City of Moonee Valley

Ordinary Meeting of Council

Tuesday, 28 July 2015 at 7.00pm

Agenda

Ordinary Meeting of Council

Tuesday, 28 July 2015 at 7.00pm
to be held at the Moonee Valley Civic Centre

TO:

Members:	Cr Narelle Sharpe	Mayor
	Cr Cam Nation	
	Cr Jan Chantry	
	Cr Shirley Cornish	
	Cr Jim Cusack	
	Cr Paul Giuliano	
	Cr Nicole Marshall	
	Cr John Sipek	
	Cr Andrea Surace	

Officers:	Mr Bryan Lancaster	Acting Chief Executive
	Mr Peter Gaffney	Acting Director City Works & Development
	Mr Carey Patterson	Acting Director Corporate Services
	Ms Michele Leonard	Acting Director Community Services
	Mr Anthony Smith	Acting 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, 23 June 2015.

4. Declarations of Conflict of Interest

5. Presentations

6. Petitions and Joint Letters

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File No. FOL/12/1435

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BRYAN LANCASTER
Acting Chief Executive

8. REPORTS BY MAYOR AND COUNCILLORS

8.1 Report by Mayor, Councillor Sharpe

3 June 2015	Attended meeting with Minister Foley, Minster for Housing, Disability and Ageing, Mental Health, Equality and Creative Industries and Ben Carroll, MP at the Incinerator Arts Gallery
	Attended meeting with resident
	Officiated at Citizenship Ceremony at the Clocktower Centre
4 June 2015	Attended meeting with Freedom of Information Consultant
	Chaired Public Transport Providers meeting
	Attended meeting with representative from the Essendon Football Club, Acting Director Corporate Services and Acting Director Environment & Lifestyle.
	Attended meeting with Director City Works & Development
5 June 2015	Chaired Family, Aged, Disability and Youth Portfolio meeting
	Opened Indigenous Art Exhibition Launch at the Incinerator Arts Gallery
9 June 2015	Chaired Early Years Reference Group meeting
	Chaired Public Forum and Councillor Briefing
10 June 2015	Attended on-site meeting in Airport West regarding traffic issues
	Attended meeting with Traffix Group and Traffic Officers
	Attended event hosted by Eating Disorders Victoria
11 June 2015	Attended briefing with Manager Arts & Culture regarding 2015 Spirit of Moonee Valley Event
	Attended on site meeting with resident of Essendon
12 June 2015	Attended meeting with resident and Director City Works & Development
	Attended Keep Australia Beautiful Awards Dinner
13 June 2015	Attended Melbourne Water North West Sewer Rehabilitation Project Community Consultation
	Attended Maribyrnong Park Ladies Day
	Attended Ave Maria College Timor-Leste Benefit Ball

14 - 17 June 2015	Attended National General Assembly of Local Government Convention in Canberra
16 June 2015	Attended Afternoon Tea with Tim Watts MP
	Attended Dinner at Parliament House
17 June 2015	Chaired briefing and consultation meeting regarding 60 Kernan Street, Strathmore and 33 Raleigh Street, Essendon
18 June 2015	Hosted Community Conversation at Avondale Heights Library and Learning Centre
	Chaired Youth Engagement Portfolio Meeting
19 June 2015	Attended on site meeting with resident
	Attended Western Region Mayors' Luncheon hosted by Maribyrnong City Council
21 June 2015	Attended Inauguration of the First International Day of Yoga
22 June 2015	Attended meeting with stakeholder regarding local Farmers Market
23 June 2015	Attended meeting with Acting Director Corporate Services and resident
	Attended meeting with resident in relation to Richardson Street, Essendon application
	Chaired Ordinary Meeting of Council
24 June 2015	Attended photo opportunity at Riverside Golf and Tennis Centre
	Attended Flemington Rotary President Changeover event
25 June 2015	Attended on site meeting at Roselyn Court, Essendon
	Attended Western Leaders Unite To End Men's Violence Against Women Forum
26 June 2015	Opened the Official Launch of Strathmore Men's Shed
27 June 2015	Attended Essendon Market for Designers
29 June 2015	Chaired Special Committee of Council meeting for the appointment of Chief Executive
30 June 2015	Chaired Special Meeting of Council for the appointment of Chief Executive
	Chaired Councillor Workshop
1 July 2015	Attended Business Leaders Forum at Monash Business School

6 July 2015	Attended all day meeting at SACs Consulting
	Attended Appointment of the Chief Executive Officer Special Committee Meeting
7 July 2015	Attended 2015 Blue Ribbon Partners Breakfast at the RACV Club in Melbourne
	Attended meeting with Manager Arts & Culture and Arts Officer
	Hosted Farewell Dinner for Rev Alan Colyer and wife Heather
	Chaired Councillor Workshop

8.2 Report by Councillor Nation

	Valley City Council's proposed Residential Zones and Notice of Motion to request State Government to honour election pledge to apply interim zones (including Neighbourhood Residential Zoning in Myrnong Ward)
8 June 2015	Viewed Indigenous Art Exhibition at the Incinerator Arts Gallery
9 June 2015	Chaired Tenders Committee meeting
	Attended Public Forum and Councillor Briefing
11 June 2015	Attended Green Army Moonee Ponds Creek Rehabilitation Project Launch with Senator Scott Ryan at Boeing Reserve, Strathmore
12 June 2015	Attended meeting with Chief Executive and Manager Economic Development & City Sustainability regarding upcoming meeting with Major Events Precinct Stakeholders
	Attended Keep Australia Beautiful Awards Dinner
13 June 2015	Attended Ave Maria College Timor-Leste Benefit Ball
14 June 2015	Attended National General Assembly of Local Government Convention in Canberra
	Attended Opening Night event at National General Assembly of Local Government Convention in Canberra
15 June 2015	Attended National General Assembly of Local Government Convention in Canberra
	Attended meetings with individual Councillors from Metropolitan Melbourne Councils
16 June 2015	Attended National General Assembly of Local Government Convention in Canberra
	Attended Australian Local Government Association Awards Evening

	Attended meetings with individual Councillors from Metropolitan Melbourne Councils
17 June 2015	Attended meeting at the Minister for Public Transports Office with Chief Executive, Manager Economic Development & City Sustainability and key stakeholders in regards to ongoing issues with Flemington Racecourse and Melbourne Showgrounds events precinct
19 June 2015	Officiated at Kings of Crown Street BBQ Cook Off as part of Men's Health Week at Crown Street Stables, Flemington
	Attended follow-up meeting with resident regarding Moonee Valley City Council's proposed Residential Zones and Notice of Motion to request State Government to honour election pledge to apply interim zones (including Neighbourhood Residential Zoning in Myrnong Ward)
20 June 2015	Attended meeting with residents regarding resident advocacy for State Government to deliver on election promise to "fix the Buckley Street level crossing"
21 June 2015	Planning application site visit, Norwood Crescent, Moonee Ponds
	Planning application site visit, Pascoe Vale Road, Moonee Ponds
23 June 2015	Attended Ordinary Meeting of Council
29 June 2015	Attended Special Committee of Council for the appointment of Chief Executive
30 June 2015	Attended Special Committee of Council for the appointment of Chief Executive
	Attended Dinner with Flemington Police Station Liaisons
	Attended Councillor Workshop
1 July 2015	Chaired LGBTIQ Working Group meeting
2 July 2015	Attended follow-up meeting with residents regarding resident advocacy for State Government to deliver on election promise to "fix the Buckley Street level crossing"
6 July 2015	Attended all day meeting at SACs Consulting
	Attended Appointment of the Chief Executive Officer Special Committee Meeting

8.3 Report by Councillor Chantry

4 June 2015	Attended meeting with representative from the Essendon Football Club

9 June 2015	Attended Public Forum and Councillor Briefing
13 June 2015	Attended Melbourne Water North West Sewer Rehabilitation Project Community Consultation
14 June 2015	Attended Winter Music in the Valley at St George's Church, Travancore
17 June 2015	Attended briefing and consultation meeting in relation to 60 Kernan Street, Strathmore and 33 Raleigh Street, Essendon
21 June 2015	Attended Winter Music in the Valley at St John's Uniting Church
23 June 2015	Attended Ordinary Meeting of Council
24 June 2015	Attended Essendon Rotary Presidential Change over Dinner
	Chaired Local Neighbourhood Watch Branch meeting
25 June 2015	Attended Essendon Junction Activity Centre Structure Plan Information Session
26 June 2015	Attended Official Launch of Strathmore Men's Shed
28 June 2015	Attended Winter Music in the Valley at St Martin De Porres in Avondale Heights
29 June 2015	Attended Special Committee of Council for the appointment of Chief Executive
30 June 2015	Attended Councillor Workshop
4 July 2015	Attended Essendon Junction Structure Plan drop in shop front session
6 July 2015	Attended all day meeting at SACs Consulting
	Attended Appointment of the Chief Executive Officer Special Committee Meeting
7 July 2015	Attended Farewell Dinner for Rev Alan Colyer and wife Heather
	Attended Councillor Workshop

8.4 Report by Councillor Cornish

3 June – 7 July 2015 Verbal Report

8.5 Report by Councillor Cusack

3 June 2015	Attended Citizenship Ceremony at the Clocktower Centre
5 June 2015	Attended Indigenous Art Exhibition Launch at the Incinerator Arts Gallery

6 June 2015	Attended Celebrate World Environment Day at Crown Street Stables
9 June 2015	Attended Tenders Committee meeting
	Attended Public Forum and Councillor Briefing
10 June 2015	Attended June LeadWest Board meeting
	Attended Council's Renovating and Building Environment Forum
12 June 2015	Attended Theatre Performance of Mother at the Clocktower Centre
13 June 2015	Attended Ave Maria College Timor-Lester Benefit Ball
14- 17 June 2015	Attended National General Assembly of Local Government Convention in Canberra
17 June 2015	Attended briefing and consultation meeting in relation to 31 and 33 Taylor Street, Moonee Ponds and Rear 11 Milton Street, Ascot Vale
20 June 2015	Attended Racecourse Road Activation Event - Chatterbox
21 June 2015	Attended Winter Music in the Valley at St John's Uniting Church
22 June 2015	Chaired Liquica District Partnership Working Group meeting
23 June 2015	Attended Ordinary Meeting of Council
24 June 2015	Attended Flemington Rotary President Changeover event
25 June 2015	Attended Western Leaders Unite To End Men's Violence Against Women Forum
26 June 2015	Attended Anne Cadwallader book launch
29 June 2015	Attended Special Committee of Council for the appointment of Chief Executive
30 June 2015	Attended Special Committee of Council for the appointment of Chief Executive
	Attended Councillor Workshop
1 July 2015	Attended Racecourse Road Activation Planning Community Workshop
2 July 2015	Attended Essendon Junction Structure Plan drop in shop front session
4 July 2015	Attended meeting with residents regarding development at 31 and 33 Taylor Street, Moonee Ponds

5 July 2015	Attended Essendon Community Garden working bee
6 July 2015	Attended all day SACs Consulting
	Attended Appointment of the Chief Executive Officer Special Committee Meeting
7 July 2015	Attended Farewell Dinner for Rev Alan Colyer and wife Heather
	Attended Councillor Workshop

8.6 Report by Councillor Giuliano

3 June – 7 July 2015	Verbal Report

8.7 Report by Councillor Marshall

15 June 2015	Attended Audit Committee meeting
17 June 2015	Attended briefing and consultation meeting in relation to 31 and 33 Taylor Street, Moonee Ponds and Rear 11 Milton Street, Ascot Vale
18 June 2015	Attended meeting with Chief Executive
	Attended WMT Organisational Performance Group LeadWest meeting
	Chaired Strategic Planning Advisory Committee meeting

23 June 2015	Attended meeting with representative from Wingate Avenue
	Attended Ordinary Meeting of Council
24 June 2015	Attended Western Melbourne Tourism Board meeting
28 June 2015	Attended Planning Day hosted by Essendon Rowing Club
29 June 2015	Attended (via phone link in) Special Committee of Council for the appointment of Chief Executive
30 June 2015	Attended Special Committee of Council for the appointment of Chief Executive
	Attended Councillor Workshop
1 July 2015	Attended Workshop at Racecourse Road
6 July 2015	Attended all day meeting at SACs Consulting
	Attended Appointment of the Chief Executive Officer Special Committee Meeting
7 July 2015	Attended Farewell Dinner for Rev Alan Colyer and wife Heather
	Attended Councillor Workshop

Throughout reporting period – Attendances on sites and residents in relation to planning applications and other issues

8.8 Report by Councillor Sipek

3 June – 7 July 2015	Verbal Report

8.9 Report by Councillor Surace

3 June 2015	Attended Citizenship Ceremony at the Clocktower Centre
4 June 2015	Attended meeting with Director City Works and Development regarding Craig Street application
5 June 2015	Attended Indigenous Art Exhibition Launch at the Incinerator Arts Gallery
9 June 2015	Attended Public Forum and Councillor briefing
12 June 2015	Attended Keep Australia Beautiful Awards Dinner
13 June 2015	Attended Ave Maria College Timor-Leste Benefit Ball
14- 17 June 2015	Attended National General Assembly of Local Government Convention in Canberra
17 June 2015	Attended briefing and consultation in relation to 15 Ash Grove, Keilor East
18 June 2015	Attended MAV's Councillor Fundamentals "Dealing with difficult people and difficult situations"

19 June 2015	Attended Kings of Crown Street BBQ Cook Off, Men's Health Week Event
23 June 2015	Attended Ordinary Meeting of Council
28 June 2015	Attended Winter Music in the Valley at St Martin De Porres, Avondale Heights
29 June 2015	Attended Special Committee of Council for the appointment of Chief Executive
30 June 2015	Attended Special Committee of Council for the appointment of Chief Executive
	Attended Councillor Workshop
1 July 2015	Attended Vic Roads Launch "Keilor Road shopping strip 40K zone" Launch
	Attended Metropolitan Transport Forum
6 July 2015	Attended all day meeting at SACs Consulting
	Attended Appointment of the Chief Executive Officer Special Committee Meeting
7 July 2015	Attended Farewell Dinner for Rev Alan Colyer and wife Heather
	Attended Councillor Workshop

REPORTS

9.1 118A, 118B & 120 Buckley Street, Essendon (Lots 1 to 5 on PS 015001) – Construction of a four storey building containing 49 dwellings and a reduction in the statutory car parking requirements.

File No: MV/433/2014

Author: Principal Statutory Planner

Directorate: City Works & Development

Ward: Buckley

Proposal	• Four level apartment style building including 4 x studio apartments, 25 x 1 bed apartments, 17x 2 bed apartments and 3 x 2 bed town houses. • Provision of a basement car park with 48 car spaces. 3 additional spaces at grade. • Maximum Height – 14.4m
Applicant	National Trust Centre
Owner	Simone Lousie Zammit, Joseph Zammit and Beryl Hazel Coombs.
Planning Scheme Controls	General Residential Zone
Planning Permit Requirement	Clause 32.08-4 – Construct two or more dwellings on a lot Clause 52.06-2 – Reduction in Statutory Car Parking
Car Parking Requirements **(Clause 52.06)**	Required: 58 spaces Provided: 51 spaces
Bicycle Requirements	Required: 15 spaces Provided: 20 spaces
Restrictive Covenants	N/A
Easements	N/A

Site Area	1, 430 square metres
Number Of Objections	34
Consultation Meeting	27 May 2015

Executive Summary

- The application seeks approval for the construction of a four storey apartment building containing 49 dwellings and a reduction in the statutory parking requirements. The proposed development will include a mix of studio, one bedroom apartments, two bedroom apartments and town house style dwellings. A basement car park is also provided.
- The development site has a total area of approximately 1,430 square metres and comprises three separate properties known as 118A, 118B and 120 Buckley Street. Currently the land is developed with three dwellings and associated outbuildings.
- The subject site is located within a General Residential Zone and is not affected by any planning overlay. The development site does not share any property abuttals. The subject site is located along Buckley Street, a Category 1 Road Zone and is less than 100 metres walking distance from Essendon Train Station.
- The subject site is also located within the boundary of Essendon Junction Activity Centre, as depicted in the Draft Essendon Junction Activity Centre Structure Plan currently on community consultation. A preferred height of four storeys is mentioned for this site.
- The application was advertised and 34 objections were received. The main issues of concern related to the development being out of character with the area, over development of the land, lack of parking and increased traffic.
- A Consultation Meeting was held on 27 May 2015 and was attended by Councillors Sharpe, Chantry and Giuliano, the applicant, a number of objectors and Council's Statutory Planner. No resolution was agreed upon at the Consultation Meeting, with a number of concerns relating to general traffic problems in the area being reiterated. Following the Consultation Meeting the applicant submitted a 'without prejudice' revised plan (**Appendix B**) which results in a layout alteration to the basement area and the subsequent provision of three visitor car spaces. This plan has been submitted in response to the concerns raised by objectors and in an attempt to provide visitor parking on site.
- The application was referred to Council's Senior Urban Designer, Engineering Services Unit, Traffic and Transportation Unit, Landscape Unit and Council's Environmental Sustainable Development (ESD) Officer with general support for the proposal provided, subject to conditions.
- The application was also referred to Public Transport Victoria and VicRoads, who did not object.

- It is acknowledged that the proposed development will provide a modern contemporary urban design response to the existing street interfaces which is clearly different than the traditional neighbourhood character found with Buckley and Flower Streets. However, the Essendon Junction area is an area earmarked for change within Plan Melbourne and it is considered that the development has been designed to achieve a high quality urban design outcome which responds to the strategic location of the site. It is considered that the scale and bulk of the development is an acceptable balance between urban consolidation for a well located site and the respect for the existing and preferred neighbourhood character.
- The application has been assessed against the provisions of the Moonee Valley Planning Scheme and accordingly it is submitted that the application is appropriate and worthy of support. This report recommends that a Notice of Decision to Grant a Permit is issued.

Figure 1: Aerial photo of the subject site and surrounds.

Recommendation

That Council:

That Council issue a Notice of Decision to Grant a Permit in relation to Planning Permit Application No. MV/882/2014 for the Construction of a four storey building containing 49 dwellings and a reduction in the statutory car parking requirements at 118A, 118B & 120 Buckley Street, Essendon (Lots 1 to 5 on PS 015001), 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 three visitor car spaces within the basement area in accordance with the 'without prejudice' plan (TP1.01 RevD) and submitted to Council on 30 June 2015.

    b) All translucent glass to be notated to comply with Clause 55.04-6 (Overlooking) of the Moonee Valley Planning Scheme.

    c) Measures to militate direct overlooking between the balconies of Dwellings 40 and 41, 41 and 42 and 42 and 43.

    d) The provision of a safe pedestrian access from Buckley Street to Town Houses 1 – 3.

    e) All bicycle spaces to be in accordance with the relevant Australian Standards.

    f) The provision of pedestrian visibility splays within the subject site boundary where the ROW's exit onto Flower Street and Buckley Street. Splays to be in accordance with Clause 52.06 (Car Parking) of the Moonee Valley Planning Scheme.

    g) The provision of 300mm trench grates at the bottom of the basement ramp.

    h) The provision of a partial secure opening of the front door to each apartment to allow for greater cross ventilation, such a notation to be placed on the plans.

    i) The roof plan to note the specific roof area in square metres of the rainwater catchment area discharging into the rainwater tank.

    j) The basement plan to notate the number of toilets the rain water tank is connected to. The details must be consistent with the information provided in an approved complying STORM 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. The (east-west) right of way between 4 Flower Street and the subject site to be reinstated from the Flower Street entrance to the western end of the ROW. All costs associated with the reinstatement of the right of way must be borne by the permit holder.
4. The (north-south) right of way between the subject site and the Rose Street properties is to be reinstated from the Buckley Street entrance to the south-eastern corner of 4 Flower Street. All costs associated with the reinstatement of the right of way must be borne by the permit holder.
5. Prior to the commencement of buildings and works, detailed engineering drawings to show the reinstatement of the east-west right of way and the north-south right of way are to be submitted to and approved by the Responsible Authority. The right of way is to be surveyed and designed by a qualified surveyor/civil engineer respectively. The plans are to indicate, existing surface levels, proposed surface levels and the methods for reinstating the right of ways in accordance with the requirements of Council's Engineering Services Unit.
6. Reinstatement of the right of ways as specified in this permit must be satisfactorily completed upon the issue of an Occupancy Permit for the approved development. The right of way is to be finished and properly drained to the satisfaction of the Responsible Authority.
7. A minimum of 30 days prior to any building or works commencing, a Construction and Site Management Plan must be submitted to and approved by the Responsible Authority detailing the construction activity proposed. The plan must include, but not be limited to:
    a) Hours of construction;
    b) Methods for limiting escape of dust and litter from the land
    c) Parking and traffic movement of all workers vehicles and construction vehicles;
    d) Scaffolding and hoarding for the site;
    e) Allocated areas for loading and unloading;
    f) Site evacuation plan and procedure;
    g) Occupational health and safety policy;
    h) Hazard identification and control;
    i) Environmental management and waste minimisation;
    j) 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;
    k) Protection of surrounding roads from site contamination and damage including rumble grid and or wash down bay facility;
    l) On site stormwater contamination;
    m) Chemical storage;
    n) Noise and vibration;

o) Risk assessment;

p) Works timetable; and

q) Number of workers expected of work on the site at any one time.

r) Proposed parking and standing locations for construction vehicles and construction workers vehicles;

s) Temporary fencing works; and

t) Safe Work Method Statements as required for construction activities complying with current Occupation Health and Safety Standards.

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

8. Prior to commencement of works on site, suitable protection fencing must be afforded to all street trees surrounding this site, to minimise the risk of damage from construction activity. Protection fencing must be to the satisfaction of Council's Arborist.

9. 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.

10. 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.

11. 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.

12. A minimum 30 days prior to any building or works commencing, all WSUD Design 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.

13. Prior to the issue of an Occupancy Permit, all retaining walls must be cleaned and finished to the satisfaction of the Responsible Authority.

14. 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.

15. Floor levels shown on the endorsed plan(s) must not be altered or modified without written consent of the Responsible Authority.

16. 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;
    e) Be drained and sealed with an all weather seal coat.

17. 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.

18. Prior to the commencement of the development, a Car Parking Management Plan prepared by an appropriately qualified traffic consultant must be submitted to and approved by the Responsible Authority. The Car Parking Management Plan must include:
    a) Details as to how the car stackers are to be regularly maintained and serviced.
    b) In the case where the car stackers becoming non-operational, details of time frames and measures to be undertaken to reinstate the car stackers back to working order.
    c) Details as to what measures will be undertaken in the event that the stackers are not operational, so not to provide any additional on-street

parking demand.

The Car Parking Management Plan must be to the satisfaction of the Responsible Authority. Once submitted and approved the plan must be implemented to the satisfaction of the Responsible Authority.

19. The privacy screens/obscure glazing as shown on the endorsed plans must be installed prior to the occupation of the building.

20. 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.

21. Prior to the commencement of the development an acoustic report prepared by a qualified acoustics expert must be provided to the Responsible Authority and to its satisfaction. This report must detail the noise attenuation measures required to all habitable rooms within the development to ensure minimal impacts from noise sources external to that dwelling. The recommendations of the acoustic report must be implemented prior to the completion of the development.

22. Prior to the commencement of the development, the applicant shall submit a revised Sustainable Management Plan (SMP) to the Responsible Authority for approval. The SMP must be prepared by Simpson Kotzman or a similarly qualified Sustainable Development Consultant. The revised SMP shall be generally in accordance with SMP submitted with the application but modified to incorporate the following changes:
    a) Provide a written commitment to using low V.O.C paints, adhesives, sealants, floor coverings and pressed wood products.
    b) Provide a written commitment to the following:
        i. In situ concrete mixes to have a minimum 20% content of industrial waste product to reduce embodied energy (subject to meeting structural requirements and project management constraints).
        ii. No unsustainably harvested rainforest timbers will be used in construction.
        iii. All feature timber will be from recycled or sustainably harvested sources.
    c) The number of bicycles provided to correspond with the plans.

    Once approved the SMP must be implemented to the satisfaction of the Responsible Authority.

23. Prior to the occupation of any buildings and works approved under this permit, a report from the author of the SMP, approved pursuant to this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm that all measures specified in the SMP have been implemented in accordance with the approved documentation.

24. Building or works must not be commenced (and trees or vegetation must not be removed) until an amended landscape plan prepared by a suitably

qualified and experienced person or firm has been submitted to and approved by the Responsible Authority. The amended landscape plan(s) must be generally in accordance with the original advertised landscape plan prepared by John Patrick but modified to show:

a) Plans to be in accordance with condition 1.

b) The north point to be consistent with the plans endorsed under condition 1.

c) The provision of an additional street tree along the Buckley Street frontage (west of the ROW). The street tree to be in accordance with Councils street tree policy.

d) All trees to be installed at a minimum 45 litre size.

e) All plans to be installed at a suitable size and located appropriately so as not to encroach onto public and internal pathways.

f) A suitable irrigation system for all planted areas.

g) The provision of planters to the town house roof gardens and the apartment balconies associated with apartments 41, 42 and 43.

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

25. The approved Waste Management Plan shall be implemented to the satisfaction of the Responsible Authority.

Vic Roads Conditions

26. A visual splay at least 50% clear of visual obstructions extending at least 2m along the (Buckley Street) road frontage, from the edge of the laneway exit, and extending 2.5m along the length of the laneway from the site frontage, to provide a clear view of pedestrians. The area clear of visual obstructions may include adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.

27. The crossover on Buckley Street is to be constructed to the satisfaction of the Roads Corporation and/or the Responsible Authority and at no cost to the Roads Corporation prior to the occupation of the buildings hereby approved.

28. Prior to the commencement of the use or the occupation of the buildings hereby approved, the access lanes, crossovers and associated works must be provided and available for use and be:

i. Formed to such levels and drained so that they can be used in accordance with the plan.

ii. Treated with an all-weather seal or some other durable surface.

End Vic Roads Conditions

PTV Condition

29. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Flower and Buckley Streets is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria fourteen days prior.

End PTV Condition

30. 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.
- 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.
- 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 Engineering Services Department and to the satisfaction of the Responsible Authority.
- Please be advised that the future subdivision of this development maybe subject to a public open space contribution of greater than 5%, in accordance with the requirements of Schedule 1 to Clause 52.01 of the Moonee Valley Planning Scheme.
- Vic Roads Note
  The proposed development requires the construction of a crossover on Buckley Street. Separate approval under the Road Management Act for this activity may be required from VicRoads (the Roads Corporation). Please contact VicRoads prior to commencing any works.

1. Introduction

Subject Site and Surrounds

The subject site comprises of three separate properties combining to form a large rectangular shape area of land. The site abuts Buckley Street to the south, Flower Street to the west and an unnamed Right of Way to the east and north.

The land has a frontage of approximately 37 metres to Buckley Street and 36.7 metres to Flower Street. A site area of approximately 1, 430 square metres is provided. The development site contains three existing dwellings. Each of the dwellings is benefitted with vehicle access via a side street or ROW.

Figure 2: The Subject Site (118A, 118B & 120 Buckley Street)

The land is located in an established area, with an eclectic mix of dwelling types ranging from single storey dwellings along Flower Street as well as examples of 1960s/1970s walk-up flats. Non-residential use and development in the surrounding area includes a large three storey school building associated with St. Columba's College, at 2 Leslie Road, as well as a number of two and three storey commercial premises along Buckley Street.

To the north and west of the site, the land is zoned residential and has been developed accordingly for residential purposes with a mix of dwelling styles. Directly across Buckley Street to the south the land is zoned residential, but has been used and developed for educational purposes. The land to the east is used and developed for commercial purposes with commercial buildings and uses evident along both Buckley Street and Rose Street.

Recent planning approvals within the area include approval for the construction of a three storey residential development at 5 Flower Street and approval for the construction of a part three/part four storey mixed use building at 119 Buckley Street.

Figure 3: The Subject Site (118A, 118B & 120 Buckley Street)

Proposal

The proposal seeks approval for the construction of a four storey building containing 49 dwellings and a reduction in the statutory car parking requirements. The proposal can be summarised as follows:

Table 1

No of dwellings	49 (4 x studio apartments, 25 x 1 bed apartments, 17x 2 bed apartments and 3 x 2 bed town houses).
No of car spaces	51 (all residential)
Max Building Height	14.4m (excluding lift overrun)
Site Coverage	83%
Permeability	17%

Refer **Appendix A – Advertised Plans** (separately circulated).

2. Background

Relevant Planning History

There is no relevant planning history for this site.

Planning Policies & Decision Guidelines

State Planning Policy Framework

Clause 11 Settlement

Clause 15 Built Environment and Heritage

Clause 16 Housing

Clause 18 Transport

Local Planning Policy Framework

Clause 21.01 Municipal Profile

Clause 21.03 Vision

Clause 21.04 Sustainable Environment

Clause 21.05 Housing

Clause 21.06 Built Environment

Clause 21.07 Activity Centres

Clause 22.03 Stormwater Management (Water Sensitive Urban Design)

Zoning

Clause 32.08 General Residential Zone

Particular and General Provisions

Clause 52.06 Car Parking

Clause 52.34 Bicycle Parking

Clause 55 Two or more dwellings on a lot and residential buildings

Clause 65 Decision Guidelines

Referrals

External

- Public Transport Victoria

  No Objection Received.

- VicRoads

  No Objection, subject to conditions 26-28.

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 conditions.

- Urban Designer

  No objection.

- Landscape Unit.

  No objection.

- Arborist.

  No objection

- Waste Management

  No objection.

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 site notices erected on site for 14 days.

As a result, 34 objections were received from the properties contained within **Appendix C** of this report.

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

Consultation Meeting

A Consultation Meeting was held on 27 May 2015 and was attended by Councillors Sharpe, Chantry and Giuliano, a number of objectors, the applicant and Council's Planning Officer.

No resolution was achieved at this meeting, however, following the Consultation Meeting the applicant submitted a 'without prejudice' revised plan **(Appendix B)** which results in a layout alteration to the basement area and the subsequent provision of three visitor car spaces (an overall net increase of one car space). This plan has been submitted in response to the concerns raised by objectors and in an attempt to provide visitor parking on site.

3. Discussion

State Planning Policy Framework

As the subject site is located within Essendon Junction Activity Centre area the State Planning Policy Framework objectives which are relevant to this application include Clause 11 of the Planning Scheme and the objectives and strategies of Urban Growth and Activity Centre planning. The strategies employed in meeting the objectives of Urban Growth and the Activity Centre

hierarchy include considering the opportunities for the consolidation, redevelopment and intensification of existing urban areas and encouraging higher density housing in and around Activity Centres, such as Essendon Junction Activity Centre area.

It is considered that the proposal makes use of a large block of residential land which is currently under-utilised by the occupation of three single dwellings. The proposal seeks to develop this land and intensify the density of dwellings within this existing urban area while ensuring neighbourhood character is not adversely impacted.

Furthermore, relevant strategies and objectives of Clause 16.01 are to "Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land" and further to this, the provision "for a range of housing types to meet increasingly diverse needs". As discussed further below, the subject site is located within Essendon Junction Activity Centre area and Urban Renewal Precinct and within safe walking distance of existing commercial facilities and various modes of public transport and therefore strategically suitable for increased density.

Local Planning Policy Framework

The Local Planning Policy Framework at Clause 21.05 (Housing) encourages in-fill residential development and a diversity of housing choices to meet the needs of an increasingly diverse range of households. One of the key strategies is to encourage accessible housing to be located close to public transport and local services to reduce the risk of social isolation for occupants from the broader community. The proposal offers a moderate-high increase in housing intensification while ensuring that a mix of dwelling styles and types are provided without detriment to existing neighbourhood character.

It is considered that the location of the proposal is supported by The Moonee Valley City Council Housing Strategy 2010 and Table 3.1 – Location Characteristics and Degree of Housing Change contained within (Also referenced in Clause 21.05). The location of the subject site nearby the commercial core of Essendon Junction Activity Centre, being just under 100m convenient walking distance to Essendon Train Station and a range of commercial uses and not affected by any additional planning overlays means the site falls within the "High-Substantial Housing Intensification" category. Based on Table 3.1 the "High-Substantial Housing Intensification" category suggests that dependent on strategic policy, high density 'apartment style' development may be appropriate depending on the location.

The subject site is located along Buckley Street, a Category 1 Road Zone, where large built forms and heights of up to three storeys are not uncommon. In this context it is considered that the development allows for a mix of dwelling styles in an area which is well serviced.

In particular, the proposed development is considered to advance the objectives and strategies of Clause 21.06 (Built Environment) in relation to Neighbourhood Character. Relevant objectives include:

- Maintain and enhance residential streetscape quality and character.
- To ensure that new development makes a positive contribution to the appearance and amenity of the streetscape.
- Ensure new residential development considers the design objectives as outlined in the Neighbourhood Character Precinct Profiles 2012 as appropriate.
- To ensure that the siting of new development does not adversely affect the existing or the preferred character of the neighbourhood.

The proposed development responds to the objectives of Clause 21.06-1 in the following manner:

- The development is clearly different from original dwelling stock in the surrounding area.
- The design response ensures that the proposed development provides a mix of housing stock and styles that will contribute to and maintain the existing streetscape values by providing a landscaped buffer along Flower Street and a general openness and surveillance to the street.
- As discussed below the development uses a mix of materials, forms and setbacks to ensure that the development makes a positive contribution to the streetscape.
- The development is located on a well accessible corner which does not share abuttal with any other property.
- The development will present as a modern development to the street with the length of built form across the site suitably articulated throughout and provided with recesses, balconies and windows to provide suitable surveillance of the public realm. Landscaping has been considered at an early stage and suitable buffers and planting is provided throughout.
- The proposal will provide an interesting contrast to the existing traditional dwellings on adjoining and nearby parcels of land as well as the larger commercial buildings in the immediate locality. It is considered that the development will provide sufficient articulation and fenestration to ensure a positive urban design outcome.
- The main pedestrian entry is located along Buckley Street to ensure the development addresses the main frontage. Secondary private entries are located along Flower Street within landscaped settings.
- The development will utilise and widen the existing laneway to the north while upgrading the laneway to the east. A number of conditions will be placed on any permit issued requiring the laneway to be reinstated and upgraded for pedestrian access where possible.

- The new development is located on an island site and the design response ensures that the proposed development respects this context by providing each publically facing façade with detailed articulated features, materials and a sense of spacing along all boundaries. This ensures that the spatial setting of the development provides a suitable balance between responding to the strategic location while respecting the preferred neighbourhood character.

It is regarded that the proposed development is considered to advance the objectives and strategies of Clause 21.06 (Built Environment) in relation to Urban Design. Relevant objectives include:

- To achieve contemporary development that is innovative, legible and designed in a manner that responds to its location and context.

The proposed development achieves the above mentioned objective by employing the following strategies:

- The proposed development achieves visual interest and articulation through the use of different materials and finishes throughout. Each facade of the development is provided with detailed fenestration and portrays interesting details and features when viewed from the existing streetscape, adjoining properties and laneways.
- The length of built form along all public facing façades is provided with suitable setbacks and articulation to ensure that the overall breath of built form is acceptable. The northern elevation is provided with suitable rebates in built form and landscaped balconies and common areas to ensure that the massing is respectful to the properties to the north. The eastern elevation also reduces the built form impacts to the Rose Street properties by reducing the fourth storey envelope and ensuring an articulated facade is provided.
- When viewed from the streetscape the development will constitute a clearly intensified built form compared to the nearby and adjoining residential dwellings. However, the development will respond to the strategic context of the subject site and the proposal will provide a moderate increase in built form which is provided with both visual and physical links to the street through design articulation and pedestrian and vehicle links to Buckley and Flower Streets.
- The visual and physical links will also be strengthened by the incorporation of semi-private open spaces at ground level along Flower Street, laneway activation to the north and east and a mix of landscaped private open spaces and shared spaces where possible.
- The overall site coverage of the development is approximately 83% and permeability 17%, which would be expected in Activity Centre Areas of high change. The proposed development is setback adequately from adjoining properties with the areas of increased built form focused towards the corner of Buckley and Flower Streets.
- The development is located on an island site with no direct abuttals ensuring that off-site amenity impacts can be well managed through

physical separation and a built form that is submissive to both its sensitive interfaces.

- Overall the proposed development presents articulated building forms along each boundary and the development provides sufficient surveillance to all public interfaces.
- While the development clearly doesn't duplicate traditional forms found within Flower Street and the surrounding residential streets it is considered that proposed built form is appropriate to the area and will ensure the development is compatible to the street and the future growth of the Essendon Junction area.

The proposal complies with Clause 22.03 Stormwater Management (Water Sensitive Urban Design) of the Moonee Valley Planning Scheme and meets the required on site stormwater treatment as demonstrated by achieving 100%, or greater, using the STORM tool. However, not all water treatment measures and relevant annotations have been shown on the plans. This will be required as a condition on any issued planning permit. The relevant design requirement conditions will also be placed on any approval issued in accordance with this policy.

Council's Municipal Strategic Statement has been recently updated, with one of the main changes being the incorporation of Clause 21.04-3 (Ecological Sustainable Development) into the Moonee Valley Planning Scheme. The proposal is considered to comply with these requirements subject to conditions.

Neighbourhood Character Guidelines

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

"New developments will contribute to the predominant siting and finishes of the precinct, with articulated facades and well-established formal garden settings.

Front facade articulation will be achieved through the use of recesses to complement the pattern of verandah and porch areas of the traditional dwellings. The use of lighter finishes will contribute to the existing buildings. Consistent front and side setbacks will provide space for landscaping, while low or permeable front fences will retain the openness of the streets."

Whilst the developments response to the existing character has been discussed in detail in Section 3.2 above, it is considered necessary to summarise the proposals response to the design guidelines of this precinct as follows:

Table 2

Siting and Building Envelope	Responds to the strategic corner location and eclectic mix of building envelopes found along this section of Buckley Street (as described in Section 1.1) Importantly, the intensity of the development clearly recedes towards Flower Street and the more sensitive interface is respectfully treated as a secondary landscaped interface.
Built Form	As discussed in Section 3.2 – Articulated facades incorporating recesses and separation through the development site. A three storey podium with clearly recessive forth story is responsive to the predominant heights within the surrounding area and the strategic context of the site.
Design Detail	The mix of materials provided in the construction includes both dark and light render as well as a mix of metal finishes. The development also incorporates a recessive metal treatment along the western elevation to cap the third and fourth levels which clearly accentuates the stepping of the built form towards Flower Street. The main basement garage entry is located along the widened northern ROW while three private garages are located along the eastern ROW, ensuring that all parking structures are removed from the street interface.
Landscaping	The development incorporates landscaping along the Flower Street interface in response to the traditional garden settings commonly found along Flower Street. Landscaping is also provided on balconies where possible and within public facing areas. Where provided front fence heights and materials are considered acceptable and will ensure that views of the front courtyards are achieved from the street front while maintaining privacy.

Compliance with Clause 52.06 (Car Parking)

The proposal is subject to the requirements of Clause 52.06. The proposed development requires the following car spaces to be provided on site;

Table 3

Use	**Required**	**Provided**
Dwellings	49	51
Visitor	9	0
Total	58	51

On-site access

As mentioned under Section 2.3 of this report, Council's 'Traffic and Transportation Unit' have no objections to the proposed development. Furthermore, it is considered that all car spaces and accessways have been designed in accordance with the requirements of Clause 52.06.

Reduction in Visitor Parking

The application seeks a reduction in nine visitor car spaces. It is considered that the reduction in three spaces can be supported in this instance as the traffic counts included in the submission prepared by Traffix Group (**Appendix E**) clearly show that there is sufficient on-street parking available within the immediate vicinity to cater for the proposed reduction, even during the peak hour (9.30am Friday) there are a minimum of 40 spaces available within 200 metres of the subject site and a minimum of 13 spaces being available along Flower Street during this time.

Notwithstanding the availability of parking within the surrounding street network to cater for visitors the applicant has submitted a 'without prejudice' revised plan **(Appendix B)** which results in a layout alteration to the basement area and the subsequent provision of three visitor car spaces (an overall net increase of one car space). This plan has been submitted in response to the concerns raised by objectors and in an attempt to provide visitor parking on site. This plan will be included as condition on any permit issued.

Traffic Impacts on the surrounding area

In relation to the traffic generated by the proposal it is considered that the surrounding ROW and street network is sufficient to cater for an increase in traffic as result of this development. The Traffix report (pg16) submitted with the development application suggests that the peak hour traffic volume for this development would be in the order of 28 vehicle movements to/from the intersection of the ROW and Flower Street, equating to an average of one vehicle movement every two minutes. The traffix report considers this to be acceptable, also taking into account the proposed widening of the ROW. This is not disputed by Council's Traffic Unit.

Furthermore, the Traffix Report highlights that the proposal will generate no more than 23 vehicle movements to/from the intersection of Flower Street and Buckley Street resulting in an acceptable increase in traffic as a result of the development.

Council's Traffic and Transport Unit have reviewed the proposed access arrangements in detail and are satisfied that the surrounding street network and ROW's can cater for the estimated increase in traffic without unreasonable impacts to the existing area.

Compliance with Clause 52.34 (Bicycle Parking)

The proposal is considered to comply with the provisions of Clause 52.34 and provides 20 bicycle spaces in excess of the required 15 spaces. Bicycle Spaces are considered to be easily accessible to future residents. The

design detail of the bicycle spaces will be requested via conditions on any permit issued.

Compliance with Clause 55 (ResCode)

The proposal is considered to generally comply with the provisions of Clause 55 as set out in the assessment table (refer to **Appendix D**).

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

Table 4

Res Code Standard	Response
Clause 55.03-1 (Standard B6 – Street Setback)	As the subject site does not abut any residential properties the required street setback from Buckley Street is 6m. The proposal provides a zero setback. This non-compliance is considered acceptable as the development responds to the prevailing setbacks of developments within the commercial precinct to the west. The subject site is considered a strategically located site and a zero setback responds to this to make efficient use of the site and provide development that will meet the future character objectives for the Essendon Junction Activity Area. Given the development has a second frontage to Flower Street the required setback is 3m from Flower Street. The proposal provides a 2m setback. This non-compliance is acceptable as the development provides a setback which is typical to side street setbacks expected by ResCode and allows a suitable transition to the front setback of the nearest residential property at 4 Flower Street. Furthermore, the setback provided is utilized for private open spaces and landscaping providing a suitable response to this corner site.
Clause 55.03-2 (Standard B7 – Building Height) Clause 55.03-3 (Standard B8 – Site Coverage)	The development is provided with a maximum building height of 14.4m in lieu of the required 9m. A site coverage of 83% and permeability of 17% is also proposed in lieu of the required 60% and 20%.

Clause 55.03-4 (Standard B9 – Permeability)	These non-compliances are considered acceptable in order to achieve the preferred character and strategic development objectives as discussed within Sections 3.1 and 3.2 of this report. Furthermore, the following is noted: The maximum height is located away from sensitive interfaces to ensure that the non-compliance does not result in unacceptable off-site amenity or visual impacts. The building bulk created by the high site coverage is considered acceptable as discussed within Sections 3.1 and 3.2 of this report, and; The development is treated to ensure a 100% STORM rating in relation to the re-use of storm water runoff generated as a result of this proposal.
Clause 55.04-2 (Standard B18 – Walls on Boundaries)	The application proposes walls along the eastern boundary which exceeds the height and length requirement allowed by ResCode. This non-compliance is considered acceptable as the wall abuts a ROW, there are similar examples of non-compliant walls on boundaries opposite the laneway and there will be no unreasonable off-site amenity impact as a result of the proposal.
Clause 55.04-7 (Standard B22 – Internal Views)	The majority to apartments are orientated to avoid the need for screening. It is noted that in apartment developments there will always be a certain amount of internal views between open spaces and this is the case for apartments 40 to 43. It is considered acceptable to require conditions on any permit issued to militate this overlooking. This could be achieved through landscaping or another alternative measure (Condition 1c).
Clause 55.05-3 (Standard B27 – Daylight to	It is noted that a number of bedroom windows are located within a balcony (eg Apart 17) where the floor above

Windows)	overhangs the window. Whilst not strictly complying with the standard it is considered that this scenario is common in apartment buildings and is similar to a window facing an open sided verandah or carport (which would comply with the standard). Each of the windows in question has unrestricted outlook to a road or ROW and therefore daylight cannot be further reduced in the future. Furthermore the windows relate to bedrooms, rather than the primary living space.
Clause 55.05-4 (Standard B28 – Private Open Space)	The development provides a mix of dwelling sizes with a corresponding mix of balcony and open space sizes. There are a number of dwellings which are provided with balconies less than 8m², there are also a number of dwellings which are provided with balconies in excess of 8m², some over 20m². The smaller balconies largely relate to smaller apartments and are considered acceptable within this context. Any requirement to increase the balcony sizes would inadvertently result in a reduction in the dwelling size. Furthermore the mix of balcony sizes adds a diversity of housing within the Activity Centre which can accommodate both residents which want larger than the average balcony size (8m²) and those that want a balcony which is smaller than the average balcony size.
Clause 55.05-5 (Standard B29 – Solar Access to Open Spaces)	As expected with apartment buildings of this nature a number of balconies will naturally be south facing. The number of south facing balconies have been minimized (5) and are largely associated with one bedroom apartments. A variation to the standard is considered acceptable in this instance.

City of Moonee Valley Heritage Gap Study

Whilst each of the existing dwellings have been identified within the City of Moonee Valley's Heritage Gap Study as adopted by Council on 25 November 2014, the properties do not presently enjoy any heritage controls which would prevent or restrict their redevelopment. A detailed assessment of all properties and precincts identified within the Gap Study is required before heritage controls can be applied. Therefore the Gap study cannot be used to justify a refusal of the proposed development.

Furthermore the existing dwellings do not meet the Council adopted threshold for seeking interim heritage controls for the site.

Objections

Table 5

Issue	Officer Response
Overdevelopment, Height, Bulk, Scale and Out of Character. Not in keeping with Heritage Character	As discussed in detail within sections 3.1, 3.2, 3.6 and 3.7 of this report the proposal is considered to respond to the objectives and policies of the Moonee Valley Planning Scheme.
Impacts on existing infrastructure.	The applicant will be required to upgrade and reinstate both ROW's which abut the property. The applicant will also be required to upgrade and improve any required drainage infrastructure as condition on any permit issued.
Overlooking	Overlooking to the adjoining properties is addressed by suitable balcony placements and vegetation screening. This ensures that the privacy of existing residents is protected while the outlook of future residents is enhanced.
Car Park provision not acceptable	As discussed within Section 3.4.
The development will add to traffic problems within the area.	As discussed within Section 3.4 of this report the proposal is considered to provide an acceptable increase in traffic to both the ROW's and surrounding street network. Whilst there is currently disruption to the area during school pick up and drop off times it is considered that the peak morning and evening hours associated with the development would be outside those peak hours associated with the school. Morning and evening commuters are unlikely to significantly add to the traffic congestion generated by the school. Furthermore the development is located within 100m of Essendon Train Station which will encourage the use of Public Transport as a primary mode of transport for future residents.

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 SPPF, LPPF and the relevant Particular and General Provisions of the Moonee Valley Planning Scheme. It is submitted that the proposal demonstrates compliance with the requirements of these provisions and policies. In light of the above, it is recommended that Council support the application in line with conditions prescribed within the Recommendation.

APPENDIX C

Location of Objectors

1 Cliff Street, ESSENDON VIC 3040
1 Lorraine Street, ESSENDON VIC 3040
1/3 Flower Street, ESSENDON VIC 3040
1/9 Violet Street, ESSENDON VIC 3040
10 Lorraine Street, ESSENDON VIC 3040
11 Lorraine Street, ESSENDON VIC 3040
118 Buckley Street, ESSENDON VIC 3040
14 Violet Street, ESSENDON VIC 3040
142 Buckley Street, ESSENDON VIC 3040
15 Violet Street, ESSENDON VIC 3040
16 Flower Street, ESSENDON VIC 3040
165 Buckley Street, ESSENDON VIC 3040 (2)
17 Violet Street, ESSENDON VIC 3040
18 Lorraine Street, ESSENDON VIC 3040
180 Buckley Street, ESSENDON VIC 3040 (2)
2/1 Flower Street, ESSENDON VIC 3040
24 Flower Street, ESSENDON VIC 3040
25 Flower Street, ESSENDON VIC 3040
28 Levien Street, ESSENDON VIC 3040
29 Flower Street, ESSENDON VIC 3040
30 Levien Street, ESSENDON VIC 3040
4/1 Flower Street, ESSENDON VIC 3040
43b Deakin Street, ESSENDON VIC 3040
5 Cliff Street, ESSENDON VIC 3040
5 Lorraine Street, ESSENDON VIC 3040
6 Cliff Street, ESSENDON VIC 3040
6 Flower Street, ESSENDON VIC 3040
8 Flower Street, ESSENDON VIC 3040 (2)
PO Box 269, ESSENDON VIC 3040
PO Box 314, ESSENDON VIC 3040 (2)

APPENDIX D

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, see section 3.6 in report.

Title and Objective	**Complies with Standard**	**Compliance with Objective**
B1 - Neighbourhood Character	✓	✓
B 2 - Residential Policy	✓	✓
B 3 - Dwelling Diversity	✓	✓
B 4 - Infrastructure Objectives	✓	✓
B 5- Integration with the Street Objective	✓	✓
B6 - Street Setback Objective	*x*	✓
B7 - Building Height Objective	*x*	✓
B8- Site Coverage Objective.	*x*	✓
B9- Permeability Objectives	*x*	✓
B10 - Energy Efficiency Objectives	✓	✓
B 11 - Open Space Objective	N/A	N/A
B 12- Safety Objective	✓	✓
B 13 - Landscaping Objectives	✓	✓
B 14 - Access Objectives	✓	✓
B 15 Parking Location Objectives	✓	✓
B 16 - Parking Provision Objectives	*Deleted from Clause 55 on 5 June 2012 (VC90). Refer to Clause 52.06 for car parking requirements under Section 3.4 of the report.*	
B 17 - Side and Rear Setbacks Objective	✓	✓
B 18 - Walls on Boundaries Objective	*x*	✓
B 19 - Daylight to Existing Windows Objective.	✓	✓
B 20 - North-facing Windows Objective	*N/A*	✓
B 21 - Overshadowing Open Space Objective	✓	✓
B 22 - Overlooking Objective	✓	✓
B 23 - Internal Views Objective	✓(subject to condition)	✓
B 24 - Noise Impacts Objectives	✓	✓
B 25 - Accessibility Objective	✓	✓

B 26 - Dwelling Entry Objective	✓	✓
B 27 - Daylight to New Windows Objective	x	✓
B 28 - Private Open Space Objective	*x*	✓
B 29 - Solar Access to Open Space Objective	*x*	✓
B 30 - Storage Objective	✓	✓
B 31 - Design detail objective	✓	✓
B 32 - Front Fences Objective	✓	✓
B 33 - Common Property Objectives	✓	✓
B 34 - Site Services Objectives	✓	✓

- complies

x – non-compliance

N/A- not applicable

9.2 102A - 104 Maribyrnong Road, Moonee Ponds (Lot 1 and 2 LP46251) - Demolition of the existing buildings and use and development of the land for a multi-storey (5 storeys), mixed use building (comprising 23 apartments, 2 retail tenancies), basement car parking and a reduction in the parking and vehicle loading requirements.

File No: MV/874/2014

Author: Principal Statutory Planner

Directorate: City Works & Development

Ward: Myrnong

Proposal	• Five storey building (19.4 metres) • Two ground floor tenancies (117 square metres & 132 square metres) • Twenty three dwellings (12 x 1 bedroom, 10 x 2 bedroom & 1 x 3 bedroom) • 29 car spaces & 7 bicycle spaces
Applicant	Gray Peters Pty Ltd C/- Map Architecture and Design
Owner	Gray Peters Pty Ltd
Planning Scheme Controls	Commercial 1 Zone (C1Z) Heritage Overlay Schedule 15 (HO15)
Planning Permit Requirement	• Clause 34.01-1: Use of the land for dwellings • Clause 34.01-4: Buildings and works • Clause 43.01-1: Demolish a building, buildings and works • Clause 52.06: Reduction of car parking • Clause 52.07: Waiver of loading and unloading requirements
Car Parking Requirements **(Clause 52.06)**	Requires: 38 car spaces Provides: 29 car spaces

Bicycle Requirements	Requires: 6 bicycle spaces Provides: 7 bicycle spaces
Restrictive Covenants	N/A
Easements	Yes – 3.05 metre easement located along the northern boundary of Lot 1
Site Area	597 square metres
Number Of Objections	208
Consultation Meeting	6 May 2015

Executive Summary

- The application seeks planning approval for the demolition of existing buildings and the use and development of the land for a multi-storey (5 storeys), mixed use building (comprising 23 apartments, 2 retail tenancies), basement car park and reduction in the parking and vehicle loading requirements at 102A-104 Maribyrnong Road, Moonee Ponds.
- The site is located within the Union Road Activity Centre, an activity area highlighted under Plan Melbourne.
- The application was advertised and 208 objections were received. The main areas of concern include impacts on heritage, neighbourhood character, overdevelopment, excessive height, bulk and scale, views, traffic, car parking and inconsistency with previous Tribunal decisions on Union Road (north of Maribyrnong Road).
- A Consultation Meeting was held on the 6 May 2015 attended by Councillors Marshall, Cusack and Nation, a number of the objectors, the applicant and Council's Planning Officer. No resolution was achieved at this meeting.
- VicRoads was notified of the application and responded with no objections to the proposal. Internally, the application was referred to Council's Engineering Services Unit, Traffic and Transportation Unit, Environmental Sustainable Design (ESD) Officer, Urban Design Officer, Strategic Planning Unit and Heritage Advisor. All internal referrals generally supported the proposal, subject to conditions, with the exception of the Heritage Advisor who has raised fatal concerns to the demolition of all buildings on-site.
- This assessment report finds that the proposal on balance is an inadequate development and does not respond to the relevant policies and provisions regarding heritage conservation of the Moonee Valley Planning Scheme. The proposal results in unacceptable heritage impacts to the subject site and surrounding context.
- It is recommended that Council Refuse to Grant a Permit.

Figure 1 – Aerial photograph of the subject site and surrounds

Recommendation

That Council resolves to refuse to Grant a Permit in relation to Planning Permit Application No. MV/874/2014 for the demolition of existing buildings and the use and development of the land for a multi-storey (5 storeys), mixed use building (comprising 23 apartments, 2 retail tenancies), basement car park and reduction in the parking and vehicle loading requirements at 102A-104 Maribyrnong Road, Moonee Ponds (Lot 1 and 2 LP46251), on the following grounds;

1. The proposal fails to meet the overarching objective and strategies of Clause 15.03-1 (Heritage Conservation) of the Moonee Valley Planning Scheme in relation to the preservation of places of heritage significance.
2. The proposal fails to meet the objectives and strategies contained within Clause 21.06-2 (Heritage) of the Moonee Valley Planning Scheme and would result in a development that fails to conserve the historic quality of the existing heritage place.
3. The proposal fails to meet the strategies contained within Clause 21.06-4 (Urban Design) of the Moonee Valley Planning Scheme as the Green Wall proposed along the eastern elevation will not be viable in managing built form impacts to the adjoining property.
4. The proposal fails to meet the purpose of Clause 43.01 (Heritage Overlay) of the Moonee Valley Planning Scheme and would result in a development that adversely affected the significance of heritage places.

1. Introduction

1.1 Subject Site and Surrounds

The subject site comprises two adjoining properties known as 102A and 104 Maribyrnong Road, Moonee Ponds on Lots 1 and 2 on LP 46251. The site is located on a prominent corner at the intersection of Maribyrnong Road and Union Road, within the Union Road Activity Centre. Maribyrnong

Road is a Category 1 Road Zone which operates in an east – west direction extending approximately 2.25 kilometres from Mt Alexander Road to the banks of the Maribyrnong River, after which it becomes Raleigh Road.

Figure 2: Application site (102A-104 Maribyrnong Road, Moonee Ponds

The existing building on Lot 1, on the north east corner of Maribyrnong Road and Union Road, supports a single storey rendered brick shop building occupied by Essendon Glass with shop front to Maribyrnong Road and side vehicle access via a right of way easement to an attached garage workshop fronting Union Road. The building appears to date from the Victorian era. The building is constructed to both street frontages. Various structures occupy the rear portion of the site, including a fibro extension, brick shed and brick garage with a high brick wall along the northern boundary.

Adjoining the Glass Shop site on Lot 2 to the east and forming part of the consolidated site, is currently occupied by two attached single storey cream brick dwellings dating from a later period. The dwellings share a central wall in duplex fashion and are constructed to either side boundary for a short distance. The rear portion of the lot is unoccupied save for lawn areas. Despite the largely commercial area, these buildings appear to be used in a residential capacity and have small front porch areas which are fronted by low brick fencing to Maribyrnong Road.

The surrounding area, particularly to the west and south of the intersection is predominantly commercial, with a mix of older shop fronts of both single and two storey scale. Maribyrnong Road to the west also exhibits a number of new mixed use buildings of three to four levels, with residential above ground floor retail or office tenancies. To the south of the intersection, Union Road is predominantly commercial/retail given its activity centre status. To the north of the intersection there is an evident change to residential. This is also the case along Maribyrnong Road from the subject site

eastwards and to the west, particularly after Dutton Lane. While the original terraced shop fronts presumably all date from around the Victorian period, there has been modernization over the years to the parapet walls above and the removal of awnings, which detract from any visual consistency. Nonetheless, this portion of Maribyrnong Road, the north side of Union Road and Lorne Street, Moonee Ponds are covered by a Heritage Overlay (HO15).

The subject site has excellent connection to services such as its immediate adjacency to the 57 and 82 Tram networks along Maribyrnong Road providing connectivity to Footscray, Moonee Ponds, Highpoint and the Melbourne Central Activities District (CAD).

1.2 Proposal

The application seeks approval for the demolition of existing buildings and the use and development of the land for a multi-storey (5 storeys), mixed use building (comprising 23 apartments, 2 retail tenancies), basement car park and reduction in the parking and vehicle loading requirements. The proposal can be summarized as follows:

Table 1

Demolition	All buildings on site
No. of dwellings	23 apartments • 12 (one bedroom) • 10 (two bedroom) • 1 (three bedroom)
Commercial	Two • 117 square metres • 132 square metres
No. of car spaces	29 spaces • 1 space per unit (except 2 spaces for the three bedroom unit) • 1 space per commercial tenancy • 3 visitor spaces
Max. Building Height	15 metres (19.4m including lift overrun)

Refer **Appendix B** Plans (separately circulated)

2. Background

2.1 Relevant Planning History

No relevant planning history has been identified for 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
Clause 17	Economic Development
Clause 18	Transport

Local Planning Policy Framework

Clause 21.01	Municipal Profile - Moonee Valley Today
Clause 21.03	Vision - Moonee Valley Tomorrow
Clause 21.04	Sustainable Environment
Clause 21.05	Housing
Clause 21.06	Built Environment
Clause 21.07	Activity Centres
Clause 21.08	Economic Development
Clause 21.09	Transport and Access
Clause 22.03	Stormwater Management (Water Sensitive Urban Design)

Zoning

Clause 34.01	Commercial 1 Zone (C1Z)

Overlays

Clause 43.01	Heritage Overlay – Schedule 15 (HO15)

Particular Provisions

Clause 52.06	Car Parking
Clause 52.07	Loading and Unloading of Vehicles
Clause 52.34	Bicycle Facilities
Clause 52.35	Urban Context Report and Design Response for Residential Development of Five or More Storeys

General Provisions

Clause 65	Decision Guidelines

2.3 Referrals

External

Notification of the application was given to VicRoads for comment under Section 52 of the Planning and Environmental Act 1987. VicRoads have no objections to the proposal.

Internal

- Engineering Service Unit

  No objection, subject to conditions.

- Traffic and Transportation Unit

No objections subject to conditions.

- Strategic Planning

  Proposal generally supported noting that an increase in density on this location is appropriate; however policy objectives for heritage conservation also need to be considered.

- ESD Officer

  Proposal generally supported however concerns raised in relation to heat gain of two uppermost levels and viability of the proposed green wall.

- Heritage Advisor

  Concerns raised in relation to the demolition of all buildings on-site.

- Urban Design

  - No objections subject to minor variations. Concerns raised in relation to the viability of the proposed green wall.

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 four notices erected on-site for 14 days.

As a result, 208 objections were received from properties contained within **Appendix A** of this report.

2.5 Consultation Meeting

A Consultation Meeting was held on 6 May 2015, attended by Councillors Marshall, Cusack and Nation, a number of objectors, the applicant and Council's Planning Officer. No resolution was achieved at this meeting

3. Discussion

3.1 State Planning Policy Framework

The proposal has been assessed against the relevant provisions of the State Planning Policy Framework and is considered on balance to not respond favourably.

Clause 15.01-2 – Urban Design Principles of the State Planning Policy Framework provides the main assessment tool for residential development not covered by Clause 55. The objective of the Clause is:

- To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimizing detrimental impact on neighboring properties.

The proposal does not respond favorably to the objectives and strategies as contained within the design principles of Clause 15.01-2, especially in relation to context and heritage. The majority of these design principles are further expanded in Section 3.2.

Clause 15.03 – Heritage seeks to ensure the conservation of places of heritage significance. This Clause provides for the conservation and

enhancement of places which have been identified as significant from a heritage perspective. It seeks to encourage appropriate development that respects identified heritage places and retain those elements that contribute to the importance of the heritage place. Given that the proposal seeks the total demolition of all buildings on-site, the identified heritage elements will be completely lost with no reference to its heritage significance included in the proposed development. Further discussion regarding heritage matters will be expanded in Section 3.3.

The proposal provides for increased supply of housing in existing urban areas and provides a range of housing types to meet the increasing diverse needs of the population meeting the policy outcomes sought by Clause 16.01.

The incorporation of commercial tenancies at ground floor responds to the objectives of Clause 17 – Economic Development providing retail activity for existing and future residents within the Activity Centre.

The subject site, from a State Planning Policy aspect, has many attributes that would support a more intensive development and increased density, however on balance, the proposed development does not respond favorably to the State Planning Policy Framework.

3.2 Local Planning Policy Framework

The proposal is supported by a Sustainable Management Plan which identifies ecological sustainable design principles to be utilised within the development, with Council's ESD Officer generally supportive of the proposal. The concerns raised relate to heat gain of the two uppermost levels and the viability of the proposed green wall. Generally, the proposal complies with Clause 21.04 – Sustainable Development.

The proposal is supported with a Waste Management Plan, encouraging the use of recycling and achieving best practice in waste minimization. The submitted plan adequately addresses the provisions of Clause 21.04-7 – Waste.

The proposed increase in housing on the subject site responds appropriately to Clause 21.05 – Housing. The proposal provides increased housing opportunities to meet growing population needs as well as a diversity of housing choice. This proposal allows higher density housing development to make better use of the existing infrastructure as well as support the local businesses within the area. The site is also within the Union Road Activity Centre, a number of public open space areas allowing the occupants convenient access to public services and community facilities.

Council's Housing Strategy seeks to encourage housing within the Municipality which not only accommodates population projections, but also addresses a variety of specific housing needs and issues related to affordability, household size, diversity of choice, impact on urban character, environmentally sustainable design and access to services and facilities. 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.

Clause 21.06-2 – Heritage acknowledges the importance of Moonee Valley's heritage places and identifies the importance of protecting and conserving heritage assets. With regard to the strategies within Clause 21.06-2, the proposed development is at total odds. The proposal does not protect the designated heritage area; encourage any restoration or renovation nor attempts to be legible within this heritage precinct. Further discussion regarding heritage issues are within Section 3.3.

The objectives and strategies within Clause 21.06-4 – Urban Design relate to buildings of five storeys or more. To assist with the assessment are the 'Guidelines for Higher Density Residential Development' (Department of Sustainability and Environment 2004) and the 'City of Moonee Valley Design Guidelines for Multistorey Residential Buildings'.

A number of policies and guidelines appear to overlap and therefore the key concepts of the documents have been grouped together to provide a more consolidated assessment against the key criteria identified across all documents. The following assessment is provided:

Context and Building Design/Urban Context

A description of the subject site and the proposal has been provided within this report with accompanying documentation, which accurately details the context of the site. The proposal has some favourable attributes given its good access to a range of services including public transport, retail opportunities and community facilities.

The site is located within the Union Road Activity Centre which is a nominated Activity Centre under Plan Melbourne. Although no approved structure plan exists for this Activity Centre.

The proposed design is contemporary, which responds appropriately to the evolving context along Maribyrnong Road however the subject site is also located within a Heritage Overlay and the development fails to respond to this immediate context. A development of this nature and design would generally be supported within an Activity Centre where no other controls exist however the building massing and overall height presentation to the east is unresponsive to its heritage context and will diminish the heritage appreciation of the adjoining single storey dwelling.

The site has numerous positive attributes for a more intensive redevelopment given its zoning, main road context and development within the vicinity; however it does not provide a transition to the existing heritage interfaces.

Streetscape and Urban Design/Street pattern and Street-Edge Quality

The proposal will provide for an active frontage to Maribyrnong Road with the inclusion of commercial tenancies. Although parts of the frontage to Union Road does not provide for an active frontage, the pedestrian access for the residential component as well as the first floor balconies provides for an appropriate interface and passive surveillance.

The treatment at ground floor is considered reasonable with the use of varied materials including glazing, coloured patterned concrete and powder coated metal, however the proposal provides for areas with the potential for concealment with no definitive hard edge to the street. In addition, no canopy cover is provided over the public realm neglecting the pedestrian spaces and consistency with the new developments along Maribyrnong Road.

Setbacks and Site Coverage/Building Envelope

The proposal is considered acceptable in terms of its setbacks to the north, west and south; however its interface to the east is a poor response. It does not sufficiently address the adjoining heritage dwelling. Although, the proposal identifies this as 'green wall', both Council's ESD Officer and Senior Urban Design Officer have raised concerns with its viability.

Building Height and Silhouette

The overall height of the development is at odds with the immediate context and its position within a heritage overlay area. The height is unresponsive to the wider heritage precinct. Although the subject site has some attributes for intensive built form, mainly being a corner site on a main road and within an Activity Centre, the proposal does not appropriately respect the existing built form scale of the heritage properties within the overlay. It is considered that the proposal fails to balance the objectives of increased height and density and response to the heritage overlay.

Internal Circulation, Space and Building Adaptability/Circulation and Services

The proposal provides for an acceptable level of internal amenity with no bedrooms relying on borrowed light. There are some bedrooms that do not have an optimum outlook, however in general they are considered acceptable. The internal living areas are of a reasonable size to meet the needs of future occupants.

The entry point to the building will be clearly visible from Union Road, highlighted by glazing and pronounced detailing, including a recessive entry feature. The corridor widths are provided at a minimum 1.55 metres and widen at lift areas allowing for sufficient ease of movement within the building.

Access within the basement is clear with provision of a central lift and stairwell access to the upper levels. Storage spaces are provided at ground floor and can be easily accessed.

On-site Amenity and Liveability/Building Layout and Design

The proposal has a range of dwelling sizes and types comprising a mix of one and two bedroom dwellings of varying sizes and configurations. A three bedroom dwelling is also provided.

Generally, the layouts of the dwellings provide an appropriate level of amenity for future occupants with all bedrooms afforded with natural daylight, reasonable solar access, along with private balcony areas at a minimum of 8 square metres.

Off-site Amenity

Generally, the overall mass, bulk and scale of the development have been managed through the use of materials, mainly glazing and articulation of the upper levels so that they are more recessive when viewed from the street. The only sensitive interface, being the adjoining property to the east has not been given the same treatment as has been to the other elevations. The visual bulk, scale and mass towards the east has been concentrated to generally abut the location of the single storey dwelling. However views from the east (within the Heritage Overlay) towards the subject site, will be faced with a four storey sheer wall with a proposed treatment that there are reservations about.

The potential for overlooking has been well managed through the orientation of the building, location of the windows and screening measures. Sectional diagrams have been submitted providing further detail as to screening measures.

Shadow diagrams have been prepared, which show that the proposal will cast some shadow into public spaces and adjoining properties. This is acceptable in this context.

Overall, the development is appropriately designed to minimize unreasonable off-site impacts with the exception of the visual bulk impacts to a property within a Heritage Overlay.

Parking, Traffic and Access

See Clause 52.06 (Car Parking) within Section 3.4 of this report.

Landscaping and Fencing/Open Space and Landscape Design

Although no landscape plan has been submitted with the proposal, the plans clearly show areas where some planting can occur. In addition, a 'green wall' has been proposed to the eastern boundary. There are concerns with this treatment to this boundary wall as to maintain or remedy any issues in the future will require access from the adjoining property. This results in an unacceptable solution given that it will rely on a third party that may not provide access when required.

The open spaces provided within the development are useable, appropriately dimensioned and will provide for the reasonable recreational requirements of residents within the development. The communal roof top terrace will provide a space that can be utilized by all residents providing a great 360 degree outlook.

Environmental Sustainability

Local Planning Policy recognizes that sustainability is to play a part in all new development. The proposal is supported by a Sustainability Management Plan providing details regarding energy efficiency initiatives to be adopted into the development. Council's ESD Officer has no objections to the proposal, however has raised concerns regarding heat gain and the viability of the green wall.

Clause 22.03 Stormwater Management has been addressed as a STORM Assessment was submitted with the Sustainability Management Plan. A

16,400 litre water tank connected to bathrooms is included as per the Sustainability Management Plan.

3.3 Clause 43.01 (Heritage Overlay)

The subject site is located with Schedule 15 of the Heritage Overlay. Schedule 15 relates to the Lorne Street/Maribyrnong Road/Union Road, Moonee Ponds heritage precinct.

The statement of significance is:

"The Lorne Street precinct in Moonee Ponds is a residential area with some commercial development in Union Road, which was developed from the late nineteenth century to the late inter-war era. The housing predominantly comprises Victorian era double-fronted villas with some terrace rows, which are interspersed with Edwardian and Queen Anne revival houses, and inter-war houses in a variety of styles."

The Heritage Overlay is a planning control that enables the Responsible Authority to make decisions in areas of heritage significance. The controls are not a prohibition upon development within heritage areas. The controls seek to protect and ensure that the heritage significance of a site or area is maintained. A balance must be found between providing areas for development and also maintaining the heritage significance of a place. Often, an appropriate form of development or a new land use can lead to the heritage significance of a place being maintained and enhanced through the reuse of buildings and the upgrading of buildings to support different uses for the land.

Although the proposed development provides for land use and built form that can be considered in some way on the subject site, its current proposal is at odds with the identified heritage significance of the subject site and surrounding area. The proposal does not attempt to re-use or incorporate the existing contributing buildings within the development, but rather seeks to wipe them out to provide a 'clean site'. The demolition of the buildings will detract from the significance of this heritage precinct, as well as the historic significance of the Maribyrnong Road and Union Road intersection. The buildings are considered to be contributory to the heritage precinct and form a part of the heritage fabric.

The proposed development itself is non-responsive to the heritage significance of the precinct. It does not present with any relationship with the adjoining building to the east or south, but rather seeks to sit proud above these heritage buildings. The proposed design detracts from the heritage character of the precinct and has made no attempt to fit into this context. Policy provides support for development within heritage areas, however this proposal has not considered any of these heritage elements.

The street presentation, scale, mass and bulk of the proposal is at odds with the heritage precinct, rising above the fine heritage grain. It is an ineffective response for the heritage precinct.

Council's Heritage Advisor has concerns with the proposal from the demolition of the buildings to the proposed development itself and how it interfaces with the heritage precinct. Council's Heritage Advisor find's the

proposal an unacceptable response for the subject site and it does not meet the objectives for demolition and infill design.

3.4 Compliance with Clause 52.06 (Car Parking)

Table 2

Use	Requires	Provides
23 Dwellings (12x1 bedroom) (10x2 bedroom) (1x3 bedroom)	24 spaces	24 spaces
Residential visitors	4 spaces	3 spaces
Commercial	10 spaces	2 spaces
Total	38 spaces	29 spaces

As mentioned under Section 2.3 of this report, Council's 'Traffic and Transport Unit' have no objections to the proposed development. A Traffic Impact Assessment was submitted in support of the application, which provides a detailed engineering assessment of the parking and traffic aspects associated with the proposed development.

The proposal seeks a reduction in the parking requirements by 9 spaces comprising of 8 commercial spaces and 1 residential visitor space. The reduction in car parking is supported by both State and Local Planning policy which seeks to encourage alternative transport use such as walking, public transport and cycling in the planning and design of new developments.

Council's Traffic and Transportation Unit have reviewed the traffic assessment and consider the number of car parking spaces provided is appropriate and that the proposed development will not create adverse traffic impacts.

3.5 Clause 52.07 (Loading and Unloading of Vehicles

Clause 52.07 considers the loading and unloading requirements for the commercial component of the development. Council's Traffic and Transportation Unit have not raised any objections to waive this requirement given small scale of the commercial tenancies and the short term parking available on Union Road and Maribyrnong Road. Vehicles will be able to utilise on-street car parking or nearby loading zones for short periods to drop off goods.

3.6 Clause 55.34 (Bicycle Spaces)

The development requires a minimum of 4 bicycle spaces for the number of dwellings and 2 visitor spaces, totaling 6 bicycle spaces. The proposal provides for 7 spaces. The proposal exceeds the statutory requirements with the bicycle spaces located in accessible and secure areas.

3.7 Objections

Table 3

Issue	Officer Response
Neighbourhood Character	See Section 3.1 of this report
Height, Bulk and Scale	See Section 3.2 of this report
Not in keeping with Heritage Overlay	See Section 3.3 of this report
Traffic concerns (car parking/access/safety)	See Section 3.4 of this report
Overdevelopment	See Section 3.2 of this report
Overshadowing	Amenity impacts discussed in Section 3.2 of this report demonstrate that the proposal will not result in unreasonable overshadowing adjoining properties
Impact on Traders	The proposed development will not have any impact on any other traders. The proposal provides for some commercial tenancies to add to the economic development of the area as well as an increase in resident population.
Impact on existing infrastructure	Council's Engineering Services Unit has no objections to the proposal and has not raised any concerns in regards to the local infrastructure or how the proposal may impact on these.
Inconsistency with previous Tribunal decisions on Union Road (north of Maribyrnong Road).	Each application is considered on its own merits. Regardless, see Section 3.2 and 3.3 of this report
Views	Whilst it is recognised that views may form part of residential amenity, there is no specific overlay, provision or local policy control within the Moonee Valley Planning Scheme that protects residents' rights to a view. Where there are no planning controls regarding the retention or sharing of views the Victorian Civil and Administrate Tribunal have previously decided a loss of a view would not warrant the refusal or modification of an application.

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, Clauses 52.06 and 55, and the decision guidelines at Clause 65 of the Moonee Valley Planning Scheme.

In light of the above, the proposed development is considered inappropriate and creates an unacceptable response to the Heritage Overlay. It is therefore recommended that the application should be refused.

APPENDIX A

Location of Objectors Properties

1 Elder Parade, ESSENDON VIC 3040 (3)
1 Grace Street, MOONEE PONDS VIC 3039 (2)
1 Grevillia Close, HILLSIDE VIC 3037 (2)
1 Grevillia Road, OAK PARK VIC 3046 (3)
1 Henderson Street, BRUNSWICK WEST VIC 3055
1/16 Bordeaux Street, AVONDALE HEIGHTS VIC 3034
1/243 Union Road, MOONEE PONDS VIC 3039
1/247 Union Road, MOONEE PONDS VIC 3039 (2)
1/61 Middle Road, MARIBYRNONG VIC 3032 (2)
10 The Grove, ASCOT VALE VIC 3032
100 Maribyrnong Road, MOONEE PONDS VIC 3039 (3)
102 Maribyrnong Road, MOONEE PONDS VIC 3039 (2)
104a Maribyrnong Road, MOONEE PONDS VIC 3039
11 Pablo Street, EPPING VIC 3076
11 South Gateway, AVONDALE HEIGHTS VIC 3034
11/25 Winifred Street, ESSENDON VIC 3040
114 Maribyrnong Road, MOONEE PONDS VIC 3039
116 Epsom Road, ASCOT VALE VIC 3032 (2)
12 Lorne Street, MOONEE PONDS VIC 3039
13 Lorne Street, MOONEE PONDS VIC 3039
14 Norwood Drive, EAST KEILOR VIC 3033 (2)
15 Melissa Street, STRATHMORE VIC 3041
15 Oak Bank Court, ROXBURGH PARK VIC 3064
15 Oakbank Road, KEILOR NORTH VIC 3036 (2)
152 The Avenue, COBURG VIC 3058 (3)
159 The Parade, ASCOT VALE VIC 3032
16 Lorne Street, MOONEE PONDS VIC 3039 (3)
16 Newhall Avenue, MOONEE PONDS VIC 3039 (2)
17 Lorne Street, MOONEE PONDS VIC 3039 (3)
17 Oakley Drive, AVONDALE HEIGHTS VIC 3034 (4)
17 The Parade, ASCOT VALE VIC 3032

172 Buckley Street, ESSENDON VIC 3040 (2)
18 Newhall Avenue, MOONEE PONDS VIC 3039
19 Lorne Street, MOONEE PONDS VIC 3039
2/17 Somerset Street, AVONDALE HEIGHTS VIC 3034 (2)
2/247 Union Road, ASCOT VALE VIC 3032
2/27 Roseberry Street, ASCOT VALE VIC 3032
2/297 Union Road, MOONEE PONDS VIC 3039
20 Lorne Street, MOONEE PONDS VIC 3039
20 Milverton Street, MOONEE PONDS VIC 3039 (2)
21 Lorne Street, MOONEE PONDS VIC 3039 (2)
21 Pearl Street, NIDDRIE VIC 3042
213 Pascoe Vale Road, ESSENDON VIC 3040
22 Edward Street, ESSENDON VIC 3040
22 Roland Avenue, STRATHMORE VIC 3041
23 Athol Street, MOONEE PONDS VIC 3039 (2)
24 Lorne Street, MOONEE PONDS VIC 3039 (2)
25 Rushall Street, FAIRFIELD VIC 3078
25 Vine Street, MOONEE PONDS VIC 3039
26 Cannes Avenue, AVONDALE HEIGHTS VIC 3034
26 Donald Street, BRUNSWICK VIC 3056 (2)
26 Lorne Street, MOONEE PONDS VIC 3039 (2)
27 Bulla Road, NORTH ESSENDON VIC 3041 (2)
27 Lorne Street, MOONEE PONDS VIC 3039
27 North Street, ASCOT VALE VIC 3032
27 Sydney Street, ASCOT VALE VIC 3032 (2)
3/11 Erskine Avenue, RESERVOIR VIC 3073
3/243 Union Road, MOONEE PONDS VIC 3039
30 Lorne Street, MOONEE PONDS VIC 3039 (2)
30 Williamson Avenue, STRATHMORE VIC 3041 (2)
31 Lorne Street, MOONEE PONDS VIC 3039
31 Steele Street, MOONEE PONDS VIC 3039 (2)
33 Athol Street, MOONEE PONDS VIC 3039
33 Lorne Street, MOONEE PONDS VIC 3039 (6)
34 Lorne Street, MOONEE PONDS VIC 3039

35 Lorne Street, MOONEE PONDS VIC 3039 (2)
36 Lorne Street, MOONEE PONDS VIC 3039 (2)
37 Glencara Street, AVONDALE HEIGHTS VIC 3034 (2)
37 Leslie Road, ESSENDON VIC 3040
37 Rolling Meadows Drive, SUNBURY VIC 3429 (2)
38 Alandale Road, EAGLEMONT VIC 3084
38 Lorne Street, MOONEE PONDS VIC 3039
38a The Esplanade, MARIBYRNONG VIC 3032 (2)
39 Lorne Street, MOONEE PONDS VIC 3039
4 Bent Street, MOONEE PONDS VIC 3039
4 Roseberry Avenue, SUNBURY VIC 3429
4/16 Bordeaux Street, AVONDALE HEIGHTS VIC 3034
40 Lorne Street, MOONEE PONDS VIC 3039 (2)
41 Athol Street, MOONEE PONDS VIC 3039 (5)
41 Lorne Street, MOONEE PONDS VIC 3039 (2)
43 Lorne Street, MOONEE PONDS VIC 3039 (2)
45 Lorne Street, MOONEE PONDS VIC 3039
47 Carnarvon Road, STRATHMORE VIC 3041
47 Lind Street, STRATHMORE VIC 3041 (3)
47 Lorne Street, MOONEE PONDS VIC 3039 (2)
48 Woodland Street, STRATHMORE VIC 3041 (2)
5 Marshall Street, MOONEE PONDS VIC 3039 (2)
5 Rutherglen Way, TAYLORS LAKES VIC 3038
5 Toorak Road, TOORAK VIC 3142
50 Lind Street, STRATHMORE VIC 3041
50 Lorne Street, MOONEE PONDS VIC 3039 (2)
51 Grandison Street, MOONEE PONDS VIC 3039
51a Muriel Street, NIDDRIE VIC 3042 (2)
52 Lorne Street, MOONEE PONDS VIC 3039
55 Holmes Road, MOONEE PONDS VIC 3039 (2)
57 Xavier Street, OAK PARK VIC 3046
61 Winchester Street, MOONEE PONDS VIC 3039
614 Toorak Road, TOORAK VIC 3142 (2)
63 Park Drive, EAST KEILOR VIC 3033

7 Donald Street, BRUNSWICK VIC 3056 (2)
7 McCully Street, ASCOT VALE VIC 3032 (2)
7 Winchester Street, MOONEE PONDS VIC 3039 (3)
7/9 Royal Avenue, NORTH ESSENDON VIC 3041 (2)
70 Rutherglen Crescent, GOWANBRAE VIC 3043 (2)
72 Athol Street, MOONEE PONDS VIC 3039
79 Ogilvie Street, ESSENDON VIC 3040 (2)
8 Geddes Street, ASCOT VALE VIC 3032
8 Laura Street, MOONEE PONDS VIC 3039
8 Lorne Street, MOONEE PONDS VIC 3039 (2)
8 Normanby Street, MOONEE PONDS VIC 3039
83 Clarence Street, BRUNSWICK EAST VIC 3057
85 New Road, OAK PARK VIC 3046 (2)
87 Maribyrnong Road, ASCOT VALE VIC 3032
8a Brown Street, AVONDALE HEIGHTS VIC 3034
9 Lorne Street, MOONEE PONDS VIC 3039 (2)
91 New Road, OAK PARK VIC 3046
92 Maribyrnong Road, MOONEE PONDS VIC 3039 (5)
95 New Road, OAK PARK VIC 3046 (3)
96 Maribyrnong Road, MOONEE PONDS VIC 3039 (3)
97 New Road, OAK PARK VIC 3046
99 Primrose Street, ESSENDON VIC 3040
PO Box 450, ESSENDON VIC 3040
PO Box 538, MOONEE PONDS VIC 3039
PO Box 538, MOONEE PONDS VIC 3039
PO Box 605, MOONEE PONDS VIC 3039
Suite 7, 100 Furlong Road, CAIRNLEA VIC 3023

9.3 63-69 Buckley Street, Moonee Ponds (Lots 1 and 2 on TP298135W, Lots 1 and 2 on TP610927B, Lots 1 and 2 on TP680307N and Lot 1 on TP298182M) - Construction of 30 dwellings, reduction in visitor carparking and alter access to a Road Zone Category 1.

File No: MV/433/2014
Author: Principal Statutory Planner
Directorate: City Works & Development
Ward: Myrnong

Proposal	• Construction of 30 dwellings (all two storeys) • Reduction in visitor carparking • Alter access to a Road Zone Category 1
Applicant	Saverio & Angela Gangemi C/- ARG Planning
Owner	Saverio & Angela Gangemi
Planning Scheme Controls	General Residential Zone (GRZ)
Planning Permit Requirement	Clause 32.08-4 – Construct two or more dwellings on a lot Clause 52.06-2 – Reduction in Statutory Car Parking Clause 52.29 – Alteration of Access to a Road Zone, Category 1.
Car Parking Requirements **(Clause 52.06)**	Required: 36 spaces Provided: 33 spaces
Bicycle Requirements	N/A
Restrictive Covenants	N/A
Easements	N/A

Site Area	4,203 square metres
Number Of Objections	30
Consultation Meeting	18 March 2015

Figure 1: The Subject Site (63-65 Buckley Street)

Recommendation

That Council:

Issue a Notice of Decision to Grant a Permit in relation to Planning Permit Application No. MV/433/2015 for the Construction of 30 dwellings, reduction in visitor carparking and alter access to a Road Zone Category 1 at 63-69 Buckley Street, Moonee Ponds (Lots 1 and 2 on TP298135W, Lots 1 and 2 on TP610927B, Lots 1 and 2 on TP680307N and Lot 1 on TP298182M), 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 skylights for the upper floor bedrooms (those without windows) associated with Dwellings 2, 4, 5 and 7.

b) Clarification of the materials and finishes used for the construction of the garage doors associated with Dwellings 19 – 30.All storage areas to be a minimum of 6m³ in total.
c) The balconies associated with Dwellings 9 and 10 provided with external blade or timber screening to a height of 1.7m. The screening must limit views directly to the west and be in accordance with Clause 55.04-6 (Overlooking) of the Moonee Valley Planning Scheme.
d) The provision of sliding doors for the ground floor habitable rooms with direct interface to the front private open spaces of Dwellings 1 – 8.
e) A note on the plan that the acoustic fence along the boundary of 61 Buckley Street to be to the satisfaction of Moonee Valley City Council.
f) A notation on the plans that all walls and structures within the adjoining property (71 Buckley Street) will be protected in accordance with the relevant Building Regulations.
g) A roof plan which graphically shows:

    i. All roof areas, both treated by WSUD and untreated.

    ii. The specific roof area in square metres of the rainwater catchment area discharging into the nominated stormwater treatment, with the WSUD treatment capacity clearly annotated.

    iii. Water tank volumes and numbers of toilets the water tank is connected to.

    The details must be consistent with the information provided in the approved complying STORM report.
h) Each rainwater tank to be noted to state, on all relevant plans:

    i. The capacity of the rainwater tank;

    ii. Whether a mechanically, fully charged or gravity fed system is proposed;

    iii. Number of toilets connected to the rainwater tank, as detailed on the STORM report;

    iv. The roof catchment area collected to the rainwater tank, as detailed on the STORM report.

i) Demonstration on the site layout plan as to how the rainwater runoff is to be:

    i. Collected from any nominated impervious surface area, and

    ii. Distributed to the nominated sized and located Enviss Sentinel Infiltration Pits (ie. is it gravity fed or pumped and show the grading of the paved area).

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. The (north-south) Right of Way between 61 and 63 Buckley Street is to be constructed in accordance with the Moonee Valley City Council Drawing MV43 (Asphalt Construction with bluestone invert). All costs associated with the construction of the right of way must be borne by the permit holder.
4. The (east-west) right of way along the rear of the property is to be reinstated from the Robinson Street entrance to the south western corner of 61 Buckley Street, to the satisfaction of the Responsible Authority.
5. Prior to the commencement of buildings and works, detailed engineering drawings to show both the construction of the north-south right of way and reinstatement of the east-west right of way are to be submitted to and approved by the Responsible Authority. The right of way is to be surveyed and designed by a qualified surveyor/civil engineer respectively. The plans are to indicate, existing surface levels, proposed surface levels and construction of the north-south right of way in accordance with Moonee Valley City Council Drawing MV43 (Asphalt Construction with bluestone invert).
6. Construction and reinstatement of the right of ways as specified in this permit must be satisfactorily completed upon the issue of an Occupancy Permit for the approved development. The right of way is to be constructed and properly drained to the satisfaction of the Responsible Authority
7. A minimum of 30 days prior to any building or works commencing, a Construction and Site Management Plan must be submitted to and approved by the Responsible Authority detailing the construction activity proposed. The plan must include, but not be limited to:
    a) Hours of construction;
    b) Methods for limiting escape of dust and litter from the land
    c) Parking and traffic movement of all workers vehicles and construction vehicles;
    d) Scaffolding and hoarding for the site;
    e) Allocated areas for loading and unloading;
    f) Site evacuation plan and procedure;
    g) Occupational health and safety policy;
    h) Hazard identification and control;
    i) Environmental management and waste minimisation;
    j) 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;
    k) Protection of surrounding roads from site contamination and damage including rumble grid and or wash down bay facility;
    l) On site stormwater contamination;
    m) Chemical storage;

n) Noise and vibration;

o) Risk assessment;

p) Works timetable; and

q) Number of workers expected of work on the site at any one time.

r) Proposed parking and standing locations for construction vehicles and construction workers vehicles;

s) Temporary fencing works; and

t) Safe Work Method Statements as required for construction activities complying with current Occupation Health and Safety Standards.

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

8. Prior to the commencement of the development (including the construction of crossovers), a management plan prepared by a qualified arborist must be submitted to the Responsible Authority for approval. The management plan must provide recommendations and set out actions required to minimise damage to the health of the existing street tree(s) along Buckley Street as a consequence of the approved building works. Once considered satisfactory and approved by the Responsible Authority, the management plan will be endorsed under the planning permit. Once endorsed the findings of the management plan must be undertaken to the satisfaction of the Responsible Authority and all approved works supervised by a qualified arborist as they relate to the street tree(s). All costs and responsibilities associated with the commissioning of the management plan, the undertaking of the report's findings and arborist supervision must be borne by the permit holder.

9. 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.

10. 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.

11. The existing barrel drain within the R.O.W between 61 and 63 Buckley Street must be upgraded to a minimum 900mm dia RCP RRJ and to the Councils satisfaction. Engineering Design Plans prepared by a qualified Civil Engineer must be submitted to and approved by the Responsible Authority prior to the commencement of any building or works (including drainage). The Engineering Design Plans must accord with Council's Drainage Design Guidelines. All costs associated with the construction of the right of way must

be borne by the permit holder.

12. 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.

13. A minimum 30 days prior to any building or works commencing, all WSUD Design 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.

14. Prior to the issue of an Occupancy Permit, all retaining walls must be cleaned and finished to the satisfaction of the Responsible Authority.

15. 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.

16. Floor levels shown on the endorsed plan(s) must not be altered or modified without written consent of the Responsible Authority.

17. 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;

    e) Be drained and sealed with an all weather seal coat.

18. 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.

19. The privacy screens/obscure glazing as shown on the endorsed plans must be installed prior to the occupation of the building.

20. Prior to the issue of an occupancy permit, an acoustic screen fence must be erected (along the boundary of 61 Buckley Street) as per the endorsed plans at the cost of the owner and thereafter maintained all to the satisfaction of the Responsible Authority.

21. The fence must be constructed in accordance with a design and specifications (prepared by a suitably qualified person) submitted to and approved by the Responsible Authority, prior to the construction of the fence.

22. Prior to the issue of an Occupancy Permit, all boundary fencing must be erected as per the endorsed plans. The cost of such fencing must be met by the owner and carried out to the satisfaction of the Responsible Authority.

23. 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.

24. Building or works must not be commenced (and trees or vegetation must not be removed) until an amended landscape plan prepared by a suitably qualified and experienced person or firm has been submitted to and approved by the Responsible Authority. The amended landscape plan(s) must be generally in accordance with the original advertised landscape plan prepared by John Patrick but modified to show:

    a) Plans to be in accordance with condition 1.

    b) Buildings, outbuildings and trees in neighbouring allotments that would affect the landscape design.

    c) Planting on the land comprising trees and shrubs capable of:

        i. Filtering views of the development from the east and west.

        ii. Providing a complete garden scheme.

        iii. Softening the building bulk.

        iv. Providing some canopy trees for landscape perspective. Selected canopy trees must be capable of reaching a mature minimum height of 4 metres.

        v. Minimising the potential of any overlooking between habitable rooms of adjacent dwellings.

d) Heat and drought tolerant plants on the Buckley Street frontage to contend with the northern aspect and reflected heat from pavements.
e) Plant selection beneath overhanging balconies which will tolerate low light levels.
f) The plant species *Robinia pseudoacacia* 'Frisia' replaced with an equivalent medium sized native which will not create weed problems.
g) The proposed design features such as paths, paving, lawn and mulch.
h) 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.
i) The use of drought tolerant species.

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

25. Prior to the commencement of the development, the applicant shall submit an amended Waste Management Plan to the Responsible Authority for approval. The amended Waste Management Plan shall be in accordance with endorsed plans and the City of Moonee Valley's "Waste Management Plans – Guidelines for Applicants" and once approved shall be implemented to the satisfaction of the Responsible Authority.

VicRoads Conditions

26. All disused or redundant vehicle crossings must be removed and the area reinstated to the satisfaction of and at no cost to the Roads Corporation prior to the commencement of the use or the occupation of the buildings or works hereby approved.

End VicRoads Conditions

27. 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) 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.
- 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.
- 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.
- Please be advised that the future subdivision of this development maybe subject to a public open space contribution of greater than 5%, in accordance with the requirements of Schedule 1 to Clause 52.01 of the Moonee Valley Planning Scheme.

VicRoads Note

- The proposed development requires reinstatement of disused crossovers to kerb and channel. Separate approval under the Road Management Act for this activity may be required from VicRoads (the Roads Corporation). Please contact VicRoads prior to commencing any works.

End VicRoads Note

1. Introduction

1.1 Subject Site and Surrounds

The subject site comprises of four separate properties combining to form a large rectangular shape area of land. The site abuts the south side of Buckley Street and the east and north side of an unnamed lane, between Robinson and Hutchison Streets.

The land has a frontage of approximately 55 metres and a depth of approximately 67 metres providing a site area of approximately 4,203 square metres. There is dwelling on each lot with a larger rear vegetable garden and outbuildings with ROW access to the rear and along the eastern boundary.

The site has a slight fall from North-West to South-East. It has no vegetation of any apparent significance to the neighbourhood character.

Figure 2: The Subject Site (63-65 Buckley Street)

The land is located in an established residential area, with an eclectic mix of dwelling types ranging from single storey dwellings through to 1960s/1970s walk-up flats. Non-residential use and development in the surrounding area includes a TAFE site, at 38 Buckley Street as well as the Christ Church, at 52 Buckley Street. Together with the above-mentioned flats, buildings on both sites are significantly sized buildings within the neighbourhood, being of much greater height, scale and bulk than typical suburban development.

The subject site is located in proximity to two commercial areas. Further to the west of the subject site, land is located in the Commercial 1 Zone and associated with the Essendon Junction Activity Centre Area. To the east of the subject site there is a strip of land within the Commercial 1 Zone along Pascoe Vale Road. Each of the commercial areas are provided with public transport options and a range of services.

Figure 3: The Subject Site (67-69 Buckley Street)

1.2 Proposal

The proposal seeks approval for the construction of 30 dwellings, a reduction in the visitor parking requirements and alteration of an access to a Category 1 Road Zone. The proposal can be summarised as follows:

Table 1

No of dwellings	30 (8x3 bedroom, 22x2 bedroom)
No of car spaces	41 (inclusive of 3 visitor car spaces)
Max Building Height	8.39m (Two storeys)
Site Coverage	54%
Permeability	21%

Refer **Appendix A –** Advertised Plans (separately circulated).

Amended Application

Following on from the Consultation Meeting and the referral responses, the applicant submitted an amended application pursuant to Section 57a of the Planning and Environment Act 1987. The amended application attempts to address some of the concerns raised, particularly in relation to the internal layout of the development and its impact on the immediately abutting property to the west.

In summary the amended application incorporates the following changes:

- The plans retain the front row of dwellings but provide for pedestrian access at each end of the development as opposed to the centre.
- This change has allowed for the central row of townhouses to be reorientated so as five will face east and five will face west with

pedestrian access provided to the front doors of each of the dwelling as well as to the rear dwellings.

- Each row of the townhouses is setback from the boundary so as to provide for a strong landscape buffer to be provided to the east and west boundaries.
- The rear townhouses remain as is with the path and landscaping separating them from the central townhouses.
- Visitor parking remains as three spaces but the spaces are relocated with two accessed off the side ROW and one space provided from the rear laneway.
- The ROW is further activated by way of a new pedestrian path alongside it which would also provide for bollard lighting.
- The developer has proposed to construct a new 2m high acoustic fence along the boundary of 61 Buckley Street to reduce noise and light impacts.
- A revised traffic survey has also been provided following discovery that St. Monica's School was closed on the initial survey date.
- Refer to **Appendix B –** Readvertised Plans (separately circulated).

2. Background

2.1 Relevant Planning History

It is noted that a previous application for the construction of a three storey apartment building containing 24 dwellings at 63-67 Buckley Street was refused in 2004. This refusal grounds related to a lack of information submitted to Council and have no bearing on the current proposal.

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

Clause 21.03 Vision

Clause 21.04 Sustainable Environment

Clause 21.05 Housing

Clause 21.06 Built Environment

Clause 22.03 Stormwater Management (Water Sensitive Urban Design)

Zoning

Clause 32.08 General Residential Zone

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

- VicRoads
    - No objection, subject to conditions.

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 standard conditions.
- Urban Designer
    - No objection.
- Property Unit.
    - No objection to the use of the ROW for access.

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, 30 objections were received from the properties contained within **Appendix C** of this report.

As mentioned in Section 1.2 of this report, following on from the Consultation Meeting and the referral responses, the applicant submitted an amended application pursuant to Section 57a of the Planning and Environment Act 1987. An additional three submissions from original objectors were received as a result of the amended application.

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

Consultation Meeting

A Consultation Meeting was held on 18 March 2015 and was attended by Councillor Marshall, Councillor Cusack, a number of objectors, the applicant and Council's Planning Officer.

No resolution was achieved at this meeting, however following on from the Consultation Meeting the applicant submitted an amended application in an attempt to address some concerns

3. Discussion

3.1 State Planning Policy Framework

As the subject site is located in close proximity to the Essendon Junction Activity Centre area and Urban Renewal Precinct the State Planning Policy Framework objectives which are relevant to this application include Clause 11 of the Planning Scheme and the objectives and strategies of Urban Growth and Activity Centre planning. The strategies employed in meeting the objectives of Urban Growth and the Activity Centre hierarchy include considering the opportunities for the consolidation, redevelopment and intensification of existing urban areas and encouraging higher density housing in and around Activity Centres, such as Essendon Junction Activity Centre area and Urban Renewal Precinct.

It is considered that the proposal makes use of a large block of residential land which is currently under-utilised by the occupation of four single dwellings and outbuildings. The proposal seeks to develop this land and intensify the density of dwellings within this existing urban area while ensuring neighbourhood character is not adversely impacted.

Furthermore, relevant strategies and objectives of Clause 16.01 are to "Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land" and further to this, the provision "for a range of housing types to meet increasingly diverse needs". As discussed further below, the subject site is located within close proximity to Essendon Junction Activity Centre area and Urban Renewal Precinct and within safe walking distance of existing commercial facilities and various modes of public transport and therefore strategically suitable for increased density.

3.2 Local Planning Policy Framework

The Local Planning Policy Framework at Clause 21.05 (Housing) encourages in-fill residential development and a diversity of housing choices to meet the needs of an increasingly diverse range of households. One of the key strategies is to encourage accessible housing to be located close to public transport and local services to reduce the risk of social isolation for occupants from the broader community. The proposal offers a moderate-high increase in housing intensification while ensuring that a mix of dwelling styles and types are provided without detriment to existing neighbourhood character.

It is considered that the location of the proposal is supported by the Moonee Valley City Council Housing Strategy 2010 and Table 3.1 – Location Characteristics and Degree of Housing Change contained within (also referenced in Clause 21.05). The location of the subject site nearby the commercial core of Essendon Junction Activity Centre, being just over 200m safe walking distance to a tram stop, 200m walking distance to an Activity Centre providing a range of uses and not affected by any additional planning overlays means the site falls within the "Moderate-High Housing Intensification" category. Based on Table 3.1 the "Moderate to High Housing Intensification" category suggests that 2-3 storey 'urban

style' townhouses or 3-6 storey apartments may be appropriate depending on the location.

The subject site is located along Buckley Street, a busy Category 1 Road Zone, where large built forms and heights of up to three storeys are not uncommon. In this context it is considered that the development allows for a mix of dwelling styles (townhouse) in an area which generally provides apartment style development or single detached dwellings.

In particular, the proposed development is considered to advance the objectives and strategies of Clause 21.06 (Built Environment) in relation to Neighbourhood Character. Relevant objectives include:

- Maintain and enhance residential streetscape quality and character.
- To ensure that new development makes a positive contribution to the appearance and amenity of the streetscape.
- Ensure new residential development considers the design objectives as outlined in the Neighbourhood Character Precinct Profiles 2012 as appropriate
- To ensure that the siting of new development does not adversely affect the existing or the preferred character of the neighbourhood.

The proposed development responds to the objectives of Clause 21.06-1 in the following manner:

- Although not mimicking existing building forms within the street it is considered that the proposal will be of minimal effect to the existing urban character of Buckley Street and preferred future character for Moonee Ponds. The design response ensures that the proposed development provides a mix of housing stock and styles that will contribute to and maintain the existing streetscape values.
- As discussed below the development uses a mix of materials, forms and setbacks to ensure that the development makes a positive contribution to the streetscape.
- The development will present as a modern development to the street with the length of built form across the site suitably broken up through a mix of materials, recesses and articulation of built form as well as landscaping. The built through the centre of the site is broken up through separation of built form and set off all common boundaries with landscaped buffers provided throughout.
- While the proposed development does not mimic existing forms and existing character elements it is considered that the proposal respects the existing neighbourhood character and complies with the preferred Neighbourhood Character as discussed below. The proposal introduces a mix of dwellings, which is provided with roof forms, setbacks and proportions which are responsive to the preferred neighbourhood character and strategic location of the subject site.

- The proposal will provide an interesting contrast to the existing traditional dwellings on adjoining and nearby parcels of land as well as the larger apartment buildings in the immediate locality. It is considered that the development will provide sufficient articulation and fenestration to ensure a good design outcome.
- The development will utilise and widen the existing laneway to the south while upgrading and activating a previous dis-used laneway to the east. The development will provide an interesting landscaped interface along the length of the eastern laneway ensuring that visibility and opportunities for passive surveillance are achieved.
- The new development is located on an infill lot within an existing streetscape and the design response ensures that the proposed development respects this context by providing each publically facing façade with detailed articulated features, materials and front and side setbacks which respond to the prevailing setbacks of existing adjoining dwellings.

It is regarded that the proposed development is considered to advance the objectives and strategies of Clause 21.06 (Built Environment) in relation to Urban Design. Relevant objectives include:

- To achieve contemporary development that is innovative, legible and designed in a manner that responds to its location and context.

The proposed development achieves the above mentioned objective by employing the following strategies:

- The proposed development achieves visual interest and articulation through the use of different materials and finishes throughout. Each facade of the development is provided with detailed fenestration and portrays interesting details and features when viewed from the existing streetscape, adjoining properties and laneways.
- The length of built form along both the northern and southern interfaces is provided with suitable setbacks and articulation to ensure that the overall breath of built form is acceptable. The eastern and western built forms of the development are suitably separated and provided with landscaped interfaces maintaining the rhythm of gaps between buildings and landscaping which is found in the surrounding area.
- When viewed from the streetscape the development will constitute a clearly intensified built form compared to the nearby and adjoining residential dwellings to the east and west. However, the development will respond to the strategic context of the subject site and the proposal will provide a moderate increase in built form which is provided with both visual and physical links to the street through design articulation and pedestrian and vehicle links to Buckley Street.
- The visual and physical links will also be strengthened by the incorporation of dual shared entries at ground level, laneway

activation and a mix of landscaped private open spaces and secondary open spaces within the front setback.

- The overall site coverage of the development is approximately 54% which is not uncommon in the surrounding area and below the ResCode standard of 60%. The proposed development is setback adequately from adjoining properties with the areas of increased built form centralised within the development and areas of landscaping provided along the eastern, western and northern boundaries.
- The development is well setback from adjoining residential properties with a 2.9 metre minimum setback achieved along all common boundaries and the location of landscaped common spaces provide added separation and will assist in filtering views of the development. Furthermore articulated facades and a mix of materials are provided to ensure when the development is seen from adjoining properties visual interest is achieved. The proposal's compliance with the majority of amenity based standards of ResCode further highlights the minimal off-site amenity impacts which will be borne from this proposal.
- Overall the proposed development presents articulated building forms along both the side and rear boundaries of the subject site and the dwellings are provided with a sense of openness to the street with the amount of glazing and opportunities for passive views from balconies.
- It is considered that the development incorporates adequate setbacks and design techniques along the front facade including a mix of materials found in the surrounding area. The side and rear elevations of the development are provided with varied materials and setbacks which sufficiently work to provide a break in any sheer walls. It is considered that the development will create an attractive form when viewed from the surrounding area. While the entire development doesn't duplicate traditional forms throughout it is considered that the mix of form is appropriate to the area and will ensure the development is compatible to the street and the greater hinterland.

The proposal complies with Clause 22.03 Stormwater Management (Water Sensitive Urban Design) of the Moonee Valley Planning Scheme and meets the required on site stormwater treatment as demonstrated by achieving 100%, or greater, using the STORM tool. However, not all water treatment measures and relevant annotations have been shown on the plans. This will be required as a condition on any issued planning permit. The relevant design requirement conditions will also be placed on any approval issued in accordance with this policy.

Council's Municipal Strategic Statement has been recently updated, with one of the main changes being the incorporation of Clause 21.04-3 (Ecological Sustainable Development) into the Moonee Valley Planning Scheme. This clause requires developments of three or more dwellings to

provide a Sustainable Design Assessment using STEPS/SDS or any other approved assessment tool. As the proposed development has been lodged prior to this requirement being incorporated into the planning scheme, the requirement has not been met at this stage, however considering the size of the development a condition will be included on any permit issued requiring an ESD assessment to be submitted in accordance with Clause 21.04-3.

3.3 Neighbourhood Character Guidelines

The subject land is identified as being within character area 'Garden Suburban 3' Precinct as set out under the Neighbourhood Precinct Profiles 2012, with the preferred character statement as follows:

> "New developments will contribute to the predominant siting and finishes of the precinct, and be located in well-maintained garden settings.
>
> Front facade articulation will be achieved through the use of recesses to complement the verandah and porch areas of the traditional dwellings. The use of lighter finishes will complement the palette of materials used in traditional buildings. Consistent front and side setbacks will reinforce the existing rhythm of the built form, while low or permeable front fences will retain the open appearance of the streets."

Whilst the developments response to the existing character has been discussed in detail above it is considered necessary to summarise the proposals response to the design guidelines of this precinct as follows:

Table 2

Siting and Building Envelope	The development responds to the eclectic mix of building envelopes found along this section of Buckley Street (as described in Section 1.1. Front and side setbacks are incorporated into the design and are responsive to the existing and preferred character.
Built Form	As discussed in Section 3.2 – The proposal includes articulated facades incorporating recesses and separation through the development site. The two storey maximum height is consistent with the predominant heights within the surrounding area.
Design Detail	The mix of materials provided in the construction includes face brickwork at ground level and light weight grey cladding above. The development also incorporates wood décor finishing throughout to soften the overall appearance. Windows are provided along

	each elevation and passive surveillance of all public interfaces is achieved. Garaging along the rear lane and internal to the development is suitably treated.
Landscaping	The development incorporates landscaping along both the front and side boundaries and provides suitable species to filter views of the development and ensure that overtime the development will be benefitted by a suitable mix of landscaping. The development also provides opportunities for landscaping internally for the benefit of future residents. Front fence heights and materials are considered acceptable and will ensure that views of the front gardens are achieved from the street front while maintaining privacy.

3.4 Compliance with Clause 52.06 (Car Parking)

The proposal is subject to the requirements of Clause 52.06. The proposed development requires the following car spaces to be provided on site;

Table 3

Use	Required	Provided
Dwellings	36	36
Visitor	6	3
Total	42	39

On-site access

As mentioned under Section 2.3 of this report, Council's 'Traffic and Transportation Unit' have no objections to the proposed development. Furthermore, it is considered that all car spaces and accessways have been designed in accordance with the requirements of Clause 52.06.

Reduction in Visitor Parking

The application seeks a reduction in three visitor car spaces. It is considered that the reduction in three spaces can be supported in this instance as the traffic counts included in both submissions prepared by Traffix Group (**Appendix E** and **Appendix F**) clearly show that there is sufficient on-street parking available within the immediate vicinity to cater for the proposed reduction, even during the peak hour there are a minimum of 27 spaces available along Buckley Street. In addition to this, the proposal seeks to remove two existing vehicle crossings from Buckley Street, with one new crossover being provided, resulting in a net increase in one on-street parking space.

Traffic Impacts on the surrounding Right of Way(s)

In relation to the traffic generated by the proposal it is considered that the surrounding ROW and street network is sufficient to cater for an increase

in traffic as result of this development. The Traffix report (pg 22) submitted with the development application suggests that the peak hour traffic volume for this development would be in the order of 18 vehicle trip ends. This equates to an average of 1 vehicle trip end each 3 minutes during the AM and PM peak hours. Assuming that peak hour traffic will equate to 10% of daily volumes, a daily traffic impact of 180 vehicle trip ends per day is also expected in association with the development. This is not disputed by Council's Traffic Unit.

Furthermore, according to the Traffix Report the distribution of residential traffic during the peak hours will include:

i) AM peak hour (20% entering/80% exiting)

ii) PM peak hour (60% entering/40% exiting)

It is also expected that traffic associated with the development will be distributed such that 70% of traffic arrives and departs from Buckley Street, 20% of traffic via Robinson Street and 10% of traffic via Hutcheson Street/Heritage Street. This is not disputed by Council's Traffic Unit.

In assessing traffic impacts on laneways of similar size and context there is a common acceptance (and referenced within Clause 3.2.2 of AS2890.1-2004) that the surrounding laneway (including the lane to the north of the site) are or will be designed to cater for 300 vehicle movements a day and is known as the environmental capacity.

Under existing conditions as presented in the Traffix submission, the east-west ROW currently accommodates a maximum of 70 vehicles per day or 7 vehicles per hour, well below its environmental capacity. A maximum increase of 4 vehicle per hour is anticipated at any location along the east-west ROW post development. Accordingly, the ROW will remain well within its environmental capacity post development. The north-south ROW does not currently accommodate any vehicle traffic.

It is also worth noting that the development will improve the two-way passing opportunities along the ROWs by providing a setback of dwellings which front the east-west ROW and a 7m two-way passing area at the new connection to Buckley Street. The development will also improve accessibility by upgrading the north-south ROW. The north-south ROW will be designed to sufficiently accommodate the volume of traffic.

Council's Traffic and Transport Unit have reviewed the proposed access arrangements in detail and are satisfied that the surrounding street network and ROW's can cater for the estimated increase in traffic without unreasonable impacts to the existing area.

3.5 Clause 52.29 - Land Adjacent to a Road Zone, Category 1

Buckley Street is classified as a Road Zone, Category 1. The access to Buckley Street is being altered to reinstate two existing crossovers and construct a new crossover of running north to south. The application has been referred to VicRoads who have no objection to the proposal, subject to conditions. (Refer Condition 26).

It is considered that the new access to Buckley Street is acceptable and will not detrimentally impact on the safe operation of Buckley Street.

3.6 Clause 55

The proposal is considered to generally comply with the provisions of Clause 55 as set out in the assessment table (refer to **Appendix D**).

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

Table 4

Res Code Standard	Response
Clause 55.03-1 (Standard B6 – Street Setback)	The development proposes a street setback of 6.02m in lieu of the required 6.22m. It is also noted that the upper level balconies encroach into this setback.` It is considered that this minor non-compliance is acceptable as the development responds to the setbacks found within the immediate context of the subject site. The massing of the front façade is articulated across the site and the front setback allows sufficient space for landscaping in accordance with the preferred neighbourhood character.
Clause 55.03-5 (Standard B10 – Energy Efficiency)	Townhouses 2, 4, 5 and 7 are each provided with some bedrooms without a window. A condition will be provided on any permit issued for these bedrooms to incorporate an operable skylight.(Refer Condition 1a).
Clause 55.03-8 (Standard B13 – Landscaping)	A Landscape Plan was submitted with the originally advertised application. An amended landscape plans has not been provided in response to the revised submission. It is considered that there is sufficient space provided to ensure meaningful landscaping can occur on the site. An amended landscape plan will be required through conditions on any permit issued.
Clause 55.04-1 (Standard B17 – Side and Rear	The development provides a minimum rear setback of 2.7m in

Setbacks)	lieu of the required 2.9m. This non-compliance is considered acceptable as the development abuts a ROW to the rear and sufficient setback is provided from nearby properties to ensure off-site amenity impacts are acceptable. Furthermore it should be noted that it is common place within the surrounding ROW network for walls to be built along the rear boundaries.
Clause 55.04-6 (Standard B22 – Overlooking)	The proposal generally accords with the requirements of this standard with all balconies and windows located in excess of 9m from any habitable room windows or sensitive areas of private open space. It is noted that the balconies associated with dwellings 9 and 10 will have partial view of the driveway associated with the adjoining property (71 Buckley Street) and views outside of 9m to the private open space of this dwelling. To minimize impacts on the property at 71 Buckley Street a condition will be placed on any permit issued requiring the balconies associated with Dwellings 9 and 10 to be screened with blades or similar to avoid direct overlooking to the west.(Refer Condition 1d).
Clause 55.05-6 (Standard B30 – Storage)	It is noted that a storage area is provided for each dwelling in accordance with the objective of this clause. However, the plans do not document the size of the storage areas. A condition will be placed on any permit issued requiring a minimum of $6m^3$ storage area be provided for all dwellings. (Refer Condition 1c).

3.7 Objections

Table 4

Issue	Officer Response
Overdevelopment and Out of Character.	As discussed in detail within Sections 3.1, 3.2 and 3.6 of this report the proposal is considered to respond to the objectives and policies of the Moonee Valley Planning Scheme, particularly in relation to the preferred Neighbourhood Character. The development responds to the requirements of ResCode and it should be highlighted that the development complies with the relevant siting requirements including Site Coverage, Permeability, Building Heights, Side Setbacks and Walls on Boundaries.
Lack of Car Parking and Increase in traffic along the ROW. Impacts on St. Monica's School as a result of increased traffic.	The development seeks a reduction in three visitor car spaces. For the reasons outlined in Section 3.4 of this report the parking provided is considered acceptable. Subject to conditions requiring the ROW to be modified it is considered that both the north-south and east-west ROW's are capable of providing safe, efficient access to the development. The capacity of the ROW has been discussed in detail above in Section 3.4.
The north-south ROW should remain closed and is not suitable for traffic.	In its current condition the north-south ROW is not suitable for pedestrian or vehicle traffic. Conditions on any permit issued will require the applicant to upgrade the ROW as well as widen the ROW in certain locations. Research of Council's records would appear to suggest that the ROW was fenced off (without permission) at the Buckley Street entrance in excess of 30 years ago. It appears that this was to stop people loitering on the ROW as well carrying out anti-social activities. The ROW is showed on title to the subject site as a road and the development site has legal right to use this ROW for access. The ROW is managed by Council under the Local Government Act (Section 206, Schedule 10) and will be added to Council's Road register on completion of the necessary upgrade works.
Impacts on infrastructure and drainage.	As discussed above, the applicant will be required to upgrade the north-south ROW and widen the east-west ROW. The applicant is also required to

	incorporate sufficient drainage infrastructure into the design of the ROW to ensure the overland flow path will not be further impacted upon or flooding within the area increased as a result of the development.
Tree removal should not be allowed and 69 Buckley Street should be protected by a Heritage Overlay.	There is no tree protection overlay or heritage overlay affecting the subject site. Furthermore the land is not listed within the Heritage Gap Study or Significant tree review. The demolition of all buildings on site and removal of vegetation is considered acceptable and the replacement buildings and vegetation respond to the objectives of the Moonee Valley Planning Scheme.
Overlooking	Overlooking to the adjoining properties will be addressed by way of conditions on any permit issued. It is noted that the rear windows of Dwellings 7 and 8 are not provided with obscure glazing. These windows are outside the 9m/45º threshold for overlooking and any views towards adjoining properties will be obstructed by both distance and landscaping. Views from the balcony associated with Dwelling 11 will be obstructed by the neighbouring garage and landscaping and such external screening is not required.
Development not to damage walls or landscaping on boundary associated with 71 Buckley Street.	A notation will be placed on the plans to ensure that the boundary walls associated with 71 Buckley Street are not undermined or damaged as a result of the development. It is noted that this will also be a requirement of any relevant Building Permit issued for the development.
Pedestrian security gates should be provided.	The development is designed to be open and increase passive surveillance along the ROW and within the development. It is not considered necessary to create gated areas as only residents and visitors would be expected to access the private property.

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 SPPF, LPPF and the relevant Particular and General Provisions of the Moonee Valley Planning Scheme. It is submitted that the proposal demonstrates an adequate level of compliance with the requirements of these provisions and policies.

In light of the above, it is recommended that Council support the application in line with conditions prescribed within the Recommendation.

APPENDIX C

Location of Objectors

10 Heritage Street, MOONEE PONDS VIC 3039
13 Heritage Street, MOONEE PONDS VIC 3039
16 Heritage Street, MOONEE PONDS VIC 3039
19 Heritage Street, MOONEE PONDS VIC 3039 (3)
26 Heritage Street, MOONEE PONDS VIC 3039
34 Robinson Street, MOONEE PONDS VIC 3039
35 Robinson Street, MOONEE PONDS VIC 3039
36 Robinson Street, MOONEE PONDS VIC 3039
38 Robinson Street, MOONEE PONDS VIC 3039 (2)
39 Robinson Street, MOONEE PONDS VIC 3039 (2)
40 Robinson Street, MOONEE PONDS VIC 3039
41 Robinson Street, MOONEE PONDS VIC 3039
42 Robinson Street, MOONEE PONDS VIC 3039
43 Robinson Street, MOONEE PONDS VIC 3039
44 Robinson Street, MOONEE PONDS VIC 3039
46 Robinson Street, MOONEE PONDS VIC 3039
54 Buckley Street, ESSENDON VIC 3040
56 Buckley Street, ESSENDON VIC 3040
57 Robinson Street, MOONEE PONDS VIC 3039
6/59-61 Buckley Street, MOONEE PONDS VIC 3039
71 Buckley Street, MOONEE PONDS VIC 3039
75 Buckley Street, MOONEE PONDS VIC 3039
8/59-61 Buckley Street, MOONEE PONDS VIC 3039
9 Heritage Street, MOONEE PONDS VIC 3039
9/59-61 Buckley Street, MOONEE PONDS VIC 3039
PO Box 605, MOONEE PONDS VIC 3039

APPENDIX D

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, see section 3.6 in report.

Title and Objective	Complies with Standard	Compliance with Objective
B1 - Neighbourhood Character	✓	✓
B 2 - Residential Policy	✓	✓
B 3 - Dwelling Diversity	✓	✓
B 4 - Infrastructure Objectives	✓	✓
B 5- Integration with the Street Objective	✓	✓
B6 - Street Setback Objective	*x*	✓
B7 - Building Height Objective	✓	✓
B8- Site Coverage Objective.	✓	✓
B9- Permeability Objectives	✓	✓
B10 - Energy Efficiency Objectives	✓(subject to condition)	✓
B 11 - Open Space Objective	✓	✓
B 12- Safety Objective	✓	✓
B 13 - Landscaping Objectives	✓(subject to condition)	✓
B 14 - Access Objectives	✓	✓
B 15 Parking Location Objectives	✓	✓
B 16 - Parking Provision Objectives	*Deleted from Clause 55 on 5 June 2012 (VC90). Refer to Clause 52.06 for car parking requirements under Section 3.4 of the report.*	
B 17 - Side and Rear Setbacks Objective	x	✓
B 18 - Walls on Boundaries Objective	✓	✓
B 19 - Daylight to Existing Windows Objective.	✓	✓
B 20 - North-facing Windows Objective	✓	✓
B 21 - Overshadowing Open Space Objective	✓	✓
B 22 - Overlooking Objective	✓(subject to condition)	✓

B 23 - Internal Views Objective	✓	✓
B 24 - Noise Impacts Objectives	✓	✓
B 25 - Accessibility Objective	✓	✓
B 26 - Dwelling Entry Objective	✓	✓
B 27 - Daylight to New Windows Objective	✓	✓
B 28 - Private Open Space Objective	✓	✓
B 29 - Solar Access to Open Space Objective	✓	✓
B 30 - Storage Objective	✓(subject to condition)	✓
B 31 - Design detail objective	✓	✓
B 32 - Front Fences Objective	✓	✓
B 33 - Common Property Objectives	✓	✓
B 34 - Site Services Objectives	✓	✓

✓- complies

x – non-compliance

N/A- not applicable

9.4 Dean Local Area Traffic Management Study

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

Purpose

This report provides the results of the community consultation for the Dean Local Area Traffic Management (LATM) study and recommends adoption of the final Traffic Management Plan and Parking Management Plan, updated with consideration of community feedback.

Executive Summary

- The Dean Local Area Traffic Management study includes the area bounded by Mt Alexander Road, Buckley Street, Moonee Ponds Creek and Ormond Road as outlined in **Appendix A**.
- The study area comprises approximately 2,900 properties and includes commercial, residential, and community uses. Significant land uses in the area include Moonee Valley Racecourse, St Monica's Catholic Primary School and Moonee Ponds Primary School.
- As part of the Municipal Parking Strategy 22 LATM precincts have been identified within Moonee Valley. The LATM priority and implementation program was based on an evaluation ranking of individual roads in Moonee Valley in terms of reactive and proactive criteria. The Dean and Holmes LATM's were identified to be undertaken in the 2014/15 financial year.
- The LATM study has involved extensive consultation with the local community via questionnaires, surveys and circulars to identify local traffic and parking issues.
- A Study Group Committee (Working Group) was formed to assist Council officers with the development of the draft Traffic Management Plan and Parking Management Plan at three (3) stages of the study process.
- The Working Group comprised members of the local community including traders, residents, school representatives, Myrnong Ward Councillors, Council officers and consultants from Traffix Group.

The baseline data, community feedback and Working Group process demonstrated that:

- Traffic congestion issues exist generally around the Moonee Ponds Junction and causes issues with through traffic in the local area. In particular, vehicles use the local streets south of Dean Street as a thoroughfare to Mt Alexander

Road and Ormond Road / Freeway. Traffic speed issues have also been identified on McPherson Street, Wilson Street and Pattison Street.

- Parking issues were generally located around St Monica's Catholic Primary School / Queens Park and parking overflow near Dickens Street from the commercial properties on Mt Alexander Road.
- A copy of the draft Traffic Management Plan, in addition to supporting information, was distributed to all property occupiers within the local area for public comment in March 2015. Separate community circulars and questionnaire surveys were distributed to residents in the streets where parking changes were proposed to focus consultation directly on the affected properties for the draft Parking Management Plan.
- Overall, 296 responses (a response rate of approximately 10%) were received to the draft Traffic Management Plan (TMP) circular from properties in the area. The survey responses indicated that the draft Traffic Management Plan had mixed support from the local community. Of the respondents who indicated a preference, 20% were in full support and 67% in partial support of the draft Traffic Management Plan. A total of 13% of respondents did not support the draft Traffic Management Plan.
- Low support levels were received for access control measures (i.e. turn bans) and on this basis these proposals have been removed from the final TMP. All other proposals were well supported.
- The draft Parking Management Plan also received mixed support from the local community and was subsequently amended.

Recommendation

That Council:

1. Adopt the Final Dean Traffic Management Plan as presented in **Appendix B** (circulated separately).
2. Adopt for implementation the Final Dean Parking Management Plan as presented in **Appendix C** (circulated separately).
3. Note the additional traffic issues raised by the local community as identified in **Appendix D.**
4. Refer the works within the Final Traffic Management Plan and Parking Management Plan to future Capital Works Budget for funding consideration.
5. Advise residents and traders within the Dean study area of the outcome of this report.

Background

The Municipal Parking Strategy, adopted in December 2011, included 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. The two LATM precincts identified for completion in the 2014/15 financial year were the Dean and Holmes areas.

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 traffic and parking data. A Working Group of local residents and traders is also formed to assist Council officers and consultants. The draft Traffic Management Plan and draft Parking Management Plan is then developed in consultation with the Working Group and community feedback. The plans are then finalised and reported to Council.

The Moonee Ponds Activity Centre Structure Plan (2010, updated in 2012) highlights key strategies relevant to the study area investigating options to prioritise pedestrian movements along main access roads including Mt Alexander Road, Hall Street, Ascot Vale Road, Holmes Road and Dean Street. The plan also includes options to ensure vehicular access to the activity centre is retained through Puckle Street, Hall Street and Holmes Road.

Council is currently in the process of determining appropriate parking restrictions under the 'Narrow Streets' framework. In a move to eventually eradicate illegal parking on the nature strip, short term measures have allowed certain streets to provisionally park on the nature strip until a long term solution is identified. Ormond Road is the only street in the Dean Precinct that is currently included in the 'Narrow Streets' framework. It is noted that further investigation and community consultation for the narrow streets program is not associated with this LATM and will be conducted by Council as a separate project.

A review of the existing road network has determined VicRoads is the responsible Road Authority for Mt Alexander Road, Ormond Road, Pascoe Vale Road and Kellaway Avenue. On this basis Council will liaise with VicRoads to advocate for improvements to the following intersections:

- Buckley Street and Pascoe Vale Road (improve intersection operation) – Feedback from Yarra Trams has identified this location as a source of concern for their drivers due to traffic having to merging into the centre lane (i.e. in conflict with trams) to avoid parked cars.
- Moonee Ponds Junction (improve pedestrian safety) - A review of recent crash data indicates a significant number of crashes (in the order of 15 crashes in the past 5 years) occur at this intersection with 10 of the 15 involving pedestrians.
- Mt Alexander Road / Ormond Road / Maribyrnong Road (improve intersection safety) – A review of recent crash data shows that 15 casualty crashes have occurred at this location in the past 5 years. A total of 9 of the 15 crashes involved a right turning vehicle colliding with a through vehicle. As such it has been included in the Traffic Management Plan that council should liaise with VicRoads to determine if fully controlled right turns can be implemented at this intersection.

Council engaged an independent consultant to assist with a Local Area Traffic Management (LATM) study of the Dean area in Moonee Ponds in October 2014 which addresses traffic and parking issues in the area and reflects the requirements and expectations of the local community.

This has been achieved through a process of extensive community consultation including circular questionnaire surveys, and the development and coordination of a Working Group to oversee the study.

The flowchart presented in **Appendix E** broadly details the study process where community input was sought.

The Dean LATM has involved a considerable level of community consultation as follows:

Initial Community Circular

In early September 2014 a community circular was distributed by Council to all properties in the study area at the onset of the study, requesting residents and business operators to complete a questionnaire survey on traffic and parking problems in their street and the local area. The community was given approximately 2 weeks to submit their feedback to Council.

Approximately 2,900 circulars were delivered to properties in the Dean LATM area and a total of 245 responses were received, which represents a response rate of 7.2%.

Working Group Meeting 1

The first Working Group meeting was held on Wednesday, 8 October 2014, to outline the traffic study process, provide the community with the opportunity to discuss local traffic and parking issues. This meeting was conducted by Traffix Group on behalf of Council.

Working Group Meeting 2

The second Working Group meeting was held on 26 November 2014 by Traffix Group on behalf of Council. Traffix Group prepared information detailing appropriate traffic management and parking management options developed for the local area. Traffix Group and the Council officers provided technical and other advice to the Working Group in relation to the advantages and disadvantages of various treatments to assist in their evaluation of these options. This process focused on developing cost-effective options which can address the concerns of the community, and any specific safety issues identified by the engineering investigations.

Council Meeting

In February 2015 Council endorsed the draft Traffic Management Plan and draft Parking Management Plan for public consultation.

Second Community Circular

A community circular, which detailed the objectives and components of the draft Traffic Management Plan, was distributed by Council to all residents and business operators in the study area in March 2015 for comment. Circulars detailing parking proposals were distributed to the individual streets where parking changes were proposed. Questionnaires were accepted for approximately 3 weeks.

Working Group Meeting 3

A final meeting was held 29 April 2015 with the Working Group to consider the community response to the draft Traffic Management Plan and draft Parking Management Plan. A detailed summary was presented at this meeting which summarised the community responses to the second community circular.

Public Transport Operator Consultation

In early June 2015 a meeting was held with the public transport operators who would be affected by the LATM study. Feedback was received on the various proposals that would affect the public transport operators and slight amendments to the final Traffic Management Plan were made.

Discussion

Final Traffic Management Plan

A draft Traffic Management Plan was prepared by Traffix Group to address the main traffic issues for the Dean local area in consultation with the Working Group and Council officers.

Following extensive review of community responses, traffic survey results and site inspections/investigations, issues were compiled to guide the formation of the draft Traffic Management Plan.

The objectives of the draft Traffic Management Plan included reducing the incidence and potential for vehicle and pedestrian crashes in the area, improving the safety of local streets by reducing traffic speeds and discouraging through traffic from using the local area. This included developing proposals that addressed traffic concerns raised by the community, while maintaining adequate levels of accessibility for local residents, local businesses and emergency services, and maximise the safety benefits.

The Working Group considered a range of traffic management treatments and information was presented to the Working Group on the advantages and disadvantages of suitable treatments and locations.

The draft Traffic Management Plan that was consulted on for the Dean local area is outlined in **Appendix F** (circulated separately).

The following table outlines the proposed changes from the draft Traffic Management Plan due to community feedback to develop the final Traffic Management Plan, as presented in **Appendix B** (circulated separately).

Community Responses to draft Traffic Management Plan

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
1a) Install raised intersection at Wilson / Thomas / Capulet	**Wilson Street**	72%	44% (9 responses)	**For:** 0 **Against:** 0	• General opposition to traffic impediments	Overall, there was a high level of support from the wider community. 'No' responses from Wilson Street do not provide any significant reasons not to install and are not located near the device. Negative responses were not in the vicinity of the treatment. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan and will require further consultation with the bus operators.
	Thomas Street		100% (5 responses)			
	Capulet Street		100% (3 responses)			
1bi) 40km/h at school times	**Wilson Street**	90%	78% (9 responses)	N/A	• No specific comments	Overall, there was a high level of support from the wider community. There was also a high level of support from residents on Wilson Street (seven of the nine respondents from Wilson Street supported the proposal). Treatment was supported by the adjacent school. **Recommendation:** Incorporate this proposal into Final Traffic Management Plan and will require further consultation with the bus operators.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
1bii) Install electronic 40km/h signs	**Wilson Street**	88%	89% (9 responses)	N/A	• No specific comments	Overall, there was a high level of support from the wider community. There was also a high level of support from residents on Wilson Street (eight of the nine respondents from Wilson Street supported the proposal). Treatment was supported by the adjacent school (Moonee Ponds Primary School). **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan and will require further consultation with the bus operators.
1c) Install raised platform at the existing school crossing	**Wilson Street**	76%	44% (9 responses)	**For:** 0 **Against:** 0	• General opposition to traffic impediments	Overall, there was a high level of support from the wider community. 'No' responses from Wilson Street do not provide any significant reasons not to install and are not located near the device. Negative responses were not in the vicinity of the treatment. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan and will require further consultation with the bus operators.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
2ai) Install 'No Right Turn 7am-9am (cyclists excepted)' from Dean Street into McNae Street	**McNae Street**	45%	60% (5 responses)	N/A	• Turn bans will trap residents in the area • Turn bans prevent residents from getting to activities	Overall there was a low level of support from the wider community. Support from McNae Street was low. It is difficult to proceed with a turn ban proposal with less than 60-70% support from the overall community. A number of comments were received from the community that highlighted the potential inconvenience caused to local accessibility as a result of the turn bans. **Recommendation:** Abandon proposal.
2aii) Install 'No Right Turn 7am-9am (cyclists excepted)' from Dean Street into Stuart Street	**Stuart Street**	43%	100% (4 responses)	N/A	• Turn ban here is not helpful for residents. • Oppose bans because it will increase the amount of right turners into Mt Alexander Parade • Turn bans will trap residents in the area • Turn bans prevent residents from getting to activities	Overall there was a low level of support from the wider community. Support from Stuart Street was low. It is difficult to proceed with a turn ban proposal with less than 60-70% support from the overall community. A number of comments were received from the community that highlighted the potential inconvenience caused to local accessibility as a result of the turn bans. **Recommendation:** Abandon proposal.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
2aiii) Install 'No Right Turn 7am-9am (cyclists excepted)' from Dean Street into Branch Street	**Branch Street**	48%	No Properties Front Branch Street	No Properties Front Branch Street	• Turn bans will trap residents in the area • Turn bans prevent residents from getting to activities	Overall there was a low level of support from the wider community. Support from Branch Street was low. In our experience it is difficult to proceed with a turn ban proposal with less than 60-70% support from the overall community. A number of comments were received from the community that highlighted the potential inconvenience caused to local accessibility as a result of the turn bans. **Recommendation:** Abandon proposal.
2bi) Install raised threshold at the intersection of Dean Street and Stuart Street	**Stuart Street**	61%	100% (4 responses)	**For:** 0 **Against:** 0	• No specific comments	Overall, there was a good level of support from the wider community. Good level of support from Dean Street and Stuart Street. Treatments can operate independent of the turn bans. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
	Dean Street		61% (19 responses)			

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
2bi) Install raised threshold at the intersection of Dean Street and McNae Street	**McNae Street**	63%	60% (5 responses)	**For:** 0 **Against:** 0	• No specific comments	Overall, there was a good level of support from the wider community. Good level of support from Dean Street and McNae Street. Treatments can operate independent of the turn bans. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
	Dean Street		61% (19 responses)			
3ai) Install 'No Right Turn 4pm-6pm (cyclists excepted)' into Stuart Street from Ormond Road	**Stuart Street**	50%	75% (9 responses)	N/A	• Turning out onto Ormond Road is impossible and going north is the only option. • Turn bans here will force residents to take long detours at those times to go to Puckle Street.	Overall there was a low level of support from the wider community. Support from Stuart Street was low. It is difficult to proceed with a turn ban proposal with less than 60-70% support from the overall community. A number of comments were received from the community that highlighted the potential inconvenience caused to local accessibility as a result of the turn bans. **Recommendation:** Abandon proposal.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
3aii) Install 'No Right Turn 4pm-6pm (cyclists excepted)' into Ngarveno Street from Ormond Road	**Ngarveno Street**	51%	50% (8 responses)	N/A	• Turning out onto Ormond Road is impossible and going north is the only option. • Turn bans here will force residents to take long detours at those times to go to Puckle Street.	Overall there was a low level of support from the wider community. Support from Ngarveno Street was low. It is difficult to proceed with a turn ban proposal with less than 60-70% support from the overall community. A number of comments were received from the community that highlighted the potential inconvenience caused to local accessibility as a result of the turn bans. **Recommendation:** Abandon proposal.
3bi) Install 'No Left Turn 4pm-6pm (cyclists excepted)' out of McNae Street into Dean Street	**McNae Street**	32%	60% (5 responses)	N/A	• Opposed as this is the only safe way to travel in a westerly direction to Moonee Ponds and the right hand turn is very dangerous. • Opposed to this as it will create traffic blockages and traffic entering from Mt Alexander Road will have no legal means of exiting the area.	Overall there was a low level of support from the wider community. Support from McNae Street was good. It is difficult to proceed with a turn ban proposal with less than 60-70% support from the overall community. A number of comments were received from the community that highlighted the potential inconvenience caused to local accessibility as a result of the turn bans. **Recommendation:** Abandon proposal.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
3bii) Install 'No Left Turn 4pm-6pm (cyclists excepted)' out of Stuart Street into Dean Street	**Stuart Street**	32%	50% (4 responses)	N/A	• Opposed as this is the only safe way to travel in a westerly direction to Moonee Ponds and the right hand turn is very dangerous.	Overall there was a low level of support from the wider community. Support from Stuart Street was low. It is difficult to proceed with a turn ban proposal with less than 60-70% support from the overall community. A number of comments were received from the community that highlighted the potential inconvenience caused to local accessibility as a result of the turn bans. **Recommendation:** Abandon proposal.
3biii) Install 'No Left Turn 4pm-6pm (cyclists excepted)' out of Branch Street into Dean Street	**Branch Street**	37%	No Properties Front Branch Street	No Properties Front Branch Street	• Opposed as this is the only safe way to travel in a westerly direction to Moonee Ponds and the right hand turn is very dangerous.	Overall there was a low level of support from the wider community. Support from Branch Street was low. In our experience it is difficult to proceed with a turn ban proposal with less than 60-70% support from the overall community. A number of comments were received from the community that highlighted the potential inconvenience caused to local accessibility as a result of the turn bans. **Recommendation:** Abandon proposal.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
3ci) Install raised threshold at the intersection of Addison Street and Mt Alexander Road	**Addison Street**	64%	75% (8 responses)	**For:** 0 **Against:** 0	• No specific comments	Overall, there was a good level of support from the wider community. Good level of support from Addison Street and mixed support from Mt Alexander Road residents. This treatment can operate independent of the turn bans. The raised threshold treatments in the LATM operate as a suite of treatments that are designed to give a visual cue that the road user is entering a local area. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
	Mt Alexander Road		50% (5 responses)			

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
3cii) Install raised threshold at the intersection of Stuart Street and Ormond Road	**Stuart Street**	60%	100% (4 responses)	**For:** 0 **Against:** 1	• No specific comments	Overall, there was a good level of support from the wider community. Good level of support from Addison Street and mixed support from Mt Alexander Road residents. This treatment can operate independent of the turn bans. The raised threshold treatments in the LATM operate as a suite of treatments that are designed to give a visual cue that the road user is entering a local area. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
	Ormond Road		43% (7 responses)			

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
3ciii) Install raised threshold at the intersection of Ngarveno Street and Ormond Road	**Ngarveno Street**	60%	38% (8 responses)	**For:** 0 **Against:** 0	• No specific comments	Overall, there was a good level of support from the wider community. Low level of support from Ngarveno Street and Ormond Road residents. This treatment can operate independent of the turn bans. The raised threshold treatments in the LATM operate as a suite of treatments that are designed to give a visual cue that the road user is entering a local area. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
	Ormond Road		43% (7 responses)			
4a) Reduction of speed limit to 40km/h on all local roads in the southern precinct	**Southern Precinct**	56%	62% (127 responses)	N/A	• No specific comments	Overall, there was a good level of support from the wider community. There was a good level of support from the streets in the southern precinct. This treatment is in line with council's more broad strategic views. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
4bi) Install road humps outside #13 and #8 Holberg Street	**Holberg Street**	60%	40% (15 responses)	**For:** 0 **Against:** 0	• Would prefer a roundabout or street trees to a road hump	Overall there was a good level of support from the wider community. However support from Holberg Street was low. **Recommendation:** Abandon proposal.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
4bii) Install road humps outside #13 and #18 Kipling Street	**Kipling Street**	62%	38% (10 responses)	**For:** 0 **Against:** 1	• This street has neither the speed nor volume to warrant a speed hump.	Overall there was a good level of support from the wider community. However support from Kipling Street was low. **Recommendation:** Abandon proposal.
5a) Install pedestrian operated signals to replace the existing school crossing in Dean Street	**Dean Street**	75%	68% (19 responses)	**For:** 0 **Against:** 0	• No specific comments	Overall, there was strong support from the wider community. There was a good level of street support for the proposal. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
	McPherson Street		86% (14 responses)			
	McNae Street		60% (5 responses)			
6a) Install raised pedestrian crossing outside #27/#25 Pattison Street	**Pattison Street**	71%	67% (13 responses)	**For:** 0 **Against:** 0	• No specific comments	Overall, there was strong support from the wider community. There was a good level of support from Pattison Street (8 of the 13 respondents from Pattison Street support the proposal). **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
6b) Install road hump outside #41 and #2 Pattison Street	**Pattison Street**	60%	58% (13 responses)	**For:** 0 **Against:** 0	• Road humps cause more pollution and noise and they don't fix the problem	Overall, there was strong support from the wider community. There was a good level of support from Pattison Street (7 of the 13 respondents from Pattison Street support the proposal). A property that was very close by opposed the treatment yet provided no comment as to why. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
7ai) Install road humps outside #59 and #36 McPherson Street	**McPherson Street**	56%	69% (13 responses)	**For:** 0 **Against:** 0	• Road humps increase traffic noise.	Overall, there good support from the wider community. There was strong support from McPherson Street (9 of the 14 respondents from McPherson Street support the proposal). **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
7aii) Install road humps outside #11 and #34/#36 Salisbury Street	**Salisbury Street**	57%	75% (12 responses)	**For:** 0 **Against:** 0	• No specific comments	Overall, there good support from the wider community. There was strong support from Salisbury Street (9 of the 12 respondents from Salisbury Street support the proposal). **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
7b) Install raised intersection at Primrose Street and Salisbury Street	**Primrose Street**	68%	83% (13 responses)	**For:** 1 **Against:** 0	• A raised intersection at Primrose/Salisbury Street will not address the safety concern with not being able to see oncoming cars when there are parked cars near intersection on Salisbury Street. When coming from Primrose Street, you have to enter the intersection before you can see past the parked cars.	Overall, there was a good level of support from the wider community. There was a high level of support from residents on Primrose and Salisbury Street (10 of the 13 respondents from Primrose Street and 10 of the 12 respondents from Salisbury Street supported the proposal). Comments were received requesting a roundabout at this intersection however council policy is against the construction of new roundabouts due to the safety concerns with regards to cyclists. Sight distance is currently considered adequate at intersection and will also be reassessed as part of the proposed design of the raised intersection **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
	Salisbury Street		83% (12 responses)			
7c) Install 40km/h speed limit along McPherson Street, from Buckley Street to Dean Street	**McPherson Street**	61%	93% (14 responses)	N/A	• No specific comments	Overall, there was a good level of support from the wider community. There was a high level of support from residents on McPherson Street (13 of the 14 respondents from McPherson Street supported the proposal). **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
7d) Install "sharrows" at roundabouts along McPherson Street	**McPherson Street**	59%	79% (14 responses)	N/A	• Sharrow markings are a waste of time and money and could be better spent elsewhere.	Overall, there was a good level of support from the wider community. There was a high level of support from residents on McPherson Street (11 of the 14 respondents from McPherson Street supported the proposal). **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.

Public Transport Providers Responses to draft Traffic Management Plan

Issue – Specific Comments	Location	Comments	Recommendation
Dyson Bus Services			
Concerns about dimensions of raised pavement on Wilson Street	Wilson Street	Ensure the design of the raised pavement will not cause a 12.5m ULF bus to dig in as it mounts or comes off the raised pavement.	Ensure the detailed design reflects the Dysons requirement and will require further consultation with Dysons. (Dysons provided Council with a letter supporting the raised pavement on the condition detailed design is approved by them)

Final Parking Management Plan

A draft Parking Management Plan was prepared by Traffix Group to address the main parking issues for the Dean local area in consultation with the Working Group and Council officers. The objective of the plan is to recommend parking changes in line with Council's Municipal Parking Strategy. The strategy aims to efficiently utilise the on-street parking for various user groups.

The Working Group considered a range of parking management treatments and information was presented to the Working Group on the advantages and disadvantages of various restrictions, suitable applications and locations.

The draft Parking Management Plan that was developed for the Dean local area is outlined in **Appendix G** (circulated separately).

The following table outlines the proposed changes from the draft Parking Management Plan via individual questionnaire circulars for the streets with proposed parking changes to develop the final Parking Management Plan, as presented in **Appendix C** (circulated separately).

Community Responses to draft Parking Management Plan

Street	Location	Existing	Proposal	Total Responses Received	Support	Community Comments	Recommendation
Bent Street	North Side - #57 Bent Street to Evans Street	Unrestricted	2P 9am-5:30pm Mon-Fri School Days	0	**-**	• No comments	**Proceed**
Blair Street	North Side - 20m east of Mt Alexander Road to Kernan Street	Unrestricted	2P 9am-5:30pm Mon-Fri	6	**0%**	• Existing situation is working. • Need to include Robinson Street in restrictions or none at all.	**Abandon**
	North Side - Kernan Street to Robinson Street	Unrestricted	2P 9am-5:30pm Mon-Fri	6	**0%**		**Abandon**
Crawford Street	South Side - Mt Alexander Road to #7A	Unrestricted	2P 9am-5:30pm Mon-Fri	4	**0%**	• Believes the restrictions will increase the volume of traffic in Crawford Street. • Parking restrictions on one side will only force other side to be more congested.	**Abandon**
	South Side #7 to Robinson Street	Unrestricted	2P 9am-5:30pm Mon-Fri	4	**0%**		**Abandon**

Street	Location	Existing	Proposal	Total Responses Received	Support	Community Comments	Recommendation
Dean Street	North Side - McPherson Street to Pattison Street	No Stopping 10am-12midnight, Race Days Only	No Stopping (All Times)	20	**90%**	• Proposed changes are unfair to residents. • Restricting the parking at Dean Street will only inconvenience the local residents.	**Proceed**
Dickens Street	North Side - Mt Alexander Road to Laneway	Unrestricted	2P 9am-9pm Mon-Sat PERMITS DO NOT APPLY	18	**89%**	• Restriction times would not have desired effect, prefer 7:30am-10pm • Whole street should be permit only • Need marked parking bays	**Proceed**
	South Side - Mt Alexander Road to Laneway	Unrestricted	2P 9am-9pm Mon-Sat PERMITS DO NOT APPLY	18	**83%**		**Proceed**
	South Side - Laneway to Ngarveno Street	Permit Zone 7:30am-12midnght Mon-Sun	Permit Zone	New Proposal – Not Previously Consulted		• N/A	**Subject to Localised Community Consultation**
Fanny Street	West Side - Bent Street to Salisbury Street	Unrestricted	2P 9am-5:30pm Mon-Fri School Days	1	**0%**	• Does not support as cannot park second car anywhere else nearby	**Abandon**
Hutcheson Street	East Side - In front of Aged Care Facility 50m north of The Strand	Unrestricted	2P 9am-5:30pm Mon-Fri	22	**27%**	• Prefer parking permit zones. • Existing conditions are working (2 responses).	**Abandon**

Street	Location	Existing	Proposal	Total Responses Received	Support	Community Comments	Recommendation
	East Side - Aged Care facility to Murray Street	Unrestricted	2P 9am-3pm, 4pm-5.30pm Mon-Fri, No Stopping 8am-9am, 3pm-4pm School Days	20	**35%**	• Without the ability to get a permit, this would be very restrictive (3 responses) • Make the whole area timed parking.	**Abandon**
	East Side Murray Street to Lethbridge Street	Unrestricted	2P 9am-5:30pm Mon-Fri	21	**29%**		**Abandon**
Juliet Street	East Side - Wilson Street to Bent Street	Unrestricted	2P 9am-5:30pm Mon-Fri School Days	1	**100%**	• No Comments	**Proceed**
Lawson Street	West Side - Bent Street to Salisbury Street	Unrestricted	2P 9am-5:30pm Mon-Fri School Days	9	**33%**	• Only busy on race days • There is not enough parking as is without the restrictions • Parking restrictions on one side will only force other side to be more congested.	**Abandon**

Street	Location	Existing	Proposal	Total Responses Received	Support	Community Comments	Recommendation
Lethbridge Street	South Side - Hutcheson Street to 15m west of Pascoe Vale Road	Unrestricted	2P 9am-5:30pm Mon-Fri	8	**38%**	• Parking restrictions on one side will only force other side to be more congested (2 responses).	**Re-work Proposal to Incorporate Staggered Parking Arrangement**
	South Side - 15m west of Pascoe Vale Road to 10m west of Pascoe Vale Road	Unrestricted	2P 9am-5:30pm Mon-Fri	8	**38%**		**Re-work Proposal to Incorporate Staggered Parking Arrangement**
McPherson Street	East Side - Opposite Quest Apartments access to Thomas Street	Taxi Zone 8am-11pm, Race Days Only	Unrestricted	7	**86%**	• Signs should be uniform with Coats • Issue with where taxi drivers will now park.	**Proceed**
Murray Street	South Side - Hutcheson Street to Pascoe Vale Road	Unrestricted	2P 9am-5:30pm Mon-Fri	13	**46%**	• Street parking creates visibility issue when reversing • Please provided permits for residents • Need better enforcement.	**Re-work Proposal to Incorporate Staggered Parking Arrangement**

Street	Location	Existing	Proposal	Total Responses Received	Support	Community Comments	Recommendation
Pascoe Vale Road	East Side - In front of #142 Pascoe Vale Road	1P 9am-5:30pm Mon-Fri, 9am-12pm Sat	Loading Zone 15min 8am-6pm Mon-Sat	12	**50%**	• Several businesses need 2P parking for customers • Cannot see the benefit • More people will park inappropriately in other areas • Only need parking on weekdays • Request some permit parking for residents (2 responses)	**Abandon**
Salisbury Street	South Side - Laneway to Primrose Street	Unrestricted	2P 9am-5:30pm Mon-Fri	1	**100%**	• No comments	**Proceed**
The Strand	North Side - Mt Alexander Road to Robinson Street	Unrestricted	3P 9am-5:30pm Mon-Fri	18	**61%**	• Residents require free parking permits (2 responses) • Too many commuters using the car parks. • Lack of disabled parks.	**Proceed**
	North Side – Robinson Street to Hutcheson Street	Unrestricted	3P 9am-5:30pm Mon-Fri	18	**61%**		**Proceed**

Street	Location	Existing	Proposal	Total Responses Received	Support	Community Comments	Recommendation
Thomas Street	South Side – McPherson Street to Racecourse parking entrance	Taxi Zone 8am-11pm, Race Days Only	Unrestricted	3	**0%**	• No comments.	**Proceed**
	East Side - Racecourse parking entrance to 20m south of Wilson Street	Taxi Zone 8am-11pm, Race Days Only	Unrestricted	3	**0%**		**Proceed**

Consultation

A questionnaire was sent to every property and landowner in the Dean LATM area in March 2015, requesting feedback on the endorsed draft Traffic Management Plan. The draft Parking Management Plan was sent to abutting properties and land owners.

Consultation has been carried out with the Dean Working Group regarding the community feedback on the draft Traffic Management Plan and draft Parking Management Plan. A detailed summary was presented at this meeting which summarised the community responses to the second community circular.

Due to the presence of public transport operators on streets where a number of traffic management treatments are proposed, public transport operators were consulted during the development of the draft Traffic Management Plan in November 2014 and again in June 2015 (during a workshop session) and were given the opportunity to provide feedback which has been incorporated into the Final Traffic Management Plan.

Implications

1. Legislative

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

2. Council Plan / Policy

This report has considered objectives of the following Council documents:

- Moonee Ponds Activity Centre Structure Plan 2010;
- Moonee Valley Road Safety Plan 2010-2014;
- Moonee Valley Walking and Cycling Strategy 2012-2022;
- Moonee Valley Municipal Parking Strategy 2011;
- Moonee Valley Parking Permit Policy 2013; and
- Narrow Streets Framework.

3. Financial

The estimated total cost to implement the Final Traffic Management Plan and Parking Management Plan is estimated at $775,000. **Appendix H** outlines the indicative component cost and implementation staging of the plans and also recommends further investigation to determine additional project scope and cost estimates, in particular for projects that require external funding.

Traffic management measures and parking changes would need to be referred to future Capital Works Budgets for funding consideration.

Council will advocate to VicRoads for funding of projects on roads which they are the Responsible Road Authority.

4. Environmental

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

Conclusion

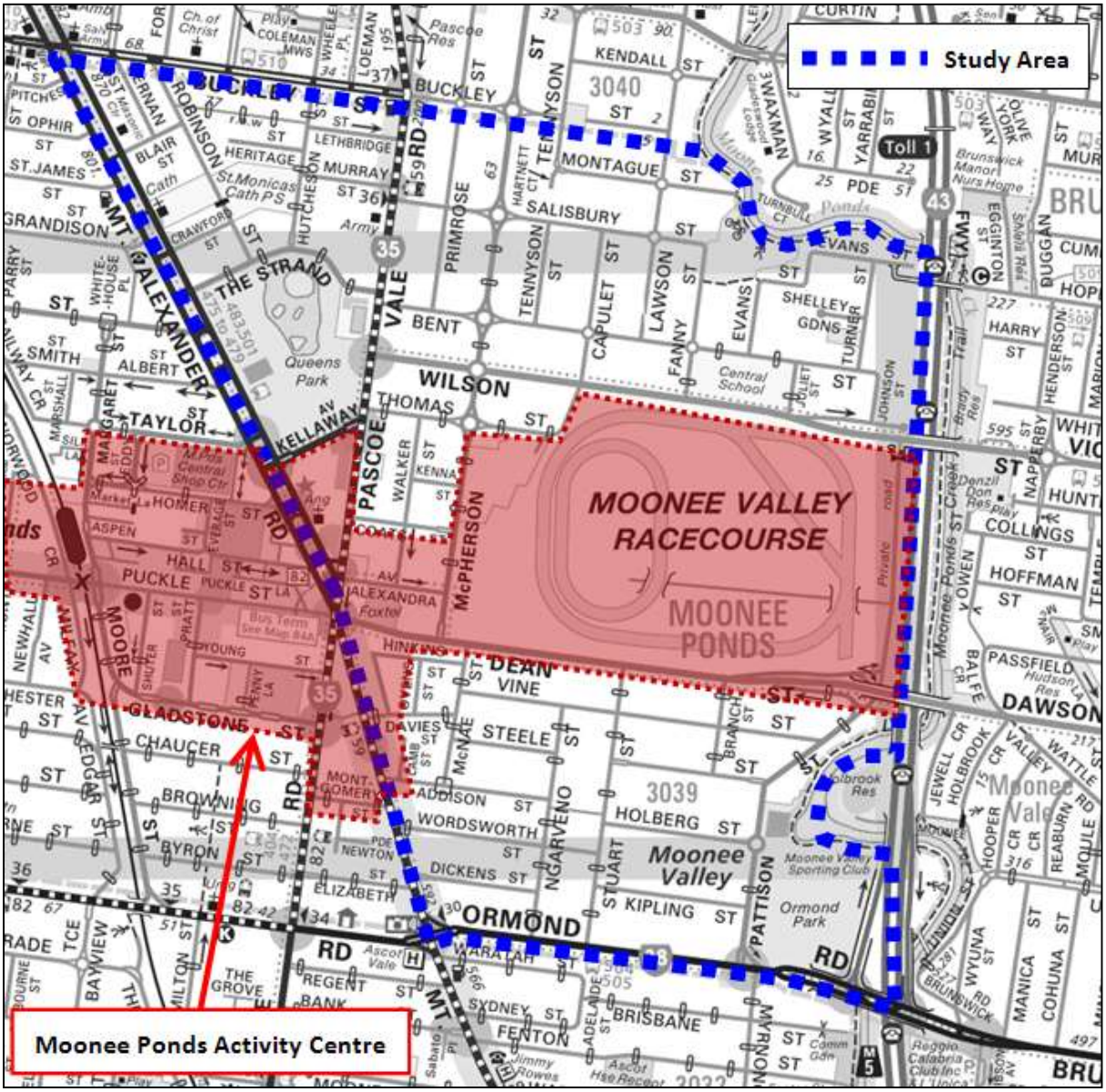
The Dean LATM study has addressed the main traffic and parking issues in the area and reflects the requirements and expectations of the local community.

The LATM study has involved extensive community consultation which helped identify local traffic and parking issues and assisted in developing suitable options to address the community's concerns.

It is recommended that Council adopt the final Traffic Management and Parking Management Plan, as presented in **Appendix B** and **Appendix C** - (separately circulated).

APPENDIX A

Study Area



APPENDIX D

Summary of Additional Traffic Issues

(Shaded items to be actioned/investigated by Council as part of the final Traffic Management Plan)

Community Requests/Suggestions

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
Bent Street	Install a roundabout at the intersection of Bent Street and Pascoe Vale Road that allows trams through.	1	Cannot install roundabout on Pascoe Vale Road (main road) due to the volume of traffic and impact on Trams.
Branch Street	Install pedestrian crossing or refuge at the bus stop near Branch Street.	2	Low pedestrian volumes in this area show that a pedestrian crossing is not required as only foot traffic is from the bus stop.
Buckley Street	Install a “No Right Turn 7am-9am” from Buckley Street to McPherson Street and a “No Left Turn 4pm-6pm” from McPherson Street to Buckley Street	3	This proposal would simply redistribute the through traffic down adjacent streets.
Dean Street	Implement better signage concerning T-intersection with McPherson Street regarding stopping in the intersection.	1	**Install a Keep Clear for the right hand turn into McPherson Street to keep traffic moving along Dean Street towards Mt Alexander Road.**
	Install traffic lights at McPherson Street and Dean Street instead of a pedestrian crossing	5	The final LATM proposes several changes to this intersection including pedestrian operated signals and a raised intersection at McNae Street.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
	Build better capacity for right hand turns into Mt Alexander Road from Dean Street	1	Options at this location are limited due to the proximity to the Moonee Ponds Junction. This area is generally outside the scope of the LATM.
	Install pedestrian crossings or refuge at bus stop on Dean Street	1	Low pedestrian volumes in this area show that a pedestrian crossing is not required as only foot traffic is from the bus stop.
	Install a roundabout at the intersection of Dean Street and Stuart Street rather than turn bans	1	New roundabouts are not recommended on local roads under Council's walking and cycling strategy.
Dickens Street	Install 'Local Traffic Only' signs on Dickens Street to discourage through traffic.	1	"Local Traffic Only" signs are only advisory and cannot be enforced.
Fanny Street	Extend the footpath on Fanny Street all the way to Fanny Reserve so school children don't have to ride on the road.	1	**Extend the footpath to eliminate the missing link.**
Heritage Street	Install bollards at the end of Heritage Street to make it a no through road.	3	Traffic volumes on Heritage Street are low, and even conservatively assuming all traffic that uses Heritage Street uses the laneways does not provide sufficient reason to install bollards. Traffic speeds are also very low and the condition and geometry of the laneway are not conducive to high speeds.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
Holberg Street	Install a roundabout to slow traffic down on Holberg Street.	1	New roundabouts are not recommended on local roads under Council's walking and cycling strategy.
Kipling Street	Install signage to alert road users that it is not a thoroughfare to CityLink	1	Traffic impacts of users of CityLink using Kipling Street as a thoroughfare are expected to be low, hence signage is not recommended.
Lamb Street	Mark as resident access only as it is mistakenly taken for a shortcut through to Dean Street.	1	A 'No through Road' sign has been installed and is considered adequate.
McNae Street	Change arrangement to make McNae Street at the Dean Street end a court.	1	The LATM already details several proposals to alleviate traffic volumes on McNae Street. However access control (such as this request) were not supported by the local community.
	Install electronic 40km/h signs and restrict speed limit.	1	The LATM is already proposing 40km/h restrictions and the existing speeds are not high.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
	Install speed hump at the corner of Davies and McNae Street to slow traffic speeds.	1	The 85th percentile speeds on McNae Street is 40.7km/h and on Davies Street it is 44.4km/h. Both of these speeds are well below acceptable limits. On this basis, traffic management is not warranted at this point in time however council should continue to monitor speeds at this location.
McPherson Street	Would prefer if some part of McPherson Street was blocked off between Albion and Dean Street to prevent thoroughfare.	1	McPherson Street is classified as a collector road and forms the only north-south local route in the area. As such, road closures are not recommended.
	Install pedestrian crossings at Dean Street end of McPherson Street as many school children cross here.	1	**Recommended to realign the pram ramps and provide a median cut through.**
Mt Alexander Road	Widen Mt Alexander Road.	1	Arterial road controlled by VicRoads and out of the scope of the LATM study.
Murray Street	Install multiple speed humps and a permanent 40km/h speed limit due to speeding cars.	1	The 85th percentile speed is 45.2km/h and 4.5% of traffic exceeds the posted speed limit in Murray Street. On this basis, traffic management is not warranted at this point in time however council should continue to monitor speeds at this location.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
Ormond Road	Implement parking restrictions to make Ormond Road two lanes at all times.	1	Broader issue outside the scope of the LATM.
	Install a pedestrian crossing before the turn down Ormond Road from Mt Alexander Road.	1	Council to raise with VicRoads regarding options to improve the intersection safety.
Robinson Street	40km/h sign should be moved to the Buckley Street end to better enforce speed limit.	1	Council has raised this issue with VicRoads and with stakeholder support these will be implemented separate to the LATM study.
	Robinson Street should be a 40km/h zone at all times.	1	The 40km/h sections of Robinson Street are already zoned 40km/h at all times.
Pascoe Vale Road	Traffic lights sequencing along Pascoe Vale Road is preventing efficient movement through area	1	Pascoe Vale Road is a VicRoads road and outside the control of MVCC and the LATM. The issue has been referred to VicRoads

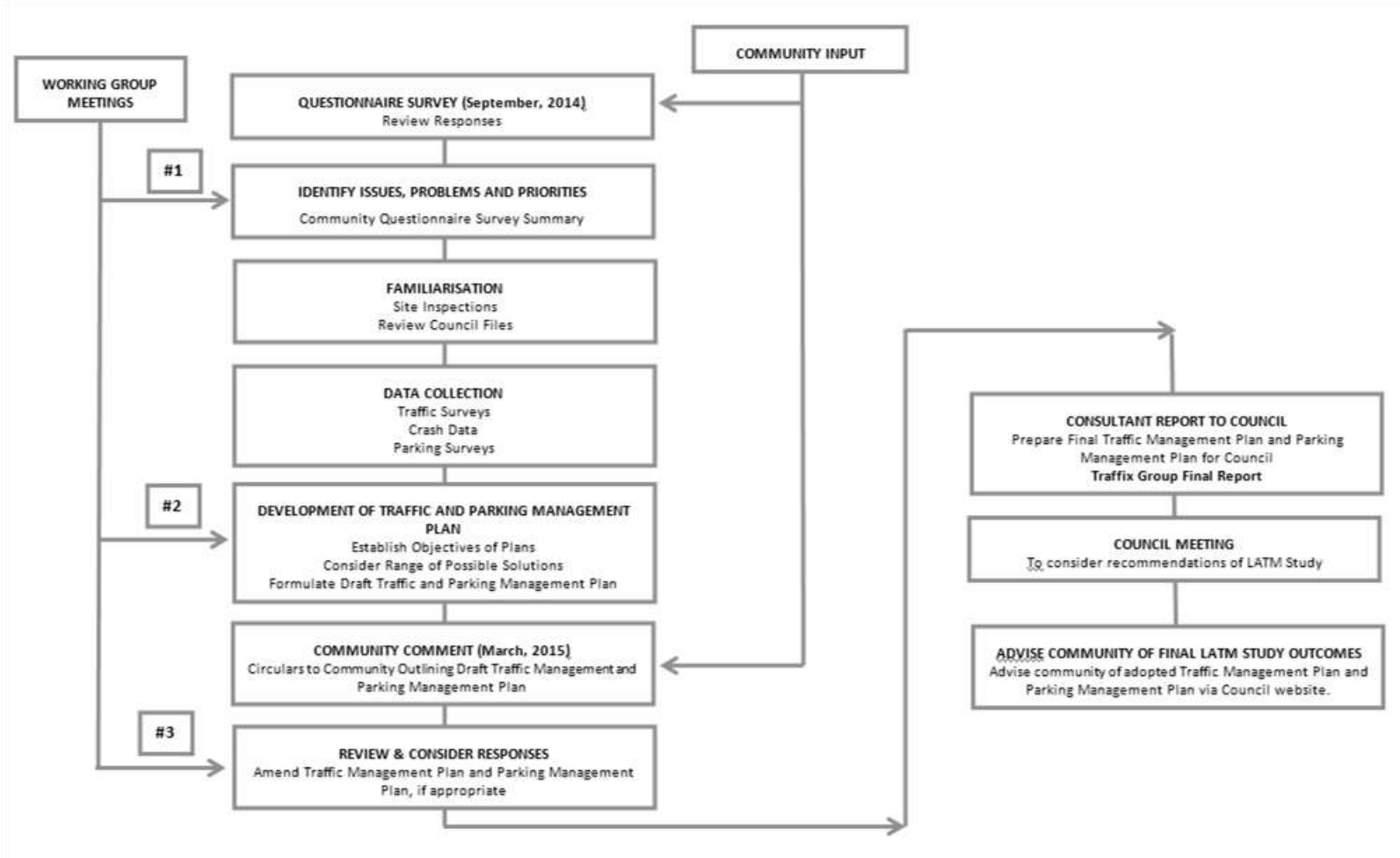
Street Name of Issue	Community Requests	No. Of Responses	Action/Response
	Consider raised thresholds at the intersection of Pascoe Vale Road and Salisbury Street so residents can safely exit the laneways.	1	Although it is possible to install thresholds at this location, traffic speeds will be slowed by the raised intersection proposed at Salisbury Street and Primrose Street. Latest traffic surveys on this section of Salisbury show an 85th percentile speed of 40.2km/h. This is well below the posted speed limit as such threshold treatment is not recommended at this point in time however Council should continue to monitor speeds at this location.
	Pascoe Vale Road and Wilson Street should have a barrier around the lights as this is not a pedestrian crossing.	1	Pedestrian fencing is not supported due to location of Tram Stop at the intersection.
Pattison Street	Install a pedestrian crossing closer to the playground near Holberg Street roundabout rather than midway between Holberg Street and Kipling Street.	1	Pedestrian crossing in the LATM is directly adjacent to playground.
	Install a clearway during AM and PM which doubles as a bicycle lane would alleviate congestion.	1	Pattison Street parking, bicycle and line marking options are being considered as part of the Recommended TMP. Also Council is advocating to VicRoads to remove left turn slip lane on Pattison Street as part of the Walking and Cycling Strategy.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
	Provide safe access to cross Pattison Street to the north east to provide a complete link of the area.	1	Accessibility to the racecourse and the Moonee Ponds Creek trail are being investigated as part of the Moonee Valley Racecourse redevelopment.
Primrose Street	Restrict traffic speed to 40km/h to reduce speed in Primrose Street	2	At this stage 40km/h is considered in the southern section. Future consideration will be given for the northern section depending on the effectiveness of the initial proposal.
Salisbury Street	Install a roundabout at Salisbury Street and Primrose Street would alleviate the dangerous intersection.	4	LATM suggests a raised intersection at this location. Council does not support the construction of new roundabouts on local roads due to the safety issues in regards to cyclists.
Study Area	Rather than speed hump treatments, would rather street trees and curved roads to control speed but still beautify area.	2	Road humps have a long track record of providing a cost effective treatment to reduce traffic speeds as well as retaining all on street parking.
	Rather than raised thresholds, consider clearways to provide visibility when turning.	1	Raised threshold treatments do not physically allow vehicles to park in the vicinity of intersections therefore they maintain sight distance.
	Recommend a 50km/h speed across the whole area.	1	Speed on all residential streets across Victoria is 50km/h unless signed elsewhere.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
Tennyson Street	Install speed humps at either end of Tennyson Street or a review of the Salisbury Street speed hump.	1	Tennyson Street has a volume of approximately 100 cars and has an 85th percentile speed of 40.1km/h. The CrashStats data from the last five years the intersection of Salisbury and Tennyson has had no casualty accidents. On this basis, traffic management is not warranted at this point in time.
Wilson Street	Extend the 40km/h zone to at least McPherson Street and install warnings on eastern side of overpass.	1	In view of the hump proposal on McPherson Street, it is recommended to monitor this area in the future to assess any additional treatments.

APPENDIX E

LATM Study and Consultation Process



APPENDIX H

Estimated Cost and Implementation Plan

Location	Treatment	Indicative Cost (Design & Construct)	Implementation Staging	
			[1]	[2]
Buckley Street				
At Pascoe Vale Road	Improve operation and safety (consult with VicRoads and Yarra Trams)	$20,000	♦	-
Salisbury Street				
At Primrose Street	Raised intersection	$40,000	♦	♦
Tennyson Street to Capulet Street	Road Hump (1 location)	$8,000	♦	-
McPherson Street				
Buckley Street to Salisbury Street	Road Hump (1 location)	$8,000	♦	-
Buckley Street to Dean Street	Install 40km/h speed zone (subject to VicRoads approval)	$5,000	♦	-
	Sharrows at roundabouts (x 5)	$5,000	♦	-
At Dean Street	Realign the pram ramps	$10,000	♦	♦
	Median cut through		♦	♦
Wilson Street				
At Capulet Street	Raised intersection	$40,000	♦	♦
Capulet Street to Juliet Street	Modify school speed zone to apply at school peaks only	$3,000	♦	-
	Electronic 40km/h speed signs	$100,000	♦	♦
At Moonee Ponds Primary School	Raised pedestrian platform.	$25,000	♦	♦
Fanny Street				
Bent Street to Salisbury Street	Extend footpath to adjacent to reserve	$15,000	♦	♦
Dean Street				
At McPherson Street	‘Keep Clear’ line marking	$3,000	♦	-

Location	Treatment	Indicative Cost (Design & Construct)	Implementation Staging	
			[1]	[2]
McPherson Street to McNae Street	Pedestrian operated signals	$350,000	♦	♦
At Pattison Street	Trim trees to improve sight distance for right turning vehicles OR 'No Right Turn'	-	♦	-
Mt Alexander Road to Pattison Street	Request speed enforcement by Victoria Police	-	♦	-
McNae Street				
At Dean Street	Raised threshold	$20,000	♦	♦
Addison Street				
At Mt Alexander Road	Raised threshold	$20,000	♦	♦
Ngarveno Street				
At Ormond Road	Raised threshold	$20,000	♦	♦
Stuart Street				
At Ormond Road	Raised threshold	$20,000	♦	♦
At Dean Street	Raised threshold	$20,000	♦	♦
Mt Alexander Road				
At Ormond Road	Investigate options to improve intersection safety (consult with VicRoads)	-	♦	♦
At Moonee Ponds Junction	Investigate options to improve pedestrian safety (consult with VicRoads)	-	♦	♦
Pattison Street				
Ormond Road to Dean Street	Investigate parking, bicycle and other line marking options	$10,000	♦	-
Kipling Street to Holberg Street	Road hump incorporating zebra crossing	$15,000	♦	♦
Holberg Street to Steele Street	Road hump (x 1)	$8,000	♦	♦

Location	Treatment	Indicative Cost (Design & Construct)	Implementation Staging	
			[1]	[2]
At Dean Street	Develop improvements to intersection layout in conjunction with Racecourse Redevelopment	-	-	♦
	Develop improvements to connectivity to Moonee Ponds Creek Trail	-	♦	-
Southern Precinct				
Local Roads South **of Dean Street**	Install 40km/h signage in the southern area of Dean Street	$10,000	♦	-
Final Traffic Management Treatments		**$765,000**		
Final Parking Management Signage		**$10,000**		
TOTAL		**$775,000**		

[1] – Detailed design and consultation with relevant stakeholders to be undertaken in 2015/2016 financial year

[2] – Construction works to be referred to 2016/17 Capital Works Budget for funding consideration

9.5 Holmes Local Area Traffic Management Study

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

Purpose

This report provides the results of the community consultation for the Holmes Local Area Traffic Management (LATM) study and recommends adoption of the final Traffic Management Plan and Parking Management Plan, updated with consideration of community feedback.

Executive Summary

- The Holmes Local Area Traffic Management study includes the area bounded by Mt Alexander Road, Buckley Street, Waverley Street and Maribyrnong Road as outlined in **Appendix A**.
- The study area comprises approximately 5,600 properties and includes commercial, residential, and community uses. Significant land uses in the area include Lowther Hall Grammar School, St Columba's College, Penleigh & Essendon Grammar Penleigh Campus, Moonee Ponds West Primary School and the Moonee Ponds Activity Centre.
- As part of the Municipal Parking Strategy 22 LATM precincts have been identified within Moonee Valley. The LATM priority and implementation program was based on an evaluation ranking of individual roads in Moonee Valley in terms of reactive and proactive criteria. The Dean and Holmes LATM's were identified to be undertaken in the 2014/15 financial year.
- The LATM study has involved extensive consultation with the local community via questionnaires, surveys and circulars to identify local traffic and parking issues.
- A Study Group Committee (Working Group) was formed to assist Council officers with the development of the draft Traffic Management Plan and Parking Management Plan at three (3) stages of the study process.
- The Working Group comprised members of the local community including traders, residents, school representatives, Myrnong Ward Councillors, Council officers and consultants from Traffix Group.

The baseline data, community feedback and Working Group process demonstrated that:

- Congestion and traffic issues exist generally in the school precinct around Leslie Road, Sherbourne Street and Stanley Street. Traffic speeds have been identified as issues in Holmes Road, Ardmillan Road, Derby Street and Taylor

Street. Pedestrian amenity has been recognised as an issue in the Moonee Ponds Activity Centre and the connection to Maribyrnong Park across Waverley Street.

- Parking issues were generally located around Moonee Ponds West Primary School and parking overflow near Scott Street, Clarinda Road and Robb Street from the commercial properties on Buckley Street.
- A copy of the draft Traffic Management Plan, in addition to supporting information, was distributed to all property occupiers within the local area for public comment in March 2015. Separate community circulars and questionnaire surveys were distributed to residents in the streets where parking changes were proposed to focus consultation directly on the affected properties for the draft Parking Management Plan.
- Overall, 396 responses (a response rate of approximately 7.2%) were received to the draft Traffic Management Plan (TMP) circular from properties in the area. The survey responses indicated that the draft Traffic Management Plan had mixed support from the local community. Of the respondents who indicated a preference, 35% were in full support and 55% partly supported the draft Traffic Management Plan. A total of 10% of respondents did not support the draft Traffic Management Plan.
- Low support levels were received for measures around the school precinct and on Ardmillan Road and on this basis these proposals have been removed from the final TMP. All other proposals were well supported.
- The draft Parking Management Plan was poorly received from the local community and subsequently amended/abandoned proposals.

Recommendation

That Council:

1. Adopt the Final Holmes Traffic Management Plan as presented in **Appendix B** (circulated separately).
2. Adopt for implementation the Final Holmes Parking Management Plan as presented in **Appendix C** (circulated separately).
3. Note the additional traffic issues raised by the local community as identified in **Appendix D.**
4. Refer the works within the final Traffic Management Plan and Parking Management Plan to future Capital Works Budget for funding consideration.
5. Advise residents and traders within the Holmes study area of the outcome of this report.

Background

The Municipal Parking Strategy, adopted in December 2011, included 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. The two LATM areas identified for completion in the 2014/15 financial year were the Dean and the Holmes areas.

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 traffic and parking data. A Working Group of local residents and traders is also formed to assist Council officers and consultants. The draft Traffic Management Plan and draft Parking Management Plan is then developed in consultation with the Working Group and community feedback. The plans are then finalised and reported to Council.

The Moonee Ponds Activity Centre Structure Plan (2010, updated in 2012) highlights key strategies relevant to the study area investigating options to prioritise pedestrian movements along main access roads including Mt Alexander Road, Hall Street, Ascot Vale Road, Holmes Road and Dean Street. The plan also includes options to ensure vehicular access to the activity centre is retained through Puckle Street, Hall Street and Holmes Road.

Council is currently in the process of determining appropriate parking restrictions under the 'Narrow Streets' framework. In a move to eventually eradicate illegal parking on the nature strip, short term measures have allowed certain streets to provisionally park on the nature strip until a long term solution is identified. Waverley Street, Buckley Street, Smith Street and Holmes Road are the streets in the Holmes Precinct that are currently included in the 'Narrow Streets' framework. It is noted that further investigation and community consultation for the narrow streets program is not associated with this LATM and will be conducted by Council as a separate project.

A review of the existing road network has determined VicRoads is the responsible Road Authority for Mt Alexander Road, Maribyrnong Road, Buckley Street, Scotia Street, Orford Road and Ascot Vale Road. On this basis Council will liaise with VicRoads to advocate for improvements to the following intersections:

- Maribyrnong Road / Ascot Vale Road (reduce vehicle / tram conflict) – Feedback from Yarra Trams has identified this location as a source of concern due to the left and right hand turns of trams causing issues with turning vehicles. Consultation with Yarra Trams and VicRoads to remedy this issue is recommended.
- Moonee Ponds Junction (improve pedestrian safety) - A review of recent crash data indicates a significant number of crashes (in the order of 15 crashes in the past 5 years) occur at this intersection with 10 of the 15 involving pedestrians.
- Mt Alexander Road / Ormond Road / Maribyrnong Road (improve intersection safety) – A review of recent crash data shows that 15 casualty crashes have occurred at this location in the past 5 years. A total of 9 of the 15 crashes involved a right turning vehicle colliding with a through vehicle. As such it has been included in the Traffic Management Plan that Council should liaise with VicRoads to determine if fully controlled right turns can be implemented at this intersection.

Council engaged an independent consultant to assist with a Local Area Traffic Management (LATM) study of the Holmes area in Moonee Ponds in October 2014

which addresses traffic and parking issues in the area and reflects the requirements and expectations of the local community.

This has been achieved through a process of extensive community consultation including circular questionnaire surveys, and the development and coordination of a Working Group to oversee the study.

The flowchart presented in **Appendix E** broadly details the study process where community input was sought.

The Holmes LATM has involved a considerable level of community consultation as follows:

Initial Community Circular

In early September 2014 a community circular was distributed by Council to all properties in the study area at the onset of the study, requesting residents and business operators to complete a questionnaire survey on traffic and parking problems in their street and the local area. The community was given approximately 2 weeks to submit their feedback to Council.

Approximately 5,600 circulars were delivered to properties in the Holmes LATM area and a total of 496 responses were received, which represents a response rate of 8.9%.

Working Group Meeting 1

The first Working Group meeting was held on Thursday, 9 October 2014, to outline the traffic study process, provide the community with the opportunity to discuss local traffic and parking issues. This meeting was conducted by Traffix Group on behalf of Council.

Working Group Meeting 2

The second Working Group meeting was held on 27 November 2014 by Traffix Group on behalf of Council. Traffix Group prepared information detailing appropriate traffic management and parking management options developed for the local area. Traffix Group and the Council officers provided technical and other advice to the Working Group in relation to the advantages and disadvantages of various treatments to assist in their evaluation of these options. This process focused on developing cost-effective options which can address the concerns of the community, and any specific safety issues identified by the engineering investigations.

Council Meeting

In February 2015 Council endorsed the draft Traffic Management Plan and draft Parking Management Plan for public consultation.

Second Community Circular

A community circular, which detailed the objectives and components of the draft Traffic Management Plan, was distributed by Council to all residents and business operators in the study area in March 2015 for comment.

Circulars detailing parking proposals were distributed to the individual streets where parking changes were proposed. Questionnaires were accepted for approximately 3 weeks.

Working Group Meeting 3

A final meeting was held 30 April 2015 with the Working Group to consider the community response to the draft Traffic Management Plan and draft Parking Management Plan. A detailed summary was presented at this meeting which summarised the community responses to the second community circular.

Public Transport Operator Consultation

In early June 2015 a meeting was held with the public transport operators who would be affected by the LATM study. Feedback was received on the various proposals that would affect the public transport operators and slight amendments to the Final Traffic Management Plan were made.

Discussion

Final Traffic Management Plan

A draft Traffic Management Plan was prepared by Traffix Group to address the main traffic issues for the Holmes local area in consultation with the Working Group and Council officers.

Following extensive review of community responses, traffic survey results and site inspections/investigations, issues were compiled to guide the formation of the draft Traffic Management Plan.

The objectives of the draft Traffic Management Plan included reducing the incidence and potential for vehicle and pedestrian crashes in the area, improving the safety of local streets by reducing traffic speeds and discouraging through traffic from using the local area. This included developing proposals that addressed traffic concerns raised by the community, while maintaining adequate levels of accessibility for local residents, local businesses and emergency services, and maximise the safety benefits.

The Working Group considered a range of traffic management treatments and information was presented to the Working Group on the advantages and disadvantages of suitable treatments and locations.

The draft Traffic Management Plan that was consulted on for the Holmes local area is outlined in **Appendix F** (circulated separately.

The following table outlines the proposed changes from the draft Traffic Management Plan due to community feedback to develop the final Traffic Management Plan, as presented in **Appendix B** (circulated separately).

Community Responses to draft Traffic Management Plan

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
1a) Implement 40km/h speed restrictions across the entire Puckle Street area	**Puckle Street Area**	79%	80-100% (17 responses)	N/A	• No specific comments.	Overall, there was a high level of support from the wider community. Support from the streets in the Puckle Street Area was very high. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
1b) Introduce 'green' signal phase to assist movements out of Norwood Crescent at the Norwood Crescent / Holmes Road / Puckle Street intersection and improved flow for east-west movements	**Norwood Crescent**	88%	100% (3 responses)	N/A	• Need this intersection to give more right of way to buses. • Need amber light as well as green. • Sydenham Street and Norwood Crescent should become one way.	Overall there was a very high level of support from the wider community. All the streets affected by the proposal gave very high levels of support as well. It is difficult to install a one-way arrangement in this area as there are complications due to numerous bus routes using Norwood Crescent and Sydenham Street. **Recommendation:** Incorporate this proposal into the FinalTraffic Management Plan.
	Holmes Road		85% (14 responses)			
	Puckle Street		100% (5 responses)			

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
2ai) Install flat top road humps outside #18 Leslie Road	**Leslie Road**	63%	36% (14 responses)	**For:** 0 **Against:** 1	• Leslie Road during pickups is slow enough without speed humps. • The road hump on Leslie Road is directly outside the early learning centre and will interfere with pick up and drop off of students.	Overall there was a good level of support from the wider community. However, very low support from Leslie Road and adjacent property opposes treatment. Several comments directly opposing the road hump. To be investigated further in a localised investigation on the school precinct including Leslie Road, Sherbourne Street and Stanley Street. **Recommendation:** Refer to Localised Investigation.
2aii) Install flat top road humps outside #36 and #39 Leslie Road	**Leslie Road**	63%	43% (14 responses)	**For:** 0 **Against:** 0	• Leslie Road during pickups are slow enough without speed humps.	Overall there was a good level of support from the wider community. However, very low support from Leslie Road. Several comments directly opposing the road hump. To be investigated further in a localised investigation on the school precinct including Leslie Road, Sherbourne Street and Stanley Street. **Recommendation:** Refer to Localised Investigation.
2aiii) Install flat top road humps outside #35 Sherbourne Street and #54 Park Street	**Sherbourne Street**	61%	60% (5 responses)	**For:** 1 **Against:** 0	• No more road humps on Leslie Road and Sherbourne Street, one pedestrian crossing is enough.	Overall there was a good level of support from the wider community. There was a good level of support from Sherbourne Street (3 out of 5 respondents supported proposal). **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
2aiv) Install flat top road humps outside #52 Park Street	**Sherbourne Street**	61%	50% (5 responses)	**For:** 0 **Against:** 0	• No more road humps on Leslie Road and Sherbourne Street, one pedestrian crossing is enough.	Overall there was a good level of support from the wider community. There was mixed level support for the treatment at the street level, however, no negative responses provided comments as to their position. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
2b) Change priority at Leslie Road / Stanley Street to Leslie Road	**Leslie Road**	76%	54% (14 responses)	**For:** 0 **Against:** 3	• Priority change would prevent residents on Stanley Street from accessing their driveways due to traffic flows. • Removing the stop signs could be fatal as traffic is excessively fast already. • Stanley Street drivers will not be able to get onto Leslie Road	Overall there was a good level of support from the wider community. However, mixed support from affected streets and numerous adjacent properties oppose treatments. Several comments directly opposing the treatment. To be investigated further in a localised investigation on the school precinct including Leslie Road, Sherbourne Street and Stanley Street. Significant negative responses from adjacent properties. **Recommendation:** Refer to Localised Investigation.
	Sherbourne Street		54% (5 responses)			
	Stanley Street		0% (2 responses)			

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
2c) Install 'No Left Turn' restriction from 8am-9.30am & 2.30pm -4pm from Leslie Road (north) to Stanley Street (east)	**Leslie Road**	68%	54% (14 responses)	N/A	• The turn ban will not allow staff to access the staff car park and will interfere with delivery of goods and services to the school during peak times. • Turn bans will prevent residents from accessing their properties from Buckley Street during the peak times • The turn bans will send all traffic through the already busy Leslie Road and through the laneway to Inglebrae Court during peak times.	Overall there was a good level of support from the wider community. However, mixed support from affected streets and numerous adjacent properties oppose treatments. Several comments directly opposing the treatment. To be investigated further in a localised investigation on the school precinct including Leslie Road, Sherbourne Street and Stanley Street. Lowther Hall opposed the turn ban as it prevents staff from accessing the car park. Significant negative responses from properties in the vicinity of the intersection. **Recommendation:** Refer to Localised Investigation.
	Stanley Street		0% (2 responses)			
	Inglebrae Court		50% (2 responses)			

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
2d) Install raised pedestrian cross-walks on both Stanley Street approaches to Leslie Road	**Leslie Road**	75%	54% (14 responses)	**For:** 1 **Against:** 2	• Pedestrian cross walks will hold up traffic and should only be one side • Will hamper the resident's ability to exit their properties due to a build up of traffic.	Overall there was a good level of support from the wider community. However insufficient street support and several adjacent properties oppose treatments. Several comments directly opposing the treatment. To be investigated further in a localised investigation on the school precinct including Leslie Road, Sherbourne Street and Stanley Street. Significant negative responses from properties in the vicinity of the crosswalks. **Recommendation:** Refer to Localised Investigation.
	Stanley Street		50% (2 responses)			
2e) Install 40km/h speed zone along the entire length of Stanley Street and Sherbourne Street	**Stanley Street**	78%	100% (2 responses)	N/A	• No comments	Overall there was a high level of support from the wider community. All the streets affected by the proposal gave very high levels of support as well. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
	Sherbourne Street		80% (5 responses)			

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
3a) Relocate school crossing to outside #118 and #133 Holmes Road	**Holmes Road**	83%	86% (14 responses)	**For:** 0 **Against:** 0	• Current location is better as children do not need to cross Sussex Street to get to the crossing • Relocating the crossing would hinder the supervisors view	Overall there was a high level of support from the wider community. All the streets affected by the proposal gave very high levels of support as well. Alternative proposals suggested by the respondents were investigated but original proposal was deemed the most appropriate. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
4ai) Install road humps outside #66 and #75 Ardmillan Road	**Ardmillan Road**	58%	32% (36 responses)	**For:** 1 **Against:** 1	• Too many road humps in the area already • Speed does not warrant road humps • Road humps are noisy and unwanted	Overall there was a mixed level of support from the wider community. However insufficient street support and mixed responses from adjacent properties. The road humps operate as a suite of treatments together. **Recommendation:** Abandon Proposal.
4aii) Install road humps outside #52A and #51 Ardmillan Road	**Ardmillan Road**	58%	28% (36 responses)	**For:** 0 **Against:** 1	• Too many road humps in the area already • Speed does not warrant road humps • Road humps are noisy and unwanted	Overall there was a mixed level of support from the wider community. However insufficient street support and opposition from an adjacent property. The road humps operate as a suite of treatments together. **Recommendation:** Abandon Proposal.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
4aiii) Install road humps outside #34 and #27 Ardmillan Road	**Ardmillan Road**	58%	29% (36 responses)	**For:** 1 **Against:** 1	• Too many road humps in the area already • Speed does not warrant road humps • Road humps are noisy and unwanted	Overall there was a mixed level of support from the wider community. However insufficient street support and mixed responses from adjacent properties as well as a lack of support for other nearby treatments. The road humps operate as a suite of treatments together. **Recommendation:** Abandon Proposal.
4aiv) Install road humps outside #62/64 Derby Street and #1/20 Sussex Street	**Derby Street**	59%	57% (8 responses)	**For:** 0 **Against:** 1	• Derby Street does not need road humps and it is unnecessary • Road humps are a nightmare to residents	Overall there was a good level of support for the treatments from the wider community and the street support. One adjacent property opposed the treatment however reasons given were not enough to justify the abandonment of the treatment. Also, this treatment operates with nearby road humps as a suite of treatments. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
4av) Install road humps outside #38 Derby Street	**Derby Street**	60%	63% (8 responses)	**For:** 1 **Against:** 0	• Derby Street does not need road humps and it is unnecessary • Road humps are a nightmare to residents	Overall there was a good level of support for the treatments from the wider community and the street support. One adjacent property supports the treatment. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
4avi) Install road humps outside #22 Derby Street	**Derby Street**	59%	63% (8 responses)	**For:** 1 **Against:** 0	• Derby Street does not need road humps and it is unnecessary • Road humps are a nightmare to residents	Overall there was a good level of support for the treatments from the wider community and the street support. One adjacent property supports the treatment. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
4b) Remove existing central islands on Derby Street between York Street and Grace Street	**Derby Street**	85%	100% (8 responses)	N/A	• Traffic islands restrict parking	Overall there was a high level of support from the wider community. Derby Street gave a total support as well (8 out of 8 respondents gave support). **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
4c) Install contrasting road surface on the Ardmillan Road approaches to the Mantell Street / Ardmillan Road intersection	**Ardmillan Road**	82%	82% (34 responses)	**For:** 1 **Against:** 0	• Would prefer a roundabout at this location. • Do not paint the roads in residential areas.	Overall there was a high level of support from the wider community. Ardmillan Road gave a strong support as well (23 out of 28 respondents gave support). Council does not support the construction of roundabouts in local areas and prefers raised intersections as per Road Safety Plan (2010-2014). **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
	Mantell Street		80% (5 responses)			

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
5a) Install a road hump outside #10 Taylor Street	**Taylor Street**	82%	75% (4 responses)	**For:** 1 **Against:** 0	• No specific comments	Overall there was a high level of support from the wider community. Taylor Street gave a strong support as well (3 out of 4 respondents gave support). No negative comments were received regarding this treatment option. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.
6a) Install one-way (eastbound arrangement) from Railway Crescent to Marshall Street	**Smith Street**	73%	100% (10 responses)	**For:** 10 **Against:** 0	• Total support for the one-way arrangement by all residents of Smith Street.	Overall there was a high level of support from the wider community. Smith Street gave total support as well (10 out of 10 respondents gave support). Numerous comments were received supporting the treatment. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
6b) Formalise parking on one side of the road	**Smith Street**	75%	0% (10 responses)	**For:** 0 **Against:** 10	• Cannot reduce parking when there is not enough existing parking as it is. • Parking on both sides is necessary due to lack of driveways and numerous cars per household. • No provision for delivery or visitor vehicles.	Overall there was a high level of support for the treatment from the wider community, however strong opposition was received by the residents of Smith Street. The issues in Smith Street relate to parking on the nature strip which is against the road rules. There are no alternate options given the constrained width of the street preventing parking from being retained on both sides and the need to provide footpaths on both sides of the road. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.

Treatment	Location	Overall Support	Street Support	Adjacent Properties	Specific Community Comments	Comments / Recommendation
6c) Widen southern footpath between ROW and Margaret Street	**Smith Street**	79%	63% (10 responses)	**For:** 0 **Against:** 1	• Numerous comments say that they only support the widening of the southern footpath if parking is retained on both sides.	There was a high level of overall support for the treatment form the wider community, however conditional support was received by the residents of Smith Street that parking on both sides would be retained, which is not possible due to the width of the street. The issues in Smith Street relate to parking on the nature strip which is against Road Rules. There are no alternate options given the constrained width of the street preventing parking from being retained on both sides and the need to provide footpaths on both sides of the road. **Recommendation:** Incorporate this proposal into the Final Traffic Management Plan.

Community Responses to other Traffic proposals/issues

Proposal/Issue	Location	Comments/Recommendation
Parking, safety and amenity issues	Waverley Street, Moonee Ponds/Aberfeldie	Council and VicRoads have created a package of proposed works along Waverley Street, and are now seeking funding from the TAC. This package includes providing a dedicated parking lane (on one side of the road) and painted central median for much of its length, improving the safety of turning facilities into side streets, and adding a "safety platform" near Alma Street and dynamic signs in the dogleg between Corio Street and Bruce Street to reduce vehicle speeds. Council consulted with residents and owners along Waverley Street (and on limited streets off it, such as Corio Street) in April 2015. Some 17% of recipients responded, with 78% of those respondents fully or partially in favour of the package.

Proposal/Issue	Location	Comments/Recommendation
Parking issues	Smith Street, Moonee Ponds	Presently most vehicles in Smith Street, especially in the section immediately east of Railway Parade, park partially on the footpath in order to allow parking on both sides of this very narrow road. In the past this has been tolerated, but per Council's *Municipal Parking Strategy* future parking will need to be legal (i.e. fully on the road, and providing a gap of 3m for through traffic). Given that constraint, a package of changes to maximise the number of parking spaces and amenity of the road was proposed. This included limiting parking to one side of the road at any given point, and by widening the footpath in the sections either side of Marshall Street to provide additional parking on the southern side of Smith Street. Travel in all of Smith Street would be made one-way eastbound (at the moment two-way travel is allowed west of Marshall Street). A letter was received from 16 of the 31 properties in the street that requested parking continue to be allowed on nominated parts of the footpaths and that the through travel lane be approximately 2.5m wide. It also requested the daytime 2P restrictions be increased to 'Permit Zone' restrictions, presumably at all times of the day and night. The letter generally supported the proposed widening the footpath in the central and eastern portions of Smith Street, and making the street one-way the entire length.
		There appears to be scope to widen the western portion of Smith Street by substantially sacrificing footpath width, and thereby provide parking on both sides. However, this would involve reducing the southern side footpath to a width well below 1.5m and appears likely to involve substantial services relocation. The costs involved would need to be met via a Special Charge Scheme on Smith Street residents, and the letter indicated they were not willing to do that at this time. Surveys have indicated there is little or no parking intrusion into the street during the day (whereas there is clear intrusion into the nearby unrestricted portions of Railway Parade and Taylor Street). The main effect of introducing a 'Permit Zone' restriction would be to impact the residents of the unit block at 6 Smith Street, as they cannot obtain parking permits. Only one of the 8 units signed the letter. Given Council do not support the continuance of illegal parking on the footpath, and there is no indication that residents support a Special Charge Scheme to widen the road, it is recommended despite the negative response that the proposed changes go ahead. The one-way operation, widened footpath and additional parking in the central section of Smith Street would not constrain the possibility of a Special Charge Scheme in the western section of Smith Street in the future.

Proposal/Issue	Location	Comments/Recommendation
Maribyrnong Road - Pedestrian Operated Signals	Maribyrnong Road – just east of Edgar Street and Bayview Terrace.	RSA completed and approved by VicRoads. Exact location of POS still to be determined. POS will provide safe crossing for pedestrians and cyclists and will form part of the Craigieburn Rail Corridor.
Craigieburn Rail Corridor	Local streets close to the railway line from Essendon Station to Newmarket Station.	Council are conducting further investigation to determine the safest and most direct route for cyclists. The aim of the project is to make it easier for people to walk or ride a bike by providing a convenient and safe option for those who do not feel comfortable travelling on busy streets.

Public Transport Providers Responses to draft Traffic Management Plan

Issue – Specific Comments	Location	Comments	Recommendation
Yarra Trams			
Requests for Clearway along Maribyrnong Road	Maribyrnong Road	Request that clearways be installed on Maribyrnong Road between Ascot Vale Road and Edgar Street.	Recommended that Council seek further information from Yarra Trams regarding the Clearway request.
High risk of tram-vehicle collision.	Maribyrnong Road / Ascot Vale Road	Outbound trams turning left and inbound trams turning right having high chances of tram-vehicle impact.	It is recommended that Council consult with VicRoads and Yarra Trams to determine possible improvements to reduce conflict for vehicles and trams at this location.

Public Transport Providers Responses to final Traffic Management Plan

Issue – Specific Comments	Location	Comments	Recommendation
Ryans Bus Lines			
Bike lanes will narrow Buckley Street and make congestion worse.	Buckley Street between Waverley Street and Mt Alexander Road	Recent council progress on the bike lanes has recommended that the bicycle routes be moved further north to a local street route.	Remove from Traffic Management Plan.
Waverley Street / Park Street signals will lead to more delays and congestion.	Waverley Street / Park Street intersection	Any future traffic signal proposal at Waverley Street / Park Street is separate to the above line marking / turn lane proposal currently with VicRoads for funding.	Modify wording of Waverley Street / Park Street proposal to '*Explore future intersection improvements in consultation with VicRoads, public transport providers and the local community.'*
Margaret Street needs adequate bus access for rail replacement services.	Margaret Street	During the community consultation bus company comments identified an issue with the accessibility at Margaret Street and Taylor Street as shown in the 'other issues' section. A recommendation to review the swept paths at this location is included in the Traffic Management Plan. However, the intersection of Margaret Street and Park Street was also identified as a location of concern.	Recommended to modify the Traffic Management Plan to include the Margaret Street / Park Street intersection.

Final Parking Management Plan

A draft Parking Management Plan was prepared by Traffix Group to address the main parking issues for the Holmes local area in consultation with the Working Group and Council officers. The objective of the plan is to recommend parking changes in line with Council's Municipal Parking Strategy. The strategy aims to efficiently utilise the on-street parking for various user groups.

The Working Group considered a range of parking management treatments and information was presented to the Working Group on the advantages and disadvantages of various restrictions, suitable applications and locations.

The draft Parking Management Plan that was developed for the Holmes local area is outlined in **Appendix G**.(circulated separately)

The following table outlines the proposed changes from the draft Parking Management Plan via individual questionnaire circulars for the streets with proposed parking changes to develop the final Parking Management Plan, as presented in **Appendix C -** (circulated separately).

Community Responses to draft Parking Management Plan

Street	Location	Existing	Proposal	Total Responses Recieved	Support	Community Comments	Recommendation
Bowen Street	East Side – Maribyrnong Road to Athol Street	Unrestricted	2P 9am-5:30pm Mon-Sat	11	**27%**	• Current conditions are adequate. • Residents would need permits. • Signs will destroy beauty of the street. • Should be on both sides. • Restrictions will create congestion.	**Abandon**
Buckley Street	South Side – Clarinda Road to Robb Street	Unrestricted	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	16	**63%**	• Will only increase pressure on unrestricted areas.	**Abandon**
	South Side – Robb Street to Court Street	Unrestricted	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	16	**56%**		
	South Side – Court Street to Cliff Street	Unrestricted	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	16	**56%**		
Clarinda Road	East Side – Levien Street to Southern	Unrestricted	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	14	**50%**	• Staff would need parking permits. • Essential that residents	**Abandon**

Street	Location	Existing	Proposal	Total Responses Recieved	Support	Community Comments	Recommendation
	Boundary of #1A Clarinda Road					get parking permits. • Parking restrictions should be on both sides.	
Darling Street	West Side – Athol Street to Eglinton Street	Unrestricted	2P 9am-5:30pm Mon-Sat	6	**0%**	• Very inconvenient for residents.	**Abandon**
Edgar Street	West Side – Maribyrnong Road to 50m north of Maribyrnong Road	Unrestricted	No Stopping (All Times)	1	**100%**	• No comments.	**Proceed**
	West Side – 18m north of Lorne Street to 24m north of Lorne Street	Unrestricted	No Stopping (All Times)	1	**0%**		**Undertake further consultation**
Grace Street	East Side – Holmes Road to Derby Street	Unrestricted	2P 9am-6pm Mon-Sat	12	**25%**	• Restrictions should be on both sides. • Not enough tenant parking as is. • Will make garbage collection difficult.	**Abandon**

Street	Location	Existing	Proposal	Total Responses Recieved	Support	Community Comments	Recommendation
Grandison Street	North Side – Field Street to western boundary #8 Grandison Street	Unrestricted	2P 9am-5:30pm Mon-Sat	21	**14%**	• Restrictions should be on both sides. • Parking will be problematic for tenants. • This will not allow adequate parking for residents and visitors.	**Abandon**
Levien Street	North Side – Robb Street to Court Street	Unrestricted	2P 8am-4pm Mon-Fri	0	**-**	• No comments.	**Abandon**
Mantell Street	West Side – Derby Street #23 to Mantell Street	Unrestricted	2P 9am-6pm Mon-Sat	3	**33%**	• Object to all parking restrictions unless all areas are 2P.	**Abandon**
	West Side – Laneway to Ardmillan Road	Unrestricted	2P 9am-6pm Mon-Sat	3	**33%**		**Abandon**
Normanby Street	East Side – Maribyrnong Road to Athol Street	Unrestricted	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	16	**50%**	• Restrictions should be on both sides. • Lack of parking at night time due to apartment residents using the street.	**Rework: Staggered Arrangement**

Street	Location	Existing	Proposal	Total Responses Recieved	Support	Community Comments	Recommendation
Puckle Street	North Side – All existing 1P zones from Margaret Street to Mt Alexander Road	1P 9am-6pm Mon-Sat PERMITS DO NOT APPLY	1P 9am-6pm (All Days) PERMITS DO NOT APPLY	16	**44%**	• Businesses are being hurt by increasing restrictions and competition from untimed shopping centre nearby, • Restrictions need to be longer than one hour.	**Abandon**
	South Side – All existing 1P zones from Margaret Street to Mt Alexander Road	1P 9am-6pm Mon-Sat PERMITS DO NOT APPLY	1P 9am-6pm (All Days) PERMITS DO NOT APPLY	16	**44%**		**Abandon**
	South Side – All existing P10 minute zones from Margaret Street to Mt Alexander Road	P10min 9am-6pm Mon-Sat	P10min 9am-6pm (All Days) PERMITS DO NOT APPLY	16	**38%**		**Abandon**
Robb Street	East Side – Buckley Street to Levien	Unrestricted	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	14	**57%**	• Oppose changes as it would force parking into Court Street which is where children play.	**Abandon**

Street	Location	Existing	Proposal	Total Responses Recieved	Support	Community Comments	Recommendation
	Street					• Should be on both sides. • Do not need restrictions on Saturday.	
Scott Street	East Side – #1 Scott Street to Levien Street	Unrestricted	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	17	**41%**	• Staff parking is essential. • Restrictions should be on both sides. • There are no issues currently. • Should be permit parking only.	**Abandon**

Community Responses to other Parking proposals/issues

Location	Issue	Comments/Recommendation
Athol Street/Darling Street	Parking demands in Athol Street and Darling Street due to opening of new cafe	During the community consultation concerns were raised with parking in the vicinity of Darling Street and Athol Street, due to the opening of a new café changing the parking conditions. Additional parking surveys were undertaken in May 2015 and the peak parking occupancy in the vicinity of the café was approaching 85%. Therefore it is recommended that 1P timed parking restrictions be introduced in the streets immediately surrounding the café with parking permits for residents exempting them from the restrictions.
Young Street	Inconsistency with parking signs, one 'Permit Zone' space which is inconsistent with other parking arrangements in MP Activity Centre, concerns with access to local ROW's	• Council has undertaken consultation with local residents and traders regarding proposed parking changes. These changes received 91-100% support. Some proposals have been amended slightly following feedback from local residents and traders. Council is therefore proposing: • To install 'No Stopping' signs either side of St Aidans Lane. • To install 'No Stopping' signs either side of the existing 'Keep Clear' line marking in front of No. 34-38 Young Street. • To remove the 'Permit Zone' in front of No. 32 and install '2P 9am-6pm Monday-Saturday, Permit Zone All Other Times, Permit Area 60' • To change all remaining '2P' parking spaces from 'Permit Area 60' to 'Permits Do Not Apply' • To convert the '2P, 9am-6pm, Mon-Sat' parking restrictions immediately west of St Aidans Lane to 'Loading Zone, 9am-6pm, Mon-Fri, 2P, 9am-6pm, Sat', as there is not enough space at this location for a vehicle to legally park.

Location	Issue	Comments/Recommendation
		• To convert existing 'Loading Zone' signage at driveway (onto 6-12 Young Street) to '2P, 9am-6pm Mon-Sat, Permits Do Not Apply' to increase parking opportunities at this location. • To convert 8.5m of the 'No Stopping' in front of 28-30 Young Street to '2P 9am-6pm Monday-Friday' to increase parking opportunities
Park Street	Concerns raised with traffic and parking near Penleigh Essendon Grammar School	• Council consulted the residents in early March to change the '1P 9am-3pm Monday-Friday School Days' on the south side of Park Street, between the school crossing and Jennings Street to **'4P 9am-3pm Monday-Friday School Days'**, as there is no longer a high parking demand at this location during school hour. • The notification was sent to 26 local residents and owners regarding the proposed 4P parking changes in Park Street, Moonee Ponds front of the school (PEGS), with one objection received. This objection raised concerns with a high parking demand near her property at night. As this parking proposal does not propose any changes to the times of the restrictions (9am-3pm) Council proceeded with the proposed 4P changes. PEGS also had no objections to the proposed parking changes. • Current 40km/hr speed limit signs have been changed to a larger sign to increase drivers awareness • Additional "40" line marking on road has been installed All other 'Bus Zone' and P5min parking will remain unchanged at this location

Consultation

A questionnaire was sent to every property and landowner in the Holmes LATM area in March 2015, requesting feedback on the endorsed draft Traffic Management Plan. The draft Parking Management Plan was sent to abutting properties and land owners.

Consultation has been carried out with the Holmes Working Group regarding the community feedback on the draft Traffic Management Plan and draft Parking Management Plan. A detailed summary was presented at this meeting which summarised the community responses to the second community circular.

Due to the presence of public transport operators on streets where a number of traffic management treatments are proposed, public transport operators were consulted during the development of the draft Traffic Management Plan in November 2014 and again in June 2015 (during a workshop session) and were given the opportunity to provide feedback which has been incorporated into the Final Traffic Management Plan.

Implications

1. Legislative

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

2. Council Plan / Policy

This report has considered objectives of the following Council documents:

- Moonee Ponds Activity Centre Structure Plan 2010;
- Moonee Valley Road Safety Plan 2010-2014;
- Moonee Valley Walking and Cycling Strategy 2012-2022;
- Moonee Valley Municipal Parking Strategy 2011;
- Moonee Valley Parking Permit Policy 2013; and
- Narrow Streets Framework.

3. Financial

The total cost to implement the Final Traffic Management Plan and Parking Management Plan is estimated at $357,300. **Appendix H** outlines the indicative component cost and implementation staging of the plans and also recommends further investigation to determine additional project scope and cost estimates, in particular for projects that require external funding.

Traffic management measures and parking changes would need to be referred to future Capital Works Budgets for funding consideration.

Council will advocate to VicRoads for funding of projects on roads which they are the Responsible Road Authority.

4. Environmental

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

Conclusion

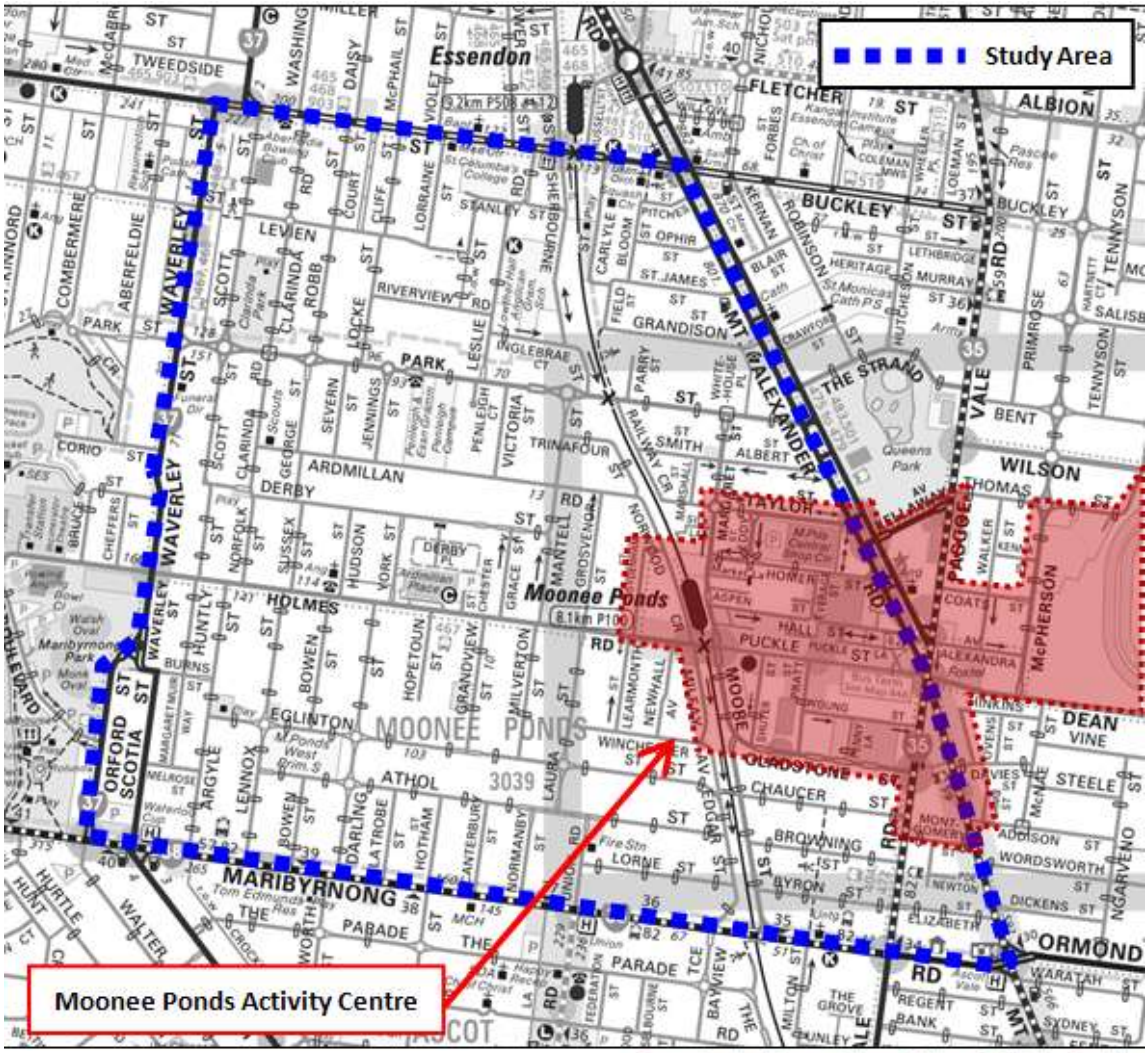
The Holmes LATM study has addressed the main traffic and parking issues in the area and reflects the requirements and expectations of the local community.

The LATM study has involved extensive community consultation which helped identify local traffic and parking issues and assisted in developing suitable options to address the community's concerns.

It is recommended that Council adopt the final Traffic Management and Parking Management Plan, as presented in **Appendix B** and **Appendix C** - (separately circulated).

APPENDIX A

Study Area


Study Area
Moonee Ponds Activity Centre
Essendon
Moonee Ponds
MOONEE PONDS
MARIBYRNONG
ORMOND
3039
WAVERLEY ST
MT ALEXANDER RD
BUCKLEY ST
PUCKLE ST
MOOREHOUSE
McPHERSON
PASCOE
WILSON
DEAN
THE STRAND
PARADE
ATHOL
EGLINTON
HOLMES
ARDMILLAN
DERBY
LEVIEN
PARK
FLETCHER
ALBION
BENT
VALE
CHAUCER
BROWNING
BYRON
LORNE
STEELE
VINE
ADDISON
WORDSWORTH
DICKENS
WARATAH
REGENT
BANK
SYDNEY
TWEEDSIDE
ORFORD
SCOTIA
ARGYLE
LENNOX
DARLING
LATROBE
HOTHAM
NORMANBY
CANTERBURY
LAURA
MILVERTON
HOPETOUN
GRANDVIEW
NEWHALL
LEARMONTH
WINCHELSEA
OLDSTONE
HALL
COATS
ALEXANDRA
TAYLOR
SMITH
ALBERT
TRINAFOUR
VICTORIA
PENLEIGH
INGLEBRAE
LESLIE
RIVERVIEW
STANLEY
SHERBOURNE
LORRAINE
COURT
CLIFF
DAISY
McPHAIL
VIOLET
WASHINGTON
ABERFELDIE
COMBERMERE
SCOTT
CLARINDA
ROBB
LOCKE
SEVERN
JENNINGS
GEORGE
CORIO
BRUCE
CHEFFERS
NORFOLK
SUSSEX
HUDSON
YORK
CHESTER
GRACE
MANTELL
GROSVENOR
HUNTLY
BURNS
BOWEN
MARGARET
MELROSE
WAY
HURTLE
HUNT
WALTER
THE BOULEVARD
Maribyrnong Park
Tom Edmunds Res
M.Ponds West Rsv.S
Fire Stn
MCH
Queens Park
Pascoe Res
Ch of Christ
St Columba's College
St Monicas Cath PS
Scouts
Pentelgh Estate
Essendon Campus
Kangan Institute
Aberfeldie Bowling
Essendon Bowling
Moonee Ponds Cricket
Moonee Ponds Creek
Railway Cr
Union
Hacky Hill
Federation
Bourke
Milton
Bayview
Grove
Sunley
Meritage
Murray
Lethbridge
Primrose
Salisb
Tennyson
Harriett
Ngarveno
Newton
Elizabeth
Milton
Queens
Pascoe
Walker
Jinkins
Davies
Mcnae
Ormond
Sydney
Bank
Regent
Grove
Bayview
Milton
Sunley
Federation
Bourke
Union
Hacky Hill
Railway Cr
Moonee Ponds Creek
Essendon Bowling
Aberfeldie Bowling
Essendon Campus
Kangan Institute
Ch of Christ
St Columba's College
St Monicas Cath PS
Scouts
Pentelgh Estate
Tom Edmunds Res
M.Ponds West Rsv.S
Fire Stn
MCH
Queens Park
Pascoe Res
Maribyrnong Park
THE BOULEVARD
Walsh Oval
Monk Oval
Bowl Cl
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Ambulance Station
Ambulance Station
SES
Police Station
Police Station
Cafe
Cafe
Cafe

APPENDIX D

Summary of Additional Traffic Issues

(Shaded items to be actioned/investigated by Council as part of the final Traffic Management Plan)

Community Requests/Suggestions

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
Alma Street	Replace pedestrian operated signals at Waverley Street and Alma Street and replace with traffic lights	1	VicRoads and Council created a package for proposed works along Waverley Street and are now seeking funding from TAC. Package includes line marking, turn treatments and safety platform near Alma Street.
Ardmillan Road	Install speed humps between Mantell Street and Victoria Street	1	Road humps were already proposed in the TMP to reduce speed. However not supported by the local community.
	Replace the raised intersection at Ardmillan Road and Mantell Street with a roundabout to reduce confusion for motorists	3	The LATM includes measures to decrease confusion to motorists by highlighting the priority at the raised intersection with a contrasted road surface. Also, Council does not support roundabouts in local streets and prefers raised intersections to aid pedestrians and cyclists.
			Install additional stop signs on the west approach to match the recent works on the eastern side of the intersection.
Buckley Street	Ban right hand turn into Scott Street from Buckley Street	6	Investigate options to improve the safety of this intersection is a recommendation of this LATM.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
	Reduce turns into Buckley Street between the train lines and Waverley Street	1	**Investigate as part of the Buckley Street / Scott Street review**
	Lights at Buckley Street railway crossing need to be better synchronised.	3	Grade separation feasibility review is currently underway as part of the Essendon Structure Plan. This will have a significant impact on the accessibility around the railway station. Matter has also been referred to VicRoads
Canterbury Street	Install speed humps on Canterbury Street	1	The 85th percentile speed in this street was 42.0km/h and is therefore well within the acceptable limits. The width of the street is approximately 7.8m which is typical of a local street. Traffic management is not warranted at this point in time however it is recommended that Council continue to monitor traffic speeds.
Carlyle Street	Install speed humps on Carlyle Street	1	The 85th percentile speed in this street was 46.4km/h and is well within the acceptable limits. The width of the street was sufficient to not present a significant safety hazard. Traffic management is not warranted at this point in time however it is recommended that Council continue to monitor traffic speeds.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
Clarinda Road	Prevent buses from using Clarinda Road	3	No public route buses are currently operating along Clarinda Road and it is highly likely that mentioned buses are private buses. Heavy vehicle volumes in this street are below 5% so there is no justification for a heavy vehicle ban in Clarinda Road.
Chester Street	Reopen Chester Street between Derby St and Holmes Rd.	1	Chester Street is a private road and is unable to be reopened by Council.
Derby Street	Request removal of yellow “Do Not Park" to increase safety.	1	The “Do Not Park” lines are necessary for the safe use of Derby Street in this location. No Stopping is required as the width is not sufficient for parking on both sides.
	Install signage indicating one way road.	1	All one way roads that connect to Derby Street have adequate existing signage.
Eddy Street	Install pedestrian crossing over Eddy Street.	1	**Recommend to install raised pedestrian crosswalks at south approach of intersection of Eddy Street and Taylor Street and look at trimming vegetation to improve sight distance.**
	Reduce speed to 40km/h along Eddy Street	1	Consider as part of the evaluation of the Activity Centre 40km/h proposal.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
	Redesign the intersection of Eddy Street and Taylor Street so that there is adequate pedestrian access to the shopping complex.	1	**Current line marking and signage indicating the split lane arrangement approaching the intersection with Taylor Street from the west is insufficient. Advise appropriate arrow line marking for each lane.** **Recommend to install raised pedestrian crosswalks at south approach of intersection (see above).**
Edgar Street	Remove parking on Edgar Street to improve safety.	1	Parking solutions have been proposed for Edgar Street in the LATM Parking Management Plan to remove parking.
	Make Edgar Street one way or clearway.	1	
George Street	Make George Street one way between Ardmillan Road and Derby Street.	1	Traffic counts conducted in 2015 have found that the volume in George Street is approximately 800 vehicles per day. The peak volumes northbound are approximately 50 which means the incidence of two vehicles meeting is relatively low. Also, parking surveys show occupancies do not exceed 40%. On this basis, vehicles would have no trouble passing each other.
Grosvenor Street	Reopen Grosvenor Street to make it two-way.	1	Street was likely made one-way to prevent a thoroughfare through to the south of the precinct.
Grace Street	Reopen Grace Street to make it two-way.	1	Street was likely made one-way to prevent a thoroughfare through to the south of the precinct.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
Hall Street	Hall Street needs to be better marked as a one way road.	1	Two “No Entry” signs and a “No Right Turn” sign show adequate signage of a one way road.
Holmes Road	Improve intersection safety at Argyle/Holmes/Norfolk	1	CrashStats data from the past five years has determined that only three “other” incidents, which denote minor injuries, have occurred at this intersection location. As such, this area was not determined to be a priority in this LATM.
	Install pedestrian crossing at Holmes Road near the bus shelter.	1	Bicycle lane review outside the LATM to consider parking, bicycle and pedestrian access across the whole length of Holmes Road
	Clearway should be installed near activity centre as parked cars create a traffic build up.	1	Bicycle lane review outside the LATM to consider parking, bicycle and pedestrian access across the whole length of Holmes Road
	Install pedestrian crossing at Holmes Road near Chester Street.	1	Bicycle lane review outside the LATM to consider parking, bicycle and pedestrian access across the whole length of Holmes Road
	Install traffic camera at Holmes Road and Waverley Street.	1	Waverley Street is a VicRoads arterial road and any changes are outside the scope of this LATM.
	Better enforcement by Victoria Police to along Holmes Road.	1	LATM study includes a request to Victoria Police for enforcement of traffic speeds along Holmes Road

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
	Reduced speed limit along Holmes Road near Sussex Street.	1	Changes to the location of the pedestrian crossing proposed in the LATM will impact on the operation of Holmes Road at this location.
Hotham Street	Install speed humps on Hotham Street	1	The 85th percentile speed in this street was 49.0km/h and is well within the acceptable limits. The width of the street was sufficient to not present a significant safety hazard. Traffic management is not warranted at this point in time however it is recommended that Council continue to monitor traffic speeds.
Inglebrae Court	Better enforcement of Inglebrae Court as a one way street.	1	Line marking on the asphalt and multiple signs at each end sufficiently marks Inglebrae Court one way.
Learmonth Street	Introduce one way arrangement on Learmonth Street	1	Learmonth is already one way in a northbound direction.
Lennox Street	Install a Keep Clear on Holmes Road at Lennox Street to assist cars turning out of Lennox Street	1	The intent of 'Keep Clear' controls is to assist vehicles turning from the major road into the minor road to avoid operational issues on the main road network. They are not intended to assist vehicles existing side streets. On this basis, no 'Keep Clear' line marking has been proposed on Holmes Road.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
Leslie Road	Ban three point turns on Leslie Road.	1	Engineering solutions to prevent three point turns would involve a median down the centre of the road. This solution has several width restraints and is not a suitable option for Leslie Road.
	Limit 40km/h speed limits to school pick up/drop off times only.	1	VicRoads have recently undertaken a speed limit review for the general principles for speed limits in Victoria. The review indicates that Council will be able to change permanent 40km/h speed zones to time based 40km/h speed zones. We are of the view that local roads should be maintained with permanent 40km/h speed zones, whilst time based 40km/h speed zones should be considered for collector roads. As such Leslie Road should remain 40km/h at all times.
Levien Street	Install a pedestrian crossing at Levien Street and Stanley Street intersection.	1	Traffic volumes along Levien Street are approximately 640 vehicles per day. This is not a sufficient volume to warrant a pedestrian crossing.
Mantell Street	Reopen Mantell Street to make it two-way.	1	Street was likely made one-way to prevent a thoroughfare through to the south of the precinct and there is no benefit in making it two way.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
	Improve useability of Mantell Street / Ardmillan Road intersection by preventing cars from parking too close.	1	Changes to the Mantell / Ardmillan intersection are already proposed under the LATM strategy which should increase the usability of the intersection.
	Install signage to better enforce one way road.	1	Two “No Entry” signs and painted arrows on the asphalt give sufficient signage indicating a one way road.
Margaret Street	Install clearway along Margaret Street to ensure two-lane traffic.	1	Parking demands in Margaret Street are too high to consider clearway. Currently operates well under single lane situations.
	Difficulty for buses turning right down Margaret Street from Park Street. Traffic island makes it difficult.	2	**Recommended that council check the ability of buses to negotiate the roundabout of Margaret Street and Taylor Street.**
Maribyrnong Road	Install pedestrian crossing between Union Road and Bowen Street.	1	Further investigations to be undertaken with VicRoads to explore opportunities for POS.
	Install clearway along Maribyrnong Road.	2	The installation of clearways on major arterial roads is a VicRoads issue and is outside the scope of the LATM.
	Refurbish line marking along Maribyrnong Road	1	Refer to VicRoads for further review.
	Right turn arrow down Ascot Vale Road should always activate.	1	Maribyrnong Road and Ascot Vale Road are major arterial roads and are under the control of VicRoads.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
	Rework intersection at Moore Street and Maribyrnong Road to ban right turners in both directions.	1	One casualty crash has occurred at the intersection over the past 5 years. Therefore, there is not safety basis to remove right turns at the intersection.
	Install pedestrian lights across Maribyrnong Road on the east side of the bridge to improve connectivity to Gladstone Street walkway.	4	Council is currently considering improvements to the pedestrian and bicycle access on Maribyrnong Road but it is outside the scope of this LATM.
	Move pedestrian operated signals closer to Union Road.	1	Further investigations to be undertaken with VicRoads to explore opportunities for POS.
Moore Street	Reworks signals from Moore Street onto Holmes Road.	1	LATM considers improvements to east-west green time on Holmes Road and a 'green phase' out of Norwood Crescent. Possible improvements in other signals to be considered.
Normanby Street	Install speed humps on Normanby Street.	1	Traffic counts conducted in 2015 show an 85th percentile speed of 49.2km/h. As this is within the speed limits in this area, it is recommended that council continue to monitor speeds in this area.
Norwood Crescent	Rework traffic lights near railway crossing and improve access to Railway Avenue.	2	LATM includes plans to liaise with VicRoads for improvements to the traffic signal timing at Norwood Crescent / Holmes Road / Puckle Street.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
	Install one way arrangement along Norwood Crescent.	2	Will impact on bus movements. The LATM study proposes changes to the intersection of Puckle / Holmes / Norwood.
Orford Road	Would like traffic lights installed on the Orford Road turnoff	2	Orford Road is an arterial road controlled by VicRoads. However, the LATM is investigating pedestrian access to the adjacent Maribyrnong Park which could involve the option for traffic lights at some point.
	Request Victoria Police enforcement on Orford Road	2	Orford Road is an arterial road controlled by VicRoads and is out of the control of the local council.
	Would like a pedestrian crossing to the park.	1	Options for a formal pedestrian crossing to the park are being investigated as part of the LATM.
Park Street	Road conditions over railway track need addressing	9	Works completed in late June.
	Continue to zone 40km/hr along Park Street to Mt Alexander Road	1	VicRoads advises that 40km/h speed only apply adjacent to school zones, activity centres or town centres. As this section of Park Street is no longer in the vicinity of a school zone, it should remain 50km/h.
	We need a pedestrian crossing on Park Street near Whitehouse Place during school priority times.	1	Council to consider pedestrian counts to determine if pedestrian improvements are required.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
Pratt Street	Install speed humps on Pratt Street between Safeway and the car park.	1	The 85th percentile speed on Pratt Street is 33.8km/h with only 2% of traffic exceeding 40km/h. As such it is recommended that council continue to monitor speeds in this area.
Puckle Street	Increase the visibility of the pedestrian crossing at Clocktower Centre.	1	Consider linking pedestrian crossing with traffic lights further down the road to increase the visibility of the red light at the pedestrian crossing.
	Ban u-turns in Puckle Street.	2	Puckle Street is too narrow for u-turn ban devices (i.e. medians) to be installed.
Scotia Street	Install a pedestrian crossing at Burns Street and Scotia Street.	1	This intersection should be addressed in the investigation into pedestrian access into Maribyrnong Park across Orford Road.
	Better enforcement at the intersection of Burns Street and Scotia Street.	1	CrashStats data from the last five years shows only one “other” incident, which indicates only minor injuries, at the intersection of Scotia Street and Burns Street. This is not significant enough to warrant further investigation into the safety of this intersection.
Scott Street	No Right Turn from Scott street into Buckley Street	1	Options to improve the safety of this intersection are being investigated.
Sherbourne Street	Rework the footpath on Sherbourne Street behind #54 Park Street	1	The road is too narrow to construct a wider footpath.

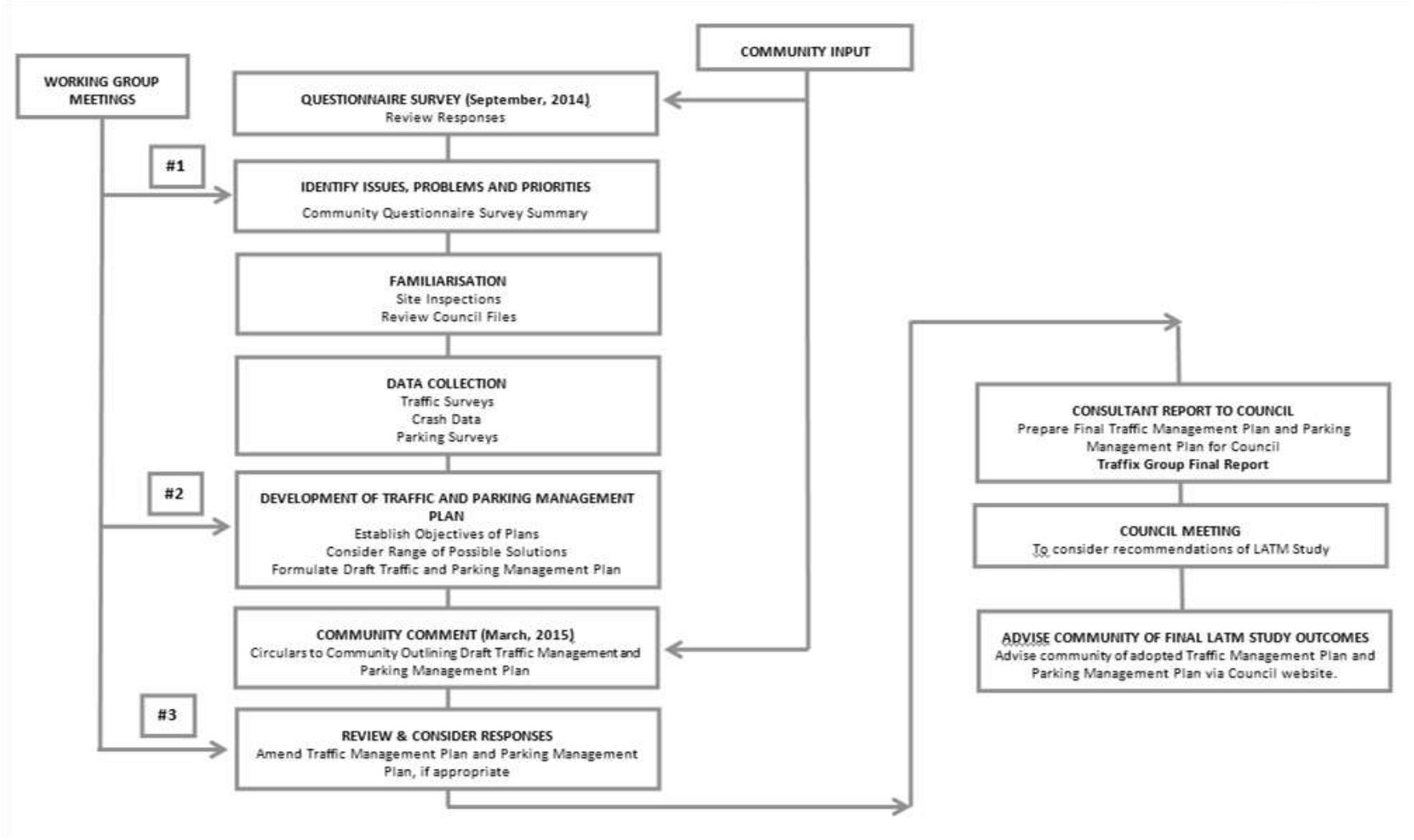
Street Name of Issue	Community Requests	No. Of Responses	Action/Response
	Install one way arrangement along Sherbourne Street from Inglebrae Court to Buckley Street.	1	Issues in the vicinity of the school district will be addressed in a further localised investigation of the school precinct that is not included in this LATM.
	Install alleyway between #2 Sherbourne Street and Stanley Street.	1	Request not clear.
	Install a turning lane from Sherbourne Street into Buckley Street.	1	Traffic volumes heading north on Sherbourne Street are approximately 300 cars per day and do not reach the volumes where a turning lane would be considered.
	Install one way arrangement during peak hour outside Lowther Hall and remove all parking, making it a drop off zone only.	1	The LATM proposes significant changes to the existing traffic conditions in this area, including turn bans on Stanley Street that will affect the volume of traffic and access to Sherbourne Street. This will be investigated further in a localised investigation on the school precinct to be conducted separate to this LATM study.
Smith Street	Reduce the footpath width and install parking on both sides.	1	The footpath width is constrained by pits in the pavement and the cost of moving them is prohibitively high.
	Provide angle parks at east end of Smith Street.	1	Width of road limits the ability to put angle parks in Smith Street.
	Provide footpath outside units entrance and cross over point to south side and maintain car parks	1	Footpath on the south side is proposed in the LATM to be widened and extended between the Right of Way and Margaret Street.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
	Take off unnecessary no standing signs on the south side of the street.	1	LATM plans would formalise parking on the south side.
	Make Smith Street one-way	3	The LATM study proposes the one way arrangement of Smith Street already.
Study Area	Pedestrian and bicycle paths are needed on quiet roads.	3	Several bicycle path options are being considered by council that are not part of the LATM. Due to the connectivity requirements of a suitable bicycle network, it is likely that priority will be placed on quieter roads.
	Speed limit of 40km/h in all streets	2	Current Victorian speed limit on all local roads outside of school zones and activity centres is 50km/h unless marked. 40km/h zones have only been proposed in areas where pedestrian priority is higher than vehicular priority.
Sydenham Street	Install one way arrangement in Sydenham Street	3	Will impact on bus movements. The draft LATM study proposes changes to the intersection of Puckle / Holmes / Norwood that would impact Sydenham Street.
	Improve bus routes through Sydenham Street and Norwood Crescent.	2	The draft LATM proposes the implementation of a ‘green time’ turn out of Norwood Crescent would have significant impact on the Sydenham Street area.

Street Name of Issue	Community Requests	No. Of Responses	Action/Response
Waverley Street	Give bus priority at Alma Street and Waverley Street.	1	VicRoads and Council created a package for proposed works along Waverley Street and are now seeking funding from TAC. Package includes line marking, turn treatments and safety platform near Alma Street.
	Install speed cameras at Waverley Street intersection with Buckley Street and Holmes Road.	1	Speed camera locations are determined by the Department of Justice.
	Install a pedestrian crossing to Maribyrnong Park from Waverley Street.	1	Pedestrian access to Maribyrnong Park from the Holmes Precinct is already being considered in the LATM study from Orford Road by way of a formal pedestrian crossing.
Whitehouse Place	Need a hump on Whitehouse Place on the north side outside Unit 8. Have asked for a two-way mirror especially as there are now extra houses there.	1	Speed humps already exist on this laneway and the conditions do not warrant further traffic management. It is recommended that council continue to monitor speeds in this area.

APPENDIX E

LATM Study and Consultation Procedure



APPENDIX H

Estimated Cost and Implementation Plan

Location	Treatment	Indicative Cost (Design & Construct)	Implementation Staging	
			[1]	[2]
Puckle Street Area				
Activity Centre	Install 40km/h signage in the activity centre area	$10,000	♦	-
At Holmes Road / Puckle Street / Norwood Crescent	Introduce 'Green' signal phase at intersection from Norwood	$20,000	♦	♦
School Precinct				
Sherbourne Street	Road hump (x 2 locations)	$16,000	♦	-
Sherbourne Street and Stanley Street	Install 40km/h signage along the extent of Sherbourne Street and Stanley Street	$5,000	♦	-
Inglebrae Court to Park Street	Install signs and linemarking to warn vehicles of pedestrians	$2,000	♦	-
Leslie Road/Stanley Street				
Leslie Road at Stanley Street	Localised investigation to determine solutions to identified traffic and parking issues	$10,000	♦	♦
Holmes Road				
Sussex Street to Lennox Street	Relocate school crossing	$15,000	♦	♦
Waverley Street to Milfay Avenue	Request Victoria Police enforcement of speed	-	♦	-
At Level Crossing	Conduct full investigation into intersection operation.	$20,000	♦	-
Derby Street				
Sussex Street to Mantell Street	Road hump (x 3 locations)	$24,000	♦	-
York Street to Grace Street	Remove traffic islands	$15,000	♦	-
Mantell Street				

Location	Treatment	Indicative Cost (Design & Construct)	Implementation Staging	
			[1]	[2]
At Ardmillan Road	Install contrasting road surface at raised intersection	$10,000	♦	♦
	Install stop sign on west approach	$300	Implement	-
Taylor Street				
Eddy Street to Mt Alexander Road	Road hump (x 1 location)	$8,000	♦	♦
Smith Street				
Railway Crescent to Marshall Street	Install one-way arrangement	$2,000	♦	♦
Right of Way to Margaret Street	Formalise parking on south side	$1,000	♦	-
	Widen footpath on south side	$15,000	♦	♦
Buckley Street				
At Scott Street	Investigate options to improve the safety of right turning vehicles into Scott Street from Buckley Street.	$15,000	♦	-
Mt Alexander Road				
At Maribyrnong Road	Consult with VicRoads on options to improve intersection safety.	$20,000	♦	-
Park Street				
Parry Street to Mt Alexander Road	Replace existing worn speed cushions	$16,000	♦	♦
Margaret Street				
At Hall Street	Install zebra crossing	$50,000	♦	♦
Moonee Ponds Junction				
Moonee Ponds Junction	Consult with VicRoads on options to improve intersection safety	$20,000	♦	-
Maribyrnong Road				
Normanby Street to Mt Alexander Road	Consult with Yarra Trams with the view to reducing tram / vehicle conflict.	-	♦	-

Location	Treatment	Indicative Cost (Design & Construct)	Implementation Staging	
			[1]	[2]
Scotia Street				
Maribyrnong Road to Burns Street	Request Victoria Police enforcement of speed	-	♦	♦
Orford Street				
Maribyrnong Road and Waverley Street	Investigate pedestrian crossing options to Maribyrnong Park	$20,000	♦	♦
Eddy Street				
At Taylor Street	Install raised pedestrian crosswalks on southern approach	$20,000	♦	♦
Waverley Street				
At Buckley Street / Lincoln Road	Conduct an investigation into the intersection and consult with VicRoads on potential improvements.	$20,000	♦	♦
Final Traffic Management Treatments		**$354,300**		
Final Parking Management Signage		**$3,000**		
TOTAL		**$357,300**		
* Subject to further consultation				

[1] – Detailed design and consultation with relevant stakeholders to be undertaken in 2015/2016 financial year

[2] – Construction works to be referred to 2016/17 Capital Works Budget for funding consideration

9.6 Flemington Hill Traffic and Parking Study - Update

File No: FOL/11/460
Author: Coordinator Transport
Directorate: City Works & Development
Ward: Myrnong

Purpose

This report provides an update on the outcomes of the Flemington Hill Traffic and Parking Study.

Executive Summary

- The Flemington Hill local area is the area bounded by Mt Alexander Road, Kent Street, Pin Oak Crescent, Racecourse Road and Victoria Street.
- Traffic, parking and road safety issues have been longstanding concerns of residents within Flemington Hill, and from May 2011 to early 2013 Council undertook the Flemington Hill Traffic and Parking Study.
- The study aimed to develop practical solutions to community concerns in relation traffic and parking conditions within the area.
- On 28 May 2013, Council endorsed the final Traffic Management Plan and Parking Management Plans, including a three-month trial of the following partial road closures:

  West of Wellington Street:

  - Brixton Street at Kent Street (northbound movement only).
  - Marwick Street at Kent Street (southbound movement only).
  - Farnham Street at Marwick Street (westbound movement only).

  East of Wellington Street:

  - Princes Street at High Street (southbound movement only).
  - Hill Street at Wellington Street (eastbound movement only).
  - Princes Street at McDonalds northern boundary (northbound movement only).
- A report was presented to Council at its meeting on 27 May 2014 providing an update on the proposed trial partial road closures within Flemington Hill. At this meeting, Council resolved to:

  a) Note the report from the Roads Corporation (VicRoads) on the proposed trial partial road closures.

b) Cease the proposed trial partial road closures until the full impacts of the East West Link on roads within Moonee Valley Council can be assessed, which would include the undertaking of further traffic management studies in Flemington, when the need for closures can be reinvestigated more accurately.

c) Proceed with the already adopted traffic and parking management treatments.

d) Continue to investigate the potential for traffic signals for the area at the intersections of Mt Alexander Road, Kent Street and Wellington Street.

e) Advise the Working Group members, residents and traders within the study area of the outcome of this report.

- Council recognises that the Flemington Hill area is complex and continues to experience rapid change as inner Melbourne experiences increases in population.
- The Flemington Hill Traffic and Parking Study has taken a considerable amount of time to implement, however, Council has and will continue to undertake substantial work in the area to address the existing traffic and parking issues within the Flemington Hill local area.
- Furthermore, new issues have also emerged, and it is essential that the following matters are also considered:
    - The State Government's cancellation of the East West Link project.
    - The upcoming construction of the CityLink Tullamarine Freeway Widening project and the associated traffic and transport impacts this project may have on roads within and around the Flemington Hill local area, during both construction and operation.
    - VicRoads' review for the Victorian Over Dimensional Route Network for permitted loads, and the proposed future removal of Kent Street from the Network.
    - The need to develop a road safety, traffic and speed reduction plan for Kent Street, between Ascot Vale Road and Mt Alexander Road.
    - The forthcoming commencement of the Newmarket Local Area Traffic Management Study (LATM), as adopted by Council in February 2015.
    - The need to undertake an Origin Destination Survey prior to the commencement of the Newmarket LATM, to ensure effective proposals are developed in calming traffic, deterring inappropriate 'cut through' traffic and improving road safety and local amenity.
- This report outlines an implementation strategy for the Newmarket LATM area in the context of these emerging issues.

Recommendation

That Council:

1. Implement all adopted and committed traffic management treatments within Flemington Hill in a staged process, as detailed in **Appendix A**.
2. Commence the statutory process to permanently relocate the existing partial road closure of Victoria Street from Hill Street to Racecourse Road under Clause 9 of Schedule 11 of the Local Government Act 1989, as detailed in **Appendix B**.
3. Establish a Special Committee of Council, comprising all Councillors, to consider any written submissions received in accordance with Section 223 of the Local Government Act 1989.
4. Publish a public notice in a locally available newspaper giving an outline of the proposed relocation of the existing partial road closure, and stating that Council will receive submissions in accordance with Section 223 of the Local Government Act 1989 and further stating that submissions in respect to the proposed relocation of the partial road closure must be and will be considered by a Special Committee of Council (if required) on Tuesday, 20 October 2015 at 6.00pm.
5. Adopt the revised LATM implementation program as shown in **Appendix C**, with the Newmarket LATM commencing in 2018/19.
6. Advise the Working Group members, residents, landowners, traders and key stakeholders within the Flemington Hill local area of the outcome of this report.
7. Receive a further report at the completion of the Origin Destination Survey detailing results of the survey and commencement of the statutory process for the proposed three-month trial of the six (6) partial road closures within the Flemington Hill local area.

Background

2011 to 2013 – Flemington Hill Traffic and Parking Study

Council has undertaken substantial work within the Flemington Hill local area to address the existing traffic and parking issues.

The Flemington Hill local area is bounded by Mt Alexander Road, Kent Street, Pin Oak Crescent, Racecourse Road and Victoria Street. Traffic, parking and road safety issues have been longstanding concerns of residents within this area.

Of particular concern for the community have been the amount of traffic using the Flemington Hill area as a 'cut through' and the associated impacts, which include noise and safety. Parking concerns have included parking pressures in the southwest corner of Flemington Hill associated with the shopping precinct and Newmarket Railway Station.

Council undertook the Flemington Hill Traffic and Parking Study from 2011 to early 2013. The study aimed to develop practical solutions to community concerns in relation to traffic and parking conditions within the area.

It has involved three rounds of resident and trader consultation, comprehensive traffic and parking analysis and the formation of two working groups in order to develop the Flemington Hill Traffic Management Plan and Parking Management Plan.

May 2013 – Council Report

As such, the community's input since 2011 has contributed to a range of traffic and parking initiatives within the Flemington Hill Parking Management and Traffic Management Plans, which were endorsed by Council in May 2013, and included the installation and further progression of the following permanent treatments:

- A raised intersection treatment at Bryant Street and High Street.
- Six (6) road humps along Victoria Street, between Mt Alexander Road and Racecourse Road.
- A raised pedestrian pavement on Victoria Street at Racecourse Road.
- The relocation of the existing partial road closure of Victoria Street from Hill Street to Racecourse Road.
- Flemington Hill Truck Bans in Wellington Street, Shields Street, Princes Street and Victoria Street.
- Investigation of traffic signals for the area around the intersections of Mt Alexander Road, Kent Street and Wellington Street to address ongoing concerns.

The adopted Traffic Management Plan also included a three-month trial of partial road closures at the following locations:

West of Wellington Street:

- Brixton Street at Kent Street (northbound movement only).
- Marwick Street at Kent Street (southbound movement only).
- Farnham Street at Marwick Street (westbound movement only).

East of Wellington Street:

- Princes Street at High Street (southbound movement only).
- Hill Street at Wellington Street (eastbound movement only).
- Princes Street at McDonalds northern boundary (northbound movement only).

In determining how to resolve the community's traffic and parking issues and whether to proceed with the three-month trial, factors taken into consideration included the response from the community survey as well as traffic volumes, safety, residential amenity and providing a suitable level of accessibility.

After considering these factors (including the low level of support received for the three-month trial of partial road closures from both the east and west sides of the study area), it was resolved that a three-month trial would be appropriate to allow the evidence gathering and to determine whether a properly constructed, partial road closure system would provide a resolution to the traffic concerns of residents in the area, specifically to reduce the amount of through traffic travelling along local streets in Flemington Hill and its associated impacts.

November 2013 – East West Link Comprehensive Impact Statement

Council considered that the traffic impacts the East West Link project would have on roads within Moonee Valley, during both construction and operation, could be significant. It was identified that the East West Link could potentially impact the area around Flemington, Ascot Vale, Travancore and Moonee Ponds due to the proximity of the proposed link alignment.

As part of Council's submission to the East West Link Assessment Committee, Council identified that local traffic volumes would be significantly impacted by the additional traffic accessing the East West Link and made a request for funding to undertake Local Area Traffic Management studies in the local areas of Newmarket, in which Flemington Hill sits, plus Dean and Travancore.

Council considered that these studies would help assess, and put in place measures to counteract, any adverse impact caused by the East West Link due to potential 'rat running' on local streets.

Council was also awaiting more detail from the State Government about the proposed widening of the CityLink Tullamarine Freeway which could also impact Flemington Hill.

In December 2013, Council officers received a report from VicRoads, which stated that they did not object to the proposed trial partial road closures system.

May 2014 – Council Report

In light of all above issues, Council considered that it would not be practical to proceed with the three-month trial of partial road closures at six locations within the Flemington Hill area until the full impacts of the East West Link on roads within Moonee Valley could be assessed and the need for closures could be reinvestigated more accurately.

Therefore, a report was presented to Council at its meeting on 27 May 2014 providing an update on the proposed trial partial road closures within Flemington Hill. At this meeting, Council resolved to:

1. Note the report from the Roads Corporation (VicRoads) on the proposed trial partial road closures.
2. Cease the proposed trial partial road closures until the full impacts of the East West Link on roads within Moonee Valley Council can be assessed, which would include the undertaking of further traffic management studies in Flemington, when the need for closures can be reinvestigated more accurately.
3. Proceed with the already adopted traffic and parking management treatments.
4. Continue to investigate the potential for traffic signals for the area at the intersections of Mt Alexander Road, Kent Street and Wellington Street.
5. Advise the Working Group members, residents and traders within the study area of the outcome of this report.

On 30 May 2014 residents and traders were advised of the above Council resolution, and were also informed that the following traffic calming treatments and parking reviews (as endorsed by Council) would proceed within the 2014/15 financial year:

- Road humps along Victoria Street.

- Relocation of the partial road closure on Victoria Street from Hill Street to Racecourse Road.
- Raised intersection treatment at Bryant Street and High Street.
- Further consultation on parking for Pin Oak Crescent, Brighton Street, Farnham Street, Church Street and Bryant Street.
- Investigation of traffic signals for the area around the intersections of Mt Alexander Road, Kent Street and Wellington Street to address ongoing concerns.

February 2015 – LATM Implementation Program

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 then updated it in July 2013 and August 2014.

Given that there was a change in State Government in November 2014 and subsequently a change in political context, announcements of various major infrastructure works, such as, the CityLink Tullamarine Freeway Widening, the cancellation of the East West Link and the subsequent cessation of the three-month trial of partial closures in Flemington Hill it was considered necessary to again revise the priority list.

As such, in February 2015 Council adopted the revised LATM implementation program and recommended to bring forward the development of the Buckley Park LATM and commence the Newmarket LATM in 2015/16.

A total of $110,000 has also been allocated within the 2015/16 Operating Budget to undertake the Newmarket Local Area Traffic Management Study and the associated Origin Destination Survey.

Emerging Issues – Kent Street Road Safety and Review of Over Dimensional Route Network

Since the completion of the Flemington Hill Traffic and Parking Study, community concerns have been raised in relation to traffic, road safety and speeding in Kent Street, between Ascot Vale Road and Mt Alexander Road.

Kent Street is aligned in the east-west direction between Ascot Vale Road and Mt Alexander Road. It accommodates on-street parking and bicycle lanes on both sides of the road, and a single lane of traffic in each direction.

In order to determine the level of speed and traffic volumes on a typical weekday and weekend, traffic speed and volume surveys were conducted in the below sections of Kent Street, in August 2014:

- Between Burton Crescent and Turnbridge Street.
- Between Railway Place and East Street.
- Between Ayr Street and Oriana Court.

Kent Street is classified as a local road under Council's road classification system and has a speed limit of 50 kph. The results of the surveys revealed that the 85th

percentile vehicle speed (the speed at which 85% of vehicles travel at or below) in Kent Street was over the speed limit in all sections of Kent Street.

The results of the surveys are summarised in the below table and also revealed that Kent Street carries between 5,568 and 6,255 vehicles per day (vpd):

Table 1: Summary of Traffic Speed and Volume Surveys for Kent Street

Location of Kent Street	24 Hour Weekday Average Traffic Volume (vehicles per day (vpd))	Average Speed Data (85th percentile)
Between Burton Crescent and Turnbridge Street	5,568 vpd	54 kph
Between Railway Place and East Street	6,255 vpd	52.7 kph
Between Ayr Street and Oriana Court	4,709 vpd	54.3 kph

An assessment of the crash history for Kent Street has also been undertaken by analysing crash data for the most recent five year period (July 2008 to June 2013). This information has been sourced from CrashStats, which is the Victorian accident statistics and mapping program managed by VicRoads. CrashStats contains all reported casualty crashes, which include the categories of 'Fatal', 'Serious' and 'Other Injury' crashes[1].

In the five year period between July 2008 and June 2013, a total of 15 casualty crashes were reported along Kent Street, including 4 serious injury and 11 other injury crashes. A breakdown of the crashes is as follows:

- Six (6) crashes occurred at the intersection of Mt Alexander Road and Kent Street, and two (2) crashes occurred at the intersection of Ascot Vale Road and Kent Street.
- Seven (7) crashes occurred along Kent Street, including four (4) crashes at local intersections, and three (3) crashes at mid-block locations.

Given the above traffic survey results and crash history, officers are of the view that measures to address the traffic and speeding issues are warranted. However, as Kent Street forms part of the Victorian Over Dimensional Route Network for permitted loads the installation of further traffic management devices for Kent Street has not been considered.

[1] The categories of crash severity are defined as follows:

- ***Fatal*:** One or more persons are killed in the crash, or die within 30 days from injuries sustained in the crash.
- ***Serious: Injury*:** One or more persons are admitted to hospital as a result of injuries sustained in the crash.
- ***Other Injury*:** One or more persons are given medical treatment for injuries sustained in the crash.

Over Dimensional Routes for permitted loads were agreed to many years ago by VicRoads and Council, and any changes to the network or the installation of traffic management devices need approval by VicRoads.

However, in addition to the above, VicRoads have advised that they are currently in the progress of reviewing the Victorian Over Dimensional Route Network for permitted loads and have informally advised Council that the future removal of Kent Street from the Over Dimensional Route Network is supported.

Discussion

It is important to understand and recognise that the Flemington Hill area is complex and continues to experience rapid change as inner Melbourne experiences increases in population.

The Flemington Hill Traffic and Parking Study has taken a considerable amount of time to complete, however, Council has and will continue to undertake substantial work in the area to address the existing traffic and parking issues within the Flemington Hill local area.

The State Government's announcement in April 2015 to deliver the CityLink Tulla Widening project (albeit a variation to the April 2014 agreement) and the cancellation of the East West Link project will continue to have traffic and transport impacts in the local area.

Therefore, given that there a number of outstanding outcomes of Council's previous resolutions for the Flemington Hill Traffic and Parking Study (dated 28 May 2013 and 27 May 2014), and that a number of other projects are being undertaken within the Flemington Hill local area, it is recommended that all adopted (and committed) traffic management treatments within Flemington Hill be implemented in a staged process as shown in **Appendix A**.

In summary, this means that Council can now:

- Commence the statutory process to permanently relocate the existing partial road closure of Victoria Street from Hill Street to Racecourse Road under Clause 9 of Schedule 11 of the Local Government Act 1989, as detailed in **Appendix B**.
- Establish a Special Committee of Council, comprising all Councillors, to consider any written submissions received in accordance with Section 223 of the Local Government Act 1989.
- Publish a public notice in a locally available newspaper giving an outline of the proposed relocation of the existing partial road closure, and stating that Council will receive submissions in accordance with Section 223 of the Local Government Act 1989 and further stating that submissions in respect to the proposed relocation of the partial road closure must be and will be considered by a Committee of Council (if required) Tuesday, 20 October 2015 at 6.00pm.
- Adopt the revised LATM implementation program as shown in **Appendix C**, with the Newmarket LATM commencing in 2018/19.
- Commence the Kent Street traffic management plan utilising 2015/16 funds committed for the Newmarket LATM.

Consultation

The Flemington Hill Traffic and Parking Study has involved a considerable level of community consultation.

Further consultation will be undertaken with the community once the statutory process commences for the proposed three-month trial of partial road closures at six (6) locations within the Flemington Hill local area.

Implications

1. Legislative

Council will comply with its statutory obligations under Clause 9 of Schedule 11 and Sections 207 and 223 of the Local Government Act 1989 before considering whether or not to permanently relocate the existing partial road closure of Victoria Street from Hill Street to Racecourse Road.

2. Financial

The 2015/16 Capital Works Budget includes funds for the implementation of all adopted and committed traffic management treatments for Flemington Hill.A total of $100,000 has also been allocated within the 2015/16 Operating Budget to undertake the Newmarket Local Area Traffic Management Study and the associated Origin Destination Survey.However, given that it is recommended not to proceed with the Newmarket LATM until after the construction of the CityLink Tullamarine Freeway Widening project and the outcome of the three-month trial of the partial road closures is finalised, it is recommended to use these funds to implement all adopted and committed traffic management treatments for Flemington Hill, as shown in **Appendix A**.

3. Environmental

There are no environmental implications associated with this report.

Conclusion

Traffic, parking and road safety issues have been longstanding concerns of residents within Flemington Hill, and from May 2011 to early 2013 Council undertook the Flemington Hill Traffic and Parking Study.

Council has undertaken substantial working within the Flemington Hill local area to address these concerns and recognises that the outcomes of the study have taken a considerable amount of time to implement.

The Flemington Hill local area is complex and continues to experience rapid change as inner Melbourne grows and increases in population, This report recommends to implement all adopted and committed traffic management treatments within Flemington Hill in a staged process, commence the statutory process to permanently relocate the existing partial road closure of Victoria Street from Hill Street to High Street, and commence the preparation of a Kent Street traffic management plan.

APPENDIX A

Staged process for implementation of adopted and committed Traffic Management Treatments for Flemington Hill Local Area

Project	Timeline	Budget
Statutory process for proposed relocation of existing partial road closure of Victoria Street from Hill Street to Racecourse Road. Note: This treatment will also include the installation of a raised pedestrian pavement on Victoria Street at Racecourse Road (in accordance with Council resolution in May 2013).	Commence August 2015	Works within 2015/16 Capital Works Program
Finalise construction of infrastructure civil works and implementation of following treatments: • Bryant Street and High Street Raised Intersection Pavement. • Wellington Street intersection roundabout pedestrian and cyclist improvements at Farnham Street, Waltham Street and Finsbury Street. • Upgrade of the pedestrian and cyclist access along Queens Avenue and at the intersection of Kent Street and Queens Avenue, which forms part of the Craigieburn Rail Corridor project to develop a walking and cycling route by connecting local streets along the corridor from Essendon Station to Newmarket Station. • Installation of parking demand review and outcome of community consultation for Pin Oak Crescent, Brighton Street and Eltham Street. Note: The six (6) road humps along Victoria Street, between Mt Alexander Road and Racecourse Road and the painted bicycle symbols along Pin Oak Crescent, from Kent Street to Racecourse Road were completed in June 2015. Note: The installation of the raised pedestrian pavement on Victoria Street at Racecourse Road will be constructed after the statutory process for the proposed relocation of the existing partial road closure of Victoria Street from Hill Street to Racecourse Road is completed.	By December 2015	
Intersection of Mt Alexander Road / Kent Street / Wellington Street – Traffic Signal Remodel	September 2015	

Kent Street – Commence development of road safety and speed reduction plan.	Commence September 2015	Within 2015/16 Operating Budget (utilise funds allocated to complete Newmarket LATM)
Flemington Hill Truck Bans – The Truck Bans were installed in December 2014. There is a VicRoads condition to review the effectiveness of the Truck Bans in Wellington Street, Shields Street, Princes Street and Victoria Street (12 months after implementation of signs).	February 2016	
Commence Origin Destination Survey for the Newmarket Local Area.	February 2016	
Statutory process for proposed three-month trial of partial road closures at the following locations: <u>West of Wellington Street:</u> • Brixton Street at Kent Street (northbound movement only). • Marwick Street at Kent Street (southbound movement only). • Farnham Street at Marwick Street (westbound movement only). <u>East of Wellington Street:</u> • Princes Street at High Street (southbound movement only). • Hill Street at Wellington Street (eastbound movement only). • Princes Street at McDonalds northern boundary (northbound movement only).	Following completion of Origin Destination Survey for Newmarket LATM it is recommended to receive a further report to Council (in April 2016) detailing results of the survey and commence the statutory process for the proposed three-month trial of partial road closures. (In accordance with Council resolution of May 2013).	
Newmarket Local Area Traffic Management Plan	2018/19	Commence after construction for CityLink Tullamarine Freeway Widening is complete and outcome of proposed trial partial road closures is finalised.

APPENDIX B

Proposed Relocation of Existing Partial Road Closure of Victoria Street from Hill Street to Racecourse Road - Process and Indicative Timelines

Steps	Timeframe
Preparation of the proposed permanent partial road closure, including appropriate plans to be used as part of the statutory process.	Completed
Obtain and consider report from VicRoads on the proposal.	July / August 2015
Under Section 223 of the Local Government Act (Right to Make a Submission) Council to commence statutory process by publishing a public notice not less than 28 days for the proposed relocation of the existing partial road closure of Victoria Street from Hill Street to Racecourse Road.	Commence from end of August 2015
Special Committee to hear submissions from community on proposed permanent partial road closure of Victoria Street from Hill Street to Racecourse Road.	20 October 2015
Report to Council to either install or abandon the proposed relocation of the existing partial road closure of Victoria Street from Hill Street to Racecourse Road.	End of November 2015
Should Council resolve to install the permanent partial road closure relocation, all property occupiers, landowners, traders and key stakeholders within the Flemington Hill local area must be notified of Council's decision.	November / December 2015
Council to install permanent infrastructure and further liaison/notification of civil works must occur with directly affected properties, landowners and key stakeholders prior to infrastructure being implemented. Note: These infrastructure works will also include the construction of the previously adopted raised pedestrian pavement on Victoria Street at Racecourse Road.	From January 2016

APPENDIX C

Revised LATM implementation program

Local Area Traffic Management Precinct	Adopted Priority (2012 – based on review of criteria)	Adopted Priority (2013 – prior to start of program)	Adopted Priority (2014)	Adopted Priority (February 2015)	Proposed priority (July 2015)
Fletcher*	2013-14	2013-14	2013-14	Completed	Completed
St. Therese's*[1]	2014-15	***2013-14***	2013-14	Completed	Completed
Dean*[1]	2016-17	2016-17	***2014-15***	Ongoing	Ongoing
Holmes*[1]	2015-16	***2014-15***	2014-15	Ongoing	Ongoing
Buckley Park[2]	2014-15	2014-15	***2016-17***	***2015-16***	***2015-16***
North Essendon	2016-17	2016-17	2016-17	2016-17	2016-17
Valley Lake (Area 2A)[2]	2015-16	2015-16	2015-16	***2016-17***	***2016-17***
Airport West	2017-18	2017-18	2017-18	2017-18	2017-18
Travancore	2017-18	2017-18	2017-18	2017-18	2017-18
Newmarket[2]	2013-14	***2015-16***	2015-16	2015-16	***2018-19***
Union	2018-19	2018-19	2018-19	2018-19	2018-19
Doncaster[2]	2018-19	2018-19	2018-19	2018-19	***2019-20***
Valley Lake (Area	2019-20	2019-20	2019-20	2019-20	2019-20

2B)					
Boulevard[2]	2019-20	2019-20	2019-20	2019-20	***2020-21***
Napier Park	2020-21	2020-21	2020-21	2020-21	2020-21
Milleara West[2]	2020-21	2020-21	2020-21	2020-21	***2021-22***
West Essendon	2021-22	2021-22	2021-22	2021-22	2021-22
Mascoma[2]	2021-22	2021-22	2021-22	2021-22	***2022-23***
Pavilions	2022-23	2022-23	2022-23	2022-23	2022-23
Avondale East[2]	2022-23	2022-23	2022-23	2022-23	***2023-24***
Rosehill Park	2023-24	2023-24	2023-24	2023-24	2023-24
Avondale Heights[2]	2023-24	2023-24	2023-24	2023-24	***2024-25***

*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.
'**2015-16' -** denotes change to priority

9.7 Housing Strategy Update - Summary of consultation on Housing Issues and Opportunities Paper and next steps

File No: FOL/14/678

Author: Senior Strategic Planning Officer

Directorate: City Works & Development

Ward: Municipal

Purpose

The purpose of this report is to brief Council on the public consultation undertaken and feedback provided in relation to the draft Housing Issues and Opportunities Paper. This report also seeks adoption of the Housing Issues and Opportunities Paper incorporating feedback received during the consultation period.

The report then further seeks Council endorsement on a revised process to develop the Moonee Valley Housing Strategy and a future planning scheme amendment to implement the three residential zones.

Executive Summary

- It was an initiative within the 2014/15 budget to develop a new Housing Strategy.
- At its 16 December meeting, Council endorsed a process to follow to develop the Housing Strategy.
- The first step in the process was to develop a draft Housing Issues and Opportunities paper.
- This draft Housing Issues and Opportunities paper was developed internally, with feedback from relevant Council departments. The key issues were also confirmed at Council's Strategic Planning Advisory Committee in February.
- The draft Housing Issues and Opportunities Paper provides an overview of the context in which Council operates in relation to housing including relevant policy and demographic trends. It also outlines the housing research that Council has undertaken such as developing an Affordable Housing Background Research Paper, as well as relevant consultation. The draft paper then concludes by identifying five broad issues with associated constraints and opportunities for housing in Moonee Valley.
- Consultation on the draft Housing Issues and Opportunities paper was extensive, with the aim of engaging as many people early in the process of developing the Housing Strategy as possible.
- The community engagement and promotional material included:
    - A survey of 400 households;

  - Three focus groups targeting hard to reach individuals including young people, aspiring home owners and older resident support groups;
  - A drop-in session;
  - An industry breakfast discussion;
  - A flyer in the rates notice;
  - A summary booklet delivered to community centres, libraries and sent to known resident groups;
  - A postcard delivered to community centres and cafes.
- A summary document outlining the community engagement findings for the draft Housing Issues and Opportunities Paper is provided in **Appendix A** (separately circulated) to this report.
- A copy of all submissions and online feedback forms received is provided in **Appendix B** (separately circulated) to this report.
- Some changes have been made to the draft Housing Issues and Opportunities Paper following consultation. A summary of these changes is provided in the discussion section to this report.
- A final version of the Housing Issues and Opportunities Paper is provided in **Appendix C** (separately circulated) to this report.
- Feedback received through the consultation period indicated that the timely introduction of the three residential zones is important to create greater certainty for the community around preferred housing outcomes across the municipality.
- While Council Officers agree that the timely introduction of these three zones is important, this should not be done in the absence of significant consultation providing residents, property owners and other stakeholders with an opportunity to have a say.
- One way to reduce the timeframes while still enabling significant consultation would be to combine the consultation for the draft Housing Strategy and exhibition of a Planning Scheme Amendment to introduce the three Residential Zones.
- If Council was to go down this path then it is likely a report will be put to Council in early 2016 requesting endorsement to go on consultation with both the draft Housing Strategy and exhibit a Planning Scheme Amendment to introduce the three Residential Zones.
- If proceeding down this path then it is likely to reduce the timeframes by a few months.
- However it would also be necessary to
- Council should allow at least eight weeks for consultation providing sufficient time for stakeholders to provide feedback.
- It would be necessary to provide continual updates throughout the year on the development of a new Housing Strategy.

- If Council did not resolve to go down this path, then it would still be possible to go through the three rounds of consultation as originally intended, with consultation on the draft Housing Strategic likely to take place in early 2016. Exhibition of a Planning Scheme Amendment to introduce to zones would then take place around mid to late 2016.

Recommendation

That Council:

1. Adopts the Housing Issues and Opportunities Paper as provided in **Appendix C** (separately circulated) to this report.
2. Endorses the revised process for developing the Housing Strategy and undertaking a Planning Scheme Amendment to implement the three residential zones, as outlined in **Appendix D** to this report.

Background

Moonee Valley Housing Strategy 2010

Council adopted its current Housing Strategy in June 2010. The Housing Strategy sets out six key housing directions for the municipality. These include Location Appropriate; Meeting Diverse Needs; Affordability; Socially Responsive; Sustainable Design and Urban Character. There are a series of actions for Council to implement under each of these directions.

There was a need to revise the Moonee Valley Housing Strategy 2010 to reflect updated policy and strategies at both a local and state level, as well as demographic changes, including the expectation of a greater number of residents in the municipality than when the 2010 strategy was prepared.

Development of a new Housing Strategy

It was an initiative in the 2014/15 budget to develop a new Housing Strategy.

The Housing Strategy will need to respond to the Housing Issues and Opportunities Paper and relevant issues raised during the consultation of this document.

Where relevant Council will use strategies and policies which have already been adopted to help inform this strategy.

It will also be informed by the Residential Zones Standing Advisory Committee Report, released in October 2014 and the former Department of Transport, Planning and Local Infrastructure Practice Note 78 (Applying the Residential Zones).

Discussion

Why are we doing a Housing Strategy?

The population of Moonee Valley is growing. Over the next 10 years (from 2015-2025) it is expected that the population will increase by 18,000 residents.

Council needs to plan for this growth. It does this by ensuring there will be adequate well designed housing in suitable locations to meet the needs of future residents. In doing so it also needs to take steps to limit or mitigate the impacts of this additional housing on existing residents who have often chosen to live in Moonee Valley for its established character and green spaces.

As well as the amenity impacts, this additional housing also puts pressure on existing infrastructure, facilities and open spaces. These are significant issues which need to be considered in planning for housing growth.

Housing affordability is becoming an even more significant issue in the municipality, with housing prices rising more quickly than wages growth. There is also a continued lack of affordable rental dwellings on the market.

With a greater number of older residents, it will be even more important for Council to help to facilitate the provision of more accessible housing, or housing which is suitable for people as their needs change, in the municipality.

Draft Housing Issues and Opportunities Paper

The draft Housing Issues and Opportunities Paper provides:

- An overview of what a Housing Strategy is and why it is needed;
- The context in which Council operates in relation to housing;
- An overview of the relevant housing policies across all levels of government;
- A discussion on the demographic trends occurring in Moonee Valley;
- A summary of the consultation Council has undertaken in relation to housing in recent years;
- The draft Housing Issues and Opportunities paper identifies five broad housing issue these include Building Design (including internal and external amenity), Housing Affordability, Infrastructure (including parking and traffic), Housing Growth and Housing accessibility and adaptability.

Summary of issues raised in consultation

The following section provides a summary and a response to some of the key issues raised in the submissions. A full copy of each submission and online feedback form received is provided in **Appendix B** (separately circulated) to this report. A full engagement summary is provided in **Appendix A** to this report.

Issue	Response
Population estimates used in the report	The population estimates used in the Housing Issues and Opportunities Paper are based on ID forecast data, which was prepared for Council at the start of 2015. The population forecasts factor in all the larger developments that Council was aware of at the time. It also takes into account larger sites which are identified in the State Government Urban Development data. There is some additional infill development added to each suburb based on what is occurring and what is likely to occur, as well as historic trends. The data also considers other factors including migration, fertility rates, mortality rates and policy. Council reviews these estimates every couple of years, as government policies, as well as market dynamics can change. It is also worth noting that while using a different methodology, the forecasts produced by ID on behalf of Council and the State Government forecasts (VIF) while varying slightly year on year come out with a very similar forecast to 2031 (143,744 ID consulting, 144,049 VIF). Further information on the population estimates will be included in the draft Housing Strategy.
Capacity of infrastructure to handle population growth	There are obvious issues in relation to increasing population without commensurate improvements or new infrastructure. In terms of transport infrastructure, it is both State and Local Planning Policy to deliver greater concentrations of housing near public transport. This is certainly preferable to try to reduce the need for car ownership. However, while Council can advocate for improvements to public transport, it cannot provide these improvements. Council is in the process of reviewing its Integrated Transport Plan. This will help to better ensure that there is a suitable, safe and interconnected transport infrastructure for different transport modes such as private car, freight, public transport, walking and cycling. This will help in prioritising areas for improvements in Council delivered transport infrastructure and advocacy. Consultation on this document is likely to take place in 2016.

	The Housing Issues and Opportunities Paper has been updated to identify that housing has an impact on other forms of infrastructure such as community facilities and schools. However many facilities are either supplied by State Government or private providers.
Open space and developer contributions	Council currently has an adopted policy within its planning scheme (Clause 52.01) that requires an open space contribution of five per cent of the land value of any subdivision for more than two lots. This is to be used to fund open space improvements and acquisition of new open space for the benefit of the future population. Part of the 2015/16 budget is to investigate developer contributions for the Moonee Ponds Activity Centre. Funds collected for development, through a Development Contributions Plan, would be used to fund infrastructure, including community infrastructure in the centre. In the absence of a Statewide Levy developing such a plan and then implementing through the planning scheme is a very costly and time consuming process. An expected large population growth in an area would be required to justify the cost of preparing one of these plans. Therefore, as the Moonee Ponds Activity Centre is expected to experience the largest population growth over the coming years, this centre is a priority for investigation into development contributions. If successful Council can consider the suitability to undertake for other Activity Centres.
Capacity analysis	Council will be working with consultants to prepare a housing capacity analysis to be used to help inform the draft Housing Strategy and by ensuring that through any rezoning that Council will have adequate land available to meet its housing needs.
Other plans and strategies	Council currently has adopted Activity Centre Policies for four of its Activity Centres (Moonee Ponds, North Essendon, Keilor Road and Airport West). It is currently preparing a structure plan for Essendon, which is both a neighbourhood centre and identified as an Urban Renewal Precinct in *Plan Melbourne*. It is also in the early stages of reviewing the Structure Plan for the Airport West Activity Centre.

Review of Plan Melbourne	While Plan Melbourne is being reviewed, it is Councils understanding that this will be to enhance the existing strategy not to write a new strategy. Council will need to ensure its draft Housing Strategy is both consistent with Plan Melbourne, other State Planning Policy and Local Planning Policy.
Addressing homelessness, youth services etc.	These are significant issues but outside the scope of the Housing Strategy which will be principally focused on land use planning. It may however recommend for further work in these areas.
Population change in Flemington-Travancore	The population of Flemington-Travancore is expected to increase from its current figure in 2015 of around 10,424 to 12,353 in 2036. This figure includes additional dwellings within future major sites estimated at 388 dwellings from 2017-2019, low level commercial centre development of up to 35 dwellings per annum and low level infill development of around 8 dwellings per annum. There have been no assumptions regarding an increase in public housing. The model used applies the household and migration trends for the small area to the population over time.
The report could benefit from accessing the impact of bodies such as VicRoads. Incorporating VicRoads and PTV 10 year strategy plans may assist evaluating impacts from transport plans in surrounding municipalities which directly impact on housing	Noted. Other transport plans, as well as the development of Council's new Integrated Transport Plan will be considered in the development of the new Housing Strategy.
Council's as silos	The application of the zones varies from Council to Council based on policy and housing needs. Council will need to consistent with State and Local Planning Policy and to apply a strong and robust criteria to support any future application of these residential zones.
Accommodated and induced demand – would be beneficial to know how many dwellings are required over and above those already planned to come on stream	The population forecasts are based on an analysis of future demand, and the expected (albeit conservative) estimate of likely development rates in the future. Council needs to undertake a strategic assessment

	as to appropriate locations for new housing growth through mapping areas of housing change. It will then need to look at this in terms of population forecasts and housing capacity. Council cannot put a cap on development.
Quality and sustainability of design The need for state-wide guidelines. Addressing setbacks and building site coverage in Schedules to zones	Council will be providing a submission into the State Government's *'Better Apartments – A Discussion Paper'*. It also has budget in 2015/16 to look at its own apartment design guidelines. This will need to be considered in relation to any state level guidelines. Council will consider the use of Schedules in any future application of the residential zones.
Controlling or reducing the parking available in medium and high-density developments does not necessarily reduce car ownership or use. Idealistic and perhaps unrealistic to limit car parking in certain locations which have good access to infrastructure. Various other comments were made in relation to traffic and parking.	Comments are noted. We know that when looking at inner city Councils, that there are a much higher proportion of households not owning or only owning one car. This is likely to indicate the good access to infrastructure is likely to reduce the need for car ownership. We will look at analysing data further in regards to this in developing the draft Housing Strategy.
Process of identifying housing change should be done in a strategic manner with a clear and justifiable criteria. In the General Residential Zone practice note states type of housing to be expected would be: "single dwellings and some medium density housing" with "a mixture of single dwellings, dual occupancies with some villa units and in limited circumstances town houses, where appropriate"	Comments are noted. The General Residential Zone is consistent with the previous Residential 1 Zone. Under this zone there are no density requirements. The discretionary height within the General Residential Zone is 9 metres (10 metres on sloping sites). Each application would continue to be assessed on its merits.
Impression conveyed that there will be an	Comments are noted. Based on current population forecasts, the greatest

unprecedented wave of population growth in Moonee Valley in the coming decades. However, real situation is better represented by saying population has, on average, always been growing and that notwithstanding a recent growth spurt, the expected rate of future growth is likely to be around the historic average or a little above.	population growth is expected over the coming years, particularly up to 2021, at this stage, after this time, growth is expected to slow.
Given the number of apartment buildings which have already been constructed in recent years or are under construction, this should reasonably meet population demands into the future based on both population forecasts as well as the SGS report prepared to inform the previous application of the residential zones. Hard to see how there couple be a case to forcefully insert apartment complexes into current residential areas.	Each application is assessed on its merits against the provisions within the planning scheme. Council cannot prevent applications or refuse applications on the basis that a certain population may be close to, or already have reached capacity.
The General Residential Zone allows for a lower height limit than nine metres. If Council believes there is justification for three-storey development in residential areas, the case for this should be elucidated, detailed and explained.	There are a few specific instances where a lower height limit in the General Residential Zone has been applied. This is a possibility, when Council undertakes a review of the Schedules to zones but it would need to provide a very strong justification for doing so and could only be applied to discrete areas. It should also be noted that there are a number of instances where there are single dwellings which exceed a maximum height of eight metres.
Council should use its existing strategic framework, as applied to housing policy, as a starting point in framing its new housing strategy. An incremental or transitional approach should be taken by	Council will look at its adopted policies when it looks at any mapping areas of housing change or through any future zoning application. While the Gap Study is complete, this is only a Stage 1 study, there is a significant amount of further work which Council needs to undertake to determine if

Council to avoid abrupt changes in circumstances for people. Council also needs to conclude other important work such as its Heritage Gap Study as this may have implications for residential re-zoning.	properties or precincts have Heritage Significance. Given the number of properties identified within the Gap Study and both the budget and resources required to undertake this work, it is unlikely to be completed for a number of years. This work and other strategic work may inform future planning scheme amendments in relation to the residential zones.
Specific comments in relation to a site on Ascot Vale Road, Flemington being suitable for the Residential Growth Zone. The need for the new Housing Strategy to identify more sites that are capable of accommodating significant housing change.	Council has not progressed any mapping of areas of housing change at this stage. All property owners will be kept informed throughout the process.
HIA consider there are other more beneficial means in which more affordable housing stock can be provide other than by rate discounts, developer bonuses and other means. Developer bonuses often result in greater innovation being applied with the bonuses being for example; allowing greater site coverage, less car parking etc. HIA does not support a mandated requirement for the inclusion of a state per-cent of affordable housing.	Developer bonuses will be added in as an option for Council to consider in the affordable housing section of the Issues and Opportunities Paper. Noted
Use of differential rates for vacant residential land.	The housing issues and opportunities paper identifies this as a possible option for Council to consider.

Change	Why change is needed?
Chapter 8.2 – Housing Affordability	Add in text under opportunities that density bonuses are an option for Council to consider.
Chapter 8.3 – Transport Infrastructure (including parking and traffic). Update section to reference infrastructure more broadly	The chapter initially only acknowledged the impact of development on transport, traffic and parking. Development also has an impact on social and community infrastructure. This should be made clearer within the paper.

Revised process for developing the Housing Strategy and the Implementation of the new Residential Zones

Verbal feedback, as well as some written feedback received during the consultation period for the draft Housing Issues and Opportunities paper indicates the importance for some residents and stakeholders to have the new residential zones implemented as quickly as possible.

While this is important, it is equally important to enable the community to have an adequate say into the process.

With this in mind, Council Officers are proposing for Council to endorse a revised process to implement the three residential zones in a more-timely manner, while still allowing the community adequate time to have a say on the process. This would be to combine the consultation period for the draft Housing Strategy with the exhibition of a Planning Scheme Amendment to implement the new residential zones. At this stage it is expected a report would be put to Council to endorse the draft Housing Strategy as well as to seek authorisation and exhibit the Planning Scheme Amendment to implement the residential zones in early 2016.

Combining the exhibition of the Residential Zones and the draft Housing Strategy will enable submitters the opportunity to be heard at an independent Planning Panel, with recommendations provided back to Council.

It would be recommended that the consultation period for this be at least 8 weeks to enable all parties adequate time to provide feedback. A variety of engagement and consultation methods would need to be used to ensure the community is as well informed on the consultation process as possible.

Over the coming months updates will be provided in Council publications and on Councils website keeping the community informed as to how Council is progressing in developing a new Housing Strategy.

There is still a substantial amount of strategic work for Council to undertake so that it is in the best position to justify any future application of the residential zones. A copy of the proposed revised timeframe and milestones is provided in **Appendix D** to this report.

Consultation

Consultation on the draft Housing Issues and Opportunities Paper was extensive. A full summary of the community engagement and consultation undertaken is included in the consultation summary in **Appendix A** to this report.

To assist Council in better engaging with the community around the draft Housing Issues and Opportunities Paper and housing more broadly, Council appointed Collaborations (community engagement specialists). Collaborations suggests a variety of consultation mechanisms to get as broad a range of views and demographics from across the municipality as possible.

Key aspects of the consultation program included:

- Telephone and intercept survey of 400 residents from across the municipality;
- Focus groups with aspirational home owners, young people and older adult service providers;
- Drop-in session attended by Council Officers;
- Stakeholder discussion group with real estate agents, developers, planning consultants, housing associations and resident groups; and
- Online feedback forms.

The consultation for the draft Housing Issues and Opportunities Paper was communicated in a number of ways. This included:

- A flyer sent out with the rates notice to notify all property owners in the municipality of the project and the consultation on the draft Housing Issues and Opportunities Paper.
- A summary booklet which was displayed in Council's libraries, community centres and the Civic Centre. This booklet was also sent to resident groups in the municipality;
- Postcards displayed in Council's libraries, community centres and cafes;
- Advertisements and advertorials in the local newspapers;
- Twitter and Facebook posts; and
- A webpage on Council's website.

<u>Survey</u>

In early to mid-April, Council appointed Market Metrics (via Collaborations) on behalf of Council to undertake a random survey of 400 residents from across the municipality. This survey was conducted via telephone, as well as some intercept surveys in shopping strips across Moonee Valley, to ensure a variety of demographic groups were represented. Demographics were matched to the census to ensure that overall demographics closely aligned.

The purpose of this survey was to better understand the community's needs and views around housing. This survey was considered important to ensure that a diversity of opinions around housing were captured from across the municipality.

There were questions asked around affordability, location preferences, changing housing needs, housing diversity and broadly the attributes which should be considered when assessing where medium and higher density housing should be directed.

The findings from the questions around locational attributes will help to inform the mapping of areas of housing change, within the draft Housing Strategy, as well as the application of the three residential zones.

Focus groups

Collaborations ran three focus groups on behalf of Council.

To ensure residents felt best able to provide their views, Council Officers did not attend these focus groups.

Focus groups were held with:

- Aspirational home owners
- Young people
- Older adults support network.

These focus groups were selected on the basis that these groups of residents were considered to be hard to reach via alternative communication methods.

Housing drop-in session

A drop-in session was held at the Clocktower on Thursday 7 May.

Residents were invited to attend this informal session which was attended by both Council Officers and Collaborations and to stay for as long or as little as they liked.

Overall, 24 residents attended this drop-in session.

This session was advertised via a flyer distributed with the rates notice, as well as adverts in the local papers. Unfortunately the rates notice was only delivered the week of the drop-in session which may have had some impacts on numbers of attendees.

Stakeholder discussion group

Council held a breakfast discussion with real estate agents, developers, planning consultants, housing associations, aged housing providers and resident groups.

The purpose of this discussion was to get a variety of stakeholders in the one room to obtain a variety of views on housing.

Online feedback form

Overall 20 feedback forms received. A summary of the feedback to each question is provided in **Appendix A** (separately circulated to this report). A copy of each feedback form is provided in **Appendix B** (separately circulated to this report).

Importantly when reviewing this feedback, the majority of forms were received from residents who had been living in the municipality a long time (more than 10 years) and within a house and over 45 years of age.

The biggest concerns which came out when looking at the feedback provided in these forms is perceived over-development, the design of this development, impact on existing residents and impact on infrastructure particularly parking. In relation to parking, there was often seen as a need to provide this even within areas with good access to public transport.

There were a number of other issues raised when reviewing these forms. These included around environmental sustainability, and the need for housing for ageing in place.

There were a variety of views on good and bad development, varying significantly based on individual opinion.

Interestingly, a number of people did not see housing affordability as an issue and those who did often did not think this was Councils concern.

When asked about where new development should be located, of those who offered potential locations, these included along main roads and transport hubs. Conversely, growth should be restricted in areas with poor public transport access. Neighbourhood character should also be considered.

Implications

1. Legislative

There are no legislative implications as a result of this report.

2. Council Plan / Policy

The Housing Issues and Opportunities Paper is related to Strategic Objective 3 within the Council Plan to

"encourage housing development that is environmentally sustainable and caters for our diverse existing and future population". It includes the following strategy to "align the Housing Strategy to inform new planning zones and support appropriately located housing development that matches population change and expected household size".

3. Financial

Costs associated with this project will be covered within the Strategic Planning operational budget.

4. Environmental

By encouraging housing in close proximity to shops and services, this can reduce the need for car travel especially short distances and therefore have a positive environmental impact.

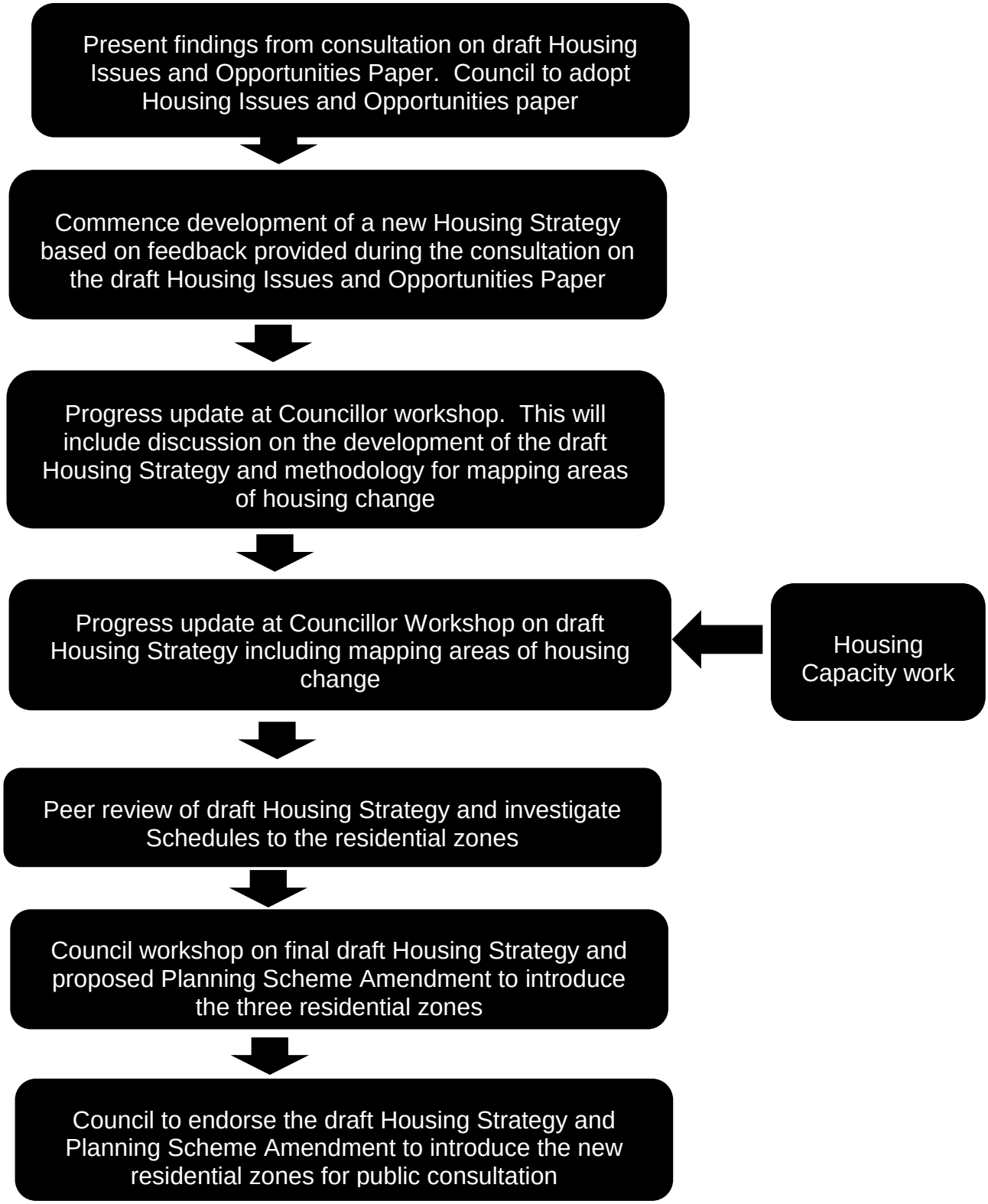
Environmentally Sustainable Design has been identified as a key housing issue within the Housing Issues and Opportunities Paper as an area for further work.

Conclusion

Council promoted and consulted widely to finalise the Housing Issues and Opportunities Paper. Feedback received during the consultation period will be used to assist in developing a new Housing Strategy for Moonee Valley.

By endorsing a revised more timely process to develop a new Housing Strategy and undertake a Planning Scheme Amendment to implement the three residential zones, it would be important to enable all parties sufficient time and consultation opportunities to provide feedback.

APPENDIX D


Present findings from consultation on draft Housing Issues and Opportunities Paper. Council to adopt Housing Issues and Opportunities paper
Commence development of a new Housing Strategy based on feedback provided during the consultation on the draft Housing Issues and Opportunities Paper
Progress update at Councillor workshop. This will include discussion on the development of the draft Housing Strategy and methodology for mapping areas of housing change
Progress update at Councillor Workshop on draft Housing Strategy including mapping areas of housing change
Housing Capacity work
Peer review of draft Housing Strategy and investigate Schedules to the residential zones
Council workshop on final draft Housing Strategy and proposed Planning Scheme Amendment to introduce the three residential zones
Council to endorse the draft Housing Strategy and Planning Scheme Amendment to introduce the new residential zones for public consultation

9.8 Airport West Activity Centre Structure Plan Review - Draft Issues and Opportunities Report

File No: FOL/14/963

Author: Senior Strategic Planning Officer

Directorate: City Works & Development

Ward: Rose Hill

Purpose

To provide an update to Council on the process for the Airport West Activity Centre Structure Plan Review project.

To provide information to Council on the content of the Airport West Activity Centre draft Issues and Opportunities Report and to recommend that Council endorse the report for public exhibition.

Executive Summary

- In 2002, Airport West was identified as a Principle Activity Centre in the former metropolitan planning strategy, "Melbourne 2030".
- In 2014, the State Government introduced a new metropolitan planning strategy, "Plan Melbourne". Under Plan Melbourne, all former principal and major activity centres are now referred to as "activity centres".
- A Structure Plan for the centre was prepared and adopted by Council in 2008.
- Following a State Government announcement in 2014 that the Metropolitan Planning Authority will prepare a new framework plan for Airport West and Essendon Fields to support its transition into a new aviation and employment precinct, Council committed to undertake a review of the existing Structure Plan.
- Once completed, the revised Structure Plan will provide a long term vision for future growth and development within Airport West. It will be used to guide major changes to land use, built form, transport, community services and facilities and open space within the centre over a 20 year timeframe.
- The review will be undertaken in two stages, with the first stage being the development of an Issues and Opportunities Report.
- A draft Issues and Opportunities Report (**Appendix A** – separately circulated) has now been completed and provides a foundation for the first round of broad community consultation.

- The draft Issues and Opportunities Report provides a detailed overview of the study area and offers an analysis of the key issues relating to economic activity, land use, built form and urban design, access and movement, community services and facilities, heritage, open space, environmental sustainability and suburb identity. It also identifies key opportunities for the centre which warrant further investigation.
- It is proposed that the report be placed on public exhibition for a period of four weeks, supported by a detailed community engagement program.
- Following completion of the exhibition period, council officers will consider all feedback received and prepare a revised draft Structure plan for the centre.

Recommendation

That Council endorse the Airport West Activity Centre Structure Plan Review Draft Issues and Opportunities Report (**Appendix A** – separately circulated) for public exhibition for a period of four weeks subject to finalisation of images which are to be inserted into the document prior to exhibition.

Background

In 2002, Airport West was identified as a Principal Activity Centre in the former metropolitan planning strategy, “Melbourne 2030”. In 2014, the State Government introduced a new metropolitan planning strategy, “Plan Melbourne”. Under Plan Melbourne, all former principal and major activity centres are now referred to as “activity centres”.

While the name have changed, the purpose of activity centres remains the same. Activity centres are a focus for housing, commercial, retail, community uses, employment, transport, leisure, open space, entertainment and other services. They are places where people shop, work, meet, relax and live.

Council’s role is to develop a long term plan which provides a framework for accommodating anticipated increases in the level of activity in the centre, including the needs of people living, working and visiting the area. This long term plan is called a ‘Structure Plan’.

A Structure Plan for the centre was prepared with extensive input from the community and adopted by Council in 2008. However, following a State Government announcement in 2014 that the Metropolitan Planning Authority will prepare a new framework plan for Airport West and Essendon Fields to support its transition into a new aviation and employment precinct, Council committed to undertake a review of the existing Structure Plan.

To this end, the review process will consider how the activity centre can be integrated within the wider technology precinct. It will also take into account the significant demographic and socio-economic changes and trends that have occurred in Airport West and the wider region since 2008.

In addition, Council’s 2014 Planning Scheme Review and Municipal Strategic Statement both identify the need for built form guidelines for the Airport West Activity Centre. The review process will therefore include the preparation of design guidelines.

It is considered that these guidelines will provide greater certainty for Council, the community and developers in the consideration of new development within the centre.

Once completed, the revised Structure Plan will provide a long term vision for future growth and development within Airport West. It will be used to guide major changes to land use, built form, transport, community services and facilities and open space within the centre over a 20 year timeframe.

The review is being undertaken in two stages. Stage one is the preparation of a draft Issues and Opportunities Report.

Figure 1 shows both a 'Study Area Boundary' and a 'Current Activity Centre Boundary'. The Study Area is a wider area of influence around the actual activity centre. It takes in the entire suburb of Airport West.

The current activity centre boundary comprises the Airport West Shopping Centre (Westfield), which is the retail focal point, the commercial zone south and east of the Shopping Centre, broadly located along the Matthews Avenue spine and residential land to the immediate south and west of the commercial zone.

While there is scope for the current activity centre boundary to be modified during the review process, the extent of changes have not been determined at this stage. As the review progresses, Council will need to establish a final boundary for the Airport West Activity Centre in consultation with stakeholders.

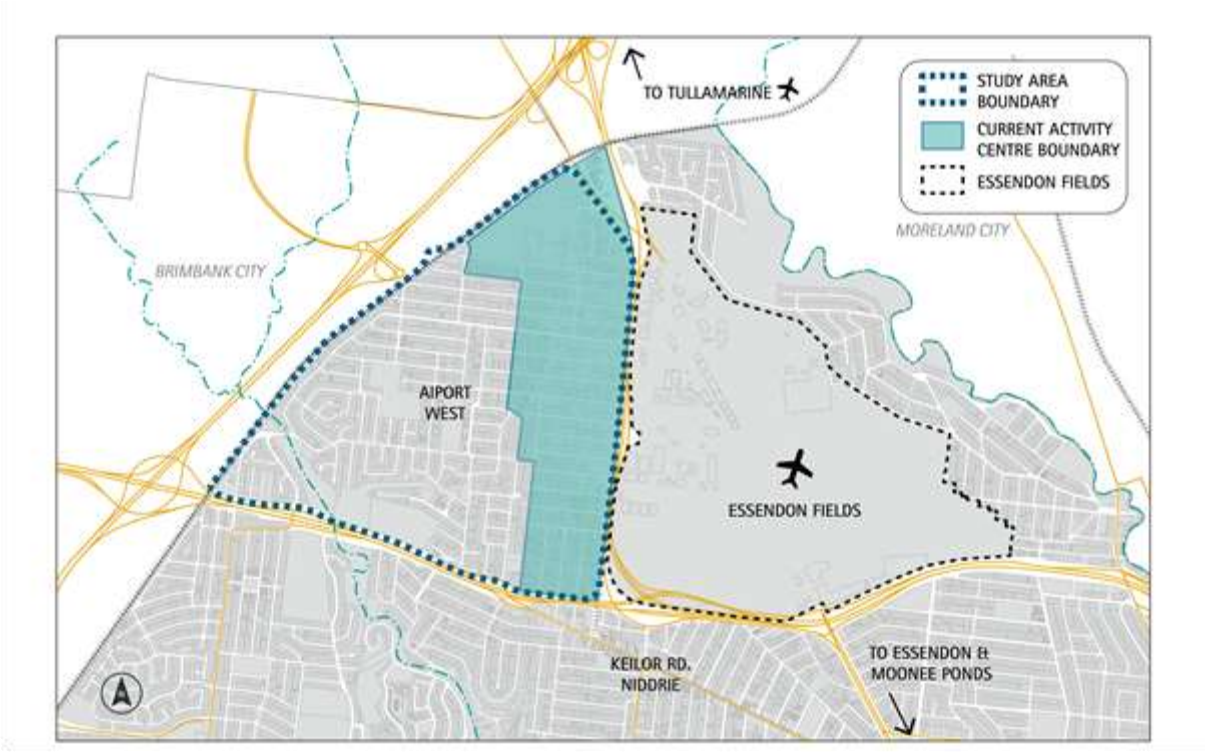


Figure 1: *Study Area and Activity Centre Boundary*

Discussion

Council officers commenced the structure plan review process in late 2014. The first stage of this work involved background research to inform an Issues and Opportunities Report. This included consultation with relevant internal Council departments, State Government departments, agencies and relevant stakeholders. A community reference group comprising residents and business owners was established at the commencement of the project to provide ongoing community feedback.

To assist in the preparation of the Issues and Opportunities Report, Council engaged a team of consultants to undertake economic, urban design and transport analysis for Airport West. The consultants' findings have been presented in three background reports as follows:

- Economic Analysis and Market Feasibility Assessment (Charter Keck Cramer, 2015) (**Appendix B** – separately circulated).
- Urban Design and Built Form Analysis (Planisphere, 2015) (**Appendix C** – separately circulated).
- Transport, Access and Mobility Assessment (GHD, 2015) (**Appendix D** – separately circulated).

The draft Issues and Opportunities Report has now been completed (**Appendix A** – separately circulated). The draft Issues and Opportunities Report provides a detailed overview of the study area and an analysis of the key issues relating to economic activity, land use, built form and urban design, access and movement, community services and facilities, heritage, open space, environmental sustainability and suburb identity. It also identifies key opportunities for the centre which warrant further investigation.

The draft report will form the basis of the first round of community engagement to be undertaken prior to Council's development of a draft revised Structure Plan. It is hoped that the report will provide a foundation for discussions between various stakeholders that will assist in the development of a vision for the future of the Airport West Activity Centre.

It is important to note that the report's final content – as well as that of the revised Structure Plan itself – will be determined through a collaborative process between Council, the community and key stakeholders, including State Government agencies. The comments and ideas received during the consultation period will feed into Council's development of the draft revised Airport West Structure Plan.

The draft issues and Opportunities Report addresses 11 key themes. A summary of all identified issues and opportunities are provided in Tables 1 and 2 respectively.

Table 1: Summary of issues

Theme	Identified Issues
Housing	1. Median house prices in Airport West have not reached levels sufficient to support broad-based apartment development. As a result, underlying land values need to be significantly higher in order for apartment projects to represent an affordable alternative to townhouses. 2. Apartment development within Airport West would be limited to niche projects in key strategic locations. These locations will need to be able to compete with future identified and mooted projects elsewhere within the City of Moonee Valley which typically offer higher levels of amenity and accessibility.
Economic Activity	3. Residential redevelopment opportunities for industrial sites are limited by relatively high values for older industrial properties of around $600-$800/m2 of land. 4. Airport West Activity Centre currently lacks the profile within the industrial property market to attract institutional investors and developers largely due to the relatively small size of potential development sites. Similarly, the poor amenity of the centre's core industrial precinct may be discouraging investment in new industrial properties. 5. The activity centre experiences considerable competition from a range of nearby office locations including: • Essendon Fields • Keilor Road Activity Centre • Moonee Ponds Activity Centre • Broadmeadows Activity Centre • Tullamarine industrial precinct (stand-alone offices) 6. Airport West's proximity to a range of larger activity and retail centres generates considerable competition for retail and food/grocery spending. This will impact upon any opportunities for supermarket retailing within Airport West. 7. Westfield Airport West is expected to continue in its existing role with limited opportunities for expansion given its current performance, together with strong competition from larger regional shopping centres and sub-regional centres in new greenfield locations. 8. A proposed hotel at Essendon Fields may generate competition for serviced apartments located within Airport West.

Built Form and Urban Design	1. Airport West is an island suburb, bounded on all sides by hard physical barriers. This creates a sense of 'dislocation' from adjoining neighbourhoods and, in particular, the nearby Keilor Road Activity Centre and Essendon Fields. 2. New development is proposed within the Essendon Fields site at the interface with Airport West. These two precincts have very different roles and functions and are segregated by the Tullamarine Freeway and tramline. 3. The study area lacks a distinctive urban image or character, due to a mixed quality of architectural design and public realm treatments, and its range of disparate land uses. 4. This is particularly evident on key gateway sites, within the main retail and commercial areas and at the Matthews Avenue interface with Essendon Fields. In these key locations, a poor quality built form as well as inconsistent public realm design fail to make a positive contribution to the streetscape image or amenity. 5. The industrial areas suffer from ageing building stock and a poor quality public realm. 6. Interface issues exist between the residential areas and adjoining industrial uses and big box retail areas and require careful management. 7. There is a lack of housing diversity – most housing comprises single detached dwellings. 8. Established green spaces are not well linked, and there is a lack of green space in the northern part of the study area. 9. While there are several centrally located community facilities, there is no place within Airport West that serves as a focal point for the community, either as a formal civic space or a principal meeting place. There is a lack of clear connections, particularly for pedestrians, to community facilities in nearby locations outside the study area, such as the Niddrie Library. 10. Access and linkages for all forms of transport, particularly pedestrians, need to be made clearer. Overall, there is a dominance of motor vehicle access and parking throughout the study area.
Public Transport	1. No heavy rail is provided in close proximity to Airport West, limiting the area's connectivity to other parts of Melbourne via passenger heavy rail and reducing travel options for residents and businesses. 2. Limited bus service coverage is provided through the centre of the suburb. The 501 bus services this area but travels in a circuitous route via Strathmore Heights to the

	key destination of Essendon. 3. No direct public transport access is provided between Airport West and Essendon DFO. 4. The western edge of Essendon Fields near English Street is served by the Route 59 tram, however the eastern and northern parts of the development are not within easy walking distance of public transport. 5. The Route 59 tram is subject to delays resulting from congestion on Keilor Road and Mt Alexander Road once it leaves the segregated corridor adjacent to Matthews Avenue. 6. The tram terminus and bus interchange adjacent to Westfield are not integrated. Visibility between the two facilities is limited and passengers must walk longer than desirable to change between modes, including crossing signalised intersections. 7. Walking connections through the eastern industrial area are not attractive and may discourage residents and workers from walking to the tram. 8. The pedestrian bridges to Essendon Fields are not Disability Discrimination Act (DDA) compliant, which may make mobility impaired pedestrians less likely to use the tram as a mode for accessing Essendon Fields.
Walking and Cycling	1. Pedestrian overpasses over the Tullamarine Freeway can only be accessed via stairs and are therefore not DDA compliant. 2. Road bridges that connect Airport West to adjacent areas generally have narrow footpaths next to busy roads, which creates an environment which is not conducive to walking. 3. English Street interchange with Tullamarine Freeway is congested and of low amenity for pedestrians. The time it takes pedestrians to cross the freeway corridor can be lengthy due to competing demands for signal cycle time. 4. The Green Spine does not provide seamless continuity for pedestrians at local road crossings. 5. The industrial area to the east offers low amenity for pedestrians with a lack of green infrastructure, which may discourage walking. Footpaths are often obstructed by parked vehicles. 6. Limited pedestrian access is provided to Westfield Shopping Centre. The shopping centre and its car park are also configured in a way that does not provide direct and legible access by pedestrians. 7. Pedestrian movements at intersections are often limited by the lack of dedicated pedestrian facilities such as

	pedestrian crossings. 8. Limited on-road cycle facilities are provided to facilitate movement of cyclists through the area. Matthews Avenue has been identified by VicRoads as a strategic route for cyclists in the Principal Bicycle Network, but no dedicated facilities are provided and cyclists must travel on-road with general traffic. 9. Road bridges that connect Airport West to adjacent areas do not include dedicated cycle facilities, which may discourage cycling as a mode for travelling to the area. 10. Cyclists have limited access to Essendon Fields as the pedestrian overpasses do not have ramps and no cycle infrastructure is provided at the English Street or Wirraway Road interchanges. The existing overpasses are also narrow, which could impact the ability of cyclists to pass one another. 11. The Green Spine does not provide seamless continuity for cyclists at local road crossings. On-street car parking is permitted near the access points which can restrict visibility. 12. The off-road path network does not connect seamlessly to the Western Ring Road shared path or Spring Gully Reserve to the south of the Calder Freeway, impacting the ability of cyclists to move freely between Airport West and adjacent areas. 13. Westfield Shopping Centre is not cyclist friendly. 14. The lack of dedicated off-street paths and connections to the wider shared path network may discourage recreational cycling. 15. Opportunities for commuter cycling are limited by the lack of suitable connections to the wider shared path network across the Tullamarine and Calder freeways.
Traffic and Car Parking	1. The local road network, proximity to freeways and limited public transport opportunities promote car usage within the area. 2. Vehicles (including trucks) associated with the light industrial land uses in the east may need to travel through the residential areas to access the Western Ring Road or make turning manoeuvres. 3. The English Street interchange is heavily congested at peak times, resulting in delays for vehicles travelling on Matthews Avenue and exiting Essendon Fields. 4. The high volume of traffic travelling through the Melrose Drive/Wirraway Road interchange and the number of approaches create delays during peak periods.

	5. Access to the Western Ring Road interchange is not direct, particularly for traffic travelling from Essendon Fields. Westfield Drive is currently used for access but is configured as more of a car park circulatory road than urban collector. It is also managed by Westfield, which may limit opportunities for it to be upgraded. 6. Travel from Essendon Fields to Airport West via Melrose Drive is circuitous due to drivers not being able to turn left into Dromana Avenue. 7. The intersection between Westfield Drive and Sexton Street can be congested at peak times. 8. Parking on footpaths in the industrial areas impacts walking opportunities. 9. Parking near the Green Spine impacts visibility to crossing pedestrians and cyclists. 10. Cars parked on both sides of the narrow residential streets can impact two-way traffic flow. 11. The intensification of land use due to subdivision has led to a growth in the demand for on-street parking. 12. Narrow local roads (typically 6.5m) with parked cars result in cyclists travelling inside the dooring zone. 13. Proposed metering of the freeway ramps at McNamara Avenue will protect the integrity of the traffic flow on the Calder Freeway, however this is expected to increase congestion in the local road network.
Community Services and Facilities	1. Niddrie Library requires additional meeting and program spaces to meet future demand. 2. Residents in Airport West have the highest use of community halls in the municipality and Bowes Avenue Community Centre is at capacity. 3. There is not enough capacity at the Airport West Kindergarten to cater for additional demand. 4. There is a requirement for additional youth services and programming and the provision of arts and cultural facilities in the study area.

Heritage	1. Airport West's unique history is often overlooked and undervalued. 2. Only one building in Airport West is currently protected through the Heritage Overlay. Places of potential heritage significance need further investigation. 3. Clear direction is required to guide development on heritage sites and adjoining interface sites.
Open Space	1. Open space in Airport West is distributed predominantly through the central and southern part of the suburb. Additional open space is required to service residential areas to the north of Airport West and the retail precinct. 2. Many buildings adjoining parklands do not provide a positive edge to the open space, with high fences or a lack of landscaping at the interface. 3. Links for pedestrians and cyclists to nearby open spaces are unclear in some locations, which reduces the area's accessibility. In particular, better links from the Matthews Avenue industrial area to the Green Spine are needed. 4. There is a need to improve the quality of design of some reserves to increase their use by the community.
Environmental Sustainability	1. Airport West is characterised by concentrations of buildings which consume vast amounts of natural resources. 2. The majority of streets and public spaces throughout Airport West do not currently utilise WSUD principles. 3. The area contains a high concentration of buildings, roads and paved surfaces which can contribute to increased temperatures. 4. Biodiversity in the area has been degraded over time as a result of its progressive development and urbanisation. 5. There is a lack of street trees within the centre, particularly in the commercial/industrial areas.
Suburb Identity	1. The name Airport West does not convey the character of the suburb or conjure a positive image. 2. There are considerable costs associated with a formal suburb name change, both for Council and affected residents, businesses and land owners.

Table 2: Summary of opportunities

Theme	Identified Opportunities
Housing	1. The age distribution of occupants of separate houses within Airport West shows a high proportion of residents in the 70-79 years and 80-89 years age group. This highlights the potential for a greater proportion of separate houses to become available for redevelopment for medium density housing in the near future. 2. Niche locations may offer opportunities to support apartment development before a median house prices reach levels that encourage broader underlying demand. Locations that may provide relatively greater support for apartment development may include those: • Within walking distance of the Keilor Road Activity Centre (in the south-east) which offers an established lifestyle precinct. • Adjacent to the McNamara Avenue Neighbourhood Centre which over time may potentially include a wider mix of retail activities, including a cafe precinct. • Adjacent to the Green Spine that extends through Airport West.
Economic Activity	1. The core industrial precinct (zoned Commercial 2 Zone south of Moore Road) offers a number of potential redevelopment opportunities on key strategic sites fronting Matthews Avenue. This may extend to other less exposed sites as the general amenity of the area improves. 2. The core commercial precinct (zoned Commercial 1 Zone north of Moore Road) has a significant number of larger sites that may be potentially redeveloped. 3. The Fullarton Road industrial precinct offers both industrial and residential development opportunities. This will require further investigation in relation to the competing policy positions of preserving industrial land for employment versus encouraging more intensive residential development. 4. Opportunities for the redevelopment of sites for modern industrial facilities are expected to emerge over the next 15-20 years as vacant land within the Tullamarine industrial area is developed and demand for well-located inner and middle suburban industrial properties continues to grow. 5. Residential gentrification, along with the potential for more intensive employment activities in the core industrial precinct, may support more locally focussed retailing and increased hospitality activities (café and takeaway food),

	particularly within the existing McNamara Avenue Neighbourhood Centre. 6. The expected level of demand for new office space within Airport West over the next 20 years is estimated to be for up to around 3,000m^2. This would be the equivalent of 3-5 developments comprising ground floor showrooms with offices above. The preferred location for any new office space would be along Matthews Avenue adjacent to the English Street connection to Essendon Fields. 7. The McNamara Avenue Neighbourhood Centre offers the opportunity to provide a more convenient and centrally located alternative for supermarket top-up shopping through the expansion of the existing supermarket. Two options may exist for facilitating an expanded supermarket within the centre: • The opportunity may exist for the IGA supermarket to be expanded northwards to include the adjacent retail premises and childcare facility resulting with a development site of around 2,000m^2. • An alternative option may be for the consolidation of residential zoned sites bounded by McNamara Avenue, Roberts Road and Highlawn Avenue which would provide three street frontages and exposure to Roberts Road. 8. There are opportunities for destination-style retailers within locations adjacent to the Westfield Shopping Centre. Any such opportunities will be largely limited to Louis Street. 9. Serviced apartments may be potentially supported within Airport West given its likely appeal to business travellers visiting various industrial precincts and employment nodes within the immediate area or easily accessed via the Metropolitan Ring Road. Proximity to Melbourne Airport will also generate demand for accommodation. 10. The growing and increasingly affluent local population is likely to support an expansion of medical services to the potential for purpose-built medical facilities offering a wider range of health providers. There is also the opportunity for specialist hospital services to locate in the activity centre should the planned hospital at Essendon Fields eventuate. 11. There may be opportunity for the expansion of aviation related training facilities within the centre in line with the projected growth in air traffic at both Melbourne Airport and Essendon Airport.
Built Form and Urban Design	1. Enhance the existing 'ingredients' within Airport West (which include retail and employment areas, community facilities, open spaces and residential neighbourhoods)

	which are all located within a compact area with excellent transport links to the Melbourne CBD. There is a great unrealised potential for Airport West to achieve the Plan Melbourne vision of the '20 minute city', which enables living and working proximity. This requires good linkages as well as a mix of land uses. Investigate options to establish improved links to adjoining neighbourhoods and activity centres for all forms of transport. This could include new or improved physical links of pedestrian bridges or road connections to Essendon Fields or Keilor Road Activity Centre, as well as a strengthened perception for pedestrians of connection to these adjoining areas (for example, with wayfinding signage, visual 'cues' to denote crossing points). 2. Maximise synergies between Airport West and Essendon Fields through a co-ordinated urban design vision for the Tullamarine Freeway/Matthews Avenue 'spine'. 3. Clearly define the character and image of each precinct and encourage improvements to the quality of architecture to suit. Prepare design and built form guidelines to encourage new development that achieves improved urban design outcomes. 4. Use the major structural elements of gateways, bridges, landmark buildings, boulevards, pathways and green links to help strengthen the area's image and legibility. 5. Encourage redevelopment of industrial areas to improve building quality. Identify opportunities to improve the public realm. 6. Manage built form, amenity and traffic issues at the interface between divergent land uses, which are likely to co-exist into the future. This can be achieved in a number of ways, such as landscaping or public realm treatments, noise and emission controls or building setbacks. For example, the Green Spine provides an opportunity to increase the sense of separation between industrial and residential uses. 7. Consider opportunities to increase housing diversity by providing higher density housing in locations close to existing facilities or in mixed use areas. 8. Investigate options for additional green space, particularly within the northern part of the study area. The Green Spine (or its landscaping themes) could be extended north into the commercial area. 9. Consider the options for creating a community and civic focal point. This may be created within a large public space, or via a network of smaller public spaces throughout the study area. Existing clusters of community

	facilities, such as McNamara Avenue or Bowes Avenue, could be consolidated. In addition, connections should be improved to nearby community facilities, such as the Niddrie Library. 10. Elements within the public realm, such as pavement design or planting themes, can be used to visually integrate different parts of study area. Public realm upgrades should be focused upon the key north-south and east-west pedestrian links and around public transport stops.
Public Transport	1. Provide a passenger heavy rail station as part of a future train line extension to Melbourne Airport. 2. Consider the advantages and disadvantages of re-routing the 501 bus to provide a more direct connection with Essendon Railway Station without travelling the circuitous route through Strathmore Heights. 3. Prepare a business case and advocate to PTV for higher frequencies for local bus and from connections to the city. 4. Investigate options for a consolidated tram and bus interchange in the north of Airport West near Westfield Shopping Centre that better integrates both modes and makes it easier and more attractive to travellers to undertake multi-modal trips. 5. Consider options to better service Essendon Fields with public transport, potentially via a dedicated bus service to avoid adversely impacting users of existing services. 6. Investigate the merits of providing a bus service to Essendon DFO to assist Airport West residents to access the shopping and recreational opportunities provided by this development. 7. Establish and preserve a corridor for future extension of the 59 tram route to Melbourne Airport. Buses currently connect Airport West to the airport but future patronage may warrant, and be maximised through the provision of light rail, particularly if the heavy rail link to the Tullamarine Airport is not provided in the medium term. 8. Provide improved pedestrian crossing points over the Tullamarine Freeway that are DDA compliant to encourage workers and visitors to take the tram to Essendon Fields. 9. Enhance walking connections through Airport West's eastern industrial area to make walking to/from the tram more attractive and encourage its use.
Walking and Cycling	1. Strengthen pedestrian and cyclist connections through the eastern industrial area, linking the Green Spine to Tullamarine Freeway crossing points. 2. Provide new DDA compliant bridges at new locations over

	the Tullamarine Freeway to maintain connectivity between Airport West and Essendon Fields and better cater for cyclists and the mobility impaired. The Tullamarine Freeway widening will potentially remove the existing pedestrian bridges. This affords an opportunity to provide upgraded DDA compliant bridges that also cater for cyclists in place of the existing bridges. An additional pedestrian link between Airport West and Essendon Fields near Victory Road (Tram Stop 58) is also suggested in Council's Integrated Transport Plan. 3. Enhance pedestrian and cyclist crossing facilities as part of the English Street interchange remodel that is to be undertaken as part of the Tullamarine Freeway upgrade project. 4. Provide a connection from the Green Spine to Westfield Shopping Centre. 5. Upgrade the interfaces between the Green Spine and local roads to improve safety and directness and strengthen the green spine's role as an active transport corridor. 6. Improve links from the Green Spine to the McNamara Avenue Neighbourhood Centre and St Christopher's Primary School. 7. Provide an improved cyclist and pedestrian link along Matthews Avenue between the Keilor Road Activity Centre and Tullamarine Freeway, connecting in with Airport West and Essendon Fields. 8. Connect the Airport West cycle network to the M80 shared path. 9. Construct a new link between the Green Spine shared path and the shared path at Spring Gully Reserve. 10. Enhance connections from the residential area through to Westfield Shopping Centre and modify the shopping centre so it better interfaces with residential development such as by providing an additional pedestrian crossing along Moore Road. 11. Strengthen informal cycle connections (as per Moonee Valley's Travel Smart map) with appropriate treatments. 12. Construct a three metre off-street shared pedestrian and cyclist path east of Matthews Avenue between the tram reserve and carriageway. 13. Investigate the opportunity to develop Louis Street as a main shared pathway route, or install on-road bicycle lanes (in place of on-street parking). 14. Construct a shared path on the north side of Moore Street linking Sexton Road with Louis Street and the Green

	Spine.
Traffic and Car Parking	1. Consider options to improve the access to the Western Ring Road interchange and reduce the number of vehicles travelling through residential areas by: a) Upgrading Moore Road to become an east-west connector road with a more direct connection from the Western Ring Road interchange and Matthews Avenue, potentially extending further over the Tullamarine Freeway to link into Essendon Fields; or b) Upgrading Westfield Drive to strengthen its role as a route for the movement of traffic, and provide additional wayfinding signage to encourage vehicles to travel via higher order roads to access the Western Ring Road rather than local streets. It is noted that an upgrade of Moore Road and connections would be a significant road project requiring detailed consideration of benefits and costs, particularly given that alternative (but less legible and direct) routes exist that provide similar functionality. 2. Upgrade the English Street interchange as part of the Tullamarine Freeway widening project to address the current issues with congestion during peak periods without impacting local roads. Consider options to remove conflict with light rail if possible. 3. Review on-street parking in the industrial areas and develop an approach to accommodate parking whilst allowing pedestrian and cyclist movement objectives to be achieved. 4. Implement parking restrictions around the Green Spine road interfaces to prevent parked vehicles from obstructing visibility to path users. 5. Ensure that future development proposals provide parking in accordance with the Moonee Valley Planning Scheme and that any parking dispensations are granted only if supported by robust analysis of parking supply, utilisation and demand. 6. Ensure that proposed ramp metering of inbound ramp at McNamara Avenue will involve appropriate treatment and mitigation measures for queuing on McNamara Avenue.

Community Services and Facilities	1. Support any future plans to expand the facilities at the Niddrie Library and advocate for any relocation to consider the need to service the Airport West community. 2. Investigate ways to improve the provision of multi-purpose community facilities to better accommodate youth programs and art and cultural activities within the activity centre. 3. Continue to monitor the availability of childcare, kindergarten and maternal and child health (M&CH) facilities in light of changing population and demographic trends.
Heritage	1. Embrace and celebrate Airport West's heritage and history. This could include improved interpretation of heritage places through the use of signage or public art. 2. Undertake the Stage 2 Heritage Studies recommended by the Heritage Gap Study and pursue options for statutory protection of heritage sites where warranted. 3. Finalise design guidelines for development affected by the Heritage Overlay and, where a sensitive interface requires management, to control development on adjoining sites.
Open Space	1. Investigate the potential to provide an additional open space in the gap area in the suburb's north. Consider options to create new parkland or plaza spaces around the Westfield Shopping Centre and the retail precinct. For example, use the retarding basin for a new parkland space. 2. Prepare design guidelines for new development to ensure that it positively addresses adjoining parkland in terms of building siting, fencing and landscaping. 3. Improve links to existing parkland. In particular, improve east-west links to the Green Spine from the industrial area, and north from the retail precinct along Louis Street. Enhance the Green Spine as a means of spatial separation between the industrial and residential areas. 4. Prepare and implement a landscape masterplan for AJ Davis Reserve and Weather Station Reserve. 5. Review the 2007 Hansen Reserve and Etzel Street Masterplan once the Structure Plan review is completed. Identify sites surrounding these spaces suitable for intensification, to provide the catalyst to realise the design vision of the Masterplan.

Environmental Sustainability	1. Apply Sustainable Design Assessment in the Planning Process (SDAPP) requirements to all new developments in Airport West as part of the planning permit process to ensure mitigation of the environmental impacts associated with urban development. 2. Adopt high levels of sustainability in all new Council buildings and public realm works undertaken in the activity centre. 3. Maximise opportunities for rainwater harvesting and water sensitive urban design (WSUD) principles within public realm improvements and private development. 4. Progressively implement the WSUD Strategy prepared for the centre. 5. Future proof the centre against predicted drought, heatwave and extreme weather events through the incorporation of green infrastructure, including rain gardens, green roofs, landscaping and canopy trees.
Suburb Identity	1. It is not recommended that a suburb name change be pursued at this time as the previous process did not include community support for a name change.

Consultation

Community and stakeholder engagement is an integral part of the structure plan review process. The analysis and ideas presented in the draft Issues and Opportunities Report provide a starting point for further discussions with the community in relation to the future of the activity centre.

A Community Reference Group comprising residents and business owners was convened at the commencement of this project to provide ongoing community feedback. This group was established following a call for nominations from Council. The role of the group is to:

- Represent the interests of the local community;
- Provide local information to assist in the Structure Plan review;
- Provide feedback, discuss ideas and/or issues at key stages in the structure planning process; and
- Provide feedback and input on activities to engage the wider community

A Project Management Group was also convened comprising Council officers from the Strategic Planning Unit and other key internal units and representatives from state government agencies as well as representatives from Essendon Airport/Essendon Fields.

The role of the group is to:

- Work collaboratively across government agencies and organisations to review the Airport West Activity Centre Structure Plan;

- Provide feedback, discuss ideas and/or issues at key stages in the structure plan review process; and
- Consider actions contained in the revised structure plan to be included in future projects undertaken by their respective organisations.

In order to ensure that the needs of businesses were taken into account in the development of the draft Issues and Opportunities Report, Council Officers conducted research with businesses in Airport West in early 2015. The research process involved personally visiting business locations in January 2015 and conducting a survey with the business manager and/or property owner face to face. If the suitable person wasn't available, hard copies of the surveys were left with businesses, who could then complete it in their own time and return it to Council. An online version was also provided for those who preferred to participate online. Of the estimated 400 businesses in the area, a total of 131 businesses were approached face to face, 371 property owners were mailed a hard copy and 377 business owners were mailed a hard copy. The survey had the following response rate:

Own the business but not the property	26
Own the property but not the business	22
Own both the business and the property	25
Own both the business and the property but only completed the property owners form	10
Total:	83

A summary of the survey responses is provided in **Appendix E** (separately circulated).

The feedback and ideas received from the community reference group and project management group, as well as the business survey respondents have helped to identify and shape many of the issues and opportunities contained in the draft Issues and Opportunities Report.

Broad community consultation is now considered appropriate. A comprehensive engagement strategy has been developed to support the exhibition of the draft Issues and Opportunities Report.

The objective of the engagement strategy is to gather information from the community and stakeholders to inform the final Issues and Opportunities Report. The feedback and ideas generated will assist in the development of initiatives to be contained within the revised draft Structure Plan for Airport West, which will be the subject of a second round of community consultation in 2016. Proposed engagement activities for this first round of consultation include:

- Letters to be sent to all stakeholders and owners/occupiers of properties within the study area (approximately 7,000 letters). The letter will provide background information on the structure plan review and will invite owners/occupiers to provide feedback using either a hard copy or an online survey (see below).
- Summary brochures and letters to be sent to stakeholders and landowners/occupiers. The summary brochure will provide background information on the structure plan review as well as a summary of the issues and

opportunities identified in the draft Issues and Opportunities Report. It will also include information about how to get involved in the consultation process.

- Council's website will be used to build awareness of the project and inform community members of opportunities for involvement. The project will be promoted in the 'Long term planning' and 'Have your say' sections and will include a link to an online interactive map and online survey. The interactive map will allow the community to easily identify the location of the issues and opportunities identified for the study area. The survey will ask a series of questions related to the identified issues and opportunities and the project in general.
- Social media such as Twitter and Facebook will be used to promote the exhibition period and regular e-bulletin updates will be sent to anyone who registers an interest with Council.
- Advertisements to be placed in the Moonee Valley Leader and Moonee Valley Weekly throughout the exhibition period, as well as information placed in Council's weekly advertorial Valley Life.
- Informal community drop-in sessions to be staged at various locations within the study area, providing an opportunity for community members to speak with Council staff.

The draft Issues and Opportunities Report to be made available for download on Council's website and hard copies available to view at Council's Civic Centre, the Niddrie Library and Community facilities located in the study area. Hard copy summary brochures and surveys will also be made available at these locations.

Implications

1. Legislative

There are no legislative or human rights implications associated with this report.

2. Council Plan / Policy

The recommendations contained within this report accord with Strategic Objective 1 of the 2013-17 Council Plan, which is to "Ensure there is clear direction for growth and proactive management of development in the city."

3. Financial

Funding for the proposed consultation is accommodated for in the Strategic Planning Unit's budget for this project.

4. Environmental

The draft Issues and Opportunities Report identifies a range of opportunities which Council could consider to improve the environmental sustainability of the Airport West Activity Centre. Actions to address environmental sustainability will be a key component of the revised Structure Plan.

Conclusion

Airport West is a nominated activity centre in Melbourne's metropolitan planning strategy, "Plan Melbourne". State Government planning policy requires activity

centres like Airport West to operate as vibrant hubs containing a mix of housing, shops, services and public transport.

A Structure Plan for the centre was adopted in 2008. Following a State Government announcement in 2014 that the Metropolitan Planning Authority will prepare a new framework plan for Airport West and Essendon Fields to support its transition into a new aviation and employment precinct, Council committed to undertake a review of the existing Structure Plan.

The review is being undertaken in two stages, with the first stage being the development of an Issues and Opportunities Report. A draft Issues and Opportunities Report has now been completed and provides a foundation for the first round of broad community consultation. The report provides a detailed analysis of the centre and identifies a range of issues and opportunities to be addressed by the revised Structure Plan.

It is proposed that the draft report be publicly exhibited for a period of four weeks. Exhibition of the draft report will be supported by a comprehensive engagement strategy. Following the exhibition period, Council officers will consider all feedback received in the preparation of a revised draft Structure Plan.

9.9 Council's submission to the Better Apartments – A Discussion Paper

File No: FOL/15/499

Author: Senior Strategic Planning Officer

Directorate: City Works & Development

Ward: Municipal

Purpose

The purpose of this report is to seek Council endorsement of the draft submission prepared in response to the *Better Apartments* discussion paper released by the State Government.

Executive Summary

- The State Government has released *Better Apartments* discussion paper. A copy of this paper is provided in **Appendix A** (separately circulated) to this report.
- The Discussion Paper focuses on how we can ensure spaces within an apartment match peoples' need and expectations during different phases of their lives.
- The Discussion Paper provides a summary of issues related to the design and amenity of apartments and identifies 14 issues for discussion.
- State Government is seeking feedback on the Discussion Paper until Friday 31 July 2015.
- A draft submission has been prepared which provides an overview of the Moonee Valley context, a response to the identified issues, implementation mechanisms, as well as highlighting key unidentified issues.
- Council's draft submission is included in **Appendix B** (separately circulated) to this report.
- When providing a submission, submitters are also asked to indicate their most important and least important issues. This is summarised in the discussion section to the report.

Recommendation

That Council:

1. Endorse the submission to the *Better Apartments* discussion Paper as provided in **Appendix B** (separately circulated).
2. Endorse the ranking of issues as outlined in the discussion section of this report.
3. Forward the submission to the Victorian State Government by Friday 31 July 2015.

Background

Better Apartments – A Discussion Paper has been released by State Government to seek feedback from the community on how to achieve better apartment design within Victoria.

In particular the purpose of the Discussion Paper is to:

- Provide a context to apartment living and discuss key issues;
- Focus on the internal design, amenity and functionality of apartments and apartment buildings; and
- Consider other issues that affect amenity for those living in apartment buildings.

The Discussion Paper identifies the possible tools for implementation to ensure the final product is achieved in a practical way. These are summarised below in Table 1.

Table 1 – Summary of possible implementation tools

Approach	Possible planning outcome
Regulatory based	Mandate minimum standards within planning schemes. Alternatively, or in addition, there may be a requirement to consider modifications to building regulations. This may also be in conjunction with design review and achieving design excellence.
Performance based	State Policy and Provision. Objectives, standards and decision guidelines (for variation to standards). A 'ResCode' for apartments. This may include an incentive based system (such as a 'code assess' framework) that helps to streamline the approvals processes.
Policy based	Revise Guidelines for Higher Density Residential Development document or similar guide to good practice with some standards and best practice. A reference document in the Planning Scheme.
Market based	Customer focused with more information to buyers to allow them to compare products. Work with the market to encourage good design. An apartment buyers' or consumers' guide and a publication defining good design.

The Discussion Paper has also identified 14 issues affecting apartment amenity which are summarised below in Table 2.

Table 2 – Summary of issues affecting apartment amenity

No.		Issue
1	Daylight	Lack of adequate natural light within the apartment
2	Sunlight	Lack of controlled sunlight access to apartments
3	Space	Apartments are too small or poorly planned

4	Outlook	Achieving a quality outlook from all apartments
5	Natural Ventilation	Lack of adequate natural ventilation of apartments
6	Noise	External noise and Acoustic privacy
7	Outdoor Space	Access to outdoor spaces from apartments
8	Adaptability	Apartment building will last a long time but are difficult to modify
9	Landscape	Intensive urban development affects the landscape
10	Universal design	Apartments are not suited to people of all ages and abilities
11	Energy and resources	Design of apartment buildings affects household energy and resource consumption
12	Waste	Household waste management is reliant on building-wide systems
13	Car Parking	Impact of on-site car parking provision on building design
14	Entry and circulation	Poor-defined entrances, inactive building frontages, long internal corridors.

A full copy of the Discussion Paper is included in **Appendix A** (separately circulated).

Discussion

Submission to the Better Apartments discussion paper

A draft submission has been prepared in response to the Discussion Paper released by the State Government. A full copy of this submission is provided in **Appendix B** (separately circulated) to this report.

The first section of this submission is an overview of the municipality. This is followed by a response to the implementation tools highlighted, as well as each of the 14 identified issues. These are summarised in Table 3.

Table 3 – Overview of Council's response to the key issues

Issue	Overview of Council's response
Implementation tools	It is considered that having some form of regulatory based approach which provides specific guidance and minimum standards would be the most beneficial implementation mechanism. However, this should not be at the expense of promoting design excellence.
Daylight	Daylight should be promoted in all spaces. However of all areas, daylight to primary living areas, followed by other habitable rooms, like bedrooms is the most important.
Sunlight	Establishing standards for adequate access to

Issue	Overview of Council's response
	sunlight is important for the well-being of occupants. Primary living areas should have a minimum of three hours of sunlight per day.
Space	Council's own *City of Moonee Valley Design Guidelines for Multistorey Residential Buildings*, December 2003 included guidelines around dwelling sizes. This included 55sqm for a one bedroom, 80sqm for a two bedroom and 100sqm for a three bedroom apartment. Adequate storage should be provided including adequately sized storage cages. Clearer policies that seek to achieve a range of housing stock are needed as a matter of urgency.
Outlook	All dwellings deserve an outlook from primary living areas. There should be adequate spatial separation between dwellings.
Noise	The use of adequate materials during the construction process is required to mitigate the noise impacts of development.
Outdoor space	Apartment developments should provide for communal living spaces. Where provided balconies need to be of a usable dimension and should not be provided at the expense of adequate internal storage spaces. The placement of air conditioning units on balconies should be discouraged.
Issue	**Overview of Council's response**
Adaptability	Different models of apartment design should be encouraged including the provision of apartment shells that can be fitted out to the owners' specifications.
Landscaping	It is important for landscaping to be provided within all developments. Access to landscaped spaces and outlook improves the health and well-being of the community. Landscaping should be thought of at the start of the design process. Council would support similar open space requirements for built form for each dwelling type as specified in the Residential Flat Design Code Part 03 Planning NSW.

Issue	Overview of Council's response
Universal Design	Council would support, at a minimum the inclusion of a mandated percentage of housing which is suitable for people of any level of ability.
Energy and Resources	Apartments should be individually metered based on usage and to provide price signals which may lead to behavior changes. Greater support at a State level to Environmentally Sustainable Development (ESD) principals and assessment in the Victoria Planning Provisions, ideally in the form of a specific ESD framework included in the State Planning Policy Framework and assessment requirements in Clause 52 would be encouraged.
Waste	Developments greater than four storeys, must include collection infrastructure, chute or equivalent system for both landfill and recycling. Developments of more than 10 storeys must use twin chutes or single chute dual stream technology, with openings on each floor to enable chute disposal of both landfill and recycling.
Car parking	While Council supports the inclusion of green travel initiatives within new developments and encourages the use of alternative transport methods, it would not support a reduction in car parking requirements in apartment buildings without commensurate improvements to public transport infrastructure.
Entry and circulation	Internal corridors should have views out of the development and daylight access.

While the Better Apartments discussion paper has identified a number of significant issues, it is very much focused on the internal amenity of apartments. It is considered that the external amenity of apartments is also a significant issue which needs to be addressed. Another issue not well addressed in the discussion paper is separation between buildings.

Ranking of issues

When providing a submission to this discussion paper, submitters are asked to highlight up to five of the 14 identified issues which they consider to be the most important. While this is difficult, based on Council's experience, it is considered the top five issues identified are daylight, space, outdoor space, landscape and entry and circulation.

Submitters are also asked to identify their least important issues. While all issues are considered important, of the 14 issues, adaptability would be considered the least important.

Consultation

Council's submission in response to the Discussion Paper has been prepared in consultation with relevant internal departments.

At the Strategic Planning Advisory Committee Meeting on 18 June 2015 the paper was discussed and members were encouraged to provide comments to Council or directly to the State Government.

Community members and stakeholders are also encouraged to provide feedback either by completing a submission or survey. Further details are provided on the website for the Department of Environment, Land, Water and Planning.

All comments to State Government are due by Friday 31 July 2015.

The State Government is holding a series of forums and workshops to engage with industry, councils and the community during July and August 2015.

Implications

1. Legislative

There are no statutory requirements as a result of this report.

There are no implications in relation to the Human Rights Charter.

2. Council Plan / Policy

Council's submission to Better Apartments Discussion Paper aligns with many of the Council Plan strategic objectives including:

- Green, clean and beautiful
- Sustainable living

In particular *Theme 3: Sustainable Living includes Strategic Objective 1 – Ensure there is a clear direction for growth and proactive management of development in the city.*

3. Financial

There are no specific financial implications associated with Council's submission to the Discussion Paper.

4. Environmental

Environmental issues and opportunities have been responded to in the discussion section of this report.

Conclusion

The State Government has released the *Better Apartments* discussion paper. The Discussion Paper seeks feedback from the community and stakeholders on how to achieve better apartment design within Victoria.

Council would support greater guidance at a statewide level around apartment design. This would ensure greater consistency in decision making and better amenity outcomes for the future residents of apartment developments.

Council has reviewed the discussion paper and provided feedback where relevant.

9.10 Integrated Transport Plan and Road Safety Plan Review Process

File No: FOL/15/494

Author: Strategic Transport Planner

Directorate: City Works & Development

Ward: Municipal

Purpose

This report is being provided to Council to endorse the draft Integrated Transport Plan Issues and Opportunities Paper for community consultation and to endorse the process for the respective Integrated Transport Plan and Road Safety Plan reviews.

Executive Summary

- Moonee Valley is a city in transition. Many changes have taken place over recent years and will continue.
- The content of the current Integrated Transport Plan (ITP), adopted in 2008, and Road Safety Plan, adopted in 2010, needs to be updated to consider the changes that have occurred and those that are likely to occur in coming years.
- There has been considerable progress within Council around addressing transport matters, including adoption and renewal of a number of strategy documents.
- A draft Issues and Opportunities Paper has been prepared to inform community consultation later in 2015.
- After feedback from the community has been analysed, a draft Integrated Transport Plan and draft Road Safety Plan will be prepared. Further community consultation will take place before seeking Council endorsement.

Recommendation

That Council:

1. Endorse the process as outlined in **Appendix A** to develop the Integrated Transport Plan.
2. Endorse the process as outlined in **Appendix B** to develop the Road Safety Plan.
3. Endorse the Transport Issues and Opportunities Paper shown in **Appendix C** (separately circulated) for community consultation later in 2015.

Background

In 2008, Council adopted the current Integrated Transport Plan.

It aims to meet the following six aims and objectives:

1. Travel demand
2. Congestion
3. Environmental impact
4. Improve amenity
5. Safety
6. Social inclusion

It is based on a hierarchy of modes as follows:

1. Pedestrians
2. Cyclists
3. Public transport
4. Freight
5. Private car

All actions have now been completed, or will be completed by the end of 2015-16. An update was provided to Council in February 2015, at which time, Council resolved to commence a review of the Integrated Transport Plan.

As discussed in February, much has happened since the adoption of the current Integrated Transport Plan 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 abandonment, the proposed City Link widening and Plan Melbourne.

The adoption of Plan Melbourne in mid-2014 also has potential impacts for Moonee Valley's road network. Council officers have 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.

Progress since the Integrated Transport Plan was adopted in 2008

The Walking and Cycling Strategy was reviewed in 2012, resulting in an updated list of action packages on which to focus.

The Municipal Parking Strategy was adopted in 2011, and the Parking Permit Policy was revised in 2014, resulting in 4 local area traffic management studies being completed to date, numerous changes to better utilise kerbside space and a 40% reduction in parking permits issued.

The Road Safety Plan has been implemented, with numerous infrastructure improvements completed and successful behaviour change programs in operation. A detailed update was provided to Council in February 2015 regarding these.

Western Metropolitan 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.

Relationships with inner/northern councils are also being fostered, given the similarity of issues and environments.

Other reasons to review the current Integrated Transport Plan and Road Safety Plan

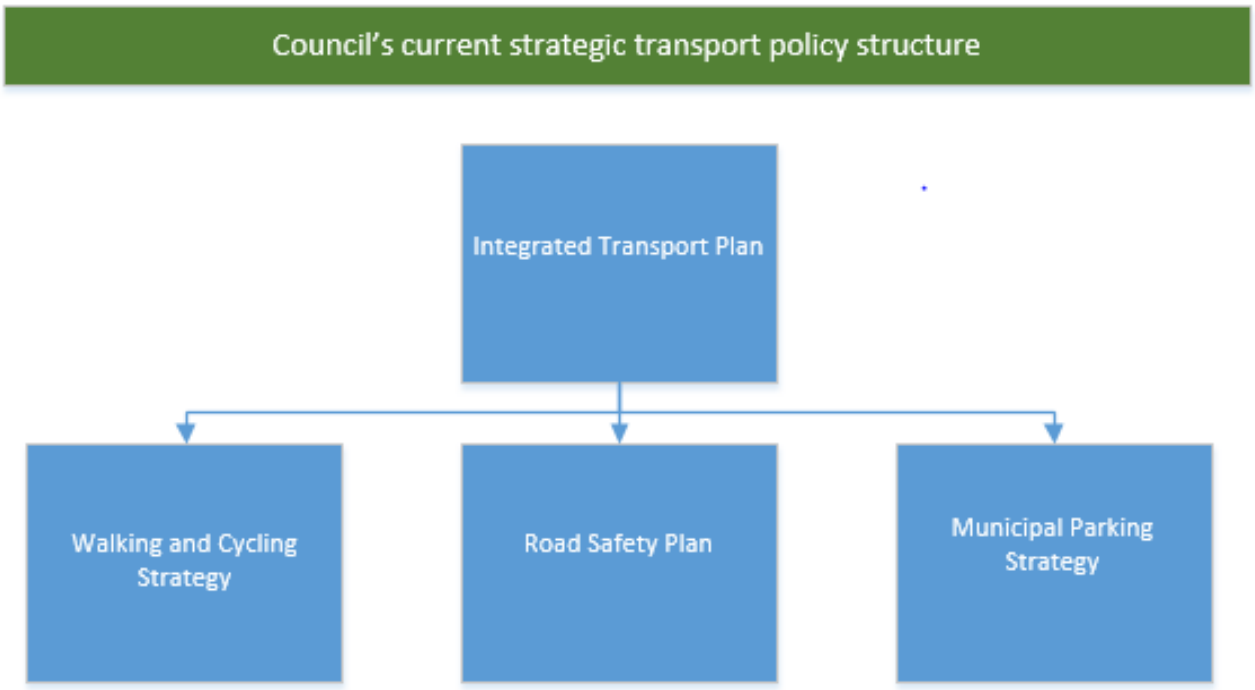
- The population has changed, and population data has since been updated.
- The 'major projects affecting Moonee Valley' listed in the current ITP are now well-established and their effect has stabilised. A new set of major projects now need to be considered.
- Development has taken place, and further development will take place that is not considered by the existing Integrated Transport Plan.
- Changes in state policy including the introduction of a new plan to manage Melbourne's growth – Plan Melbourne
- Council has in recent years consistently had to rapidly react to major state government and other projects – for example Citylink widening, East West Link and Moonee Valley Racecourse redevelopment. An updated, comprehensive strategy would strengthen and inform our position with respect to these major projects.
- Council has adopted a Better Moves around Schools program, which has been a considerable success. Although aligning with objectives of the Integrated Transport Plan, it does not sit within the adopted transport strategies.
- The trends that informed the current Road Safety Plan are no longer current, and the actions therefore need to be reviewed to reflect current conditions.
- It has emerged through detailed feasibility work that some sections of the Principal Bicycle Network are not appropriate/workable for improvements to cycling. The PBN therefore needs to be reviewed.
- A hierarchy of modes exists in the existing Integrated Transport Plan, however, on-the-ground capital delivery potentially does not reflect this hierarchy.

Discussion

Moonee Valley is a city in transition. Many changes have taken place and will continue to take place. The content of the current Integrated Transport Plan and Road Safety Plan needs to be updated to consider the changes that have occurred and those that are likely to occur in coming years.

Figure 1

Council has a suite of four transport strategies, as outlined in Figure 1, with the 'parent' strategy being the Integrated Transport Plan.



The Walking and Cycling Strategy deals with walking and cycling issues, the Road Safety Plan deals with safety for all road users and the Municipal Parking Strategy addresses parking matters, in tandem with the Parking Permit Policy. The Integrated Transport Plan is the coordinating strategy for all modes and addresses major road-based, public transport and integrated transport matters, but also includes actions around walking and cycling and road safety issues.

There is some interaction and duplication between the strategies, plans and policies, and different horizons and targets. When compared to other neighbouring municipalities, the main structural difference seems to be the lack of two separate strategies for walking and cycling. Walking is the highest priority mode in the existing Integrated Transport Plan and therefore this may be an opportunity to review the need for a dedicated strategy and its format.

It is clear that the Integrated Transport Plan and Road Safety Plans are out of date and need to be reviewed. There is an opportunity as part of this process to provide more clarity and simplicity around Council's transport strategies by considering the structure of all of them as a system.

Moving forward

A strategic and consistent decision-making framework is vital for appropriate transport planning. The framework needs to be reflected through to budget allocation and in operational and strategic decisions where the needs of different modes have to be balanced.

If Moonee Valley is to address the long-term and complex issues facing transport planning and safety, we need to re-assess the method by which decisions are made and budget is allocated, in order to reflect the priority Council gives specific modes of transport based on their spatial efficiency and sustainability.

Consultation

Extensive community and stakeholder consultation is proposed to be undertaken to develop the Integrated Transport Plan and Road Safety Plan as outlined in **Appendices A and B**. Consultation is proposed to be conducted over the two stages of the project:

Stage 1 - Draft Issues and Opportunities Paper (Integrated Transport Plan only)

Stage 2 - Draft Strategy (Integrated Transport Plan and Road Safety Plan).

Consultation will include transport stakeholder workshops, community drop-in sessions, intercept surveys in public areas, consultation with schools, traders, employees, sporting clubs and accessibility groups as well as online and paper-based communication opportunities.

Council's Integrated Transport Committee will be involved and consulted with during the development of both plans.

Implications

1. Legislative

There are no legislative implications as a result of this report.

2. Council Plan / Policy

The development of an Integrated Transport Plan and Road Safety Plan relates to Theme 3 (Sustainable Living) in the Council Plan 2013-17. It is also in line with the City Sustainability Policy, Health and Wellbeing Plan, draft Greenhouse Strategy, Economic Development Plan, Disability Action Plan and other adopted Council strategies.

3. Financial

The cost of developing a new Integrated Transport Plan and Road Safety Plan has been included within the operational budget for 2015-16.

4. Environmental

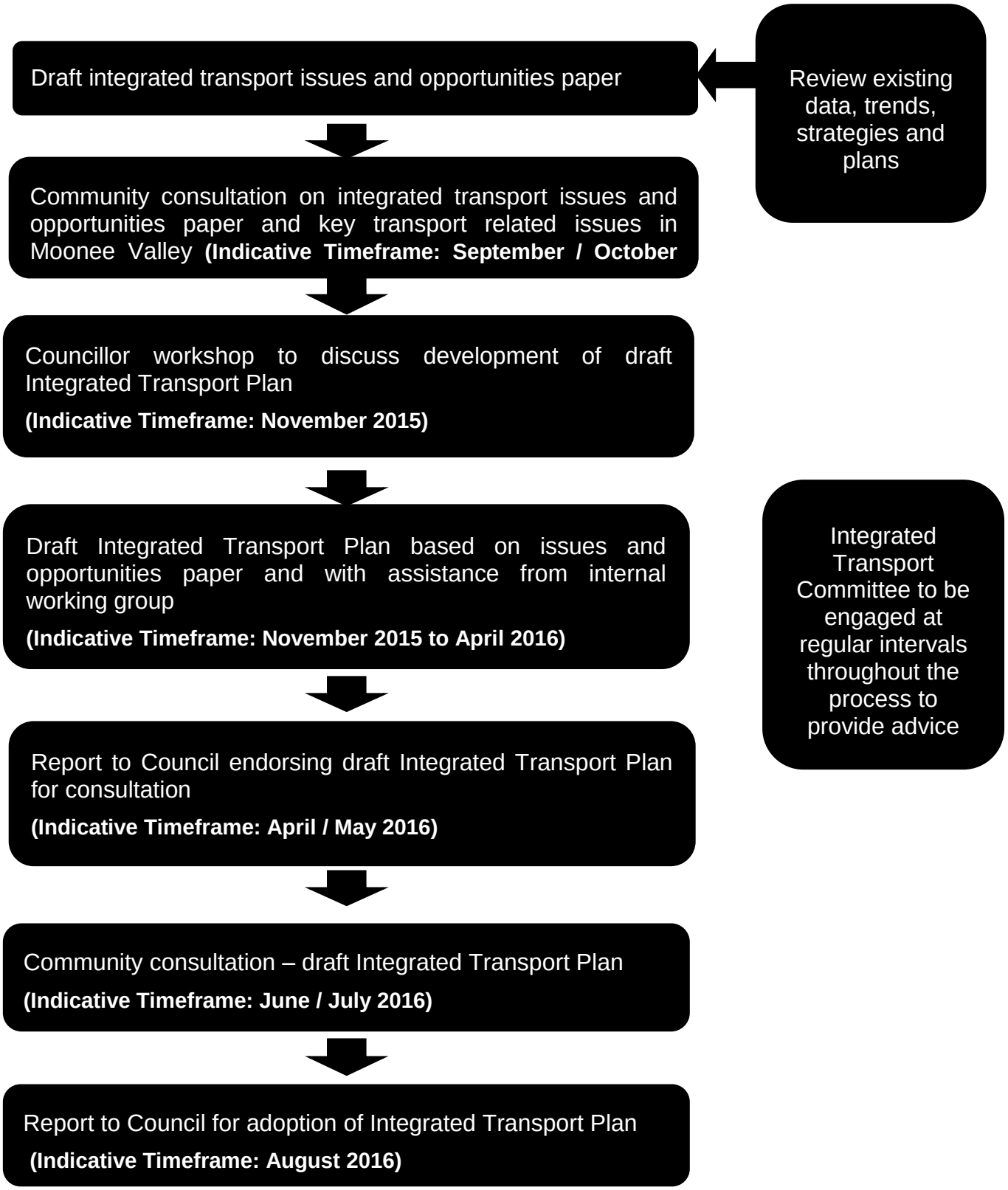
There are no environmental implications as a result of this report.

Conclusion

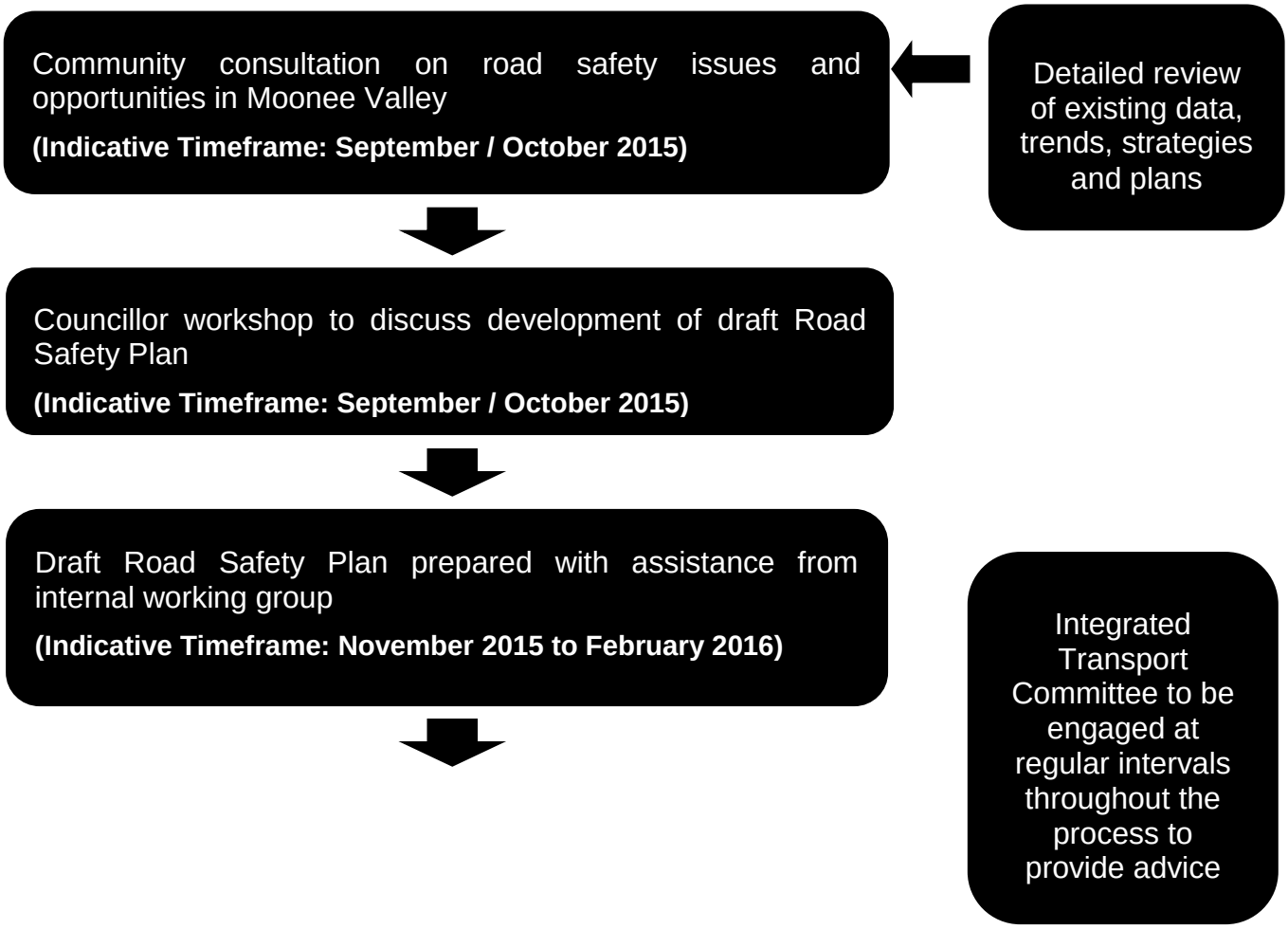
A new Integrated Transport Plan is needed to address demographic and policy changes at both a state and local level that have occurred since the previous Plan was adopted in 2008. A new Road Safety Plan is also required.

Having an adopted Integrated Transport Plan that strategically assesses and, where relevant, spatially demonstrates required transport measures will put Council in a much stronger position to advocate and deliver a better transport system for our community into the future. An updated Road Safety Plan will ensure Council effectively directs resources to improve safety for all road users.

APPENDIX A


Draft integrated transport issues and opportunities paper
Review existing data, trends, strategies and plans
Community consultation on integrated transport issues and opportunities paper and key transport related issues in Moonee Valley (Indicative Timeframe: September / October
Councillor workshop to discuss development of draft Integrated Transport Plan
(Indicative Timeframe: November 2015)
Draft Integrated Transport Plan based on issues and opportunities paper and with assistance from internal working group
(Indicative Timeframe: November 2015 to April 2016)
Integrated Transport Committee to be engaged at regular intervals throughout the process to provide advice
Report to Council endorsing draft Integrated Transport Plan for consultation
(Indicative Timeframe: April / May 2016)
Community consultation – draft Integrated Transport Plan
(Indicative Timeframe: June / July 2016)
Report to Council for adoption of Integrated Transport Plan
(Indicative Timeframe: August 2016)

APPENDIX B


Community consultation on road safety issues and opportunities in Moonee Valley
(Indicative Timeframe: September / October 2015)
Detailed review of existing data, trends, strategies and plans
Councillor workshop to discuss development of draft Road Safety Plan
(Indicative Timeframe: September / October 2015)
Draft Road Safety Plan prepared with assistance from internal working group
(Indicative Timeframe: November 2015 to February 2016)
Integrated Transport Committee to be engaged at regular intervals throughout the process to provide advice

9.11 Sterling Drive Reserve North, Keilor East

File No: FOL/14/1247

Author: Manager, Leisure & Open Space Planning

Directorate: Environment & Lifestyle

Ward: Rosehill

Purpose

To report to Council on the outcomes of the proposal received from Edenvale Manor to acquire Sterling Drive Reserve North and the informal public consultation for this proposal.

Executive Summary

- Council has received a proposal from Edenvale Manor, Residential Facility formally expressing an interest in acquiring the adjoining public park, Sterling Drive Reserve North.
- Consultation undertaken with residents within 500m of Sterling Drive Reserve North indicates a majority support to retain the reserve.
- The sale of Sterling Drive Reserve North will result in a deficiency of open space provision within the neighbourhood, requiring acquisition of open space.
- The sale of Sterling Drive Reserve North will result in a deficiency of playspace opportunities within the neighbourhood, requiring the installation of a new playspace.
- The sale of a public park will require strong strategic justification and rezoning from Public Park Recreation Zone prior to sale.
- Funds from the sale of a public park are required, through the Local Government Act 1989 and supported by the Council adopted Open Space Strategy 2011 and Road Discontinuance and Sale of Land Policy 2014, to be reinvested back into the Open Space System.

Recommendation

That Council decline the proposal from Edenvale Manor to acquire Sterling Drive Reserve North.

Background

Council has received correspondence from The Chief Executive Officer of Edenvale Manor, 188a Sterling Drive, Keilor East formally expressing an interest in acquiring the adjoining public park, Sterling Drive Reserve North, provided as **Appendix A**. Edenvale Manor has recently been granted an additional 60 bed license by the Commonwealth Government to extend the facility and meet growing demand within the community for residential aged care.

Council requested consultation with residents to test the proposal with the community and a subsequent mail-out advising residents of the proposal was undertaken. A letterbox drop to residents within 500m of the park was completed on the 8 May 2015 and feedback was formally taken until 30 May 2015 although correspondence has been received since this date and taken into consideration in reporting.

Discussion

The planning and disposal of public open space is covered extensively in Council strategic planning, policy and government legislation. The following information gives and overview of the relevant information that must be taken into account when considering the sale of public land.

The development of Open Space Strategies is an internationally recognised best practice method of planning open space systems utilised by Local and State Government for municipal and State parks, reserves and waterways.

The Council adopted Open Space Strategy 2011 (OSS) guides the planning, acquisition and disposal of public open space. The OSS is a reference document in the Moonee Valley Planning Scheme and provides the long-term vision for open space within the municipality.

"A linked, sustainable and accessible system of quality open space that is well used by Moonee Valley's diverse community. The system comprises waterway corridors that are highly valued for their native habitat and recreational use, and a diverse range of other open space reserves across the City including historical gardens, large sporting reserves and a network of smaller vibrant open spaces."

Using this vision, the strategy sets out a direction for the future provision, design and management of public land for recreation, sporting and environmental purposes. The OSS provides direction for Council owned and managed public open space. It also includes consideration of open space located in Moonee Valley, which is owned and managed by other government agencies including Parks Victoria, Melbourne Water, Department of Sustainability and Environment, VicTrack (Department of Transport) and VicRoads.

Principles guiding the OSS Vision Statement are:

- Diverse
- Social
- Accessible
- Equitable
- Sustainable
- Cultural
- Recreational
- Adaptable/flexible
- Environmental

The OSS states that it is Council Policy to:

- Implement the Open Space Strategy in a way that maximises its achievement of the Vision, Principles and Aims of the Strategy.
- Protect and expand the municipal open space network in accordance with the Open Space Strategy.

- Ensure there is no net loss of open space across Moonee Valley as a whole or in suburbs where an open space deficiency has been identified.

The OSS is the overarching document guiding open space, and there is a range of other Council Strategies and Plans guiding sport and recreation activities and facility provision in open space. The Leisure Strategy 2013 and the Sports Development Plan 2014 have determined the future needs and provision for organised sport and indoor recreation facilities.

Relevant to Sterling Drive Reserve North is the Playspace Plan 2013 (PP) which guides the planning of Playspaces across the municipality. The PP principles state:

- We will endeavour to provide play in public spaces within 500m of every residence.
- We will create fun and vibrant family-friendly spaces for play.
- We will provide a diverse range of play experiences for children and young people that encourage their development.

Sterling Drive Reserve North Open Space

Sterling Drive Reserve North (The Reserve) is located at 188B Sterling Drive, Keilor East. The Reserve is 1,460m2 in size and forms part of the offering within the Keilor East Open Space Precinct. The Reserve is classified as Small Local Open Space in the OS hierarchy and is Informal in Character. The Reserve is zoned Public Park Recreation Zone PPRZ in the planning scheme.

Ideally the provision of parks and reserves is through large connected tracts of land, where this is not possible smaller parcels of land are acquired to create a system of parks accessible to local communities. Sterling Drive Reserve North forms part of the system of smaller parks for the Keilor East Sub Precinct 3033B.

Local Parks provide an important place of respite for mothers of young children, those needing to escape the family home for down time and for general recreation. The disposal of The Reserve will create a deficiency of open space provision for residents in the neighbourhood, within 150m and for some residents within 300m. This is of significant concern for those with limited capacity to visit other parks further afield, such as people with a physical disability, unaccompanied children and the elderly.

Sterling Drive Reserve North Playspace

The Reserve includes a Minor Playspace as identified in the Council adopted Playspace Plan 2013 (PP). The PP provides for a three tiered system of play:

- Large Playspaces, cater for residents living within 1.5km and also attract people from outside the municipality;
- Medium Playspaces cater for residents living within 1km. They cater for two or more age groups and generally have picnic facilities and sometimes have a barbecue and;
- Minor Playspaces which cater for residents living within 500m. They cater for one or two age groups and provide seating and path access.

It takes the average person 15min to walk 500m and this is widely considered to be an acceptable standard and meets the World Health Organisation standards and United Nations Rights of the Child Standards for Play.

The existing Playspace was installed at Sterling Reserve North in 2010 to fill a gap in local area playspace provision for families. The removal of the Playspace would reverse this again creating a gap in provision for the local neighbourhood within the 500m accessible walk for young children.

In their letter of proposal Edenvale Manor has suggested a meaningful contribution could be given to relocating the reserve. The closest reserve is Sterling Drive Reserve South. This reserve is utilised by residents, many with dogs to gain access to the adjacent Parks Victoria linear parkland. The reserve is not ideal for the establishment of a children's playground given the presence of dogs off leash.

If improvements were to be made to the reserve, a concept plan would be required to guide the design of the landscape and children's playspace. The creation of a new playspace at Sterling Drive Reserve South would then go some way to filling the playspace gap created in the immediate neighbourhood. Playspace equipment cannot be disassembled and reinstalled in a new location due to safety standards.

Disposal of Public Open Space

Section 4.1.4 of the OSS discusses potential disposal of open space:

If Council identifies any existing open space for potential disposal, the following process is to be followed as a minimum:

a) Assess the subject open space within a neighbourhood context. This analysis will need to assess all other existing and proposed open space within the walking catchment of the subject site to clearly understand each open space size and level of existing and potential use (which may include an environmental role as well as community use) to determine the subject site's existing or future role in the local open space network.
b) Assess the site in relation to the Criteria listed in Table 4.4 of the Open Space Strategy.
c) Consult with the community who would potentially be affected by any disposal of the subject open space in accordance with the distances nominated in Table 3.1 of the Open Space Strategy.
d) If after steps (a), (b) and (c) the open space is still considered excess to requirements and Council intends to proceed with disposal of open space, ensure the funds from the disposal of open space is spent on open space projects only, as required by the Subdivision Act 1988. Refer to Section 20 of the Act for limitations.

Subdivision Act 1988

Under section 20 of the Subdivision Act Council must:

1. Set aside for public open space any land which is vested in the Council for that purpose.

2. Use any payment towards public open space it receives under this Act or has received under section 569B(8A) of the Local Government Act 1958 but has not applied under subsection (8C) of that section or the proceeds of any sale of public open space to—

a) buy land for use for public recreation or public resort, as parklands or for similar purposes; or

b) improve land already set aside, zoned or reserved (by the Council, the Crown, a planning scheme or otherwise) for use for public recreation or public resort, as parklands or for similar purposes; or

c) with the approval of the Minister administering the Local Government Act 1989, improve land (whether set aside on a plan or not) used for public recreation or public resort, as parklands or for similar purposes.

3. Public open space can be used for municipal purposes in accordance with the planning scheme, or sold only if the Council has provided for replacement public open space.

Local Government Act 1989

Local Government Act 1989, has a provision regarding the sale of land. Section 189 - Restriction on power to sell land states:

1) Except where section 181 or 191 applies, if a Council sells or exchanges any land it must comply with this section. (Note: this only relates to selling land to recover rates or transferring land without consideration i.e. no charge)

2) Before selling or exchanging the land the Council must:

a) from a person who holds the qualifications or ensure that public notice of intention to do so is given at least 4 weeks prior to selling or exchanging the land; and

b) obtain experience specified under section 13DA(2) of the Valuation of Land Act 1960 a valuation of the land which is made not more than 6 months prior to the sale or exchange.

Road Discontinuance and Sale of Land Policy 2014

Where land is identified as surplus to needs, Council is guided by the Moonee Valley Road Discontinuance and Sale of Land Policy 2014.

Section 192 of the Act applies in circumstances where Council has acquired land for a particular purpose and later wishes to use it for another. To do so, Council must be satisfied that the land is no longer required for its original purpose or that it is necessary or desirable to use it as such. Where a change in purpose is proposed, section 223 of the Act will apply.

Any application involving the removal of a reservation from land set aside as a reserve or public open space shall be made under section 24A of the *Subdivision Act* 1988.

When selling a reserve or public open space, Council must comply with the requirements of section 20(2) and 20(4) of the *Subdivision Act* 1988 which requires Council to use the proceeds from the sale to either buy land to create more public open space or improve existing public open space.

The following principles and guidelines shall apply when considering sale or exchange of Council land:

- All proposals to discontinue a road, sell or exchange any Council land must comply with the provisions of the Act and any other relevant legislation.

- Major land sales shall be conducted through a public process (i.e. public auction, public tender, expressions of interest) unless circumstances exist which justify an alternative method of sale such as sale or exchange of land by private treaty.
- Minor land sales can be conducted exclusively by private treaty. (i.e. Drainage Reserve)
- Property sales must be in the best interests of the community and provide the best result, both financial and non-financial for the Council and the community.
- All property sales shall occur at not less than the market value assessed by Council's appointed Valuer.

Council property shall be appropriately zoned prior to being offered for sale. This will ensure that the optimum and best use of the land is determined by that zone and the highest possible sale price is achieved. However, rezoning land subsequent to sale may be considered in special circumstances.

Consideration shall be given to:

- The potential of the land to contribute towards the public open space network in the municipality.
- Assessment of whether the proceeds for any proposed sale of public open space could be used for the greater benefit of Council and the community by buying other land for public open space purposes or improving existing open space.

The Moonee Valley Planning Scheme, land use policies, Open Space Strategy, and Integrated Transport Policy 2008, Walking and Cycling Strategy 2012 and Drainage Management Plan which shall inform Council decision making regarding the sale of any reserve or other freehold land.

Section 7.6 Rezoning after Sale of Land states:

For any major land sale Council shall always rezone the land prior to offering for sale unless special circumstances apply.

Consultation

A letter was delivered to residents within 500m of the reserve and feedback was requested through email to parkimprovements@mvcc.vic.gov.au or by reply paid envelope. Consultation closed on 30 May 2015. The outcome was as follows:

- 40 responses were received through, email, phone calls and letters
- 10 in support of Edenvale Manor's proposal
- 30 did not support Edenvale Manor's proposal

The top reasons why the Edenvale Manor's proposal was not supported were:

- Loss of open space
- Playspace currently utilised
- Loss of playspace for future residents
- Increased traffic and parking associated with a larger facility

- The need for more, not less, open space for families and children
- Difficult to obtain additional open space

Implications

1. Legislative

Legislation relating to this report are Local Government Act 1989 and the Subdivision Act 1988.

2. Council Plan / Policy

Council Plan 2013-17, Theme: Clean, Green and Beautiful. Strategic Objective: Protect and enhance the quality and scale of open space for conservation and community enjoyment.

Open Space Strategy 2011, Playspace Plan 2013, Road Discontinuance and Sale of Land Policy 2014, The Moonee Valley Planning Scheme.

3. Financial

There are no direct implications of this report under the recommendations. Relevant to the report is that the use of the proceeds of sale of a public park are governed by the Subdivision Act 1988

Under section 20 of the Subdivision Act:

a) A Council must set aside for public open space any land which is vested in the Council for that purpose.

b) The Council must use any payment towards public open space it receives under this Act or has received under section 569B(8A) of the Local Government Act 1958 but has not applied under subsection (8C) of that section or the proceeds of any sale of public open space to—

c) buy land for use for public recreation or public resort, as parklands or for similar purposes; or

d) improve land already set aside, zoned or reserved (by the Council, the Crown, a planning scheme or otherwise) for use for public recreation or public resort, as parklands or for similar purposes; or

e) with the approval of the Minister administering the Local Government Act 1989, improve land (whether set aside on a plan or not) used for public recreation or public resort, as parklands or for similar purposes.

f) Public open space can be used for municipal purposes in accordance with the planning scheme, or sold only if the Council has provided for replacement public open space.

4. Environmental

There are no direct environmental implications from this report.

Conclusion

Council has received a proposal from Edenvale Manor, Residential Facility formally expressing an interest in acquiring the adjoining public park, Sterling Drive Reserve North. As requested by Council, consultation was undertaken with residents within 500m of Sterling Drive Reserve North and the results indicated a majority support to retain the reserve.

The sale of Sterling Drive Reserve North will result in a deficiency of open space within the neighbourhood and a deficiency of playspace opportunities within the neighbourhood.

The sale of a City of Moonee Valley public park will require strong strategic justification and rezoning from Public Park Recreation Zone prior to sale. Funds from the sale of a public park are required, through the Local Government Act 1989 and supported by the Council adopted Open Space Strategy and Road Discontinuance and Sale of Land Policy 2014, to be reinvested back into the Open Space System.

APPENDIX A

Edenvale Manor
We care for the ones you care for.

188a Sterling Drive
East Keilor 3033
Tel 9337- 7343
Fax 9337-4290

RECEIVED
- 7 APR 2015
MOONEE VALLEY CITY COUNCIL

31 March, 2015

Councillor Narelle Sharpe – Mayor
City of Moonee Valley
PO Box 126
MOONEE VALLEY VIC 3039

Dear Madam Mayor,

RE: PROPOSED LAND ACQUISITION PROPOSAL

Thank you for the opportunity to meet with you and CEO Neville Smith Friday March 27 to discuss our plans for the significant upgrade and expansion of Edenvale Manor, a 60 bed Commonwealth funded aged care facility which provides care and accommodation services at Keilor East.

In December 2014 an additional 60 bed licenses were provisionally allocated by the Commonwealth Government to extend our facility and meet the growing demand within the Region for residential aged care. As discussed, we feel the best option to facilitate the proposed redevelopment and extension of Edenvale Manor, is to acquire Council owned land and transforming Sterling Park located in front of Edenvale Manor into much needed additional community infrastructure.

Background and Current Use

Edenvale Manor is located at 188A Sterling Drive, Keilor East on a site purchased by us from Council some 14 years ago. At that time, Sterling Reserve was developed predominantly for use by the residents of Edenvale Manor as the current layout confirms. Although open to general public use by access from Sterling Drive, our experience over more than 10 years, is that the space is seldom used by the general public and decreasingly by residents of Edenvale Manor and their families.

The resident profile at Edenvale Manor has changed significantly since 2001 in that new residents are presenting with far more complex and acute medical conditions requiring greater support and specialized nursing care. Frail aged persons are supported in their homes for far longer and generally transfer to residential aged care after an acute medical episode and hospital treatment. Internal courtyards, outings and a vibrant activities program address the recreational needs of residents of Edenvale Manor.

Proposal – Relocation of Sterling Reserve

We would like to restate our intent to purchase the additional land from Council and appreciate the Council processes and rezoning that would be required to allow for the intended use of additional residential aged care. We further believe that the relocation of Sterling Reserve to another more spacious location further west along Sterling Drive would enhance public space and recreation activities. For our part, we confirm that we would be prepared to make a meaningful development contribution for the relocation of Sterling Reserve which might include relocation costs and/or purchase of new playground equipment.

Edenvale Manor
We care for the ones you care for.

188a Sterling Drive
East Keilor 3033
Tel 9337- 7343
Fax 9337-4290

About Us

We are one of many aged care facilities located in the City of Moonee Valley. Our 60 bed facility serves the local community by providing employment, care and accommodation services. We have been present in the local community for more than 30 years, having relocated from Scott Street in Essendon to our current site in 2001. The approved provider which owns and operates the business of Edenvale Manor is Llandysil Pty Ltd, an inter-generational family company with a strong history of stability, growth and superior consumer outcomes including 100% accreditation status and compliance.

Economic Development and Job Creation

The redevelopment and extension of Edenvale Manor will not only provide specialist aged care and accommodation for an additional 60 residents, the $7M construction project will see an additional 50 direct permanent jobs created post-construction. It is expected that most of these jobs will be filled by women and more particularly women from culturally and linguistically diverse backgrounds. Further economic benefits will accrue to the broader community by the ongoing provision of goods and services by local suppliers.

Invitation

We welcome the opportunity for further discussions and to meet with other Councillors and Council Officers to discuss the proposal. Perhaps a morning tea at Edenvale Manor and inspection of the relevant sites might be a good way forward and provide a suitable venue for discussions and information gathering? I look forward to hearing from you in the near future and am available to meet and discuss any aspect of the proposal or redevelopment project and can be contacted on 0410 668 630.

I look forward to working with you, fellow Councillors and Council Officers to mutually beneficial outcomes.

Yours Sincerely,

Denise Chin
C.E.O

9.12 Health & Wellbeing - Year 3 Action Plan

File No: FOL/13/908
Author: Health & Community Planning Officer
Directorate: Community Services
Ward: Municipal

Purpose

To inform Council on the progress of the *Moonee Valley Public Health and Wellbeing Plan 2013-17* and to seek endorsement of the 2015/16 Health and Wellbeing Action Plan.

Executive Summary

- Council adopted the Moonee Valley Public Health and Wellbeing Plan 2013-17 ("the Health Plan") at its Ordinary Meeting on 24 September 2013.
- The Health Plan is supported by delivery of annual Action Plans, Progress Reports, the Public Health and Wellbeing Community Committee ("the Community Committee") and the Evaluation Framework.
- The second year Action Plan 2014/15 was endorsed by Council on 22 July 2014.
- The Health Plan Progress Report July 2015 ("the Progress Report") **Appendix A** (separately circulated), documents the annual progress of actions identified in the second year Action Plan 2014/15. The Progress Report indicates that all actions are progressing with no significant issues identified.
- The Health and Wellbeing Action Plan 2015/16 **Appendix B** (separately circulated) builds on the Action Plan 2014/15 to support implementation of the third year of the Health Plan.
- The Progress Report July 2015 and Action Plan 2015/16 will be made publically available through Council's webpage.

Recommendation

That Council:

1. Note the Health Plan Progress Report July 2015 **Appendix A** (separately circulated).
2. Adopt the Health and Wellbeing Action Plan 2015/16 **Appendix B** (separately circulated).

Background

The *Public Health and Wellbeing Act 2008* ("the Act") specifies that Council is required to prepare a Municipal Public Health and Wellbeing Plan. In accordance

with the Act, Council adopted the Health Plan at its Ordinary meeting on 24 September 2013. The Health Plan is supported by:

- Annual Action Plans;
- Progress Reports;
- An Evaluation Framework; and
- The Public Health and Wellbeing Community Committee.

The Health Plan commits to producing annual action plans to support implementation of the Health Plan, including associated monitoring and reporting. The second year Action Plan was endorsed by Council on 22 July 2014.

The Health Plan commits to producing an annual progress report on all levels of evaluation of the Health Plan. A mid-year Progress Report was noted by Council at its Ordinary Meeting on 27 January 2015. The majority of actions were on track, with no significant progress issues identified.

Discussion

Public Health and Wellbeing Community Committee

The role of the Community Committee is to act as a forum for the exchange of ideas and provide support and advice on the implementation and monitoring of the Plan. Committee meeting dates have been proposed for the duration of the Plan with action planning meetings to be held in April and review and progress meetings to be held in October.

Health Plan Progress Report

The purpose of progress reports is to ensure accountability and a robust approach to monitoring and evaluation of the Health Plan. The Progress Report July 2015 **Appendix A** (separately circulated) provides a progress update on all levels of evaluation identified in the Health Plan Evaluation Framework. This includes evaluation of:

Process – review of effectiveness of both the process of development and monitoring processes.

Impact – output and outcome evaluation with a focus on what actions are being delivered, using a traffic light system to track progress.

In-depth – looks at impact more deeply including consideration of how equity was addressed. The in-depth evaluation provides annual case study reports on two Council programs.

Highlights from the second year of implementation of the Health Plan include:

- Development of the LGBTIQ Action Plan 2015-17, which aims to improve access and equity for Council's lesbian, gay, bisexual, transgender, intersex and queer (LGBTIQ) community members.
- Opening of Crown Street Stables, a social enterprise partnership between Aged and Disability Services and Community Chef, to provide community meals.
- Registration of Council in the Healthy Together Victoria Achievement Program and development of the Healthy Settings Reference Group to guide delivery of health and wellbeing initiatives.

- Commencement of the Aged Friendly Streetscapes project to support older residents when travelling to and within activity centres.
- Delivery of the inaugural 'Paddock to Plate' event in April 2015, in partnership with Flemington Farmers Market, to promote local, fresh, seasonal produce.
- Adoption of the Moonee Valley Early Years Plan 2014 -22.
- International accreditation of Moonee Valley as a Pacific/Australian Safe Community.
- Development of a new Local Planning Policy for Gaming in the Moonee Valley Planning Scheme.
- Delivery of the inaugural Community Groups Conference.
- Participation in White Ribbon Day and 16 days of activism to raise awareness of prevention of violence against women; and
- Launch of the My Smart Garden website.

There were 75 actions committed to in the second year Action Plan and all actions are on track, with no significant progress issues identified.

Health and Wellbeing Action Plan 2015/16

The Action Plan 2015/16 **Appendix B** (separately circulated) sets out the actions that will be taken to address each of the strategies of the Health Plan from July 2015 to June 2016. The Action Plan provides details of the strategic objective, relevant actions and action leader, and will be the basis of monitoring and progress reports. While many of the actions identified in the 2014/15 Action Plan will continue across the life of the plan, the 2015/16 amendments include:

- Removal of completed actions.
- Consolidation of a number of actions.
- A shift in the focus from development or scoping to implementation as projects have progressed (e.g. the Moonee Valley Early Years Plan and Youth Engagement Plan).
- Aligning actions with recently adopted policies, including the Diversity, Access and Equity Policy and Disability Action Plan.
- Identification of new opportunities including:
    - Implementing actions within the Moonee Valley Accessible Housing Action Plan 2015 – 2023;
    - Reducing the risk of vulnerability for children and young people by exploring delivery of place based services and alternative models of support;
    - Development of a master plan for the Moonee Ponds Creek linear park;
    - Provision of an integrated Moonee Valley grants program;
    - Development of Council's volunteer coordination framework;
    - Delivery of a Community Groups Conference and Sports Summit;

- Development of Council's clinical governance framework to support young people receiving individual support;
- Pilot of a sport development program to increase participation in target demographic groups;
- Implementation of cross-promotional activities between Council's services and local leisure centre operators;
- Exploration of opportunities to promote healthy eating in early years services;
- Provision of dental health services for children 0 - 5 years and dental health information for their parents at place-based locations;
- Preparation of a Planning Engagement Framework to develop better connections between Strategic Planning and the community; and
- Research into assessing the benefits and impacts of creating 'green food' canteens locally using the Healthy Together Victoria guidelines.

Next Steps

The Health Plan Progress Report July 2015 and the Action Plan 2015/16 will be made publicly available on the Moonee Valley City Council Webpage.

The next Community Committee meeting is scheduled for 12 October 2015. The purpose of this meeting is to track progress of actions, identify any emerging issues, and review the purpose and ongoing governance structure of the Committee.

Consultation

The Progress Report and Action Plan has been informed by the Community Committee; Council Departments including Community Services, Environment and Lifestyle, and City Works and Development; and external stakeholders including the Inner North West Primary Care Partnership, Inner North West Melbourne Medicare Local, cohealth and Women's Health West.

Implications

1. Legislative

Under Section 26(4) of the *Public Health and Wellbeing Act 2008* Councils are required to review their Health Plan annually and if appropriate amend it. The development and review of annual action plans ensure that strategies identified in the Health Plan are being implemented satisfactorily.

The Health Plan and extensive evaluation processes promotes equitable outcomes for our community. The Community Committee provides an opportunity for community representation and participation in accordance with the *Charter of Human Rights and Responsibilities Act 2006* as it creates opportunities for the community to participate in public life.

2. Council Plan / Policy

In presenting this report to council, council is achieving its Strategic Objective to in accordance with Council Plan 2013-2017 Theme : .

There are synergies with strategic indicators that will be tracked, identified within both the Council Plan and the Health Plan. These indicators will be monitored throughout the life of both plans (2013-17).

3. Financial

Staffing, research and publication costs associated with the implementation of the Health Plan are accommodated within Council's operating budget.

4. Environmental

There have been no impacts and opportunities related to energy usage, water, waste or biodiversity, identified during the review of Health Plan progress.

The Health Plan acknowledges the relationship between environmental health and population health in the first goal of healthy places: 'Create a healthy and sustainable city'. Actions identified to achieve the strategies of this goal are monitored and reported on in the Progress Report.

The Health Plan gives regard to the *Climate Change Act 2010* and has considered the City Sustainability Policy.

Conclusion

The Health Plan Progress Report July 2015 details the progress of actions to implement Health Plan strategies in line with the Evaluation Framework. The Progress Report indicates that all actions are progressing with no significant issues identified.

The Action Plan 2015/16 builds on the Action Plan 2014/15 and sets out the commitments to deliver against each of the strategies in the Health Plan to June 2016.

The Health Plan is progressing positively following the second year of implementation, with collaboration across Council departments and external partners and the majority of actions on track for delivery of the strategic objectives in the Plan.

9.13 Draft Community Safety Program

File No: FOL/12/181
Author: Community Safety Officer
Directorate: Community Services
Ward: Municipal

Purpose

To present Council's draft Moonee Valley Community Safety Program 2015-2020.

Executive Summary

- Council's first Community Safety Program 2011-14 has guided the establishment of a strong program which successfully drove Moonee Valley to international accreditation as a Pacific/Australian Safe Community in late 2014. **Appendix A** (separately circulated) provides a summary of the 2011-14 Program with regard to the Safe Community accreditation model.
- The Draft Community Safety Program 2015-2020 'The draft Program' **Appendix B** (separately circulated) has been developed to provide a foundation document for Council's action and service delivery in Community Safety over the next five years.
- The draft Program builds on the success of the previous program, with adjustments to timing and structure to bring the program into alignment with reporting and accreditation requirements of the Pan Pacific Safe Communities Network.
- Annual action plans will be developed and associated reporting provided across the term of the five year program, which will culminate with an application for reaccreditation as a Pacific/Australian Safe Community.
- The draft Program delivers a continuous improvement approach that builds upon momentum of the 2011-2014 program, and targets outcomes for four interrelated program actions being Safe People, Safe Places, Resilient Communities, and Program Development & Partnership.
- The draft Program will be exhibited for public comment from 30 July to 14 September 2015.
- This consultation will inform the final Program and the first year action plan. The outcomes of this consultation will be reported to Council in October 2015.

Recommendation

That Council endorse the draft Moonee Valley Community Safety Program 2015-2020 for public comment from 30 July to 14 September 2015.

Background

In June 2011, responding to the challenges of community safety, Council adopted its first Community Safety Program 2011-2014. The implementation of that program led to many effective local activities, outcomes and partnerships.

These successes were recognised when Moonee Valley was designated as a Pacific/Australian Safe Community in October 2014, joining 100 other similarly accredited communities across New Zealand, Canada and the USA. Reaching that benchmark is an achievement only a small number of Australian communities can claim and speaks highly for the quality of the Moonee Valley program. **Appendix A** (separately circulated) provides a review of the Moonee Valley 2011-2014 program with regard to the Safe Community model.

The draft Community Safety Program 2015-2020, as found at **Appendix B** (separately circulated), builds on the strengths of the previous program, and further aligns the program with the reporting and accreditation requirements of the Pan Pacific Safe Communities Network, which includes annual reporting and reaccreditation after five years.

Promoting Moonee Valley as a Safe Community is a strategic priority of the Council Plan 2013-17. The Council Plan commits to "establish the evidence to support an application to the World Health Organization (WHO) Safe Communities for accreditation as a safe city". International Accreditation as a Pan Pacific Safe Community utilises a comparable assessment criteria to the WHO accreditation. Future community safety programs may consider WHO accreditation, however, the next five years of the program will focus on maintaining Pan Pacific Accreditation.

Discussion

The draft Community Safety Program is underpinned by respected frameworks such as the WHO Safe Communities Model, guided by applied principles such as Crime Prevention Through Environmental Design (CPTED) and the Safer Design Guidelines for Victoria. It is also informed by research and statistics gathered from external sources such as the Australian Bureau of Statistics (ABS), Police Crime data, Monash University Accident Research Centre, Victorian Injury Surveillance Unit and from Council's own targeted research.

The draft Moonee Valley Community Safety Program specifies four key focus areas. These key areas have been identified from community consultation, data analysis and stakeholder input, including consideration of the issues addressed at Council's Community Safety Stakeholder Forums, held annually since 2013. The key areas are:

1. **Safe People** – Support people to be safe and to feel safe in Moonee Valley.
2. **Safe Places** – Design, create and maintain places that provide for safe community activity.
3. **Resilient Communities** – Embed frameworks and positively set determinants of safety, to establish and promote Moonee Valley as a safe community.
4. **Program Development & Partnership** – Collaborate with stakeholders and work in partnerships to share responsibility for safety.

Action in each area of focus will be structured using the Safe Community framework. These are:

1. **Collaboration & Partnership** – Strategic planning and leadership by a cross-sectoral group focused on promoting and improving community safety.
2. **Program Reach** – Safety programs covering all ages, environments and situations which are based both on evidence and the extent to which they use proven or promising intervention strategies.
3. **Priority Setting** – Programs that target and promote safety for high risk/vulnerable groups and environments.
4. **Data Analysis** – Programs underpinned by collection and analysis of available safety data (injury, violence, crime and safety perception) for the community and region and which identify and align action with established national/state/regional priorities and action plans.
5. **Evaluation** – Programs which specify actions for delivery and the expected project outcomes, and which include mechanisms to measure and analyse these through the delivery of the project.
6. **Networks** – Comprehensive engagement and interaction with local, regional and national networks and other International Safe Communities.

This framework also forms the structure for Council's annual reports to the Pan Pacific Safe Communities Network, which will become the reporting process for annual Action Plans.

Following Council's endorsement, the draft Program will be available for public comment from 30 July to 14 September 2015. This consultation will inform the final Program and the first year action plan. The outcomes of this consultation will be reported to Council in October 2015.

Consultation

The development of the draft Program has included consultation with the cross-council internal Community Safety Reference group. External consultation has included input from the Community Safety Stakeholder Advisory Group, which includes representatives from Victoria Police, Women's Health West, Departments of Justice and Human Services, local legal services, Crime Stoppers, Neighbourhood Watch and community representation.

Implications

1. Legislative

Community safety is identified as a requirement of Section 26 of the *Victorian Health and Wellbeing Act 2008.* A rights based approach is central to the WHO and the concept of safe communities.

The draft Program uses a rights based approach and offers strategies to maintain and continually improve community safety, in support of the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

2. Council Plan / Policy

The Community Safety Program 2015-2020 contributes to Moonee Valley Next Generation 2035 Community Vision of Moonee Valley as a place "that people experience as friendly and safe to live in".

This Plan contributes to the achievement of the Council Plan's Strategic Theme 1: *Friendly and Safe"* and, in particular to Strategic Objective 3: *"Build a community where people feel safe in both public and private spaces"*.

3. Financial

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

4. Environmental

Delivery of the 2015-2020 Program will prioritise the use of technology to optimise the reach and efficacy of its programs and effort will be made to minimise dependency on paper based resources.

Conclusion

The draft Community Safety Program 2015-2020 identifies key objectives, operational principles, priority action areas and a framework to embed structure and rigour into the ongoing work of community safety in Moonee Valley.

The draft Program is a strong foundation for annual resourced action plans which will identify the specific projects, locations and work areas that will activate the safety program each year.

The Community Safety Program 2015-2020 is underpinned by stakeholder relationships that emphasise cooperation and shared responsibilities, delivered in a policy environment that advocates the need for partnered responses to community safety and crime prevention.

9.14 Friends of Liquiçá - Computer Training Proposal

File No: FOL/14/1197

Author: Director Community Services

Directorate: Community Services

Ward: Municipal

Purpose

To seek Council endorsement of the proposal to develop a computer literacy program and associated training for seven villages within the Liquiçá District.

Executive Summary

- Council has a 'friendship city' relationship with the Liquiçá District.
- Council has provided significant support to technological projects to encourage and support Timor-Leste independence.
- Timor-Leste is in the process of introducing a local government system which is supported by Council and the State Government of Victoria.
- The training of 14 leaders across the Liquiçá District will ensure access to information on an immediate basis and support the democratic introduction of a local governance system.

Recommendation

That Council endorse the recommendation of the Liquiçá District Partnership Working Group and allocate expenditure of USD$9,545.00 (at the AUD equivalent exchange rate) from the Liquiçá Partnership account for the provision of computer training to seven village Chiefs and seven secretaries within the Liquiçá District.

Background

In 2003, Council established a partnership with the Liquiçá District of East Timor through the Australia Timor-Leste Friendship Network (AusTimorFN) and has had a 'friendship city' relationship with the District for the past 12 years.

In October 2011, Alberto Gomes, the Community Development Officer from the Sub District Administrator's office of the Liquiçá District, attended a training program in Melbourne organised by the Department of Planning and Community Development. During this visit, Alberto met with a member of Council's Executive Staff to discuss a range of potential Liquiçá-based projects that Council may support.

A priority project identified was the establishment of a local satellite internet service (VSat) in Liquiçá, accessible to both the Sub DA's office and the community from a Technology Resource Hub.

This proposal to establish a Technology Resource Hub was supported by the Liquiçá District Partnership Working Group at its 8 August 2012 meeting and by Council at its Planning and Citizens Meeting of 4 September 2012.

At the Liquiçá District Partnership Working Group meeting of 16 April 2014, Andrew Mahar, Director of the xpand Foundation, requested a further USD$10,000 for improvements to upgrade the facility and meet the cost of the Internet service for a further 12 months. This request was supported by the Liquiçá District Partnership Working Group subject to endorsement by Council.

At the same meeting, Andrew Mahar presented a proposal for the establishment of a Certified Networking Academy in Dili, the capital of Timor-Leste. A request was made for Council to make a contribution of USD$5,000 towards the establishment of this facility. This was supported in principle, however is subject to the level of support from other municipal friendship groups.

In January 2014, Alberto Gomes made a request for Council to sponsor his travel to Melbourne to attend the Working Together for Timor-Leste Conference on 25 and 26 July. This request was also supported by the Liquiçá District Partnership Working Group subject to endorsement by Council.

On 18 June 2014 Council wrote to the Australian Embassy in Dili, Timor-Leste to confirm sponsorship of Alberto Gomes' attendance at the Conference and to advise he would be in Australia from 22-27 July 2014. Council covered the costs of his flights, accommodation, travel insurance, registration and incidental expenses incurred during his stay in Melbourne as part of the 'friendship city' relationship.

In order to better facilitate a consistent relationship between Victorian Councils and friendship groups in Timor-Leste, the Victorian Government and the Council of Ministers for Timor-Leste developed a standard municipal agreement for consideration. This agreement provided a uniform approach for local government in respect to friendship relationships and in particular, between MVCC and Liquiçá. On 23 September 2014 at its Ordinary meeting of Council, the Mayor and Chief Executive were authorised to sign the municipal/district cooperation agreement.

Following on from the signed agreement, and in conjunction with a visiting Timor-Leste delegation led by Secretary of State, Tomas do Rosario Cabral, the East Timorese signatory to our agreement, Council received an invite to attend a dinner and formal signing ceremony on 16 October 2014. This was attended by a Councillor and Senior Officer who witnessed the counter-signing of our agreement.

Earlier this year Council participated in the Australia Award Fellowship Program which saw six senior officers from the Timor-Leste central government spend four weeks in Victoria on an extended study tour. The first two weeks involved a series of visits to various State Government departments and was followed by two officers spending two weeks with three Councils. As a participating Council, we hosted Ms Lidia de Sousa Guterres, National Director of Financial De Concentration reporting and Ms Claudinha Soares Pinto, Executive Assistant for the General Director in the Minister for State Administration.

Discussion

A key enabler of achieving local governance within the districts of Timor-Leste is the access to information in a timely manner.

The work supported by Council to date has seen the establishment of a technology hub in Liquiçá. The capacity for the villages within the Liquiçá District to access 'real time' information is limited only by the lack of training for village leaders in the use of available technology. The proposal supported by the Liquiçá District Partnership Working Group from InfoTimor provides an effective training program and ongoing support to address this challenge.

The proposal was presented to the Partnership by Andrew Mahar of the xpand Foundation with whom Council has undertaken several successful technological projects in the area of computer provision and training.

Consultation

A meeting of the Liquiçá District Partnership Working Group was held on 22 June 2015 where consultation was undertaken with committee members and Andrew Mahar, Director of the xpand Foundation and Project Manager.

The project was further considered at the Partnership meeting and it was resolved to recommend the proposal to Council.

Implications

1. Legislative

The support of the project is consistent with Council's position in partnership with the Government of Victoria, in supporting the ongoing development of Timor-Leste as an independent country.

2. Council Plan / Policy

Council's support of the Liquiçá District aligns with Strategic Objective 5 of Theme 1 of the Council Plan:

Support other organisations in contributing to community wellbeing, in particular *strengthening partnerships with private, government and not-for-profit providers of services.*

In addition, *strengthening the capacity of local community organisations through provision of grants, training and other support.*

3. Financial

Council has committed to contributing a percentage of the proceeds raised through Council's annual Mayoral Charity Race event to supporting projects in the Liquiçá District.

Council currently holds $38,494.76 in its Liquiçá Partnership account.

4. Environmental

There are no environmental impacts to consider as a result of this report.

Conclusion

The provision of training and technical support to seven villages within the Liquiçá District will increase access to 'real time' information and support participation through enhanced communication, particularly with the introduction of a Local Government system within Timor-Leste.

9.15 Endorsement of Interstate Travel for Council Representative

File No: FOL/09/724

Author: Manager Governance & Local Laws

Directorate: Corporate Services

Ward: Municipal

Purpose

The purpose of this report is to seek endorsement of interstate travel for the Mayor (or nominated Councillor/s) to attend the Awards of Excellence being held as part of the Parks & Leisure Australia 19th National Conference ("PLA National Conference") on 28 October 2015.

Executive Summary

- The PLA National Conference 'INSPIRE and create the future together' attracts key decision makers working in policy, planning and provision of assets, services, facilities and programmes.
- Council has been nominated as a finalist for a National Award at the PLA National Conference.
- In accordance with Council's Resources, Facilities and Reimbursement of Expenses to Councillors Policy, where Councillors propose to travel interstate, the proposal must be approved by the Council.

Recommendation

That Council endorse the attendance of the Mayor and _____ at the Parks & Leisure Australia Awards of Excellence and/or 19th National Conference between 25-28 October 2015.

Background

Parks and Leisure Australia is a peak industry association for professionals working in the Parks and Leisure sector in Australia and represents over 2500 members. Through a broad range of services they support members to provide opportunities that strengthen communities through good use of leisure time for the social, environmental, economic and physical wellbeing of all Australians.

On Wednesday 29 April, in partnership with the City of Maribyrnong, Moonee Valley City Council won an award at the 2015 Parks and Leisure Victoria/Tasmania Awards of Excellence, for the Moonee Valley/Maribyrnong Community Cricket World Cup.

The event is now a finalist for the National Award which will be awarded in Sydney at the PLA National Conference to be held 25-28 October 2015.

Discussion

The Moonee Valley/Maribyrnong Community Cricket Cup, funded in part by Cricket Victoria, was held in February in the lead up to the Cricket World Cup. The seven-a-side community tournament attracted more than 300 participants (juniors and seniors, male and female), resulting in more than 70 additional registrations with Cricket Victoria. An assortment of teams were entered, including participants from the Asylum Seeker Resource Centre, Victoria University international students, local community members and existing cricket clubs.

This event, now being a finalist for a National Award at the PLA National Conference is the catalyst for initiating endorsement of the Mayor's and/or nominated Counciilors' attendance at the Awards of Excellence Gala Dinner.

Consultation

The nature of this report does not require any consultation.

Implications

1. Legislative

There are no direct legislative implications that arise from the presentation of this report to Council.

2. Council Plan / Policy

In line with Council's "Resources, Facilities and Reimbursement of Expenses to Councillors Policy", the attendance of Councillors at interstate conferences requires endorsement by Council.

3. Financial

The cost, including the Gala Dinner, airfares, accommodation, meals and taxi fares will be in the order of $1,000 which can be met from the Mayor & Councillors 2015-16 budget.

Should the Mayor or nominated representative choose to attend the conference, there will be additional costs for the conference registration ($1,800) and 2 additional nights of accommodation ($500 approximately).

4. Environmental

There are no environmental implications resulting from this report.

Conclusion

The PLA National Conference 'INSPIRE and create the future together' attracts key decision makers working in policy, planning and provision of assets, services, facilities and programs, who are committed to protecting the environment, promoting sustainable living, building healthy communities, transforming the places in which we live, conserving our culture and inspiring the future.

Council is extremely proud of the Moonee Valley/Maribyrnong Community Cricket World Cup and receiving an award at the Parks and Leisure Victoria/Tasmania Awards of Excellence. Council is equally honoured to now be nominated to receive a National Award and it is recommended that Council endorse the attendance of the Mayor and/or nominated Councillor/s as Council's representative at the Awards of Excellence Gala Dinner and/or the Parks & Leisure Australia 19th National Conference.

9.16 Cost Shifting and Grant Reduction in Local Government

File No: FOL/12/766

Author: Manager Finance

Directorate: Corporate Services

Ward: Municipal

Purpose

To provide Council a report on the impact of cost shifting and grant reduction by Federal and State Governments to local government and to highlight, in particular, the financial imposition for Moonee Valley City Council in the short and long-term.

Executive Summary

- The *Hawker Report* (2003) identified Grants Commission funding from the Commonwealth government funding had increased in real terms. State government funding however, over the last 25 years had not increased. This real decline in funding has contributed to the overall decline in government funding.
- The Municipal Association of Victoria in 2003 in a submission to the Hawker Report, estimated the magnitude of cost shifting to be some $60 million per annum across the state, with $40 million alone attributable to Home and Community Care, Libraries and Maternal and Child Health services.
- Moonee Valley City Council advocates it is the most suitable and effective provider of services to the community.
- Council continues to advocate at all levels of government for much needed funding for essential issues facing the municipality both in the short and long term.

Recommendation

That Council:

1. Receives the report (refer **Appendix A**) on cost shifting and grant reduction in local government.
2. Notes the continued advocacy campaigning at all levels of government for adequate funding for Council services into the future.

Background

At its Ordinary Meeting of 24 March 2015, Council requested that the Chief Executive prepare a report investigating the impact of cost shifting by both the Federal and State Governments and the reduction of grants provided to Local Government.

Discussion

Cost shifting describes the situation where the responsibility for, or the costs of, providing a certain service, concession, asset or regulatory function are shifted from a higher level of government on to a lower level of government without providing corresponding funding or the conferral of corresponding and adequate revenue raising capacity.

The sector has been active in lobbying at the both the state and national level for sector reform. Working in collaboration with the Municipal Association of Victoria, Council continues to advocate against a rate capping and variation framework that negatively impacts the welfare of its residents. This is in addition to adequate and sustainable funding for services that have been forced upon councils in recognition of their efficiencies and effectiveness in service delivery.

At a national level, the Australian Local Government Association (ALGA) is lobbying for taxation reform to provide local councils with increased Financial Assistance Grants which are currently indexation-frozen and a greater share of Goods and Services Tax revenue. This was the theme of the recent ALGA 2015 National General Assembly, with many resolutions targeted at securing legislative recognition of a share of Goods and Services Tax revenue for local government and improved clarity around the distribution of funds between all three levels of government to alleviate cost shifting from occurring.

Consultation

Council Officers have been consulted on the financial impacts of cost shifting and grant reductions across their respective portfolios.

Implications

1. Legislative

There are no relevant legislative considerations to this report.

2. Council Plan / Policy

In presenting this report to council, council is achieving its Strategic Objective to Demonstrate to ratepayers that Moonee Valley is financially sustainable in accordance with Council Plan 2013-2017 Theme 1: Excellence in governance Dynamic, effective and accountable.

3. Financial

The real value of grants from Federal and State Governments continues to decline as service expectations increase. The impact of a Rate Capping and Variation Framework are anticipated to cost some $200 million over the next 10 years.

4. Environmental

There are no relevant environmental considerations to this report.

Conclusion

Reducing grants, increased rate of cost shifting, statutory limitations on a large percentage of user fees and charges and a cap on rating income, forces councils to decide between unsustainable levels of borrowings or the cutting of services to the most vulnerable in our community.

Moonee Valley City Council advocates it is the most suitable and effective provider of services to the community and should be more effectively resourced by both State and Federal levels of government.

APPENDIX A

COST SHIFTING AND GRANT REDUCTION

MOONEE VALLEY CITY COUNCIL

JUNE 2015

Cost shifting describes the situation where the responsibility for, or the costs of, providing a certain service, concession, asset or regulatory function are "shifted" from a higher level of government on to a lower level of government without providing corresponding funding or the conferral of corresponding and adequate revenue raising capacity.

The most significant body of work undertaken in the investigation of the impacts of cost shifting on local governments was the Inquiry into Local Government and Cost Shifting. In November 2003, the House of Representatives' Standing Committee on Economics, Finance and Public Administration tabled its report on the inquiry into Local Government and Cost Shifting. Titled *Rates and Taxes: A Fair Share for Responsible Local Government* (commonly known as the Hawker Report), the report assesses the impact of cost shifting and grant funding adequacy to local government nationally.

In summary the report identified that local government has been the unfortunate inheritor of cost shifting by State Government. Further, it quantifies that when assessing 25 years of Grants Commission funding to local government, whilst Commonwealth government funding had increased progressively in real terms, State government contributions had not.[2]

Moonee Valley City Council's Audited Annual Financial Report for the financial year ending 30 June 2014 shows Council received $13.4 million in grants. Of those grants, $12.6 million was recurrent funding for both operating and capital programs. Compared with 2012/13, recurrent grant funding fell 3.9%, or 6.3% in real terms. Grant funding, overall, represented 10.3% of Council's overall income, with 68.5% from rates and charges.

Moonee Valley City Council has experienced the disconnection between the movements in costs and grant escalation. The deterioration in the effectiveness of grant funding leaves Council with rates and user fees and charges income for financial supplementation. The Municipal Association of Victoria, in its submission to the inquiry into local government and cost shifting, estimated the magnitude of cost shifting in 2003 to be some $60 million per annum across the State, with $40 million

[2] Rates and Taxes: A Fair Share for Responsible Local Government. The Parliament of Commonwealth of Australia. October 2003 (Hawker Report)

attributable to three major specific purpose programs – Home and Community Care (HACC) services, Libraries and Maternal and Child Health. [3]

Home and Community Care

Local Government is a major provider of health and welfare services provision in Victoria. State and Federal government funding has failed to keep pace with both the increase in service cost and demand.

Promoting access, inclusion and embracing cultural diversity, Council's Aged and Disability portfolio provides a diverse range of healthy ageing and disability programs which aim to build upon the physical capacity of older adults and those with a disability. Services include the provision of community care packages and community meals.

Council's 2015/16 Budget provides a net investment in Aged and Disability programs, services and activities of $4.7 million. Council will spend $12.2 million with only 60% of this expenditure funded by grants, user fees and charges income. This excludes the investment required in community assets and infrastructure to support service demand. Council's financial subsidy contribution to Aged and Disability programs, services and activities has increased 42% compared with 2010 levels.

Libraries

Council will invest $5.2 million in funding in 2015/16 for Library and Learning programs within the municipality. A contemporary service is delivered from five locations across the municipality and includes regular learning and community programs, access to collections and technology, information services, informal and lifelong learning, as well as public meeting spaces. Grant funding provides less than 17% of the recurrent costs of this service. This again excludes the cost of community infrastructure required to support service demand. This decline in funding is despite a constant increase in patronage, with 760,000 visits to Council's libraries every year. In 2010, the level of investment in Library and Learning programs was $4.4 million, with grant funding at 18% of recurrent cost.

Family and Childrens Support Services

Much like Home and Community Care, local government is the predominant provider of Family and Childrens services provision in Victoria. Family and Childrens Support Services includes vital services to ensure the health of the youngest members of our community by empowering families to raise happy and healthy children. Services include long day care, occasional care, family day care and kindergartens. Further, Council provides information, guidance and support to parents with the provision of family support services for families with children under 17 years of age who live, work or study in Moonee Valley. Council's Budget 2015/16 provides $17.2 million in recurrent funding to deliver these services, with 72% funded by grants and service

[3] Rates and Taxes: A Fair Share for Responsible Local Government. The Parliament of Commonwealth of Australia. October 2003 (Hawker Report)

fee income. In 2010, Council invested $9.9 million dollars of recurrent funding, of which 75% was funded by grants and service fee income.

Other areas of significant cost shifting

Similar to other Victorian Councils, Moonee Valley City Council has been required to heavily subsidise many programs, services and activities as a result of the deterioration in the escalation of funding compared with the increase in service delivery cost or where seed funding has been provided that is inadequate to meet recurrent operating and capital renewal costs.

School crossing supervision is such an example. Council operates 74 school crossings across the municipality. The cost of supervising these school crossings in 2015/16 is budgeted at $0.9 million. The State Government provides $0.2 million in operating grants, with 77% of the cost of service delivery fully subsidised by rates income. Annually, VicRoads undertakes an assessment of school crossings across the municipality to identify need. This may result in additional school crossings, an increase to supervision hours or the removal of funding despite the ongoing need to ensure the safety of our community. Whilst the supplementation from government grants for school crossing supervision has remained relatively stable, the criteria for eligibility has evolved over time. In 2010, Council spent $0.7 million on school crossing supervision programs, with 78% of the cost of service delivery fully subsidised by rates income.

Community infrastructure is another area of funding neglect. Moonee Valley City Council is the custodian of $1.24 billion of community assets and infrastructure. In 2015/16, Council anticipates to receive $0.8 million in capital grants. In 2013, the Victorian Auditor General estimated annual infrastructure investment shortfall to be $225 million[4] across Victorian local councils.

Compounding the negative impacts of grant reductions and cost shifting are the restrictions on Council's revenue raising capacity. Constraints are placed on councils with a large percentage of user charges being statutory fees and charges. These charges are regulated and in the overwhelming majority of cases do not reflect the cost of the service. The Consumer Price Index is the primary driver of fee escalation. Whilst a relevant measure of economic vibrancy, it is greatly disparate from cost inputs. Planning services are an example of such impositions where councils must absorb the shortfall via rates income. While most statutory fees rise by 2.5% annually, State-set planning fees have been frozen since 2009[5].

Whilst Moonee Valley City Council welcomes reform to the sector, the imposition of a rate capping and variation framework upon Victorian councils merely compounds the issues of cost shifting and grant reductions. Rates and charges income is the primary source of income for local councils, yet it represents 3.4% of the $434 billion of total taxes collection nationally by all three levels of government[6]. Preliminary

[4] Local Government Finance - Cost Pressures. Municipal Association of Victoria. www.mav.asn.au. May 2015
[5] Local Government Finance - Cost Pressures. Municipal Association of Victoria. www.mav.asn.au. May 2015
[6] Local Government Finance - Cost Pressures. Municipal Association of Victoria. www.mav.asn.au. May 2015

estimates of a rate rise pegged at the Consumer Price Index would result in a loss of some $200 million in rates income over 10 years. Council currently invests an average of $25 million per annum into capital works, funded almost entirely from rates income. Council does not take any rate rise decision lightly and only does so after exhausting all other avenues for non-rate revenue and service delivery efficiencies.

With reducing grants, increased rate of cost shifting, statutory limitations on a large percentage of user fees and charges and a cap on rating income forces councils to decide between unsustainable levels of borrowings or the cutting of services to the most vulnerable in our community.

Taxation Review

Work at the Federal level continues in the review of the Australian Taxation System. In particular, the structure of the Goods and Services Tax and the distribution of funds to the States and Territories. Council continues to work collaboratively with both the Australian Local Government Association and the Municipal Association of Victoria to ensure councils receive adequate financial assistance from State and Federal Governments to support essential services.

Council's Advocacy Agenda

Council continues to advocate at all levels of government for much needed funding for essential issues facing the municipality both in the short and long term. Council's Advocacy Agenda 2013-2017 highlights Council's advocacy program to achieve the ambitions of the community established in Moonee Valley Next Generation (MV2035) Community Vision.

Changing sector

Along with rate capping, other developments in significant services are changing the environment Council operates in. Changes to aged and disability services with the introduction of the National Disability Insurance Scheme and My Aged Care Program will require councils across the state to consider their future position as service provider. Rate capping, once introduced, will require councils to reassess core services and their structure. Moonee Valley City Council currently undertakes assessment of known parameters and likely impacts when establishing its annual budget, however as these frameworks and their impositions becomes clear, more work will be required to assess portfolio services.

Moonee Valley City Council advocates it is the most suitable and effective provider of services to the community.

9.17 Bill Posters

File No: FOL/14/204
Author: Acting Coordinator Parking Control & Local Laws
Directorate: Corporate Services
Ward: Municipal

Purpose

The purpose of this report is to inform Council of the current legislative and regulatory options available for prosecuting offenders whom have placed illegal bill posters on Council property.

Executive Summary

- This report has been prepared in response to Notion of Motion 2015/02 from Cr Nation, which was adopted at the Ordinary Meeting Council held on 24 February 2015.
- Placement of Bill Posters on Council property or assets is currently an offence under both the Victorian Summary Offences Act 1966 and Council's General Purposes Local Law 2008.
- As illegal bill posting on Council property is an ongoing issue, it is appropriate to investigate the best way to manage the prosecution of offenders to ensure that the practice is discouraged as much as possible.

Recommendation

That Council receive and note the report.

Background

Illegal bill posting negatively impacts on the overall appearance of the municipality and the cost of the clean-up and removal of the bill posters, can have a direct financial impact on Council.

As resolved at the Ordinary Meeting Council held on 24 February 2015, this report 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 Law 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, organiser or event promoter.

Discussion

There are areas within the municipality where bill posting is permitted on assets or property owned by other statutory authorities. Bill posting on these properties is not illegal. Therefore this report focuses on illegal bill posting on Council owned or managed property.

The State Government legislation that relates to the offence of posting bills & defacing property, is the Victorian Summary Offences Act 1966 (the Act).

In particular, section 10(1) of the Act states that any person who posts any placard bill sticker or other document on or writes or paints on or otherwise defaces any road, bridge, or footpath or any house, building, hoarding, wall, fence, gate, tree tree-guard, post, pillar, hydrant, fire-alarm, petrol pump or other structure whatsoever, without the consent of the occupier or owner of the premises concerned or of any person or body having authority to give such consent shall be guilty of an offence. The penalty for this offence is 15 penalty units (currently equal to $2275) or imprisonment for three months.

Further to this, section 10(4) of the Act 1966, states that any person who without the authority of the publisher of a placard, bill, sticker, poster, or other document containing an advertisement of a commercial nature or of some person concerned in the promotion or management of any business, entertainment, sport, game, exhibition, or other event referred to therein, posts the placard, bill, sticker, poster, or document in contravention of the provisions of subsection (1) shall be liable upon conviction for an offence against that subsection to a penalty of not more than 5 penalty units (currently equal to $758) or to imprisonment for a term up to six months.

If a person is convicted for either offence under section 10 of the Act, the court may, in addition to imposing any penalty, order the defendant to pay to any person named in the order, the cost of removing or obliterating anything written posted or painted and making good any damage done. Any amount so ordered to be paid shall for the purpose of enforcing the payment, be regarded as part of the penalty and be recoverable accordingly.

The difficulty in pursuing a successful enforcement action under the Act, is that the Police must be able to prove who committed the offence. Therefore the Police must either catch the offender in the act, or be able to identify the offender some other way, beyond any reasonable doubt.

Councils own General Purposes Local Law 2008, (the Local Law) also makes it an offence to place posters or other types of advertising material on Council property without a permit. In particular, clause 26.1(d) states that a person must not, without a permit place or affix any letter, figure, item, poster, sign or advertisement on any building, fence, or other property under the control of Council or any statutory or government authority unless in accordance with Council policy.

The penalty for this offence is 20 penalty units (currently equal to $2000, as a penalty unit under the Local Law is fixed at $100).

Council's current policy "Advertising Signs for Community Events" states that: only signs advertising or promoting community events, activities or charitable functions

and not for commercial purposes, will be permitted on Council controlled land". Therefore no permits for bill posting can be issued under the Local Law.

There is no opportunity for Council to recover the cost of removing bill posters or making good on any damage done, when prosecuting an offender under the Local Law.

Further to this, it is unlikely that Council has any real opportunity to strengthen Local Law provisions with regards to illegal bill posters, as Schedule 8 of the Local Government Act 1989, states that a local law must not duplicate, overlap or conflict with other statutory rules or legislation. It is likely that any amendments made to the current provisions contained within the Local Law, would either duplicate or overlap the provisions already contained in the Summary Offences Act.

Consultation

The nature of this report does not require any consultation.

Implications

1. Legislative

In accordance with the *Local Government Act 1989*, Council has the power to make Local Laws.

There are no negative implications on the Human Rights Charter or Commonwealth Disability Discrimination Act 1992, resulting from the preparation 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 additional financial implications arising from this report.

4. Environmental

There are no environmental implications arising from this report**Conclusion**

If an offender is caught in the act of bill posting or is otherwise identifiable, the best course of action for Council is to refer the matter to Victoria Police for prosecution under the Summary Offences Act, as the penalties are far greater than those made under Councils General Purposes Local Law. This will ensure that the practice is discouraged as much as possible.

9.18 Recording of Public Council Meetings Policy

File No: FOL/14/204
Author: Acting Coordinator Governance
Directorate: Corporate Services
Ward: Municipal

Purpose

The purpose of this report is to present for adoption the Recording of Public Council Meetings Policy.

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.
- Further to this, at Council's Meeting held 24 February 2015, Council resolved that a policy be prepared to govern the recording of Council meetings prior to the commencement of any audio recording of Council meetings, and to make the necessary arrangements for the audio recording of Council Meetings and subsequent podcasting on Council's website.
- Council is committed to increasing transparency of Council decision making by podcasting and archiving of its Council meetings. To facilitate Council's direction, the attached policy has been prepared which provides information and procedures in relation to the recording of public meetings.

Recommendation

That Council adopt the Recording of Public Council Meetings Policy (provided as **Appendix A** - separately circulated).

Background

The *Local Government Act 1989* (the Act) requires minutes of Council's meetings to be kept. The minutes must contain accurate details of the meeting proceedings and the resolutions. While there is no obligation to do so, the Council has elected to audio record Council Meetings to allow access to the meeting process for those residents who are unable to attend meetings in person.

At Council's Ordinary Meeting held 24 February 2015, it was resolved to implement the audio recording and podcasting of all Public Council meetings, once a policy governing the recording of Council meetings has been prepared.

The Recording of Public Council Meetings Policy (the Policy) has been drafted to provide information for Councillors, officers and members of the public about the recording of public Council meeting.

Discussion

Recording Council meetings increases accessibility to Council's decision making processes whilst improving communication with residents about Councils' forthcoming plans and projects. Further to this, it provides transparency in the decision making process of Council by providing a complement to formal minutes.

The Municipal Association of Victoria (MAV) encourages 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.

Further, MAV provided Council's with a circular on the recording and publishing of council meetings where it was considered paramount that prior to commencing online publishing of council meeting recordings, Councils should have a policy in place which outlines how Council will manage the use of webcasting / audio recordings.

To facilitate Council's direction, the attached policy has been prepared which provides information and procedures in relation to the recording of public meetings. The policy includes information about the publishing and archiving of recordings, what parts of the meeting are available to the public, providing notice that a meeting is to be recorded and the recording of meetings by other people.

It is not considered that any future recording technology implemented by the Council will affect the intent or operation of the policy.

It should also be noted that whilst the policy seeks to provide guidance around the recording of public meetings, there are risks associated with the recordings being available to the general public.

The official record of Council meetings provides an accurate record of all resolutions from meetings, but it does not reflect the level of detailed discussion and debate that Councillors engage in prior to coming to a decision.

Consultation

The nature of this report does not require any consultation.

Implications

1. Legislative

This report takes into consideration the Local Government Act 1989 and the Privacy and Data Protection Act 2014.

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 this report.

4. Environmental

There are no environmental implications resulting from this report.

Conclusion

Prior to recording public Council meetings, the only record of Council meetings was via the public minutes posted on Moonee Valley's website. Whilst minutes provide an accurate record of all resolutions from meetings, they are not a transcript of proceedings, therefore minutes do not reflect the level of detailed discussion and debate that Councillors may engage in, prior to coming to a decision.

By recording Council meetings, the community has increased accessibility to Council's decision making processes.

9.19 Report on Assemblies of Council

File No: FOL/09/1245
Author: Acting Coordinator Governance
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 June 2015.

Background

In accordance with Section 80A (1) & (2) of the Act, the Chief Executive 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 June 2015, 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 to Build a culture of governance that instils a high level of community respect and confidence in Council decision-making in accordance with Council Plan 2013-2017 Theme 1: Excellence in governance Dynamic, effective and accountable.

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, 9 June 2015 at 6.58pm at the Moonee Valley Civic Centre

PRESENT

Councillors:

Narelle Sharpe, Cam Nation, Jan Chantry, Shirely Cornish, Jim Cusack and Andrea Surace.

Officers:

Neville Smith	Chief Executive
Bryan Lancaster	Director City Works & Development
Tony Ball	Director Community Services
Carey Patterson	Acting Director Corporate Services
Anthony Smith	Acting Director Environment and Lifestyle
Henry Bezuidenhout	Manager Strategic & Statutory Planning
Sue Hecker	Manager Leisure & Open Space Planning
Peter Gaffney	Manager Infrastructure
James Martin	Manager Communications & Corporate Planning
Dale Monk	Manager Finance
Adrian Murphy	Manager Economic Development & City Sustainability
Time Mileham	Coordinator Leisure Facilities & Projects
James O'Dwyer	Landscape Architect
Rebecca Gardner	Coordinator Community Planning & Engagement

CONFLICT OF INTEREST DISCLOSURES

Councillor Cornish declared a Conflict of Interest in Item 1.

Councillor Nation declared a Conflict of Interest in Item 4.

Councillor Cusack declared a Conflict of Interest in Item 7.

MATTERS CONSIDERED

1. Moonee Ponds Business Precinct Special Rate and Charge Declaration
2. Draft Riverside Golf & Tennis Centre Master Plan
3. Five Mile Creek Reserve Master Plan
4. East Keilor Leisure Centre Concept Plan
5. Community Grants Program
6. Proposed Granting of Easement over Council Reserve
7. Budget 2015/16
8. LGBTIQ Action Plan 2015 - 17
9. Independent Member Appointment's to Council's Audit Committee
10. Submission on the Efficiency Proposals for Master Plan and Major Development Plan Processes
11. 2014/2015 Capital Works Status Report (June 2015)
12. Planning Application – Norwood Crescent, Moonee Ponds

13. Planning Application – Pascoe Vale Road, Moonee Ponds
14. Procurement Policy
15. Items of a general nature raised by Councillors and Officers.

RECORD COMPLETED BY

Anthony Smith Acting Director Environment & Lifestyle

RECORD OF ASSEMBLY OF COUNCILLORS

Tuesday, 23 June 2015 at 6.22pm at the Moonee Valley Civic Centre

PRESENT

Councillors:

Narelle Sharpe, Shirely Cornish, Jim Cusack, Paul Giuliano and Andrea Surace.

Officers:

Neville Smith	Chief Executive
Bryan Lancaster	Director City Works & Development
Tony Ball	Director Community Services
Carey Patterson	Acting Director Corporate Services
Anthony Smith	Acting Director Environment and Lifestyle
Henry Bezuidenhout	Manager Strategic & Statutory Planning
Yvonne Hansen	Manager Governance & Local Laws
James Martin	Manager Communications & Corporate Planning

CONFLICT OF INTEREST DISCLOSURES

Councillor Cusack declared a Conflict of Interest in Item 6.

The Chief Executive advised that Councillor Cam Nation previously declared a Conflict of Interest in Item 3.

Councillor Cornish declared a Conflict of Interest in Item 4.

MATTERS CONSIDERED

1. Planning Application – Norwood Crescent, Moonee Ponds
2. Planning Application – Pascoe Vale Road, Moonee Ponds
3. East Keilor Leisure Centre Concept Plan
4. Moonee Ponds Business Precinct Special Rate and Charge Declaration
5. 2015/16 Review of the 2013-17 Council Plan
6. Adoption of Budget 2015/16
7. Five Mile Creek Reserve Master Plan
8. Draft Riverside Golf & Tennis Centre Master Plan
9. Community Grants Program
10. LGBTIQ Action Plan 2015 - 17
11. Submission on the Efficiency Proposals for Master Plan and Major Development Plan Processes
12. 2014/ 2015 Capital Works Status Report (June 2015)
13. Proposed Granting of Easement over Council Reserve
14. Procurement Policy
15. Report on Audit Committee
16. Independent Member Appointment's to Council's Audit

17. Report on Tenders and Contracts Awarded
18. Report on Assemblies of Council
19. Report on Advisory Committees
20. Notice of Motion Military Road Redevelopment
21. Notice of Motion Grant Opportunities.

RECORD COMPLETED BY

Anthony Smith Acting Director Environment & Lifestyle

RECORD OF ASSEMBLY OF COUNCILLORS

Tuesday, 30 June 2015 at 7.03pm 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
Tony Ball	Director Community Services
Carey Patterson	Acting Director Corporate Services
Anthony Smith	Acting Director Environment and Lifestyle
Henry Bezuidenhout	Manager Strategic & Statutory Planning
James Martin	Manager Communications & Corporate Planning
Dale Monk	Manager Finance
Adam Boyle	Manager Community Planning & Development
Vera Mitrovic-Misic	Coordinator Projects & Approvals
Rebecca Gardner	Coordinator Community Planning & Engagement
Colin Harris	External Projects Officer
Brian Labadie	Senior Strategic Planner
Matt Spozio	Principal Planner Development Approvals
Anabel Adler	Senior Urban Designer
Sally Abbott	Community Planning Officer

CONFLICT OF INTEREST DISCLOSURES

Nil.

MATTERS CONSIDERED

1. Cost Shifting and Grant Reduction
2. Planning Applications - Mt Alexander Road and Raleigh Street (Rosalyn Court)
3. Caydon Development at Market Site
4. Reconciliation Policy
5. Graffiti Policy
6. Integrated Transport Plan
7. Planning Applications - Strathmore (Former Nursery Site)
8. Sterling Drive Reserve North, Keilor East
9. Items of a general nature raised by Councillors and Officers.

RECORD COMPLETED BY

Anthony Smith	Acting Director Environment & Lifestyle

RECORD OF ASSEMBLY OF COUNCILLORS

Tuesday, 7 July 2015 at 7.13pm at the Moonee Valley Civic Centre

PRESENT

Councillors:

Narelle Sharpe, Jan Chantry, Jim Cusack, Nicole Marshall, John Sipek and Andrea Surace.

Officers:

Bryan Lancaster	Director City Works & Development
Tony Ball	Director Community Services
Carey Patterson	Acting Director Corporate Services
Anthony Smith	Acting Director Environment and Lifestyle
Henry Bezuidenhout	Manager Strategic & Statutory Planning
Adam Boyle	Manager Community Planning & Development
Jonno McCutcheon	Acting Coordinator Youth Services
Bridget Maplestone	Strategic Research & Policy Officer

CONFLICT OF INTEREST DISCLOSURES

Nil.

MATTERS CONSIDERED

1. Draft Housing Issues and Opportunities Paper - Consultation Feedback
2. Youth Engagement Plan
3. Workshop and Briefing - Opportunities for Improvement
4. Items of a general nature raised by Councillors and Officers.

RECORD COMPLETED BY

Anthony Smith	Acting Director Environment & Lifestyle

9.20 Report on Advisory Committees

File No: FOL/14/1256
Author: Acting Coordinator Governance
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 June 2015.

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 June 2015:

a) Moonee Valley Disability Reference Group held 13 April 2015 (**Appendix A**).
b) Strategic Planning Advisory Committee held 16 April 2015 (**Appendix B**).
c) Liquica District Partnership Working Group held 27 April 2015 (**Appendix C**).

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

Minutes from the following Advisory Committee Meeting Minutes are presented to Council in accordance with section 80A(2)(a) of the *Local Government Act* 1989:

a) Moonee Valley Disability Reference Group held 13 April 2015

Reference Group members were presented with a six month update on the Disability Action Plan; were presented with an overview of the Crown Street Stables tender process; received an update on the Moonee Valley Facility Based Respite Proposal; discussed the possibility of hosting a Disability Forum; were updated on the Accessible Parking Review; discussed the Accessible Housing Strategy; and discussed general business items.

b) Strategic Planning Advisory Committee held 16 April 2015

Members of the Committee received presentations on / discussed vacant and underdeveloped land dwelling yield and density, housing development and design, and residential urban form; received a presentation from 10 Consulting

Group regarding the future direction of Moonee Valley's Activity Centres; and discussed general business items.

c) Liquica District Partnership Working Group held 27 April 2015

Committee members were introduced to delegates from the Timor-Leste Government; received a report from the xpand Foundation regarding ongoing information technology related activities; were briefed on Ava Maria College's project for raising awareness and fundraising for Timorese communities; and discussed items of a general nature.

Consultation

The nature of this report does not require any consultation to be undertaken, but rather the coordinator and compilations of minutes of the meetings held.

Implications

1. Legislative

These minutes are presented to Council in accordance with sections 80(2)(a) of the *Local Government Act* 1989 .

2. Council Plan / Policy

In presenting this report to council, council is achieving its Strategic Objective to Build a culture of governance that instils a high level of community respect and confidence in Council decision-making in accordance with Council Plan 2013-2017 Theme 1: Excellence in governance Dynamic, effective and accountable.

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

City of Moonee Valley

Moonee Valley City Council Disability Reference Group

Minutes

4.00 – 5.30 pm
Monday 13 April 2015
Crown Street Stables
40 Crown Street Flemington

1. Attendance:	Cr. Shirley Cornish(Cr.SC)	Chairperson, MVCC
	Tony Ball (TB)	Director Community Services
	Jim Karabinis (JK)	Manager Aged & Disability Service
	Maria Weiss (MW)	Coordinator Healthy Aging & Disability
	Carmel Boyce (CB)	Policy Officer MVCC
	Laurie Elliot(LE)	Local Resident
	Vincenza Fazzalori (VF)	Local Resident
	Veronica Treloar (VT)	Client Services Manager Care Connect
	Dean Alexander (DA)	Program Manager Inner North CoHealth
Apologies:	Cr Jim Cusack (Cr.JC)	Councillor MVCC
	Michael Deschepper (MD)	Chief Financial Officer Wintringham
	Greg Francis (GF)	Local Resident
	Lisa Greenfield (LG)	Local Resident (representing Carers Victoria)
	Ruth Kyne (RK)	Local Resident
	Florence Kingsley-Matthews (FKM)	Local Resident
	Heidi Peart (HP)	Metro Access Officer
Minute Taker:	Rose-Marie McQueen (RM)	Administration Officer Community Services

1. **Welcome**
   Cr SC: Welcomed all members to the Disability Reference Group (DRG) with reference to the new members.

2. **Apologies**
   Cr Cusack, Michael Deschepper, Ruth Kyne, Lisa Greenfield, Greg Francis, Florence Kingsley-Matthews, Heidi Peart

3. **Conflict of interest**
   No Conflicts

4. Attendance and Introductions

4.1 Welcome New Members

Cr SC: Noted the new members, Michael Deschepper, Veronica Treloar, Dean Alexander, and Laurie Elliot.

4.2 Attendance & Introduction

Cr SC: Requested a round table introduction, each member of the group gave a brief overview of their positions and involvement within the community.

Cr SC: Explained the concept of the group and how suggestions made at the meetings come into fruition or become notice of motions.

Cr SC: Expressed her appreciation and pride for the DRG and what has been achieved.

5. 5Confirmation of record from previous meeting

VF moved, MW second the minutes from the previous meeting of the 16 February 2015

Action: RM to email Governance with the approved minutes 16 February 2015

6. 6Correspondence

JK: Announced, letters were sent to the four new members who have received the Terms of Reference for the DRG.

7. Reports/ Discussion

7.1 Disability Action Plan (CB)

CB: Presented a six month update of the Disability Action Plan

- HR policies and practices have been included in the Plan
- Areas for updates have been noted including IT and HR
- Communications Access Program is accessible and training has been offered
- Street Scapes for less abled older people around the Ascot Vale precinct has been noted for improvement
- Technical Services People over accessibility is to be concluded by the end of June 2015
- Issues regarding car parking within the municipality have also been addressed and are currently being reviewed

Action: CB to circulate the schedule of works with the Council's Diversity Access and Inclusion Policy RM to email with the minutes from DRG meeting.

Cr SC: Commented on the annual review of the DAP in order to keep updated with legislations policies and the changing needs of the Community for inclusion and accessibility.

Items may be slotted into other plans after consultation with the DRG, items which may be included are accessible housing and strategies.

JK: Gave an overview of our Community Consultation process

7.2 Crown Street Stables Update (MW)

MW: Presented an overview of Crown Street Stables Tender process explaining the 3 stages of the enterprise;

- Café (the aim of the café)
- Hall Hire usage
- Park Lands enhancement

HP is currently working with the community to gain awareness of employing people who will have trained at the café.

MW: Gave an update of the upcoming events schedule to take place at the café

JK: Gave and overview of benchmarking against other social enterprises

Cr SC: Gave a brief overview of the Crown Street Stables history commenting that Council renovated the building, it has a large community interest and over the years the buildings use was not clearly defined. Council put out to tender and won the proposal to commence the standalone business which aim is to provide opportunities for employment for people with disabilities.

Community Chef provides the food for the café which has only been open for one month and is doing very well.

We are proud of the café and the broad based facets it presents to the community.
This is a Council owed building with a commercial lease this is a unique building being used in a unique manner.

JK: Social Enterprise supported by Community Chef Model enables departmental growth and development of open spaces.

- Elevator access still being discussed due to the national trust of the building
- Lift cannot compromise the appearance of the building
- Priority of access for the building is considered

7.3 MV Facility Based Respite Proposal – Update (MW)

JK: Gave an overview update on the Facially Based respite

- The item has been deferred

7.4 Moonee Valley Hosting a Disability Forum (Cr.C)

Cr SC: Commented as we are leaders in the disability sector as it stands in the Western Region, suggested that Moonee Valley City Council host a Western Region Disability Forum inviting key stakeholders i.e. NDIA, ACAS.

VT: Suggested guests could pay per table to attend ($100) and make money for the café, does a function of this type require approval or can this be an initiative conducted by the DRG?

Cr SC: Asked the group, should this be part of Internayonal Day of People with Disabilities and should we send an expression of interest and charge a registration fee for sponsorship to support?

TB: Commented that the budget is fine and would support this type of event

MW: To date we have received little in sponsorship

Action: Disability Services to scope out a Western Region Disability Forum which will be presented at the next scheduled DRG meeting for input from the members.

7.5 Accessible Parking Review (CB)

CB: Presented an update of Accessible Parking Review for on and off street parking. A consultant who is conducting the review is working on the report due end of June 2015, best practice and current standards noted.

- Everything in activity centres including all car parks are being reviewed

A proposed survey is being discussed, and a means to receive feedback. It was noted that consultations can be face to face or electronic as people who are not IT savvy miss out with the use of email.
People from CALD communities miss out as they do not have the means to understand or read the local news peppers, direct contact with the CALD group is preferable means of gathering input.

- Send out invitation to attend the forum

CB: Long distance from ramps to car parks is being addressed and loading sides, are also being tabled.
Cr SC: Commented, signage on the street needs to be notable and parking bays visible to all that the parking bay is wheel chair accessible.
The GIS map will tell us where these bays are situated, people who are not computer savvy and need to be supported with the visible street signage.

Cr SC: Requested CB to consider developing a standard recognisable sign that rated levels of mobility.

Cr SC: All agree to look the concept of signage which is to be brought back to the next meeting for consultation. As part of the Municipal Parking Strategy, Cr SC would bring to Council with a notice of motion if required.

7.6 Accessible Housing Strategy (CB)

CB: Disseminated the draft Moonee Valley Accessible Housing Action Plan 2015- 2023

VT: Commented on the Home Share Strategy, 15 hour's voluntary time, garden maintence program which is run by Care Connect.
Action: VT to present to the DRG at the next meeting.

Cr SC: As part of Council meetings The Citizens Forum is once per month
Action: VT is requested to present at Council following June meeting, JK to liaise with VT regarding the date.

TB: Program information gathered for JK's area regarding housing are better programs for our assessment staff to be aware of to inform people during home visits.

8. General Business

Cr SC: Thanked the new members again for attending, the next scheduled meeting is 15 June 2015

9. Meeting Closed:

5.20 pm

10. 10. Next Scheduled Meeting:

Monday 15 June 2015
Venue:
Queens Park View Room Moonee Valley City Council

APPENDIX B

City of Moonee Valley

Strategic Planning Advisory Committee

Minutes

MEETING #3
held Thursday, 16 April 2015 at 6.00pm
Committee Room (Level 2), Moonee Valley City Centre,
9 Kellaway Ave, Moonee Ponds

Attendees	Cr Nicole Marshall	Chairperson
	Cr Andrea Surace	Deputy Chairperson
	Adam Wojcik	Community member
	Andrew Gunter	Community member
	Anastasia Georgiou	Community member
	Chris Macdonald	Community member
	Kristen Bell	Community member
	Maria Loiacono	Community member
	Peter Burke	Community member
	Peter Leyden	Community member
	Senka Sestan	Community member
	Steven Zebic	Community member
	Henry Bezuidenhout	Manager, Strategic & Statutory Planning
	Lisa Dunlop	Coordinator, Strategic Planning
	Bridget Maplestone	Principal Planner, Strategic Planning
	Christina Serruto	Planning Assistant (1st hour)
External Presenters	Rob Milner	10 Consulting Group
Apologies	Cr Narelle Sharpe	Deputy Chairperson
	Cr Shirley Cornish	Deputy Chairperson
	Bryan Lancaster	Director, City Works & Development
	Charles Sowerwine	Community member
	Paul Bird	Community member
	Jennifer Nola	Community member

Order of Business

1.1 Welcome

Cr Surace assumed the role of Chairperson for the evening.

Cr Surace opened the meeting at 6.05pm and welcomed members.

1.2 Matters arising from minutes and confirmation of minutes

Moved by Peter Leyden, seconded by Andrew Gunter that the Minutes of the Strategic Planning Advisory Committee held on Thursday, 19 February (meeting #2) be confirmed.

Outstanding matters from the minutes to be carried forward.

1.3 Declaration of Conflict of interest

Nil.

1.4 Presentations from Committee Members

Andrew Gunter – Vacant and underdeveloped land dwelling yield and density

- A number of large sites have been sitting around vacant for some time.
- State Government policy encourages new development in certain areas and development is going to continue. Having more dwellings in Activity Centres will mean less dwellings in other areas.
- Having unutilised vacant land, particularly large sites, affects dwelling yield.
- Some land owners are holding on to land to enable a better deal in the long run. For example through changes in planning controls they may be able to obtain a greater dwelling yield on a site.
- Vacant land rate should also apply to residential land and not only non-residential land, as is being done in other Councils.
- Council should not just use the Planning and Environment Act but other levers at its disposal to encourage use of vacant sites.

ACTION: *Presentation to be circulated*

** Cr Marshall arrived at 6.35pm.*

Steven Zebic – Housing Development and Design

- Council should focus on things it can influence.
- The cost of dwellings is outside of Council's control as is population growth. Council also has difficulty in influencing social housing.
- Areas Council should focus on include land use, building design and amenity (including parks and community infrastructure).
- Need to look at what people are willing to sacrifice to get what they want in terms of housing not just what they would prefer.
- People are prepared to pay for functional design, period features, vegetation, walkability and car parking.
- Slides were shown demonstrating a number of well-designed suburbs for example Le Plessis-Robinson, Paris.

- Provided website address for Secret Agent www.sectretagent.com.au/thinking. Website provides interesting monthly reports into Melbourne's property market.

ACTION: *Presentation to be circulated*

Peter Burke – Residential Urban Form

- 50% of the global population now live in urban areas and in Australia this is even higher at around 80%. Therefore, important to get design of these areas right.
- Urban Design is now recognised to be all about place making. A good example of place making is Federation Square despite not everyone agreeing on its design.
- Provided a number of examples in Moonee Valley demonstrating both good and bad design, particularly along Keilor Road, Mt Alexander Road, Winifred Street in Essendon and Pascoe Vale Road. For example:
  - 388 Keilor Road Essendon, was provided as a good example. This is a mixed use development which uses high quality materials and has generous setbacks.
  - 82 Keilor Road Essendon, conversely is not a good example as it doesn't address street well and doesn't provide generous setbacks.
- Some features of good design include:
  - Setbacks
  - Space between buildings including making these areas safe and inviting
  - Addressing park frontages
  - Inclusion of landscaping
  - Permeable fencing

ACTION: *Presentation to be circulated*

1.5 Group Discussion on presentations

- Some discussion around traditional or period style homes and features versus good urban design, and whether they are mutually exclusive or not.
- Everything becomes more loved with nostalgia.
- Period dwellings have scarcity factor which is why they are popular.
- Aesthetics are more important than good or bad architecture.
- Assume beauty is subjective but neuroscience now has shown that this has some objective criteria.
- Question around design and the level of detail which can be incorporated into the planning scheme. Henry indicated that the planning scheme is limited in what can be covered in relation to design. Some guidance can however be provided within local policy.

- Some Councils seem to be able to achieve better design outcomes than others with examples of Port Phillip and Yarra provided.
- Bayside Council provides generous setbacks in the Schedules to their residential zones.
- Henry stated that Council is working on ways to improve design outcomes, for example has now appointed an Urban Designer. Pre-application meetings with developers help flesh out issues and larger developments go to an internal Major Projects Panel to allow for a coordinated approach to the bigger developments and early response to developers on key issues.

1.6 Where to with Moonee Valley's Activity Centres?

1.6.1 Rob Milner presented and facilitated a discussion around Activity Centres in Moonee Valley and more broadly, including what works and doesn't:

- Example provided of Wodonga around how things can change with activity centres. Wodonga was always the second cousin to Albury. However now that rail line will be going through the town this is likely to revitalise centre.
- Pillar of growth will be in activity centres.
- Activity centres need to provide a diversity of functions not just in the daytime but also in the evening. They should be a place for congregation, a place for walking and accessible by cycling.
- Residential zones may mean that areas which may have been areas for growth will instead become more stable. This may put greater pressure on activity centres.

1.6.2 Good examples of activity centres

Committee members provided a series of good examples of activity centres and their reasons

Activity centre	Reasons why this is a good example
Rathdowne Street, Carlton	• Still has community feel • Height and scale haven't changed • Character is maintained • Nostalgia
Ivanhoe	• Despite re-zonings character hasn't changed • Walkability • Discussed that this is a feel that Essendon Junction should also have
Yarraville	• Functions day and night • Has a village feel • Nice mix of shops

Other good examples included Point Cook, Broadmeadows, Williams Landing, Oakleigh, Victoria Street, Footscray and Glenelg in South Australia.

What makes these activity centres work?

- Village feel
- Scale
- Openness
- Community
- Cultural vibrancy
- Welcoming
- Cozy
- Nostalgic
- Opportunity

1.6.3 What works for activity centres in Moonee Valley and why?

Comments from Committee Members:

Centreway in East Keilor seeing all new cafes moving in. In Avondale Heights however Milleara Mall shopping centre and car park 'tacky'.

Union Road

- Still has community feel
- Lower scale development does not impact on character.
- Walkability

Airport West

- Doesn't work shopping centre turned in on itself
- McNamara Avenue – has lost amenity and local shops (i.e. post office)

Keilor Road

- While north-west section towards Airport West functions well south-east section towards Bulla Road does not. This is because the built form not inviting. Doesn't have a cozy feel
- Coles supermarket opportunity waiting to happen. Public plaza looking onto Woodland's Park
- Greenery changes perception of space

Moonee Ponds

- Loss of the market had an impact on the centre
- Moore Street one of the most dispiriting places to go
- 19A Hall Street is an example of a good development

1.6.4 Where should housing go?

- Airport West – are industrial uses the best use of land? Structure Plan will review this but having employment in the area is also important.
- There is a need to transform an area from now into the future. Example given of apartment development on Webb Road in Airport West.

1.6.5 How close to activity centres should housing go?

There were a number of views expressed around this for example:

- While the centre of development in an area will be an activity centre the whole area should be open to development, but this then needs to be sympathetic.
- Need to look at walking distance for example 500m.
- Apartments in activity centres, townhouses within walking distance and detached dwellings outside.
- Needs to be determined on a case by case basis.
- Depends on where the boundary to the activity centre is drawn, and whether it includes residentially zoned land or not.

Up until the new zones were introduced the concept of a boundary was more of a fluid concept. The new zones will mean that this will change to black and white based on what is allowed and not allowed under the zones in each area.

- One option is to use Schedules in the GRZ as opposed to using NRZ

ACTION: Rob Milner's presentation (discussion points) *to be circulated*

1.7 Close meeting and Reflections

- Recommendation for the consultation the Draft Housing Issues and Opportunities Paper for pictures to be used to prompt discussion. For example showing different dwelling types including the difference between medium and high density development.

ACTION: *Strategic Planning takes this feedback on board and will provide images for the information session and discussion groups.*

- Discussion around increasing meeting frequency to once every 6 weeks. There was general consensus that people were happy for this. However, the next meeting will discuss the results of the consultation on the Draft Housing Issues and Opportunities Paper. Consultation for this paper does not close until the 5 June, therefore it is not feasible to have the meeting any earlier.

  Following the June meeting we will trial a 6 weekly meeting schedule, which will be reviewed in terms of people's availability and resourcing requirements.

ACTIONS:

- *To confirm at the next meeting whether attendees are happy to increase the meeting frequency to once every 6 weeks and to confirm if meeting time will continue to be 6pm-8pm.*
- *Peter Leyden to present at next meeting. If other committee members want to present at the next meeting to notify Christina Serruto. A reminder will also be sent closer to the date.*

Outstanding Action Items from 19 February 2015 meeting:

- *Council to provide a list of planning terms – review whether this is needed, and which terms, at next meeting.*
- *Kristen Bell to provide examples of good building design in Moonee Valley.*
- *Council to liaise with a local real estate agent to present to a meeting.*

Meeting closed at 8.05pm.

The next meeting will be on **Thursday, 18 June 6pm-8pm** at the Moonee Valley Civic Centre.

APPENDIX C

City of Moonee Valley

Liquiçá District Partnership Working Group

Minutes

held Monday, 27 April 2015 at 5.00pm at Moonee Valley City Centre, 9 Kellaway Ave, Moonee Ponds

Attendees	Cr Jim Cusack	Chair
	Tony Ball	Director Community Services
	Bruce Henry	Friends of Liquiçá
	Rosa Pereira	Friends of Liquiçá
	David Pereira	Friends of Liquiçá
	Andrew Mahar	xpand Foundation
Delegates	Claudinha Soares Pinto	East Timor
	Lidia de Sousa Guterres	East Timor
Apologies	Joan Heard AM	Friends of Liquiçá
	Melanie Zahra	Teacher, Ave Maria
	Grace Farrant	Student, Ave Maria
	Phoebe Cahir	Student, Ave Maria

Order of Business

1. Welcome and Apologies

The Chairperson welcomed all attendees to the meeting noting the above apologies.

2. Minutes of Previous Meeting

The Committee noted the Minutes of the Liquiçá District Partnership Working Group meeting held on 11 December 2014.

2.1 Matters arising from minutes

Nil.

3. Items

3.1 Introductions/Discussion with Timor-Leste Government visitors

An overview of the Timor-Leste Australian Awards Fellowship Program provided. Council is currently participating in the program by hosting two of the six successful delegates for a period of two weeks.

Timor-Leste representatives reported gender equity project model being implemented by Federal Government (Timor), national program for local development. In each village, must be 50% gender equity to be considered in lead up to local elections.

Opportunity to identify through existing and emerging school networks. A Mahar may be able to assist and Cr Cusack indicated as an opportunity to support Ave Maria project.

Action: For a future discussion with T Ball.

3.2 Report – xpand Foundation

A Mahar spoke of the Foundation's work. Timor centres employ 30 staff and are updating/renewing donated computers and internet provision. Liquiçá program employs four people.

Importance of internet as a means of communication which xpand Foundation are keen to expand. Timing for soon to be elected village level leaders is seen as a priority.

Eighteen month project between schools in Timor-Leste and Australia – Carboa cultural exchange scheme valuing Timorese culture.

Citizenship program "With One Planet – website" and "With One Bean" coffee business selling coffee through Australian schools. Information isolated.

Training of the Sukos on the internet an option for support from FOL. A Mahar is seeking support in the vicinity of USD$8,000 for internet training.

Action: Proposal to be translated and forwarded to Council (A Mahar). Considered by FOL and then subject to a Council report (T Ball).

3.3 Ave Maria College's Project Work

Three phases/components: awareness, fundraising and link to school visit (St Maria Mazzerello). Started as a Year 10 project which has grown into whole of school project. Year 7 pen letter relationship commenced. Recognition of broader Timorese community to include hospital and orphanage.

Fundraising dinner has local support and has grown over the last two years. Four students and three staff will visit this year. Skill and resource provision with 'sister' school. Share culture between two countries.

Total of $11,000 raised by students on walkathon and funds distributed through Timor-Leste school.

Ave Maria dinner to be held on 13 June; refer to Ave Maria's website for further details.

Action: Noted by the Committee.

4. General Business

4.1 Kathy Byrne

Members advised of the sad passing of former FOL member.

Action: Noted by the Committee.

4.2 Community Friends of Liquiçá group

The FOL community group is still in reforming stage with B Henry as the liaison person. Focus is to identify positive connection with Timor-Leste to ensure effectively relationships.

Action: Noted by the Committee.

5. Close of Meeting / Next Meeting

The meeting closed at 6pm.

Next meeting to be scheduled for 22 June 2015 at 5pm.

9.21 Report on Tenders and Contracts Awarded

File No: FOL/14/1252

Author: Acting Coordinator Governance

Directorate: Corporate Services

Ward: Municipal

Purpose

To provide a report on tenders and contracts awarded by Council's Tenders Committee since the last report was presented to Council at its meeting held 23 June 2015.

Executive Summary

This is a procedural report only.

Recommendation

That Council receive and note the report of Council's Tenders Committee and tenders awarded at its meeting held 14 July 2015.

Background

The Tenders Committee is a Special Committee of Council established pursuant to Section 86(1) of the Local Government Act 1989 ('the Act'), for the purpose of exercising Council's powers, functions and duties relating to the consideration of tenders received and the awarding of a contract for works, goods and services with a value of more than $500,000, but not exceeding $4 million.

Although the proceedings of meetings of the Tenders Committee are confidential pursuant to section 89(2) of the Act (as they relate to contractual matters), all reports of tenders awarded by the Tenders Committee provide for the inclusion of the accepted tender amount (i.e. where it does not relate to a schedule of rates contract). Importantly, once Council has received its report from the Tenders Committee, that information is published on Council's website.

Discussion

Since the last report to Council on 23 June 2015, the Tenders Committee met on 14 July 2015 and awarded the following contracts:

Contract	Awarded To	Date Awarded	Tender Price (exl GST)
25m Pool Refurbishment and HVAC Replacement – Ascot Vale Leisure Centre	McCorkell Constructions Pty Ltd (CAN. 094 764 584)	14 July 2015	$2,899,850

Line Marking Services	Panel of Suppliers: • Cooper Line Marking Pty Ltd • Road Master Line Marking Pty Ltd	15 July 2015	Schedule of Rates

Consultation

The nature of this report does not require any consultation.

Implications

1. Legislative

There are no direct legislative implications that arise from the presentation of this report to Council.

2. Council Plan / Policy

In presenting this report to council, council is achieving its Strategic Objective to Demonstrate to ratepayers that Moonee Valley is financially sustainable in accordance with Council Plan 2013-2017 Theme 1: Excellence in governance Dynamic, effective and accountable.

3. Financial

This report does not have any direct financial implications.

4. Environmental

There are no environmental implications resulting from this report.

Conclusion

It is recommended that Council receive and note the report.

10.1 Notice of Motion - Heritage Gap Study

File No: FOL/14/1258

From: Councillor Nicole Marshall

Ward: Municipal

Take notice that at the Ordinary Meeting of Council to be held on 28 July 2015 it is my intention to move:

That Council:

Request the Acting Chief Executive to prepare a report to be provided at the 22 September 2015 Ordinary Council Meeting outlining:

1. Those properties identified in the Heritage Gap Study which lie within Activity Centres; and
2. The current priority given to those properties for Stage 2 Heritage Studies,

for the purpose of enabling Council to determine if the current Stage 2 priority for those properties is appropriate in light of the levels of development occurring within Moonee Valley's Activity Centres.

Officer Comments

Progressing heritage studies are supported by Officers in principle, especially if it has been identified as a high priority. It is, however, important that any studies being brought forward or required to commence in the current financial year need to make provision for addition resources in the form of increased budget and staffing. It also needs to be noted that it can potentially result in the reprioritisation of existing strategic planning projects identified in the current financial year.

In relation to the wording of the proposed Motion, the following changes is proposed to better reflect the intent:

That Council:

1. *Request the Acting Chief Executive Officer to prepare a report, to be provided at the 22 September 2015 Ordinary Council Meeting, outlining properties identified in the Heritage Gap Study which lie within:*
    a. *The adopted activity centre boundaries for Airport West, Keilor Road, North Essendon and Moonee Ponds;*
    b. *The draft activity centre boundary for Essendon Junction;*
    c. *The activity centre boundaries previously used for community consultation regarding Union Road and Racecourse Road;*
2. *The current priorities for these properties, as specified in the Heritage Gap Study (previously referenced as Stage 1),*

for the purpose of enabling Council to determine if the current priorities for these properties is appropriate in light of the levels of development occurring within Moonee Valley's Activity Centres.

It is furthermore recommended that Council Officers present the proposed report at a Councillor Workshop prior to a Notice of Motion being raised at an Ordinary Meeting of Council to enable Councillors to fully consider the operational implications and to consider the boundary determination for the activity centres listed in recommendation 1b) and 1c) above.

10.2 Notice of Motion - Obsolete Signage

File No: FOL/14/1258

From: Councillor Nicole Marshall

Ward: Municipal

Take notice that at the Ordinary Meeting of Council to be held on 28 July 2015 it is my intention to move:

That Council:

1. Undertake a communications program requesting members of the community to report to Council signage within Moonee Valley that the community member believes is superfluous, confusing, damaged or otherwise inappropriate with a view to the relevant signage being removed, amended or repaired as applicable where Council has authority to undertake those actions.
2. Work in partnership with other authorities responsible for signage where reported as a result of Point 1 above where Council does not have the authority to rectify the relevant issue.

Officer Comments

There are many signs within the municipality, which over time have resulted in the sign "cluttering". Council will respond to resident requests as they arise. It may be appropriate to create better awareness through the various media options we have available.

In addition Council officers will also consider signage installed by other responsible authorities (i.e. VicRoads).

10.3 Notice of Motion - Advertising Billboards at Napier Park

File No: FOL/14/1258

From: Councillor Jan Chantry

Ward: Municipal

Take notice that at the Ordinary Meeting of Council to be held on 28 July 2015 it is my intention to move:

That Council:

1. Revoke its previous decision made 4 February 2004 concerning billboard advertising for community events in Napier Park which allows:
   a) A maximum of 1 sign for the reserve;
   b) Restrictions in size of sponsor's logo; and
   c) Advertising is limited to community bodies from Moonee Valley.
2. Cease to permit all billboard advertising in Napier Park.

Officer Comments

Council reviewed its practice in approving billboards and adopted the Policy 'Billboard Advertising for Community Events' at its meeting on 5 August 2003 (now superseded). The policy aimed to enhance safety and amenity by regulating and controlling the signs placed on road, reserve or any other public place controlled by Council.

Council considered a report in February 2004 in response to a letter received from Friends of Napier Park regarding their objection to Council's Policy for Billboard Advertising for Community Events affecting Napier Park.

As such, Council resolved at its meeting held 4 February 2004 that:

The Friends of Napier Park be advised that it is proposed to maintain existing requirements and conditions of the Billboard Advertising for Community Events Policy in relation to Napier Park which allows:

a) A maximum of 1 sign for the reserve;
b) Restrictions in size of sponsor's logo; and
c) Advertising is limited to community bodies from Moonee Valley

10.4 Notice of Motion - Land Acquired and Sold by Council

File No: FOL/14/1258

From: Councillor Paul Giuliano

Ward: Municipal

Take notice that at the Ordinary Meeting of Council to be held on 28 July 2015 it is my intention to move:

That Council request the Acting Chief Executive prepare a report on all land acquired and sold by Council in the last five years and include a copy of all Council reports associated with these decisions.

Officer Comments

It would be most helpful if clarity of purpose is provided regarding a request for a report of this nature, as it will require a substantial short term diversion of staff resources in compiling this information.

It should be noted that the proceeds of any major property land sales and acquisitions are reported in Council's Annual Financial Statement of Accounts with notes identifying such sales and acquisitions. Of course, this would not include the sale of disused road reserves and rights of way.

Any Right of Ways that have been disposed of in the past 5 years are to also be included with the report but it is suggested that with the ROW sales, the Council minutes would be appropriate mechanism to confirm the Council decision.

10.5 Notice of Motion - Parking Restrictions Brewster Street, Essendon

File No: FOL/14/1258

From: Councillor Paul Giuliano

Ward: Municipal

Take notice that at the Ordinary Meeting of Council to be held on 28 July 2015 it is my intention to move:

That Council resolve to amend the parking restrictions adopted in the Fletcher Local Area Traffic Management (LATM) Study on 22 July 2014 for the Brewster Street (North Side): between Mt Alexander Road and Mackey Street to 2P (9am – 9pm) – All days.

Officer Comments

A similar motion was put and not supported at Council's Ordinary Meeting on 24 February 2015, seeking to amend the parking restrictions adopted in the Fletcher Local Area Traffic Management (LATM) for:

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.

A further motion was then moved and lost which sought to:

1. Defer this item until the applicant applies for a planning permit and public consultation and due process is undertaken with concerned residents in Brewster and Glen Streets, Essendon.
2. Be briefed of the outcome.

Therefore, given the above, previous comments provided by Council Officers still apply as follows:

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 1018 Mt Alexander Road, Essendon. Council approved this application on 21 April 2009.

In June 2008, Traffix Group was engaged by Brickmakers Place Pty Ltd 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 peak 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 Brewster Street or Glen Street, due to the fact that the peak occupancy in Brewster Street was recorded at 30% at 8pm while the peak occupancy in Glen Street was recorded at 34% at 12noon 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 Brewster Street and Glen 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:

- Brewster Street: 71% (at 7:30pm); and
- Glen Street: 89% (at 8:30pm); and

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 Brewster Street and Glen Street.

Also, given that Brewster Street and Glen 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 speaking to a number of residents in Brewster Street and Glen 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.

In March 2015, the owner was advised of the anomaly that currently exists and was required to seek planning permission for a reduction to the carparking requirements associated with the restaurant use. The owner was also advised that the application must be made in accordance with the requirements of Clause 52.06-6 of the Moonee Valley Planning Scheme.

The owner/operator has advised Council that the premises will operate as a Café in accordance with the original intent, permit conditions and endorsed plans. Operating as a café implies a lesser number of car parking spaces to be provided, a lesser demand for parking due to the type of use and a quicker turnover time in terms of parking demands.

In considering a change in the parking restrictions it is relevant to note that the food and drink premises are operating as a café as per advice from the owner/operator.

Officer's Recommendation

Therefore, due to the above considerations, advice received from the owner/operator of and in line with Council Officers previous comments 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 (including surrounding

streets of Brewster Street) and the Brickmakers Arms Development. The results of the consultation should then be presented to Council to determine whether the existing parking restrictions will remain, or whether the 2-hour parking restrictions will be implemented in Brewster Street, between Mt Alexander Road and Mackay Street.

It is also stressed that should the existing parking restrictions be altered (as per the above Notice of Motion), parking demands at peak café/restaurant times are expected to increase, where the effective parking capacity will either near or exceed effective capacity in Brewster Street.