordance with Section 6(1) the Act, undertake a General Revaluation of all rateable properties within the City of Moonee Valley, and that the valuation is to be returned at the levels of value as at 1 January 2016.
2. Provide written advice of Council's resolution to cause a general revaluation to be made to be sent to the Valuer General, State Revenue Office and neighbouring rating authorities.
3. Note receipt of the Contract Valuer's statutory declaration.

Background

Council is required under the Act to conduct biennial valuations.

Rating Valuation Services, as Council's appointed valuer, has conducted the biennial valuations since 2000.

In accordance with the Act, certain administrative matters should be noted and recorded in the minutes of Council.

Section 13DC of the Act outlines Council's obligations in regards to the conducting of general revaluations of property and explains that a Council must cause a valuation of all rateable land within its municipal district to be made as at 1 January of every even calendar year and returned to Council before 30 June in that year.

Section 6(1) of the Act requires a rating authority to provide the Valuer-General and every other rating authority within its area not less than one month's notice of its resolution to cause such a general revaluation to be made.

Section 13DH(2) of the Act requires the appointed Valuer "to make a statutory declaration that the valuation and return will be impartial and true, and to the best of that person's judgement and will be made by that person or under that person's immediate personal supervision" – refer to **Appendix A**.

Section 13DH(3) requires that an "entry must be made in the minutes of the meetings of Council of the making of the declaration and of its date."

Discussion

The Contract Valuer in delivering the 2016 General Revaluation will adhere to all aspects of the 2016 Valuation Best Practice Guidelines. The Valuer-General Victoria certifies all stages of the General Revaluation process to ensure compliance.

Consultation

Council's Contract Valuers will follow all the requirements of the Valuer-General's Best Value Practice 2016 and Council officers will monitor the contract to ensure all requirements are met.

Implications

1. Legislative

It is a legislative requirement for Council to resolve to conduct a general revaluation of all rateable properties every two years. The following rating authorities will be advised of Council's resolution:

- Valuer-General;
- State Revenue Office;
- Moreland City Council;
- Melbourne City Council;
- Brimbank City Council;
- Hume City Council;
- Maribyrnong City Council; and
- City West Water.

The nature of this report does not require any reference to the Human Rights Charter.

2. Council Plan / Policy

The decision to undertake the 2016 General Revaluation supports Strategic Objective Theme 5 – Excellence in Governance – Demonstrate to ratepayers that Moonee Valley is financially sustainable.

3. Environmental

There are no Environmental implications.

Conclusion

That Council resolve to undertake the 2016 general revaluation, notify interested rating authorities accordingly and note the Valuer's statutory declaration.

APPENDIX A

DECLARATION OF IMPARTIALITY BY VALUER

I, Philip John Thomas of Rating Valuation Services, being the Valuers appointed by Moonee Valley City Council, do sincerely declare that pursuant to Section 13DH (2) of the Valuation of Land Act 1960, all valuations are undertaken by me or under my direct supervision and are impartial and true to the best of my judgement.

I make this solemn declaration, conscientiously believing the same to be true and by virtue of the provisions of an Act of Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.



.....

Declared at Moonee Ponds in the State of Victoria

On the 20 day of January 2015

Before me:

Signature:



.....

Print Name:

.....

Address:

.....
A JUSTICE OF THE PEACE FOR VICTORIA
REG. No. 9707
SHARON AGNES KEPPEL
24 SOUTH ST HADFIELD 3040

Status:

9.15 Use of Technology for Accessing Council Meetings

File No: FOL/14/204
Author: Manager Governance & Local Laws
Directorate: Corporate Services
Ward: Municipal

Purpose

The purpose of this report is to provide Council with an overview of the requirements and associated costs for utilising technology to broadcast Council meetings over the internet.

Executive Summary

- At Council's Meeting held 23 September 2014, a Notice of Motion was submitted requesting that the Chief Executive prepare a report which investigates ways that Council can utilise technology to improve the accessibility and transparency of Council Meetings.
- The high cost of live streaming and hosting of the archived visual recordings of Council Meetings far outweighs the benefits, when compared to the much cheaper option of audio podcasting, therefore this report does not recommend the live streaming option.
- Prior to any recording of Council Meetings, it is imperative that a policy be developed governing the recording, streaming or archiving of recorded Council Meetings.

Recommendation

That Council:

1. Prepare a policy that will govern the recording of Council Meetings, prior to the commencement of any audio recording of Council Meetings.
2. Make the necessary arrangements for the audio recording of Council Meetings and subsequent podcasting on Council's website.

Background

At Council's Ordinary Meeting held 23 September 2014, Cr Nicole Marshall submitted a Notice of Motion requesting that the Chief Executive prepare a report which investigates ways that Council can utilise technology to improve the accessibility and transparency of Council meetings. The motion asked that options and associated costs for the provision of on demand video streaming solutions, live webcasting, podcasting and the use of other technologies which can provide off-site access to Council Meetings be considered.

Discussion

Types of technologies available

There are several options available for enabling off-site access to Council Meetings including on-demand video streaming, podcasting and live webcasting amongst other technologies.

'Video on demand' (VOD) allows users to select and watch video content when they choose to rather than watching at a specific broadcast time. Generally this form gives access to a variety of content with the ability to choose which content the users wish to access at their discretion. Along with VOD, audio on demand streaming can also be used. Webcasting differs from VOD by allowing users to live stream media content at a designated broadcast time. Webcasts can then also be made available on-demand. Generally, neither VOD nor webcasting allows users to download content. In contrast to webcasting which refers to live streaming, podcasting simply refers to media content which can be downloaded or streamed online through subscription. Podcasts allow users to access content offline once downloaded whilst VOD and webcasting do not.

The benefit of webcasting is that Council Meetings can be broadcasted live. Content then can be archived for on-demand video streaming. Both VOD and podcasting would allow media content to be accessed after the event, however, given the cost of hosting streaming services, only a limited number of meetings can be made available on demand. Podcasts can either be downloaded manually from a website or blog, be delivered automatically, or use another method of syndication.

An audit of the existing audio equipment in the Council chamber was undertaken to ascertain whether the infrastructure needed for the broadcasting of Council Meetings is compatible with Council's existing equipment. As such extensive visual recording equipment would need to be purchased and additional computer infrastructure would also be required for capturing data for web streaming. Whilst the current audio equipment can be used in conjunction with the proposed visual equipment, it was found that the existing AMX Touch Screen Control System (AMX) and the audio Digital System Processors (DSP) would most likely need re-programming.

Set up and ongoing costs associated with live streaming and broadcasting

Council officers engaged three companies to view Council's current Chamber set up and provide quotes in relation to setup and ongoing costs.

Council currently does not have any existing camera equipment and therefore set up costs (based on the quotes received) would be in the vicinity of \$18,000 - \$24,500. The equipment would be hardwired into Council's network for uninterrupted streaming. The use of portable audiovisual equipment is not recommended as the cost would be substantially higher and the technical expertise required to operate the portable equipment is not available amongst Council staff.

Ongoing monthly costs relating to the streaming and archiving of meeting data can range from \$500 (with limited hosting) to approximately \$1400 (with extensive hosting) per month.

Re-programming costs associated with the AMX Touch Screen Control System (AMX) and the audio Digital System Processors (DSP) (as mentioned earlier) are estimated to be up to \$7,000.

Without engaging a company to initiate the installation of a system, it is difficult to identify what other additional costs may be incurred.

Audio only option

An alternative option to the live streaming and hosting of Council Meetings is to podcast audio recordings.

This has been successfully used by a number of Councils such as Hobsons Bay who have a similar population and area size to Moonee Valley. The set up costs associated with this would be minimal (under \$1000) in comparison to live streaming and the recording and hosting of podcasts can be done in house. Consultation with Councils such as Hobsons Bay and Kingston have indicated that due to the relatively small amount of external access to feeds, it is considered that audio podcasting is the simplest and most cost effective way of allowing another way of accessing Council Meetings.

MAV and other Councils

The Municipal Association of Victoria (MAV) State Council recently passed a resolution encouraging Council to “maintain a publicly accessible audio archive of Council Meetings in order to provide a fuller public record of proceedings than can be made available in the formal written minutes”. The MAV Board has given further consideration to the motion and subsequently requested Council's to consider the merits of the proposal by comparing the costs to the benefits provided to the municipality.

In light of the MAV State Council's resolution, a review of Victorian municipalities has revealed that 12 of 79 of Councils (6.6%) use some sort of audio/visual broadcasting technology for Council Meetings. Six municipalities use live webcasting (coupled with video on demand archiving). It is worth noting that the majority of these Councils utilise this media due to their large geographic area which hinders accessibility for community members to attend meetings in person. Five Councils provide audio podcasting in line with the MAV's advice and one Council broadcasts meetings live on local community radio.

It should be noted that if Council decides to implement live streaming, webcasting or podcasting of its meetings, a policy outlining the process for the recording of Council meetings and the protection of the privacy of those attending Council meetings as gallery members or public question time participants, will need to be developed and adopted as part of the project.

Consultation

Consultation for this report has included three external companies who are specialists in the Audio/Visual industry.

Implications

1. Legislative

The implementation of on-demand streaming of Council meetings, would be subject to compliance with the requirements of the *Surveillance Devices Act 1999*.

This report has implications under the Human Rights Charter category of Equality – Entitlement to participate in public life.

2. Council Plan / Policy

In presenting this report to Council, Council is achieving its strategic objective of a dynamic, effective and accountable organisation through excellence in governance.

3. Financial

It is estimated that the initial establishment cost to implement the live streaming of Council meetings would be in the vicinity of \$18,000 to \$24,500 with an ongoing cost in the vicinity of \$500 - \$1400 per month.

It is estimated that the cost of purchasing the equipment needed to podcast audio recordings of Council Meetings in accordance with the recommendation contained in this report, would be under \$1000.

4. Environmental

There are no environmental implications resulting from this report.

Conclusion

Whilst it is becoming more common for Councils to live stream Council meetings to provide residents with greater accessibility to the meeting process, it is more relevant for municipalities that have inadequate access to public transport, poor access to the Council Chamber for people with disabilities or a large percentage of residents living in remote areas. Audio recording and podcasting of meetings appears to be a cost effective option, when compared to the VOD Streaming option.

9.16 Report on Assemblies of Council

File No: FOL/09/1245
Author: Manager Governance & Local Laws
Directorate: Corporate Services
Ward: Municipal

Purpose

The purpose of this report is to present to Council, the written records of Assembly of Councillors held in accordance with the provisions of Section 80A(2)(a) and (b) of the *Local Government Act 1989* (“the Act”).

Executive Summary

It is a requirement that the Chief Executive ensures that the written record of an Assembly of Councillors is, as soon as practicable, reported at an Ordinary Meeting of the Council; and incorporated in the minutes of that Council meeting.

Recommendation

That Council receive and note the written records of Assembly of Councillors, provided as **Appendix A**, received since the last report to Council in December 2014.

Background

In accordance with Section 80A (1) & (2) of the Act, the Chief Executive Officer is to ensure that a written record of an Assembly of Councillors is, as soon as practicable, reported at an Ordinary Meeting of the Council; and incorporated in the minutes of that Council meeting.

Furthermore, the written record of an Assembly of Councillors is both kept for a period of 4 years after the date of the Assembly; and made available for public inspection at the offices of the Council for a period of 12 months after the date of the assembly.

Discussion

Section 76AA of the Act defines an Assembly of Councillors as a meeting of an Advisory Committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be:

- a) the subject of a decision of the Council; or
- b) subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee but does not include a meeting of the Council, a Special Committee of the Council, an Audit Committee established under section 139, a club, association, peak body, political party or other organisation.

Section 80A (1) and (2) of the Act provides that:

1. At an Assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of—
 - a) the names of all Councillors and members of Council staff attending;
 - b) the matters considered;
 - c) any conflict of interest disclosures made by a Councillor attending under subsection (3); and
 - d) whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly.
2. The Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as practicable—
 - a) reported at an ordinary meeting of the Council; and
 - b) incorporated in the minutes of that Council meeting.

Records of Assemblies of Councillors, held since the last report to Council in December 2014, are provided as **Appendix A**.

Consultation

All Council staff have been informed of Council's obligations under the Act.

Implications

1. Legislative

This report is presented to Council in accordance with Section 80A of the Act. As this is a mandatory reporting requirement, there are no Charter of Human Rights implications for Council.

2. Council Plan / Policy

In presenting this report to Council, Council is achieving its strategic objective of a dynamic, effective and accountable organisation through excellence in governance.

3. Financial

There are no financial implications resulting from the presentation of this report.

4. Environmental

There are no environmental implications resulting from the presentation of this report.

Conclusion

Council has an obligation under Section 80A (2) (a) & (b) of the Act, to present all records of Assemblies of Councillors to an Ordinary Meeting of Council. By receiving and noting this report, Council is ensuring compliance with this provision.

APPENDIX A

RECORD OF ASSEMBLY OF COUNCILLORS

Tuesday, 16 December 2014 at 6.34pm at the Moonee Valley Civic Centre

PRESENT

Councillors:

Narelle Sharpe, Cam Nation, Jan Chantry, Shirley Cornish, Jim Cusack, Paul Giuliano, Nicole Marshall, John Sipek and Andrea Surace.

Officers:

Neville Smith	Chief Executive
Tony Ball	Director Community Services
Bryan Lancaster	Director City Works & Development
Anthony Smith	Director Corporate Services
Scott Widdicombe	Director Environment & Lifestyle
Henry Bezuidenhout	Manager Strategic & Statutory Planning
Yvonne Hansen	Manager Governance & Local Laws
Carey Patterson	Manager Building, Health & Property Services
Siobhan Coughlan	Communications & Media Officer

CONFLICT OF INTEREST DISCLOSURES

Nil.

MATTERS CONSIDERED

1. 1 Dudley Street, North Essendon
2. 32 Earl Street, Airport West
3. 6 & 8 Lamb Street, Moonee Ponds
4. 1 Ascot Vale Road, Flemington
5. 136 Mt Alexander Road, Travancore
6. 28-30 Young Street, Moonee Ponds
7. Planning Scheme Amendment C149 - Significant Tree Review
8. Daisy Street, Essendon - Review of Parking and Traffic Issues
9. 2014-15 Capital Works and New Initiatives Status (December 2014)
10. Housing Strategy Update
11. Sports Development Plan 2014-23
12. Moonee Valley Early Years Plan 2014-22
13. Strathmore Men's Shed
14. Lincoln Park 66-68 Lincoln Road Essendon - Expression of Interest for Community Use
15. Treadwell Road - Council Property Land Use Options
16. 144 Pascoe Vale Road, Moonee Ponds

RECORD COMPLETED BY

Anthony Smith Director Corporate Services

RECORD OF ASSEMBLY OF COUNCILLORS

Tuesday, 20 January 2015 at 6.09pm at the Moonee Valley Civic Centre

PRESENT

Councillors:

Narelle Sharpe, Cam Nation, Jan Chantry, Shirley Cornish, Jim Cusack, Nicole Marshall, John Sipek and Andrea Surace.

Officers:

Neville Smith	Chief Executive
Bryan Lancaster	Director City Works & Development
Michelle Leonard	Acting Director Community Services
Carey Patterson	Acting Director Corporate Services
Maria Tence	Acting Director Environment & Lifestyle
Henry Bezuidenhout	Manager Strategic & Statutory Planning
Gil Richardson	Manager Technical Services
Rebecca Gardner	Coordinator Community Planning & Development
Colin Harris	Project Manager External Projects
Sally Abbott	Community Planning Officer
Janine Speedy	Strategic Policy Officer
Alana Stevens	Communications & Media Officer

CONFLICT OF INTEREST DISCLOSURES

Nil.

MATTERS CONSIDERED

1. Planning Scheme Amendment C 142 – Heritage Places Study 2012-2014
2. Amendment to remove reference to the Residential 1 Zone from the Moonee Valley Planning Scheme
3. 5 Pearl Street, West Essendon
4. 31 Moonee Street, Ascot Vale
5. 5-7 Munro Street and 12 Mirams Street, Ascot Vale
6. 2 Beaver Street, Aberfeldie
7. Melbourne Water Infrastructure Works M102 and Aberfeldie Main Drain
8. East West Link
9. Demolition Requests Heritage Gap Study
10. Status of Projects Delayed by Proposed East West Link
11. Health & Wellbeing Plan 2014/2015 – Progress
12. 7 The Boulevard, Moonee Ponds Lease
13. Moonee Valley Racecourse Redevelopment
14. ANZAC Centenary Committee
15. Young Street Market

16. Keilor East RSL Gaming Licence Application
17. 2014/2015 Budget
18. Letter to Premier re: Flemington Housing Estate
19. Items of a general nature raised by Councillors and Officers.

RECORD COMPLETED BY

Carey Patterson Acting Director Corporate Services

RECORD OF ASSEMBLY OF COUNCILLORS

Tuesday, 27 January 2015 at 6.30pm at the Moonee Valley Civic Centre

PRESENT

Councillors:

Narelle Sharpe, Cam Nation, Jan Chantry, Shirley Cornish, Jim Cusack, Paul Giuliano, Nicole Marshall, John Sipek and Andrea Surace.

Officers:

Neville Smith	Chief Executive
Tony Ball	Director Community Services
Bryan Lancaster	Director City Works & Development
Scott Widdicombe	Director Environment & Lifestyle
Carey Patterson	Acting Director Corporate Services
Henry Bezuidenhout	Manager Strategic & Statutory Planning
Troy Delia	Acting Manager Governance & Local Laws

CONFLICT OF INTEREST DISCLOSURES

Nil.

MATTERS CONSIDERED

1. 31 Moonee Street, Ascot Vale
2. 5 Pearl Street, West Essendon
3. 5-7 Munro Street and 12 Miriams Street, Ascot Vale
4. 2 Beaver Street, Aberfeldie
5. Planning Scheme Amendment C142 – Heritage Places Study 2012-14
6. Amendment to remove reference to the Residential 1 Zone from the Moonee Valley Planning Scheme
7. Melbourne Water Infrastructure Works M102 and Aberfeldie Main Drain
8. ANZAC Centenary Committee
9. Health & Wellbeing Plan 2014/15 - Progress
10. Maribyrnong Boathouse Cafe/Restaurant 7 The Boulevard, Moonee Ponds Lease

RECORD COMPLETED BY

Carey Patterson Acting Director Corporate Services

RECORD OF ASSEMBLY OF COUNCILLORS

Tuesday, 3 February 2015 at 6.30pm at the Moonee Valley Civic Centre

PRESENT

Councillors:

Narelle Sharpe, Cam Nation, Jan Chantry, Shirley Cornish, Paul Giuliano, Nicole Marshall and John Sipek.

Officers:

Neville Smith	Chief Executive
Tony Ball	Director Community Services
Bryan Lancaster	Director City Works & Development
Anthony Smith	Director Corporate Services
Scott Widdicombe	Director Environment & Lifestyle
Sue Hecker	Manager Leisure & Open Space Planning
Jim Karabinis	Manager Aged & Disability
Angela Walter	Manager Communications & Corporate Planning
Tim Mileham	Coordinator Leisure Facilities & Projects
Colin Harris	Project Manager External Projects
Melanie Lorback	Senior Leisure Facilities Officer
Carmel Boyce	Aged & Disability Policy Officer

CONFLICT OF INTEREST DISCLOSURES

Councillor Nation declared a conflict of interest in Item 3 – East Keilor Leisure Centre Proposed Design Concept.

MATTERS CONSIDERED

1. Crown Street Stables Social Enterprise
2. Tullamarine Freeway Widening Project
3. East Keilor Leisure Centre Proposed Design Concept
4. Items of a general nature raised by Councillors and Officers.

RECORD COMPLETED BY

Anthony Smith Director Corporate Services

RECORD OF ASSEMBLY OF COUNCILLORS

Tuesday, 10 February 2015 at 6.57pm at the Moonee Valley Civic Centre

PRESENT

Councillors:

Narelle Sharpe, Cam Nation, Shirley Cornish, Paul Giuliano, Nicole Marshall, John Sipek and Andrea Surace.

Officers:

Neville Smith	Chief Executive
Tony Ball	Director Community Services
Bryan Lancaster	Director City Works & Development
Anthony Smith	Director Corporate Services
Scott Widdicombe	Director Environment & Lifestyle
Henry Bezuidenhout	Manager Strategic & Statutory Planning
Carey Patterson	Manager Building, Health & Property Services
Gil Richardson	Manager Technical Services
Angela Walter	Manager Communications & Corporate Planning
Gary Mills	Coordinator Property Services
Danny Bilaver	Acting Coordinator Governance
Colin Harris	Project Manager External Projects
Letitia Duncan	Media & Communications Team Leader

CONFLICT OF INTEREST DISCLOSURES

Nil.

MATTERS CONSIDERED

1. Essendon Football Club Lease
2. CityLink Tullamarine Freeway Widening Update
3. Moonee Valley Racecourse Proposal - Moving Forward
4. Dean Local Area Traffic Management Study
5. Holmes Local Area Traffic Management Study
6. Transport Strategies - Update
7. Moonee Valley Amendment C153 - Permanent Heritage Controls for 80 and 82 Richardson Street, Essendon
8. Planning Scheme Amendment C139 - Anomalies 2014
9. 12 Treadwell Road, Essendon North
10. 82 Richardson Street, Essendon
11. East West Link Update
12. Moonee Valley Festival
13. Keilor East RSL Gaming License Application

14. General Revaluation 2016 and Valuer's Declaration of Impartiality
15. Use of Technology for Accessing Council Meetings
16. Strategic Alliances
17. Financial Performance Report December 2014
18. Advocacy Agenda Progress Report - December 2014
19. Items of a general nature raised by Councillors and Officers.

RECORD COMPLETED BY

Anthony Smith Director Corporate Services

9.17 Report on Advisory Committees

File No: FOL/14/202
Author: Manager Governance & Local Laws
Directorate: Corporate Services
Ward: Municipal

Purpose

To present the minutes of Council's Advisory Committee meetings received since the last report to Council held in December 2014.

Executive Summary

The minutes of Advisory Committee meetings received since the last report to Council are submitted for consideration.

Recommendation

That Council receive and note the following confirmed Advisory Committee Meeting Minutes, received since the last report to Council in December 2014:

- a) Early Years Reference Group held 14 October 2014 (**Appendix A**);
- b) Arts and Culture Advisory Committee held 1 December 2014 (**Appendix B**);
- c) Integrated Transport Committee held 1 December 2014 (**Appendix C**); and
- d) Early Years Reference Group held 16 December 2014 (**Appendix D**);

Background

Council at its Statutory Meeting on 5 November appointed representatives to Advisory Committees, up to the month of October 2015.

Minutes from these meetings are presented to Council for information purposes.

Discussion

A review of the minutes of the meeting of the respective Advisory Committees reveals the following observations and items of interest:

a) Early Years Reference Group – 14 October 2014

Reference Group members were presented the draft Moonee Valley Early Years Plan (MVEYP) 2014-22 development update; discussed action planning as part of the MVEYP; discussed membership opportunities; were briefed on the upcoming Children's Week; and received member updates.

b) Arts and Culture Advisory Committee – 1 December 2014

Members of the Advisory Committee discussed the future direction of the committee; were advised of the formation of the Anzac Centenary Committee; were updated on a submission to the National Stronger Regions Funds for the Incinerator Gallery; were briefed on the research and writing of a new

Incinerator Gallery history booklet; received updates from the Clocktower Centre on theatre season and capital works projects; were briefed on various festivals such as Moonee Valley Festival and Mediterranean Fiesta; and discussed general business items.

c) Integrated Transport Committee – 1 December 2014

Committee members received a presentation on the Essendon Junction Activity Centre Structure Plan and were asked for feedback especially in relation to transportation issues; received updates on actions and items arising from the previous minutes including clarity on the Walking & Cycling Strategy, issues and opportunities relating to East West Link and CityLink widening project, and the reduction of potential collisions at the Travancore underpass on the Moonee Ponds Creek; received a project update on the Walking and Cycling Strategy; received an update on the Bus Survey results; and discussed a number of general business items such as the zebra crossing on Wellington Street, Flemington, shared path audits, and a proposed 40km/h speed limit in the Keilor Road Shopping Strip.

d) Early Years Reference Group – 16 December 2014

Reference Group members discussed the draft Moonee Valley Early Years Plan (MVEYP) 2014-22 development; discussed the group's membership make up and process for filling in vacancies; reviewed achievements from the 2014 year and identified opportunities for 2015; and received updates from members.

Consultation

The nature of this report does not require any consultation to be undertaken, but rather the coordination and compilation of minutes of the meetings held during the reporting period.

Implications

1. Legislative

There are no legislative implications in receiving this report.

2. Council Plan / Policy

In presenting this report to Council, Council is achieving its strategic objective of a dynamic, effective and accountable organisation through excellence in governance.

3. Financial

There are no financial implications resulting from the presentation of this report.

4. Environmental

There are no environmental implications resulting from this report.

Conclusion

Advisory Committees allow for a more efficient and effective process of understanding specific areas, prior to being considered by Council.

APPENDIX A



Early Years Reference Group

Minutes

Tuesday, 13 October 2014 at 10.30 a.m. at Moonee Valley Civic Centre,
9 Kellaway Ave, Moonee Ponds

Attendees

Cr Narelle Sharpe	Chair, Councillor Moonee Valley
Cr Nicole Marshall	Deputy Chair, Councillor Moonee Valley
Helen Cooney	Caroline Chisholm
Dick Verwey	DEECD
Hayley Robinette	Baptcare
Donna Margrie	Noah's Ark
Debbie Williams	Parent Representative
Jim Karabinis	MVCC
Karina Viksne	MVCC
Jennifer McCurry	MVCC

Apologies

Rosie Dymus	Playgroup Victoria
Anne Butterworth	DEECD
Dianne Truccolo	Parent Representative
Jo Southwell	co-health

Order of Business

Welcome

Cr Narelle Sharpe welcomed members to the meeting.

1. Noting of previous minutes

The minutes of the previous meeting on 12 August were confirmed.

2. Declarations of Conflict of Interest

No conflicts were presented.

3. Items

3.1 Draft Moonee Valley Early Years Plan (MVEYP) 2014-22 development - update

The Moonee Valley EYP framework was presented and the group thanked for their contribution. The draft plan will go to Councillor Briefing and presented to Council on 29 October for consultation. Feedback on the draft plan is welcomed. After this time, it will be presented to Council for adoption later in the year.

3.2 Action Planning

The Draft MVEYP is an eight year plan. The action plan is anticipated to be finalised by early 2015 and will identify flagship projects across the municipality and into 2015. It will include new initiatives such as *Count Me In*, a partnership grant with co-health on emotional health and wellbeing. Proposals for inclusion: combined partnership between Caroline Chisholm and playgroup Victoria, outdoor space at Rhonda Davis Early Years Centre, communication about information such as Noah's Ark, Home Handyman program, bus routes. Members were requested to consider actions prior to 9 December.

3.3 Membership

Dianne Truccolo has resigned. Membership opportunities to the group include: Aboriginal links, VicSEG, school captain, community/private childcare agency, education representative, grandparent and a child (12 years). The group will need to go through re-nomination process and more information on this process will follow.

3.4 Children's Week

The activities during the time of Children's Week were outlined as well as the *Count Me In Practitioner Forum* on Thursday 23 October.

4. General Business

4.1 Member updates

Helen Cooney – Caroline Chisholm

Caroline Chisholm is working in partnership with Baptcare through *Services Connect*. The *Home Handy-Helpers* partnership program is made up of volunteers working with families to prevent homelessness

and has nearly completed the first 12 months of operations. It is now distributing goods to families and the second year will focus on the number of families in the program.

Deb Williams – Toy Library and Parent Representative

A centre in Avondale Heights was opened for operation on Friday and Saturday mornings. Nicole Bourke is the new President. The committee was nominated for a Moonee Valley award.

Donna Margrie - Noah's Ark

Currently, there are 520 families transitioning to new arrangements through NDIS. Noah's Ark recently delivered a report to the Productivity Commission re family support and staffing. Non Australian citizens will not qualify and there is a need to work with bi-cultural workers for cultural impacts.

Dick Verwey – DEECD

The government will commence caretaker mode 4th November. Anne Butterworth is Acting Manager Access, Participation and Performance and the DEECD contact for the Out of Home Care project.

There is a change in emphasis on Kindergarten Inclusion Support packages for 2015 with introduction of Specialist Training & Consultancy. The aim of this initiative is to provide additional capacity to kindergartens. Flexible Support Guidelines for 2015 are being rolled out and tighten provisions for respite and childcare. New resources in Maternal and Child Health web link – outline the role of the VEYLDF for families and MCH Nurses:

<http://www.education.vic.gov.au/Documents/childhood/professionals/support/Using%20the%20Play,%20Learn,%20Grow%20resources%20in%20the%20Maternal%20and%20Child%20Health%20Service.pdf>

Hayley Robinette – Baptcare Family Services

Research about children in kinship care has been undertaken over the last 12 months. Results show that children are very isolated and need

support, some with disabilities. Many foster care families currently requesting respite care.

Jim Karabinis – MVCC

Michele Leonard announced as the new Manager Family and Children and begins 20 October. Jason Crockett is the new Coordinator Kindergarten Services. Council recently hosted the '*Starting out Of Home Safely*' Program. Hopetoun redevelopment has begun along with 10 year planning looking at demographic and research needs. A consultant was appointed for the childcare review.

5. Close of Meeting / Next Meetings

Tuesday 9 December 2014, 10:30am-12:00 midday.

APPENDIX B



Arts & Culture Community Advisory Committee

Minutes

MEETING #8

held Monday, 1 December 2014 at 6pm
Council Chambers (Level 2), Moonee Valley Civic Centre,
9 Kellaway Avenue, Moonee Ponds

Attendees

Late arrival @ 6:15pm

7:10pm departure

Late arrival @ 6:22pm

Cr Jan Chantry

Kay Feain

Paul Green

Suzanne Ridley

Vincenza Fazzalori

Scott Widdicombe

Maria Tence

Deb Gaehl

Apologies

Cr Andrea Surace

Pip Grummet

Absent

Frank Di Blasi

Chairperson

Community member

Community member

Community member

Community member

Director, Environment and Lifestyle

Manager, Arts and Culture

EA, Environment and Lifestyle (Minute taker)

(Sub)

Community member

Community member

Order of Business

Welcome

Chair Cr Chantry opened the meeting at 6.05pm and welcomed members.

Apologies

Chairperson noted an apology for Cr Andrea Surace, and Pip Grummet.

1. Declarations of Conflict of Interest

None recorded.

2. Future direction of Arts and Culture Community Advisory Committee

Discussion opened up to advertise for new members to fill places created by resignations this year. The Chair asked for general views around the table seeking direction for the year ahead. The committee's contribution and feedback was very useful and valued when the Arts & Culture Plan was being formed. Many of the programs run themselves without need for the Committee's input.

6:15pm Arrival of K Feain

6:22pm Arrival of V Fazzalori

Committee members asked where they could contribute. It was suggested our vision and goals for next 12 months be based around reviewing the strategic plan, and identifying areas not being actioned. The meetings are more of a briefing rather than a community discussion.

When discussing the future direction of this advisory committee, the members expressed they would be very sad to see this committee discontinue, as they see value in bringing community awareness and ideas to Council.

Ideas and suggestions included:

- Small Business week, mentoring of small business for artists
- Propose a pilot project working with the community, eg chair design
- Artists to create in laneways, 3-4 months work at approx. \$5,000

All the items in the Arts & Culture Plan need to be budgeted and costed for. Council's process is to report back monthly and in the annual report. No elements are compulsory, they are reported in a visionary way through the Health and Wellbeing Plan. Go out to the community and work through the strategic document.

Chair called for a show of hands and unanimous agreement to invigorate the committee and call for two new members in the early new year.

ACTION:

(1) *Noted that this committee will continue to meet.*

(2) *M Tence to advertise and call for two new members in the new year to join the committee.*

(3) *Committee members to feed through their ideas for projects for funding; items to keep the committee running for the next year – to email Maria Tence at mtence@mvcc.vic.gov.au*

(4) *Add to the agenda the update of Council's website to include arts and culture profile and to entice members of the public to list on the portal.*

(5) *M Tence to send to the Committee the Council website policy document.*

(6) *As the way forward the Committee are to revisit the Terms of Reference and the Arts & Culture Plan 2014-18. Terms of Reference to be sent to the committee members for review at the next meeting.*

(7) *Committee members to contribute items to form the agenda.*

3. 2015 Anzac Centenary Celebration Committee Meeting

Cr Chantry advised that a new committee has been set up to cover the celebration over 12-18 months. Valley View will be calling for ideas in the February 2015 issue.

ACTION: *K Feain to provide feedback to Cr Chantry on ideas for Anzac Centenary committee.*

4. Confirmation of Previous Minutes

Moved by K Feain, seconded by S Ridley that the Minutes of the Arts & Culture Community Advisory Committee held on Monday, 1 September 2014 be confirmed.

5. Actions Arising from Previous Minutes and Summary of Actions

No outstanding matters.

6. Incinerator Gallery

6.1 Update on submission to Round One of the National Stronger Regions Fund (NSRF) for the Incinerator

M Tence advised that the funding submission had been lodged, quite an extensive document.

ACTION: *Information only, no action necessary.*

6.2 2015 Program

Waiting for draft to be finalised.

ACTION: *Information only, no action necessary.*

6.3 History Booklet

M Tence reported that the research and writing of a new Incinerator Gallery history has been completed and is at the graphic designers. Additional history about Marion Mahoney and the Griffins architectural vision and philosophy have been added. The booklet will replace the current outdated pamphlet which was produced by Heritage Victoria in 2004.

ACTION: *Information only, no action necessary.*

7. Clocktower Centre

7.1 2015 Theatre Season Program

Ready to be mailed out this week.

ACTION: *Information only, no action necessary.*

7.2 Updated history panels in foyers

The old history panels located in the foyer of the Clocktower Centre are being replaced with updated history, new stories and images. This is to mark the centenary of the original town hall, the current auditorium as well as being refreshed because of the renewed look of the auditorium with new seating, flooring and stage curtains. The panels will fit into the recessed walls adjacent to the box office. Because of the old town hall's connection

with ANZAC, a submission was forwarded for a grant to do this under the ANZAC centenary federal grants of which we are still awaiting an outcome. If money does not come through, these panels can be done under the capital works allocation.

7:10pm S Ridley left the meeting early due to a prior commitment.

8. Festivals

8.1 Carols in Queens Park

Children's activities begin at 5pm, formal proceedings at 7pm.

ACTION: *Information only, no action necessary.*

8.2 Moonee Valley Festival

More activities for children to be spread out through the precinct, make stage larger and include programs for youth aged 8-16 years. Suggested a licensed margarita bar for adults, in a sectioned off area.

ACTION: *Information only, no action necessary.*

8.3 Mediterranean Fiesta

The Mediterranean Fiesta is scheduled for Sunday 22 March 2015, at Centreway in East Keilor. Due to the popularity of last year's pesto competition, it will be repeated and will become a feature of this festival.

ACTION: *Information only, no action necessary.*

8.4 Australia Day Citizenship Ceremony

Due to replacing of the theatre seating over January, the citizenship ceremony will take place in the Pascoe room and will be reduced to 50 conferees due to the reduced capacity.

ACTION: *Information only, no action necessary.*

9. Date of next meeting

Chair Cr Chantry thanked everyone for attending.

The meeting closed at 7.30pm

The next meeting date will be **Monday, 9 February 2015 at 6pm.**

Meeting Schedule for 2015:

Monday 9 February

Monday 11 May

Monday 10 August

Monday 16 November

APPENDIX C



DRAFT MINUTES – MEETING 11

INTEGRATED TRANSPORT COMMITTEE

Held Monday 1 December, 6 to 8pm, Committee Room, Civic Centre

1	Open Meeting – Welcome, Attendees and Apologies
	<p>Attendees: Cr Surace (Chair), Cr Marshall, Mary Kennedy Strategic Transport Planner, Chris Morris Sustainable Transport Officer, Gary Allan, Frank Kinnersley (Moonee Valley Bicycle User Group), Laurie Elliot, Lynn Sweeney, Joanne Barrett, James Golden, Ben Koutoukidis, Josh Parris, Brian Labadie, Senior Strategic Planner</p> <p>Apologies: Gil Richardson, Chris Carabott</p>
2	Presentation: Essendon Junction Activity Centre Structure Plan, Brian Labadie, Senior Strategic Planner
	<p>Project aim:</p> <p>The Essendon Junction area is a nominated neighbourhood activity centre. The State Government requires activity centres to operate as vibrant hubs containing a mix of residential dwellings, shops, services and public transport and play a role in housing Melbourne's growing population. Our role is to develop a long term plan for these centres to ensure future growth and development, is managed appropriately located in the right areas, is in keeping with the style of the neighbourhood and meets the needs of the current and future community.</p> <p>The Integrated Transport Committee provided feedback on:</p> <p>What do you believe are the priorities for transport for the Essendon Junction Activity Centre Structure Plan?</p> <p>Develop Essendon Into Highly Desirable Activity Centre</p> <p>Attract people to actually utilise the space.</p> <p>Develop a centralised business district so people use their local area for a variety of uses</p> <p>Could potentially utilise space above the train stop for shops and restaurants etc.</p> <p>The railway line is a huge barrier, it's currently soulless and there's no sense of place.</p>

Difficult to actually determine where Essendon really is

Better Connected Cycle Routes

Investigate Buckley Street separated on or off-street bicycle paths but preferably on the footpath and providing better bicycle connections overall

Look at Perth example of creating separated bike lanes that will encourage new cyclists

Cycle routes need to be well sign-posted and clear of obstructions

More Priority for Pedestrians at Key Intersections

Less waiting time at key roundabouts for pedestrians (Shamrock Street)

Speed limits need to be lowered

Improve sight lines

Fletcher Street needs places for people to cross, potentially shared zone for pedestrians?

Better access for everyone is required, currently disjointed for pedestrian access

Improve DDA Compliance & Safety

Need to consider disability access and access for the elderly and children.

Requires a tram superstop on Mt Alexander Road

Issue with kids running across main roads to get to the tram stops

People getting off trains are pouring out onto the road as there is not enough room on the footpath Flashing lights are required to alert road users of pedestrians

Focus on Implementation

More implementation and less time conducting studies and feasibilities that don't lead to anything actually being built

Improving Access In and Around Essendon Station

The train crossing at Buckley Street creates very long waiting times so sequencing trains is a major priority

Get grade separation at Buckley Street completed ASAP

Have to convince the State Government that the extra expense is worth it for the long term benefit, At the same time we need to be flexible on some issues to ensure we meet our objectives. Need a plan B and plan C if the number one objective isn't met

Requires tram stop rationalisation to meet actual demand

Build better intermodal connections

Sustainable Development

Connectivity and accessibility is inherent to development

Reduce car dependency

	<p>Plans should be implementable and should not be subject to the grade separation</p> <p>Need to know what is VicRoads position? If VicRoads doesn't approve it can't go ahead so therefore focus on what is achievable</p> <p>Improving the Fletcher Junction for all road users</p>
3	Minutes from Meeting 10 held on 20 October 2014 were confirmed.
4	Business arising from the last meeting
	<p>Issue: Council to provide clarity on the Walking & Cycling Strategy to define 'short term actions', provide information on the construction budget, why 3 projects had been rejected and to send the presentation to the ITC members.</p> <p>ACTION: COUNCIL</p> <p>Update: Council gave an updated Walking & Cycling Strategy Actions presentation that addressed all requests from the previous presentation. The presentation was sent to all ITC members.</p>
	<p>Issue: Frank Kinnersley has identified key issues and opportunities relating to EWL and the Citylink widening project.</p> <ul style="list-style-type: none"> • ACTION: COUNCIL <p>Update: Council will meet with Frank Kinnersley in the coming weeks to discuss relevant issues once the new Government have outlined their key policies and projects affecting Moonee Valley.</p>
	<p>Issue: Investigate if and why dwelling cap was removed and if it can be incorporated into the CDZ (Comprehensive Development Zone) for the Moonee Valley Racecourse development.</p> <ul style="list-style-type: none"> • ACTION: COUNCIL <p>Update: The dwelling cap cannot be incorporated into the CDZ (Comprehensive Development Zone) as the State Government have jurisdiction to determine dwelling heights in the CDZ.</p> <p>The Advisory Committee never agreed to cap dwelling numbers on the site, even though this was Council's preferred option. By increasing the height of the buildings this could allow for a greater population on the site. There has been no justification given as to why these building heights were approved so we can only make assumptions.</p>
	<p>Issue: Council to provide details of the demographics of those who participated in the cycle training for October and November.</p> <p>ACTION: COUNCIL</p> <p>Update: 7 female, 1 male. Two aged in their late 20s and six aged between 40-56. Some people dropped out of the training at the last minute due to inclement</p>

	<p>weather. It is proposed to start requesting a down payment to prevent last minute withdrawals.</p>
	<p>Issue: Request that Council investigate reducing potential head-on collisions at Travancore underpass on the Moonee Ponds Creek Trail (as outlined as Action 1.2 in the Walking & Cycling Strategy).</p> <p>ACTION: COUNCIL</p> <p>Update: Frank Kinnersley and Chris Morris conducted a site visit on the 26th November. From our observations, it is apparent that there is a high risk of cyclist head-on collisions. Cyclists are travelling downhill on both approaches and the turning circles are sharp with low visibility.</p> <p>In the short term, Council will explore ways to encourage cyclists to slow down and stick to their side of the path.</p> <p>In the long term, Council will lobby for the re-design of the path to create a wider turning circle.</p> <p>Council has also contacted the arborist to trim back shrubs that are growing over the city bound side of the path.</p>
	<p>Issue: ITC members requested to provide feedback on the Dean Street precinct LATM.</p> <p>ACTION: COUNCIL</p> <p>Update: Council to circulate draft LATM plan to the ITC.</p>
5	Project Updates
	<p>Walking and Cycling Strategy implementation mvcc.vic.gov.au/wcs</p> <p>Council provided an updated presentation on the progress of the actions in the Walking & Cycling Strategy and sought further feedback on what projects should be prioritised with a focus on construction.</p> <p>ITC provided list of priorities including:</p> <p>Craigieburn Rail Corridor - work on getting an agreement of the alignment so it can be constructed. Can the section on Milfay Avenue be moved to the east side of the railway line between Holmes and Maribyrnong Road?</p> <p>Focus on VicTrack partnerships rather than VicRoads</p> <p>Focus on local road projects that don't require consent from external stakeholders</p> <p>Concreting of shared paths such as Moonee Ponds Creek Trail and Maribyrnong River shared path</p> <p>Make the pedestrian crossing at Moonee Ponds Station permanent</p> <p>Benchmark cost per head for cyclists and try to match Moreland's rate</p> <p>Establish permanent pedestrian crossing at Brewster Street, Essendon</p>

	<p>Re-painting of bollards on Puckle Street to improve pedestrian safety</p> <p>Improve signage on bicycle paths</p> <p>Focus on the 'low hanging fruit' / 'quick wins'</p>
6	Strategic Updates
	<p>Bus Survey Results</p> <ul style="list-style-type: none"> • Council presented the preliminary data for the Bus Survey 2014 and outlined respondent's reasons for bus use, the barriers and recommendations to improve bus services.
7	General Business
	<p>Zebra Crossings on Wellington Street, Flemington</p> <p>MVCC has been granted approval from VicRoads to install 3 zebra crossings on Wellington Street in Flemington at the intersections of Waltham Street, Finsbury Street and Farnham Street. Traffic counts found a high volume of pedestrians were crossing the roundabouts which is to be expected given the close location to St Brendan's and Flemington Primary Schools. Residents have been informed of the proposed changes. The roundabouts will also undergo minor civil works to improve safety and mobility, including the provision of zebra crossings, on all four legs of each roundabout and linemarking treatments including sharrows. The zebra crossings should be installed around Easter 2015.</p> <p>Shared path audits</p> <p>Shared path audits were conducted at Aberfeldie Park, Tullamarine Freeway, San Remo Reserve and Keilor Park Drive with O'Brien Traffic and with the assistance of Frank Kinnersley. O'Brien Traffic have developed a ten year program for renewal works across the four paths with a focus on 'high' risk issues to be addressed this financial year. Some of the works this year include:</p> <ul style="list-style-type: none"> - Remove loose wire and protruding end bolts from chain mesh fence (Keilor Park Drive path) - Installing a fence to prevent drop off at edge of building – Aberfeldie Park - Removing a steel bracket on the San Remo Reserve <p>Keys Please Young Driver Information Session</p> <p>Offers information and practical ideas to pre-learners and learner drivers on how to utilise the 120 hours of driving practice to help them become safer road users. The information session will be held on Wednesday 25 February 2015 at the Wilsons Street Youth Centre</p> <p>40km/h Keilor Road Shopping Strip</p> <p>Between Ryder Street and Ogilvie Street in Niddrie. Council's request to have the time-based 40km/h speed zone extended from 7pm to 10pm, to match the times of high pedestrian activity along Keilor Road is supported and will be implemented as part of the current approved project.</p>

	<p>Further consultation will be carried out with stakeholders based on the extended times and on the basis that there are no objections, the project will be completed within this financial year.</p> <p>Walk to School in October</p> <p>9 schools participated - we have only received data from 7 schools at present so can only report on those 7 schools.</p> <p>Across the 7 schools – 26.7% of children walked (state average was 23.6%)</p> <p>No of walkers: 1,910</p> <p>Total no. of walks: 32,620</p> <p>Total no. of km: 23,421</p> <p>Average walk is around 700m's</p> <p>Data is still being processed but currently Ascot Vale Primary are leading with a 44% participation rate. Flemington Primary are just behind them with a 43.5% participation rate.</p>
8	Proposed dates for 2015
	<p>The proposed dates were approved by the ITC:</p> <ul style="list-style-type: none">• 2 Feb 2015• 13 April 2015• 1 June 2015• 3 August 2015• 5 October 2015• 30 November 2015
	Meeting ended 8 pm

APPENDIX D



Early Years Reference Group Minutes

Tuesday, 16 December 2014 at 10.30 a.m. at Moonee Valley Civic Centre,
9 Kellaway Ave, Moonee Ponds

Attendees	Cr Narelle Sharpe	Chair, Councillor Moonee Valley
	Cr Nicole Marshall	Deputy Chair, Councillor Moonee Valley
	Helen Cooney	Caroline Chisholm Pregnancy Support
	Dick Verwey	DEECD
	Hayley Robinette	Baptcare Family Services
	Debbie Williams	Parent Representative
	Nuray Ozden	cohealth
	Michele Leonard	Moonee Valley City Council
Apologies	Karina Viksne	Moonee Valley City Council
	Rosie Dymus	Playgroup Victoria
	Anne Butterworth	DEECD
	Donna Margrie	Noah's Ark Early Childhood Intervention
	Jo Southwell	co-health
	Jennifer McCurry	Moonee Valley City Council

Order of Business

Welcome

Cr Narelle Sharpe welcomed members to the meeting.

4. Noting of previous minutes

3.3 Membership: Clarification regarding re-nomination process, see 3.2.

4.1 Member updates: Caroline Chisholm is working in partnership with Baptcare and other organisations through Services Connect.

The minutes of the previous meeting on 14 October 2014 were then confirmed.

5. Declarations of Conflict of Interest

No conflicts were presented.

6. Items

3.1 Draft Moonee Valley Early Years Plan (MVEYP) 2014-22 development - update

Consultation on the Draft MVEYP 2014-22 occurred between 30 October and 24 November 2014. The draft plan was widely distributed. Positive feedback was received. Minor suggestions were provided to tighten the structure of the plan which were incorporated. Overall feedback was positive, reflecting and confirming the findings from the initial community and Council consultations. The final plan will be presented tonight for adoption by Council. The adopted plan will be designed and printed. A launch is expected in the New Year.

3.2 EYRG membership

The 're-nomination process' was discussed and clarified. All EYRG members are appointed for the four year Council term. The current vacant parent representative position will be advertised and filled. The December/January 2015 Valley View included Expressions of Interest for this position and was distributed to all households in Moonee Valley. Further information and nomination form is available on Council's website, in the Advisory Committees section. Expressions of Interest close 30 January 2015.

3.3 2014 Review and 2015 Action planning

A discussion of the year 2014 identified many achievements. Some highlights include:

- Merger of DGCHS, North Yarra CHS, Western Region CHS to co-health.
- Home Handy-Helpers program working to prevent homelessness.
- Western Region Children and Youth Partnership established.

- Moonee Valley commitment to Prevention of Violence Against Women campaign.
- Strengthened partnerships: Moonee Valley and cohealth network, Creepy Crawley Program (birth-18mths) at Wingate and rich connections across NGO's.

Some opportunities for 2015 include:

- New MVEYP, 8 year plan, municipal wide focus, pregnancy to 12 years.
- Action planning for MVEYP, incorporating partner agencies.
- Additional capacity to kindergartens through Kindergarten Inclusion Support Packages through training and consultancy.
- New opportunities with new State Government.
- Rolling out Creepy Crawley Program in Avondale Heights.

The initial draft Action plan will consider existing projects to June 2015 and focus on potential new initiatives for 2015/2016.

Action: EYRG members to consider recommendations for key partnership projects in the draft Action Plan and send email suggestions by 30 January 2015.

3.4 Proposed meeting dates

10 February, 14 April, 9 June, 11 August, 13 October, 8 December 2015:
Tuesday, 10.30am-12pm.

Action: Electronic invites to be forwarded.

6. General Business

6.1 Member updates

There was a broad discussion in 3.3. Some additional information, links provided from DEECD.

<http://www.education.vic.gov.au/childhood/parents/needs/Pages/ecis.aspx>

Applications for ECIS should be made using the form.

Is available on the DEECD website

- Starting Out Strong – MCH Direction
<http://www.education.vic.gov.au/childhood/professionals/health/Pages/mchpolicy.aspx>
- Play, Learn and Grow – Parenting Directions
<http://www.education.vic.gov.au/childhood/professionals/support/pages/nurses.aspx>
- Parenting Support Strategy for parents of children aged birth to eight years
www.education.vic.gov.au/about/departments/Pages/parentingstrat.aspx
- National Occasional Care Programme Guidelines 2014-2015:
<http://www.education.vic.gov.au/childhood/providers/funding/Pages/nationaloccasionalcare.aspx>
- Out of Home Care Update
<http://www.education.vic.gov.au/childhood/providers/edcare/Pages/outofhomecare.aspx?Redirect=1>
- Garrin Garrin: A Strategy to Improve Learning and Development Outcomes for Aboriginal Victorians
http://www.education.vic.gov.au/about/programs/aboriginal/Pages/garrin_garrin.aspx
- VEYLDF Newsletters for families – which complement the 'Play & Grow Resources' used now by MCH:
<http://www.education.vic.gov.au/childhood/professionals/health/Pages/newsletters.aspx>

7. Close of Meeting / Next Meetings

Thank you for your active participation and contributions over 2014.

We look forward to seeing you in 2015.

Next meeting: Tuesday 10 February 2015, 10.30am-12pm, Council Chamber

10. Notices of Motion

10.1 Notice of Motion No. 2015/02

Title: Bill Posters
From: Cr Cam Nation
Ward: Municipal
File No: FOL/14/204

Notice of Motion

That the Chief Executive prepares a report to Council which details:

1. State Government legislation and regulations relating to the act of bill posting;
2. Council policy and General Purpose Local Law 2008 in relation to bill posting and in particular offences for bill posting on Council property.
3. Potential opportunities:
 - a) Council can undertake measures, including strengthening the General Purposes Local 2008, to remedy the growing issue of unsolicited advertising posters being attached to Council property;
 - b) To recoup the cost of removing unsolicited advertising on Council property from the company, organizer or event promoter.

Officer's Comments

Council's General Purposes Local Law 2008 ("the Local Law") provides Council and the community with a legislative framework designed to maintain and enhance the unique residential, commercial and recreational amenity of Moonee Valley.

Specifically, the local law regulates the placing (or affixing) of any poster, sign or advertisement on any building, fence, or other property under the control of Council or any statutory or government authority.

The Local Laws unit proactively monitors such activity throughout the municipality to seek compliance with Part 26 of the Local Law. Opportunities have been identified with regard to how Council can work with advertisers or event organisers to negate such advertising, thus seeking a report on this matter is well-timed.

10.2 **Notice of Motion No. 2015/03**

Title: **Construction Management Plans**

From: Cr Nicole Marshall

Ward: Municipal

File No: FOL/14/204

Notice of Motion

That Council request the Chief Executive to prepare a report considering options to improve the effectiveness of Construction Management Plans, addressing amongst other things, the following matters:

1. How to ensure the community has the opportunity to provide feedback regarding proposed Construction Management Plans, particularly in relation to high and medium density developments and other developments that are likely to cause significant disruption to residents, traders or other community members;
2. How to improve public accessibility to Construction Management Plans when they are finalised;
3. Outlining any changes that could be made to the enforcement of Construction Management Plans to ensure compliance.

Officer's Comments

In relation to point 1 it is relevant to note that a Construction Management Plan (CMP) is not submitted as part of the planning application at lodgement or in response to a Request for Further Information letter. It is imposed as a condition on Permit.

There is also no provision under the Planning and Environment Act, 1987 that would dictate the requirement for notification of a construction management plan. This is a matter that is exclusively reserved to the satisfaction of Council.

The CMP is only submitted to Council 30 days prior to the commencement of the development, which in some instances may be two years (or even longer) after the permit is issued.

The CMP is furthermore a technical document which is assessed by Council engineers and planners and aligned with the construction phase rather than the planning permit stage.

It is assumed that the community is mainly concerned with issues such as:

- hours of construction;
- parking / traffic movements of construction vehicles;
- loading and unloading;
- noise; and
- dust.

It would be appropriate to raise these concerns during the advertising / consultation stage to ensure they are adequately addressed as part of the CMP conditions. These conditions will form part of the subsequent assessment and approval processes and inform any future enforcement action, if required.

It is considered a justifiable request to keep the community informed and in particular the adjoining residents. Currently, the cover letter that accompanies the approved CMP directs the contractor to consult with residents advising them of the proposed impacts within the road reserve area.

To ensure that the community is kept informed and to address point 2 more appropriately it is suggested that approved CMP's be placed on Council's webpage for the duration of the construction period and that the requirement to advise residents of the proposed impacts be included as a compulsory requirement of the planning permit (as opposed to a directive) .

By encouraging access to the local residents through this process it can allow a greater understanding of the requirements under the CMP and therefore result in residents being more aware of the possible impacts that can occur during the construction process. In addition it can result in developers being made more accountable and ensure compliance with the conditions of the approved CMPs.

10.3 Notice of Motion No. 2015/04

Title: Council Properties
From: Cr Nicole Marshall
Ward: Municipal
File No: FOL/14/204

Notice of Motion

That the Chief Executive prepares a report in relation to the real property assets owned, leased or otherwise controlled by council, which identifies the following information for each property:

1. address or location;
2. property value;
3. current use (including details such as the percentage of the property being utilised and a summary of any conditions of contractual requirements which govern the use of the property);
4. annual income derived from the property (if any);
5. annual Council expenditure relating to the use of the property (if any);
6. recommendations as to whether the property should be considered for:
 - a) disposal;
 - b) an alternative use;
 - c) redevelopment (either by Council itself or as part of a joint venture/partnership).

Officer's Comments

The Council has a property register which can be modified to include information requested in parts 1 to 5 of the proposed Notice of Motion.

The issues raised in part 6 are significantly more complex and will require a great deal of analysis and consultation with all relevant areas of Council to determine if the property is surplus to Council requirements.

Some of this work is currently being undertaken through the Service Planning process that is currently underway.

A future report to Council in line with the existing property register, suitably modified to incorporate the additional requested elements in parts 1 to 5 on the proposed Notice of Motion, is supported.

In relation to part 6, a detailed analysis of Council's property portfolio is an extensive task and may require significant resources both within the Council and through the use of consultants to provide the information requested.

10.4 Notice of Motion No. 2015/05

Title: Amendment to Parking Restrictions in Brewster Street and Glen Street, Essendon
From: Cr Narelle Sharpe
Ward: Municipal
File No: FOL/14/204

Notice of Motion

That Council resolve to amend the parking restrictions adopted in the Fletcher Local Area Traffic Management (LATM) Study on 22 July 2014 for the streets listed below as follows:

1. Brewster Street (North Side): between Mt Alexander Road and Mackay Street to 2P (9am-9pm) – All days; and
2. Glen Street (Both sides): between Brewster Street and the bend (between property #15 and #14 Glen Street) to 2P (9am-9pm) - All days.

Officer's Comments

Proposed Residential and Café Development (2008): 1018-1030 Mt Alexander Road, Essendon

Planning permit application MV/19464/2008 was received by Council on 9 July 2008 for a mixed use development which included a food and drink premises at the premises now known as 1018 Mt Alexander Road, Essendon. This application was approved by Council on 21 April 2009.

In June 2008, Traffix Group were engaged by Brickmakers Place Pty to undertake a Traffic Impact Assessment for a proposed residential and café development at 1018-1030 Mt Alexander Road, Essendon. This assessment was submitted in support of the planning application detailed above.

During this time the proposed development involved the retention of the historical façade associated with the Brickmakers Arms hotel and demolition of all other buildings on the site to provide for three new buildings which provided residential dwellings, home office units, a small café, and associated parking.

As part of the assessment, Traffix Group undertook parking occupancy survey of on-street parking conditions in the area surrounding the site during the following peak times:

- Thursday, 8 May 2008: 10am, 12 noon, 2pm, and 8pm; and
- Saturday, 10 May 2008: 12 noon, and 8pm.

The parking surveys revealed that the on-street parking demand was recorded at 12 noon on Thursday 8 May 2008, where 120 of the 269 available spaces in the surrounding area were occupied, representing an occupancy rate of 45%. While

at 8pm on Thursday, 8 May 2008, 98 of the 269 spaces were occupied, representing an occupancy rate of 36%.

The peak on-street parking occupancy for Saturday, 10 May 2008 was recorded at 35% at 12 noon and 31% at 8pm.

Traffix Group also stated that the surveys indicated that there were vacant parking spaces available at all times in the nearby area, and the proposed development would easily accommodate any overflow parking demands associated with the proposed development.

As such, Traffix Group were satisfied that sufficient reasons were provided to justify a reduction in the statutory parking provision for the proposed development and that this development would not significantly impact on the existing parking conditions.

Fletcher Local Area Traffic Management Study

The Fletcher Local Area Traffic Management (LATM) study commenced in July 2013, and involved extensive traffic and parking data collection and consultation with the local community to identify local traffic and parking issues and engineering investigations undertaken by Traffix Group.

The community consultation component of the study included questionnaire surveys, circulars and the formation of a Working Group to assist with the LATM study.

The information gathered through the above sources was used to identify the key traffic and parking issues and provided the basis for formulating traffic and parking management recommendations for the Fletcher LATM.

Parking proposals were developed following the completion of parking demand and occupancy surveys on Friday, 8 November 2013, between 7am and 12 midnight.

As such, in March 2014, the community circulars detailing the parking proposals for the draft Parking Management Plan were delivered to streets where parking changes were proposed, and the circular detailing the draft Traffic Management Plan was delivered to all residents and businesses within the study area.

During this time there were no proposals identified for Glen Street or Brewster Street, due to the fact that the peak occupancy in Glen Street was recorded at 34% at 12noon, while the peak occupancy in Brewster Street was recorded at 30% at 8pm on Friday, 8 November 2013. As such, the residents and businesses received the circular detailing the draft Traffic Management Plan for the Fletcher LATM, as the original parking surveys were conducted prior to the opening of the Brickmakers Arm café/restaurant.

The circular included a plan detailing the draft Traffic Management Plan, its objectives and a brief description of the devices proposed. The circular sought the community's opinion on whether they supported the proposed plan in full, in part or not at all. The community was also asked to indicate their support, or otherwise, for each component of the draft Traffic Management Plan and they were also invited to make comments to support their opinions.

It was during this process where the community identified high parking demands as an issue in Glen Street and Brewster Street due to the opening of the Brickmakers Arms café/restaurant development.

On this basis, in April 2014, additional parking demand and occupancy surveys were conducted in Glen Street and Brewster Street during various days and times, including weekends and evenings to ensure that Council obtained an accurate representation of any additional parking demands that had been created since the opening of the new development.

The parking surveys revealed that following peak occupancies, which occurred on a typical Friday night:

- Glen Street: 89% (at 8:30pm); and
- Brewster Street: 71% (at 7:30pm).

Therefore, in view of the recorded peak parking occupancies and in line with the Parking Demand Management Framework there was a clear trigger for the introduction of local parking restrictions in Glen Street and Brewster Street.

Also, given that Glen Street and Brewster Street had unrestricted parking on both sides of the street, it was also on this basis that the next step was to introduce time based parking restrictions. Therefore, based on the Kerbside Road Space User Hierarchy, it was recommended that residents would be provided with parking opportunities first over customers, local employees, commuter and commercial zones.

Also, during the 3rd Working Group Meeting, the previous Mayor, Cr Jan Chantry had indicated that she had spoken with a number of residents in Glen Street and Brewster Street who were finding it extremely difficult to find parking due to the opening of the Brickmakers Arms café/restaurant.

Therefore, it was recommended to introduce the following parking restrictions in Brewster Street and Glen Street as part of the Fletcher LATM study:

Street	Location	New Restriction
Brewster Street	North Side: between Mt Alexander Road and Mackay Street	'1P (9am to 9pm - All Days'
Glen Street	Both Sides: between Brewster Street and the bend (between property #15 and #14 Glen Street)	'1P (9am to 9pm- All Days'

It is important to stress that the rationale behind the introduction of '1P (9am to 9pm)' parking restrictions instead of 2P parking restrictions was to manage the parking demands associated with the Brickmakers Arms café/restaurant during the day and in the evenings. In particular with a 2 hour parking restriction being in place this would effectively mean that parking in Glen Street and Brewster Street is unrestricted from 7pm, and patrons attending the restaurant from could park in these streets for an unlimited duration (from 7pm onwards) as the current restrictions cease at 9pm.

Given all of the above, on 22 July 2014, Council resolved to adopt and implement the Fletcher Parking Management Plan (which includes the changes outlined in the table above)

Planning Permit for Brickmakers Arms Development

The property has an extensive history in relation to the development of the site. There have been two amendments made to the original permit issued by Council, approved on 12 November 2012 and 13 December 2013 respectively, with the current preamble reading as follows:

Part demolition of the existing building on site and construction of a five storey building to accommodate dwellings in a Heritage Overlay and to use the land for a food and drink premises along with the reduction of the car parking requirements under clause 52.06.

Planning permit MV/578/2013 was approved on 8 November 2013 for the sale and consumption of liquor in conjunction with the food and drink premises.

The use of the property has been assessed as a food and drink premises in accordance with Council's initial determination. Therefore, the current use could be deemed to be inconsistent with the planning Scheme requirements. Where the conflict arises is the use of the venue as a restaurant triggers higher carparking requirements than a food & drink premises.

The owner will be advised of the anomaly that currently exists and require them to seek planning permission for a reduction to the carparking requirements associated with the restaurant use. The application must be made in accordance with the requirements of Clause 52.06-6 of the Moonee Valley Planning Scheme.

The restaurant use of the venue creates additional pressure on short term parking requirements.

Officer's Recommendation

Due to the above considerations it is recommended not to alter the existing parking restrictions as due consideration has been given to the residents' concerns and issues experienced due to the opening of the Brickmakers Arms café/restaurant.

Importantly, any changes to the existing parking restrictions must be undertaken through a consultation process with all residents in the area and the Brickmakers Arms Development, and the results of the consultation should be presented to Council to determine whether the existing parking restrictions will remain, or whether the 2 hour parking restrictions will be implemented in Glen Street and Brewster Street.

It is also stressed that should the existing parking restrictions be altered as recommended, parking demands at peak restaurant times are expected to increase, where the effective parking capacity will either near or exceed effective capacity in Glen Street and Brewster Street.