people place heritage

CONTEXT

3 DAGONET STREET HERITAGE ASSESSMENT

The Castle film location

November 2016

Prepared for
City of Moonee Valley

© Context Pty Ltd 2016

Project Team:

Louise Honman, Director & Principal Consultant

Chris Johnston, Director & Principal Consultant

Catherine McLay, Heritage Consultant

Report Register

This report register documents the development and issue of the report entitled *3 Dagonet Street Heritage Assessment* undertaken by Context Pty Ltd in accordance with our internal quality management system.

Project No.	Issue No.	Notes/description	Issue Date	Issued to
2146	1	Draft Final Heritage Assessment	07/10/16	David Kilroe
2146	2	Final Heritage Assessment	11/11/16	David Kilroe

Context Pty Ltd
22 Merri Street, Brunswick VIC 3056

Phone 03 9380 6933
Facsimile 03 9380 4066

Email context@contextpl.com.au
Web www.contextpl.com.au

CONTENTS

1	**INTRODUCTION**		**2**
	1.1	Background	2
	1.2	Purpose	2
	1.3	Scope	3
	1.4	Methodology	3
		Framework	3
	1.5	Acknowledgements	4
2	**HISTORY**		**5**
	2.1	Historic themes	5
	2.2	Contextual history	5
	2.2	Place history	6
3	**COMMUNITY CONNECTIONS**		**7**
	3.1	Introduction	7
	3.2	Identified communities	7
	3.3	Desktop research	8
	3.4	Interviews and surveys	10
		Essendon Historical Society	11
		Former occupant of 3 Dagonet Street (2010-2016)	12
		Current residents of Dagonet Street	13
	3.5	Social media research	13
4	**ASSESSMENT**		**17**
	4.1	Establishing significance	17
	4.2	Historical significance	17
	4.3	Social significance	18
	4.4	Comparative analysis	18
5	**CITATION**		**20**
		Images	20
		History and Historical context	20
		Description	22
		Comparative analysis	22
		Statement of significance	23
		Recommendations 2016	24
		Other recommendations	24
6	**REFERENCES**		**25**
APPENDIX A – CRITERIA FOR ASSESSING CULTURAL SIGNIFICANCE			**26**

1 INTRODUCTION

1.1 Background

The residence at 3 Dagonet Street, Strathmore ('the house'), used as a primary location in the 1997 Australian film, *The Castle*, is not currently covered by a Heritage Overlay under the City of Moonee Valley Planning Scheme, and a planning permit application for works at the property has been submitted (MV/367/2016). A motion was carried at the Ordinary Council Meeting on 23 August 2016, that Council prepare a report on the heritage significance of 3 Dagonet Street. In particular research has concentrated on its potential for historic and social significance which states:

> *Strong or special association with a particular community or group for social and cultural reasons.*

Context Pty Ltd submitted a letter of preliminary advice on 13 September 2016 at Council's request, advising that based on desktop research about the house, there was sufficient evidence to warrant a full heritage assessment of the property to determine its suitability for inclusion in the local Heritage Overlay. The City of Moonee Valley subsequently commissioned Context Pty Ltd to conduct a full heritage assessment of the residence. This report documents the assessment of the cultural heritage values of the house, conducted between September and October 2016. A citation for 3 Dagonet Street has also been completed.

1.2 Purpose

The purpose of this report – as outlined in the project brief – was to undertake a full assessment of the cultural heritage values of the house at 3 Dagonet Street, considering all aspects of its significance, with a particular focus on its potential to hold social and historic value (Criteria A and G).[1]

To evaluate **social significance** in particular, the purpose of the assessment was to:

- Identify specific communities or groups who value the house for social, cultural or spiritual reasons
- Establish the nature and extent of their association
- Determine whether any significance arises from that association
- Clarify which aspects of the place are of social significance (e.g. which parts of the site, elements of the fabric, uses or cultural activities, etc.)
- Assess the relative importance of that place compared to any others valued by that community for similar reasons

To evaluate **historic significance**, the purpose of the assessment was to establish that:

- The place/object has a clear association with an event, phase, period, process, function, movement, custom or way of life in Victoria's cultural history.
- The association of the place/object to the event, phase, etc. is evident in the physical fabric of the place/object and/or in documentary resources or oral history.
- The event, phase, etc. is of historical importance, having made a strong or influential contribution to Victoria.

[1] Using the HERCON Criteria adopted by the Heritage Council on 7 August 2008 pursuant to Sections 8(1)(c) and 8(2) of the Heritage Act 1995.

- The place/object allows the clear association with the event, phase etc. of historical importance to be understood better than most other places or objects in Victoria with substantially the same association.

1.3 Scope

The scope of this assessment was to carry out a site visit to visually assess the house and its setting, and also to undertake historical research and community consultation, specifically targeting the local community. A statement of significance for the house was then to be prepared, addressing all aspects of its significance against the HERCON Criteria. Refer to Appendix A.

1.4 Methodology

Assessing social significance involves identifying whether or not a place or aspects of a place ('attributes') hold 'strong or special associations with a particular community or cultural group for social, cultural or spiritual reasons' in a manner that goes beyond its utility value. Understanding social significance involves investigating community connections to a place and determining if these result in 'strong or special associations'. Generally, this involves a combination of research and engagement.

In this project, community engagement was undertaken in September and October 2016. The project timeframe allowed for door knocking of residences along Dagonet Street (whose occupants were identified as the most likely local community to hold information or have an association with the house), as well as two one-on-one interviews with key community members, interest groups or stakeholders. These were a former long term resident of the house and the Essendon Historical Society.

In assessing historic significance, the place needs to demonstrate a clear association with an event, phase, period, process, function, movement, custom or way of life in Victoria's cultural history. The association needs to be evident in the physical fabric of the place and in documentary resources or oral history. The event or phase needs to be of importance in having made a strong or influential contribution to Victoria (for State significance) or to the locality (for local significance).

Framework

The three indicators of social significance used were taken from an approach to social values assessment developed for the Australian Heritage Commission by Chris Johnston (Context Pty Ltd) and used in the RFA National Estate studies of social value across forested regions in Australia.

The three indicators are:

1. *Importance to a community as a landmark, marker or signature*
2. *Importance as a reference point in a community's identity or sense of itself*
3. *Strong or special community attachment developed from use and/or association*

The significance assessment was conducted in accordance with the HERCON criteria, as set out in the VPP Practice Note *Applying the Heritage Overlay* (2015). Thresholds were then used to determine the level of cultural heritage significance the place may hold under each criterion, and what mechanisms can therefore be used to protect and manage it. This assessment followed the threshold definitions specified in Heritage Victoria's *Victorian Heritage Register Criteria and Threshold Guidelines* (2014).

Site visit

A site inspection was made on during September 2016 to take photographs of the property and gather information to produce a physical description and consider the house in its setting.

Desktop research

Desktop research on the house drew primarily on secondary sources due to the place's significance deriving from the period since 1997. This research aimed to gather information about the film available in the public sphere, focusing on academic sources, newspaper articles and government publications. This information provided context to the sociocultural themes portrayed in the film that may be appreciated by certain communities in the present, and helped to judge the relative success of *The Castle* in comparison to other Australian films. This research also contributed to establishing how well the house was known prior to recent media coverage about it was published.

Social media research

A search on the social media platform Facebook took place between 5 September and 3 October 2016, focusing on hash-tagged photographs and written expressions about *The Castle*. This platform was selected as initial research showed that it had the strongest presence of material for analysis. The most recent 20 posts under the search term, 'The Castle', were looked at and analysed by the consultants, 4 of which were unrelated posts, and 16 were about the film. The purpose of this analysis was to establish the continuing relevance of the film in a contemporary context, highlighting the potential for a distinct community or communities to have an attachment to the house at 3 Dagonet Street.

Interviews and surveys

Interviews with a key community member and a stakeholder group were conducted in September 2016; a former resident of the house at 3 Dagonet Street (2010-2016) and the Essendon Historical Society. Film Victoria were also contacted by the consultants but an interview could not be arranged within the timeframes of this assessment. Face-to-face surveys were conducted with current residents of Dagonet Street during a door knocking exercise on 29 September 2016.

The interview and survey questions asked of the participants were the same, with the structure of interviews allowing for more time as opposed to the speedier process of door-knocking. The questions were prepared by the consultants to gather further evidence on the amount and frequency of visitors to the house, feelings toward the house within the locality and broader communities, as well as any personal attachment to the house for certain individuals.

1.5 Acknowledgements

The consultants wish to acknowledge the contributions of:

- the project team at City of Moonee Valley who assisted in providing background information for this assessment.
- the community members who shared their stories and views about the house, including the Essendon Historical Society, who provided the consultants with information and records that were useful in this assessment.

2 HISTORY

2.1 Historic themes

Victoria's framework of historical themes

The house at 3 Dagonet Street is associated with the following themes taken from *Victoria's Framework of Historical Themes*:

9.3 Achieving design and artistic distinction

9.4 Creating popular culture

The following extract was taken from a recent handbook prepared by Film Victoria, which provides a thematic context for the history of filmmaking in the State, and shows how *The Castle* meets the Victorian Historic Themes listed above.

> *Perhaps more than any other state or territory in Australia, Victorians enjoy seeing Victoria on screen and locally produced content receives consistently high ratings. Stories told on screen help create a shared sense of identity and mutual understanding within the community.*
>
> *Film and television productions showcases our vibrant cultures and communities and allow us to reflect on our history and identity as Australians, as seen in iconic films such as* The Man from Snowy River, The Castle, *and* Malcolm *or contemporary television dramas and comedies such as* House Husbands, Upper Middle Bogan, The Doctor Blake Mysteries, Miss Fisher's Murder Mysteries *and the many other film and television series created in Victoria.*
>
> *Until the 1960s there was a low representation of Australian stories on our screens. Australian television content regulations now ensure a wide range of drama is produced by Australian companies. In addition, federal and state funding is provided to support the production of Australian feature films. These mechanisms ensure Australian originated stories can be seen in our cinemas, on our televisions and online in amongst content from the US, UK and other countries.*
>
> *Local productions ensure our stories are heard, in our own voice, in our cinemas and our homes.*
>
> *Local productions can also a create a sense of pride and excitement within local communities, delivering a feeling of shared ownership and fond memories which are still a talking point many years later, such as* SeaChange *for Barwon Heads and* All the Rivers Run *for Echuca* (Film Victoria 2014:5).

2.2 Contextual history

The following section was extracted from the *City of Moonee Valley Thematic Environmental History* to illustrate the context of the house with the development of the adjacent Essendon Airport.

> *Essendon Airport, which opened in 1921, was established by the newly-formed Civil Aviation Branch of the Defence Department, as Melbourne's first government-owned civil aerodrome. It followed the establishment of the Royal Australian Air Force (RAAF) flying school at Point Cook in 1914 and four privately-run civil airports established between 1919 and 1921 at Port Melbourne, Glenhuntly, Glenroy and Fishermen's Bend. The aerodrome consisted of one runway and one hangar on sixty acres of land when it opened, but by the mid-1930s, when commercial aviation was expanding, with private companies such as Holymans and Ansett being formed, the airport area was expanded and several new buildings erected. More land was acquired to expand the airport in 1939.*
>
> *Although commercial aviation virtually ceased from the airport during wartime, the airport was in use for defence purposes. The Victorian Flying School had been based at the airport from 1934. During the Second World War, an Elementary Flying School for RAAF trainee pilots was based at the airport, with trainees' quarters located on Bulla Road. Australian National Airlines built an instrument factory at the airport during the war and there were workshops erected to maintain and repair Beaufort bombers – Australian made aircraft – for the RAAF. In 1942, it was predicted that there would soon be 5,000 workers employed at the airport. In 1937 there were 190 people regularly employed there.*

In 1943 the Commonwealth Government compulsorily acquired a further 200 acres for airport expansion and, by, 1946, had built another runway. In preparation for increased air travel after the war, the civil aviation authority planned a total of eight runways in all (though this did not eventuate). A control tower, administrative offices and passenger amenities building were also planned, though some of these planned visions did not become reality or were not actually achieved until the mid-1950s.

In 1950, six years before Melbourne hosted the Olympic Games, the airport was upgraded to an international airport. Now photos of international celebrities arriving or departing from Melbourne at Essendon Airport became regular features in Melbourne newspapers. In 1954, crowds camped at Essendon Airport to catch a glimpse of Her Majesty, Queen Elizabeth II, as she arrived in Victoria during the first Australian tour by a reigning British monarch (the Queen's first stop in Melbourne was at Essendon Town Hall). In 1964 teenage girls besieged the airport for the arrival of the Beatles in Melbourne. When Tullamarine Airport opened in 1971, Essendon continued to operate as an airport for smaller aircraft. Many local residents opposed the continued use of the airport so close to residential areas and their fears seemed realised in 1978 when a light plane crashed into a home in Matthews Avenue, Airport West, killing seven people, including the pilot. Nevertheless, Essendon Airport continues to function as a general aviation and corporate jet airport in 2012. Sections of the old airport, however, have developed in recent years as retail precincts. (Living Histories 2012:64-66).

2.2 Place history

The post-war house at 3 Dagonet Street is located on the west side of Dagonet Street in Strathmore, at the end of a cul de sac, and shares a boundary with Essendon Fields on its south and west sides. The land at 3 Dagonet Street was once part of Crown Allotment 15 (CA15) in the Parish of Doutta Galla, in total comprising 34 acres stretching from Lincoln Road in the west to Pascoe Vale Road in the east. In 1924 CA15 was purchased by the Peck family; Louisa Ellen Peck, Harry Huntington Peck and Richard Oren Peck, and subdivided the following year as the Lebanon Estate (CT: V5038 F452). The land comprising both the present 3 and 5 Dagonet Street was sold to one Stella Moore that same year as part of the subdivision, then changed hands several times before being developed in the late-1950s (CT: V5072 F208).

The lot was purchased by Arnold Mikkor, a builder, and his wife Asta Mikkor in May of 1959, whom then took out a mortgage on the property in June of 1959, presumably for the construction of a house (CT: V8163 V029). It is believed that the land had remained vacant until this time like much of the surrounding estate. Given Mikkor's profession as a builder and the fact that the couple sold the home on within a year, it is likely that he constructed it himself and sold it quickly for financial return. The next owners were Stefan Koo, a bricklayer, and wife Berta Koo, a seamstress, who lived at 3 Dagonet Street from 1960 until 1984 (ER). In 1984 the property was purchased by Alison and Ronald Darker, whom then sold it to the current owner in 1993 (CT: V8163 V029).

Sales advertisements for houses in Dagonet Street have been marketed at various times as 'family homes', demonstrating the family-orientated residential character of the Street (*Age* 17 November 1979:71; *Age* 21 November 1987:100; *Age* 7 July 1990:63). This character, together with its location adjacent to Essendon Fields, contributed to the house at 3 Dagonet Street's selection as the primary location used in the iconic 1997 Australian film, *The Castle*. Filmed intensively over the course of two weeks in 1997, both the interior and exterior of the house were used as the location of the Kerrigan's family home, known in the film as the fictional address of 3 Highview Crescent, Coolaroo. This included the backyard, views from the street and notably, the sun room, which featured as Darryl Kerrigan's 'pool room'. Since 1997, the original kitchen has been renovated and the property subdivided for the construction of a townhouse at its rear (Landy 30 June 2016). The house remains substantially intact since the film was made, supporting its ability to be instantly recognisable.

3 COMMUNITY CONNECTIONS

3.1 Introduction

Research undertaken by the consultants into community connections to the house at 3 Dagonet Street is documented in this section, the communities are defined and evidence of their associations is presented.

Social significance is a value attributed to a place by today's community. While historical research may be able to demonstrate considerable longevity and continuity of association, this is not enough to demonstrate social significance. Rather, the associated communities or cultural groups must continue to hold these values. Therefore, the task of social significance research is to understand the nature of people's associations with a place and whether this gives rise to significance in terms of the definition. It also involves understanding whether significance resides in the fabric of the place or in other aspects or attributes such as use, access to the place, or in the continuation of cultural traditions or activities for example.

3.2 Identified communities

Based on a review of expressions about *The Castle* in the public realm (outlined in the letter of advice by Context Pty Ltd issued to Council 13 September 2016), the 'local' community was identified as the primary community likely to hold associations with the house. The consultation process was targeted to reach this community by talking to key community members, interest groups or stakeholders likely to have an association with or knowledge about the place, and also to get a sense of how frequently the house is visited intentionally for tourism purposes, and by whom.

The following individuals/groups were consulted as part of the community engagement phase:

- Essendon Historical Society – knowledge of the thematic history of the locality, and how strongly the house at 3 Dagonet Street is remembered by members of the locally community generally in association with *The Castle*.
- Current residents of Dagonet Street – knowledge of visitation to the house over the years since 1997, and for any personal attachment to it they may continue to hold.
- Former resident of 3 Dagonet Street (2010-2016) – personal knowledge of the frequency and demographic of those who have visited the house in recent years, as well as for any personal attachment to it they may continue to hold.

In the near 20 years since *The Castle* was released, it has reached a nation-wide Australian and even an international audience. Consultation and research in this assessment has revealed that there is a local community, as well as a visitor community originating from both within the City of Moonee Valley and elsewhere in Melbourne and Victoria, who have a continuing attachment to the house specifically in association with the film. Though there is evidence to suggest that individuals from other parts of Australia and from overseas visit the house, consultation with communities on this scale was not possible within the timeframe of this assessment.

The following community types have been identified:

Local – the 'local community' has been defined as current and former residents of the City of Moonee Valley.

Visitors – the 'visitor community' has been defined as intentional visitors to 3 Dagonet Street in association with its role in *The Castle*, including those from within the locality, and elsewhere in Victoria.

3.3 Desktop research

Academic sources

The Castle was quite topical at the time of its release, with its writers tapping into national themes of the land rights movement of the 1980s'–90s', especially those cases fought by Aboriginal Australians; typifying the 'Aussie battler' figure (Ryan 29 January 2005). The screenplay explicitly mentions landmark Australian Constitutional Law cases, such as the Mabo Case of 1992 and the Tasmanian Dam Case of 1983. The underlying theme of this parallel is that the value an individual puts on their own home in all its uniqueness cannot be bought; although in reality, the law regularly places a monetary worth on intangible values when it comes to property.

The Castle has factored in academic studies of Australian cinema following the Mabo case, as well as of popular culture in the period known as Howard's Australia, 1996–2007 (Collins & Davis 2004; Milner 2009). These studies illustrate how the film tells important national stories, and demonstrates the ways in which the house connects with these narratives. For example, the following extract shows how the 'everyday house' at 3 Dagonet Street is an integral component to the characterisation of the working class Kerrigan family's daily life:

> *The key to the Kerrigans' world is the everyday repetition of family rituals (which become visual jokes for the viewer): Steve's esoteric bargains from the Trading Post, Dad's trophy room. Mum's gourmet home cooking. Through repetition the mise-en-scene opens up a comic distance between what the Kerrigans think about themselves and what the viewer might think of working-class life in a half-renovated weatherboard bungalow with jet planes coming in to land at the airport over the back fence* (Collins & Davis 2004:116).

Another example demonstrates how the suburban ordinariness of the house contributed to the film's ability to be an accessible story for so many Australians, as an accurate portrayal of Australian family life:

> *At the heart of* The Castle *is family. One publicity poster carried the caption "Ordinary family… extraordinary story". Cilauro described the film as a "suburban fairy tale". He said that the filmmakers wanted the film to be simple, to be about home and family, "as basic as it gets". In the planning for the film, the members of the Working Dog team realised that there was "a place to depict a family that is very loving and close … where so many films tend to focus on what's wrong with the Australian family, we did the opposite"* (Milner 2009:2).

In this text, the author examines how *The Castle* reflects the sociocultural milieu of the period, where the 'Aussie battler' was portrayed as an individual who argued the big points and encouraged others to fight in the highest courts of the land. This lies in contrast to the Howard era of 1996-2007, which saw Australians become less engaged in the big issues, entrusting politicians to regulate the political process. What was important about the battler figure portrayed by Darryl Kerrigan, is that he always had a family to come home to, and had their full support in his endeavour to save the family home:

> *In* The Castle, *the home, and its role as the heart of the family, is central to the narrative* (Milner 2009:8).

The Castle and a national audience

Material about *The Castle* in the public realm sheds light on how the film is valued as a popular culture reference by the Australian public. The most notable of these is a nation-wide survey commissioned by the New South Wales Australia Day Council in 2010, which showed that *The Castle* 'takes the top spot when it comes to which film and lead character Australians feel best represents who we are as a nation' (ADCNSW 2010). The survey found that over one third of respondents (37%) believe that *The Castle* best represents who 'we' are as Australians, with almost a quarter (23%) voting Darryl Kerrigan (played by Michael Caton) as the favourite 'Aussie' film character (ADCNSW 2010). The survey findings strongly indicate that the film continues to be an important cultural reference point for many Australians.

A copy of *The Castle* is held at the National Film and Sound Archive, where it is described thus:

> *The Kerrigans live in a dumpy house next to the airport, and are a happy, comfortable and content family until they receive a letter about the compulsory acquisition of their house so that the airport can build a storage facility. Darryl's house is his home - his castle - and he is not prepared to give up without a fight. He takes his case to the Federal Court and then to the High Court, the Kerrigans taking on the role of the 'Every family' battling against the faceless corporate enemy* (NFSA).

This summary demonstrates that both the house and its location are central to the film's storyline. The importance of location to narrative in film is well-documented, and the house at 3 Dagonet Street has been described as its own character in the movie:

> *'The Castle' as a character symbolises a dramatized portrayal of Melbourne suburban cultural heritage that could have come across as denigrating to the broader Australian public, had it not been for the well-crafted use of cringe worthy family humour and a relatable, heart-warming premise* (Mitchell 2012:94).

A 2010 report released by Film Victoria looked at the success of Australian films at the Australian Box Office, and showed that *The Castle* grossed $10,326,428 at its release, making it one of Australia's most successful films to-date when adjusted for inflation. Its success has been attributed to its accessibility, defined by an ordinary setting of suburban Australia and 'the way in which the film manages to balance deprecation with tenderness and warmth' (Buckmaster 4 April 2014). In a 1999 interview two years after *The Castle*'s release, director Rob Sitch reinforced this point, saying:

> *"The Castle" is a very simple film and we deliberately wrote it like that. It's a kid remembering things: my dad is big; my dad is this; my family was this; my house is the best house. And so you don't move the camera for that. You just go, 'this is my house' that's the way kids tell stories…* (Kaufman 5 May 1999).

In another publication released by Film Victoria (2014), *The Castle* is designated as an 'iconic film' that showcases vibrant cultures and communities of Victoria and Australia. The publication also reinforces the importance of filmmaking as a creative endeavour for local audiences:

> *Local productions ensure our stories are heard, in our own voice, in our cinemas and our homes.*
>
> *Local productions can also a create a sense of pride and excitement within local communities, delivering a feeling of shared ownership and fond memories which are still a talking point many years later, such as* SeaChange *for Barwon Heads and* All the Rivers Run *for Echuca* (Film Victoria 2014:5).

Responses to potential 'demolition'

A number of articles have been published recently in response to the works proposed at the site of 3 Dagonet Street (Landy 6 July 2016; Lowe 1 July 2016; Zhou 1 July 2016; Savino 31 August 2016). It is common for expressions of community attachment to a place to be triggered by change or threat, but this can complicate the detection of pre-existing community values.

Newspaper articles in response to the proposed works predominantly quote statements made by the owner about the context and condition of the house, and do suggest some form of community attachment to it because of its central role in *The Castle*. One of the film's screenwriters, Jane Kennedy, was quoted as saying:

> *"Sentimentally it would be [sad if the house was demolished]," Kennedy said. "We're really happy that people have taken on board the fact that the house is special to people, especially of Melbourne"* (Savino 31 August 2016).

While another article quoted Moonee Valley Councillor, Narelle Sharpe, who said:

> … *"It really does have – or could have – some real sentimental [value],"* (Savino 31 August 2016).

These statements highlight an attachment to 3 Dagonet Street for the Melbourne community more broadly that may have either existed before the news story broke, or were triggered by it. Further evidence in the article suggests that community value of the house existed prior to the media coverage, with a former long-term resident of the house claiming that during her

occupancy, members of the public would regularly visit the property to take photographs. This suggests that the house continues to be a recognisable, 'iconic' place because of its role in the film *The Castle*:

> *"Some people would stop and get out to take [photos] of themselves out the front, others were simply happy to just drive past and look"* (Savino 31 August 2016).

The property's current owner also said that any future tenants could expect fans of the film to continue to visit the house: 'After 20 years, you'd think they'd be over it. But they're still coming around and taking photos' (Landy 30 June 2016).

One article called the house at 3 Dagonet Street 'arguably Australian film's most recognisable home' (Lowe 1 July 2016), while another said that the movie 'was probably the most iconic ever made in Australia' (Savino 31 August 2016). Many of the articles also referenced popular lines from the screenplay, including: 'This is not a house, it's a home' and 'You can't buy what I've got!'. Looking at these quotes in particular, the residence at 3 Dagonet Street appears to embody one of the most important themes of the film, which coined its title; that a person's home is their 'castle'. Use of quotations from the film in these articles echoes findings in other research components of this assessment, which demonstrate that many popular lines from *The Castle* are now part of the Australian vernacular. Such an integration could not have taken place in the few months since news coverage of the house broke, but instead was built up over time since the film's release in 1997.

3.4 Interviews and surveys

The consultants conducted one-on-one interviews with two members of the Essendon Historical Society and a former occupant of the house on 29 September and 5 October, as well as eight short face-to-face surveys with residents of Dagonet Street as part of a door-knocking exercise on 29 September 2016. During this exercise five individuals declined to participate in the survey on the basis that they had no opinion about the house, while the remaining 15 residences in the street were unattended at the time.

All interview and survey subjects (11 individuals including the Essendon Historical Society) were asked the questions listed below. Responses to these questions have been broken down here under three headings; awareness, visitors and communities, which were the main analysis areas for the consultants. The questions were designed to address the frequency of visitors to the house, whether or not there was awareness about the house before the recent media coverage, and also the extent of local and wider community attachment to the house. The main difference between the interview and survey results is the length of responses; interviewees provided extended answers and explanations, whereas survey participants tended to give one word or one sentence answers.

Hand written notes were taken by the consultant during each interview and survey. To protect their privacy, the names and personal information of these individuals have not been included in this report. The complete notes can be found in Appendix B and are analysed in this section to provide further context to the consultants' discussion of community attachment.

Interview questions:

1. How long have you lived in Dagonet Street and/or elsewhere in Strathmore?
2. Were you a resident of Dagonet Street when *The Castle* was filmed in 1997?
3. Are you aware of people visiting Dagonet Street to see or photograph the house at 3 Dagonet Street because of its role in the film?
4. How often have you seen people stop to look at or photograph the house?

Or (for EHS): Have you received research enquiries about the house because of its role in the film? If so, how often?

5. Based on your experience, have the number of people who come to Dagonet Street to look at the house increased or decreased over the years since the film was released? When was the last time you can recall seeing someone looking at or photographing the house?
6. Is the house well known in the Street/locality today for its role in the film?
7. Have you seen the recent media coverage on the house? Have you been chatting to your friends/neighbours about the house? What are you hearing about?
8. Is the house special to you in any way because of its role in the film? If so, why?
9. Do you think that the house has any special meanings for people in this local community? Does it represent particular aspects of local culture or stories that are relevant to this local community? In what way?
10. Might the house also represent stories relevant to a wider community? If so, in what way?
11. Is there any other information you are aware of that may contribute to the assessment?

Essendon Historical Society

Summary findings

Overall, the Society is of the opinion that the house is known and talked about in the locality, and that awareness of it has increased since the recent media coverage. The society felt that the house is comparable to locations used in other Australian films and TV series, and is perhaps significant to more communities that just the local, because of the broad appeal the film had and continues to have today. The Society felt that specific themes touched on in the film resonate with a broad range of people and communities today, and that the house is significant because of this association.

Awareness

All of the members were aware the house was situated somewhere near the airport in the locality but were not sure of its exact location. Most became aware of the exact address when media coverage about the house broke. The Society had not had any discussions about the development proposal for the house prior to being contacted by the consultants.

Visitors

The society could not give an estimate of the number or frequency of people who visit the house, however; one member who lives near Dagonet Street remembers being stopped and asked for directions by people looking for the house 4-5 times in recent years. The society has not received research enquiries or been approached for information about the house before.

Communities

The society did feel that the house is well-known in the locality, but probably not its specific location. They felt its significance is similar to that of other locations of Australian films and TV series, but also that *The Castle* is particularly iconic because of its broad appeal; the fact that it has been repeatedly shown on the major TV networks over the years demonstrates its continuing relevance and popularity. The society felt that the film embodies important themes, for example; strong family values, 'sticking together' mentality, the underdog winning out, rallying around important issues, and the Australian 'fair go' ideal. They said that many specific lines in the film are now used in the Australian vernacular, and some of these are about the house directly, i.e.: "This is going straight to the pool room," and the room used as the actual 'pool room' is still physically there today. They felt that the film and therefore the house holds significance to more than just the locality. Some members said that the house's location next to the airport is an important part of its context, while others said that its significance would be retained if moved to another location. The potential for significance in relation to actor Michael Caton was also mentioned.

Former occupant of 3 Dagonet Street (2010-2016)

Summary findings

Responses made by a former occupant of the house between 2010 and 2016 were quite similar to those made by the majority of the current residents of Dagonet Street who were surveyed, in terms of comments about visitors and awareness about the house within the locality. This individual held an attachment to the house as their former long-term family home, but also due to the sense of ownership the family had – and continue to have – sharing and remembering stories embodied by the house with a range of different communities, in relation to its role in *The Castle*. This relationship was built on their ability to engage with visitors, neighbours and their own networks of friends and family about their personal experiences living in the house, which in their view, continues to draw considerable public interest.

Awareness

As a person who grew up in Strathmore (including at the time *The Castle* was made), the interviewee was aware that filming took place somewhere in the municipality but not the exact address. She first became aware that 3 Dagonet Street was used as a film location in *The Castle* when attending the property rental inspection in 2010, which drew crowds she estimates in the hundreds. Though the interviewee no longer lives at the house and now resides in nearby Tullamarine, she and her family became aware of the recent media coverage about the proposal to demolish the house, through friends and family who have 'tagged' them in posts about it on social media. Aside from her own attachment to the place having been her family home, she feels that it would be a shame to lose the house because it is commonly known as 'The Castle house' locally, and people remember and share stories about it for that reason.

Visitors

Throughout their occupancy, the interviewee noticed that the number of people coming to visit the house remained fairly consistent, but was the busiest at the beginning of their tenancy (i.e. in 2010), given the profile of the house had recently been raised in real estate advertisements. On average, 4-5 individuals or groups of people (in organised minibuses at times) would visit the house per week, at most 2-3 per day, to take photographs from the Street or on rare occasions, to knock on the door and ask questions. This activity peaked at certain times; on Halloween each year they would have 3-4 people per night come to the house and take photos. There were also instances where tradesmen working on building sites elsewhere in the Street or nearby would come and take photos of the house. On most occasions where the family did converse with visitors, it was apparent that many of these individuals were residents of the locality or other parts of metropolitan Melbourne. Fewer were travellers from other parts of Victoria and Australia – some from Queensland, the Northern Territory and South Australia – as well as from overseas (on three occasions), originating from South Africa, the UK and US.

Communities

The interviewee said that the fact that her family's lived at 3 Dagonet Street was a popular talking point throughout their occupancy, including with their neighbours and members of the local community. Questions most often asked in these conversations were whether or not it is really right next to the airport, whether or not both the interior and exterior of the house were used for filming, and whether or not the 'pool room' is still there. Given their experience engaging with visitors, the interviewee felt that the house has relevance to a broader community than the locality, because of the significant appeal the film has had to the Australian national audience. She also felt that if it was knocked down, people would continue to visit the site and be disappointed, because they expect to see it there right next to the airport.

Current residents of Dagonet Street

Summary findings

The eight residents of Dagonet Street said who were surveyed said that they were aware the house at 3 Dagonet Street was used as a film location in *The Castle* prior to the recent media stories about the development application, and so their knowledge of the house was not triggered by it.

Overall, most of the current residents of Dagonet Street who participated said that they felt the house was special to either the local community or to a wider community. This was because they felt that the film had broad appeal and themes relevant to a large audience, and that the house is probably less well known in the locality more broadly than it is in Dagonet Street. A small number of participants said that they themselves or their families have a personal attachment to the house.

All of the participants said that they had witnessed visitors to the house, ranging in frequency from once a day to a few times a year. Through their evidence at different spans of time living in the street, participants confirmed that visitation to the house has remained constant since 1997 up to the present, though this has had distinct peaks at certain times.

Awareness

All of the current residents who were surveyed said that they were aware that the house at 3 Dagonet Street was used as a film location in *The Castle* prior to the recent media stories about the development application. All of the participants also said that they had seen or heard about the recent media coverage on the house, some of whom had discussed it with their neighbours or friends and family. These discussions tended in two directions; discontent over the prospect of more townhouses in the street, and also that the absence of the house would trigger a sense of loss for some people, locals and visitors alike.

Visitors

Each of the eight current residents of Dagonet Street surveyed confirmed that the house is visited by members of the public regularly, some saying as often as once a day and others as rarely as a few times a year. The general consensus was that visitation has remained constant, though it has peaked at certain times. For example, when advertisements for lease of the house have been published, and when the recent media coverage of the house broke. None of the current residents said that they had spoken to visitors to the house, but indicated that visitors came individually and also in groups.

Communities

The majority of current residents surveyed (five) said that they think the house is well known in the local community because of its role in the film, while two said that they did not know and one thought it was not well known. The individual who answered no had spent the least amount of time living in Dagonet Street or Strathmore of those who were surveyed. Six of the current residents surveyed said that they felt the house is special to broader communities than just the local community, given its representation of national themes that are relevant for most Australians. Two said that they did not know if it is special to a broader community, while three said that they have a personal connection to the house. This connection was different for each individual, but tended to focus on a sense of ownership they themselves or their families felt over the house, through several years of story telling and talking about it with others.

3.5 Social media research

Looking at recent expressions on social media, there is evidence that the film continues to form a significant part of Australian popular culture today. The major free-to-air television networks regularly screen *The Castle*, most recently by Channel Nine in July of 2016. Channel Nine posted a still shot from film on their Facebook account in October of 2015 to coincide with a screening of the film, which received just under 1,000 'likes' and 36 comments where users discussed their favourite moments from the film. The Australian online streaming service

Presto posted a still shot from *The Castle* on their Facebook account as recently as August 2016, with the caption: 'An Aussie classic. What's your favourite #TheCastle quote?'. This post received 7,600 'likes' and 1,300 comments by Facebook users who value the film, some of whom repeated their favourite lines from the screenplay that mention the house and its setting:

> *My name is Dale Kerrigan and this is my story... Our family lives at 3 Highview Crescent, Coolaroo. Dad bought this place 15 years ago for a steal and as the real estate agent said... "Location, location, location" and we were right next door to the airport! It would be very convenient if we ever have to fly someday* (Facebook user, posted 5 August 2016).

The Australian production company behind *The Castle*, Working Dog Productions, also post regularly on their Facebook account about the feature film, which is one of their most successful to-date. Their most recent was on September 4 2016 to coincide with Australian Father's Day celebrations, in the form of a 15-second clip from the movie featuring its central character and family patriarch, Darryl Kerrigan (Michael Caton), with the caption: 'To all the Fathers out there, thanks for all your wisdom #TheCastle'. This video received 49,000 views, 2,400 'likes' and 176 comments.

The film's iconic quotes were widely evident throughout the course of social media research, demonstrating how aspects of *The Castle* are at the forefront of many Australian's minds today. These include: 'Tell 'em they're dreamin'!'; 'This is not a house, it's a home'; 'You can't buy what I've got!'; and 'This is going straight to the pool room'. These examples in particular highlight the centrality of the house and its setting to the film's main storyline; the qualities we attach to a home.

Some of the more recent Facebook posts about #TheCastle surrounded the media coverage of a development proposal for the property which could result in its demolition. A news story by 7 News Sydney was published on their Facebook account on 1 July 2016, which received a staggering 18,000 views, and was also subject to 67 comments. Some of these express a sense of loss about the prospect of the house being demolished. For example:

> *Why do we destroy our famous icons, we have lost much of our history to unit blocks and skyscrapers.. We have a huge country move somewhere else..* [sic] (Facebook user 1, 2 July 2016).
>
> *What?! They're knocking it down! This is an outrage!* (Facebook user 2, 2 July 2016).
>
> *…but…its mabo, its a mans castle, its in the constitution!* [sic] (Facebook user 3, 2 July 2016).

Another online article published by the Moonee Valley Leader on 24 August 2016 was commented on by a member of the public, specifically mentioning the house's potential for social significance and comparing it to other film making locations:

> *Yes I agree this house is worth a heritage listing. Not for its historical importance as the house itself is ordinary but for the social impact this house has meant so much to hundreds of thousands who have enjoyed this film…This would be one of few houses to get a heritage listing in this area if it got one so people please don't argue that every house is being heritage listed these days… Don't let this house go the way of the Sullivans house that is gone and Mrs Jessups house that is gone etc.* [sic] *These are part of our social history* (Site user, 25 August 2016).

This article by the Moonee Valley Leader was in turn shared to local community Facebook pages, including 'Moonee Valley Matters' on 25 August and 'Strathmore 3041 Community' on 24 August. The former received 6 'likes' and 2 comments, while the latter received 22 'likes'. Though the interaction with these posts was not high, the cross-posting indicates a local community interest in and awareness of the house.

Example posts about *The Castle* and the house at 3 Dagonet Street on Facebook

Figure 1. 7 News Sydney report on house published on Facebook 1 July 2016 (Source: Facebook).

Figure 2. Post to Channel 9 Facebook page 27 October 2015 to coincide with screening of The Castle (Source: Facebook).

Figure 3. Post about The Castle by Presto streaming service, showing photograph of cast with house in the background 15 August 2016 (Source: Facebook).

Figure 4. Post about The Castle to Working Dog Productions Facebook page 31 May 2015 (Source: Facebook).

Figure 5. Cross-sharing of article about house to Moonee Valley Matters Facebook page 24 August 2016 (Source: Facebook).

Figure 6. Cross-sharing of article about house to Strathmore 3041 Community Facebook page 24 August 2016 (Source: Facebook).

4 ASSESSMENT

This section brings together the evidence about the house, and provides an analysis of the evidence gathered. Documentary evidence is distilled to achieve an understanding of historic and social significance. Evidence gathered from the community is brought together under the indicators of social value, one of which applies to the house at 3 Dagonet Street. This section feeds into the statement of significance for the house.

4.1 Establishing significance

In establishing heritage significance, a place needs to meet certain 'tests' or criteria. For Victoria at the state and local government level the HERCON criteria are used along with a threshold test to establish local or state significance.

A place need only meet one criterion in order to be significant. Meeting more than one does not make the place more significant—it simply means that the place is significant for a variety of reasons.

To establish state significance, the place needs to demonstrate historic importance to the broader Victorian community better than most other places with substantially the same association.

To establish social significance at the state level the place needs to be a particularly strong example of the association between it and the community in relation to important historical events in Victoria or its ability to interpret experiences to the broader Victorian community.

The threshold test for state level significance is:

The place/object allows the clear association with the event, phase etc. of historical importance to be understood better than most other places or objects in Victoria with substantially the same association.

In Victoria, places and objects of cultural heritage significance can be protected and managed through one or more of two statutory mechanisms. In addition to the application of criteria, a test for the level (or threshold) of significance is also applied. The significance threshold can be defined as the minimum level of cultural heritage significance that a place or object must possess to justify its inclusion on the relevant local, state, national or world heritage list.

As a general principle:

- A place that is of heritage value to a locality or municipality has the potential to be recognised as being of local cultural heritage significance (and may be included in the Heritage Overlay of the local planning scheme).
- A place or object that is of heritage value to wider Victoria has the potential to be recognised as being of state level cultural heritage significance (and may be included in the Victorian Heritage Register).

4.2 Historical significance

The residence at 3 Dagonet Street does not reflect local historical themes as set out in the *City of Moonee Valley Thematic Environmental History*. However, the house strongly represents themes from *Victoria's Framework of Historical Themes*, namely:

9.3 Achieving design and artistic distinction

9.4 Creating popular culture

In the *Framework* handbook, 'making films' is listed as a place type under 9.3 that embodies this theme. *The Castle* is clearly associated with this theme as a place where the creative endeavour of film making occurred, representing a broader narrative of design and artistic achievement for the Victorian screen industry that continues to thrive today. The film derives from the post-1960s period where Australian voices first began to be told on screen, representing a

move in the Victorian screen industry towards creating local productions to tell local stories. *The Castle* has been described by Film Victoria as an 'iconic' Australian film and has been subject to critical acclaim in its own right, its creators Working Dog productions having received an Australian Film Institute award in 1997 for the Best Original Screenplay. The house at 3 Dagonet Street is an excellent example of the place type under this theme, given *The Castle*'s notoriety in Australian cinema.

The handbook also lists 'Creating Australian television' and by extension, Australian films, as a place type that embodies theme 9.4. *The Castle* has clear associations with this theme in its ability to showcase and contribute to understandings of Victoria's culture and communities. The film is a cultural reference point of not only suburban family life during the 1990s, but also in the way that it subtly draws on issues from the land rights movement of the 1980s' and 1990s', and exemplifies the Australian battler figure in a point in time through its main protagonist, Darryl Kerrigan. *The Castle*'s representation of these elements of Victoria's cultural history allow Victorians to reflect on their own past and identity during this period. The film's value in this respect and its continuing relevance is well-documented, as the research in this report has shown, making the house at 3 Dagonet Street an excellent example of a place where popular culture was created. The physical place further exemplifies this historic significance due to remaining substantially intact since the film was created.

4.3 Social significance

Of the three indicators of social significance used in this report, the evidence indicates that the following indicator has been met:

Strong or special community attachment developed from use and/or association

The house at 3 Dagonet Street meets this indicator in the longevity and continuous nature of association between identifiable communities and the house, which began with the release of *The Castle* in 1997 and is ongoing. Throughout the course of the consultants' research, the local and visitor communities (described in Section 3.2) have been identified as holding associations with the residence because of its role in the film. This is evidenced by constant and regular visitation of the house by individuals and groups from within the locality, other parts of Melbourne and Victoria, though accounts of the frequency with which this occurs vaty. Furthermore, members of the local community have developed an attachment to the residence over the years since *The Castle* was made, with a shared sense of ownership over the house being created through continual story-telling about its role in the film. The strength of this indicator is supported by the house remaining substantially intact since the film was created, making it instantly recognisable.

4.4 Comparative analysis

Threshold is established primarily through comparison with other 'like' places. For the house at 3 Dagonet Street, 'like' places were identified on the basis of their being used as locations in other popular Australian films and television series.

A number of sites can be compared with the residence in terms of social and historical value as the locations of other Australian films and television series. Looking first at other locations used in *The Castle*, the most comparable is the residence cast as the Kerrigan's vacation home, situated at 3491 Maintongoon Road, Bonnie Doon. The residence is marketed by the local community as a tourist destination for its role in *The Castle* and appears to also be regularly visited (Bonnie Doon Community Centre 2016), however; the residence is not currently covered by heritage protection.

There are a number of properties around Melbourne and Victoria that are also valued due to their associations with a range of popular Australian television series and films. Those that currently have heritage protection at either a local or state level are limited. A highly relevant example is the residence at 18 Berry Street, Richmond, which was used as the primary location in the 1986 Australian film, Dogs in Space. The residence is on the Victorian Heritage Register

as well as being included in the Heritage Overlay of the City of Yarra Planning Scheme (H0710; HO226). The place citation cites social significance of the residence under Criterion G for this association, as a place where the sex, drugs and rock 'n' roll subculture of the late 1970s' was portrayed with mainstream success, and also as an important cultural reference point for young people in the 1980s that continues to be readily recognised for its role in the film.

Another example is the 'Aqua Profonda Sign' at Fitzroy Pool, which achieved iconic status through its appearance in the 1977 Helen Garner novel, Monkey Grip, and 1982 Australian film of the same name. The Sign is on the Victorian Heritage Register as well as being included in the Heritage Overlay of the City of Yarra Planning Scheme (H16887; HO355). The place citation cites social significance under Criterion G for the Sign as a symbolic element from the critically acclaimed novel and film that is remembered and celebrated today, as well as being a rallying point for community activism in 1994-5 when the Fitzroy Pool was under threat.

The place citation for Hanging Rock Reserve also cites social significance for the place, as the primary location used in the 1967 book by Joan Lindsay, Picnic at Hanging Rock, and the 1975 film of the same title. The Reserve is on the Victorian Heritage Register as well as being included in the Heritage Overlay of the Shire of Macedon Ranges Planning Scheme (H2339; HO88). The social significance of Hanging Rock Reserve also derives from its ongoing visitation by the public, but unlike the house at 3 Dagonet Street, is due to its use as a place for recreation and meeting and gathering since the 1860s. The Reserve's relationship with notable Australian author Joan Lindsay and representations in other forms of popular culture, such as in art, is also cited as part of its social significance.

The house at 3 Dagonet Street is visited on a regular basis but is not subject to organised tourism like other film and television locations found elsewhere in Victoria and Australia. An example of organised tourism in this regard is the mining town of Broken Hill, NSW, which has served as the backdrop for over 50 feature films and television productions including Mad Max II, 1981, and The Adventures of Priscilla Queen of the Desert, 1994. The City of Broken Hill is registered on the National Heritage List, where it is described as a 'living museum' for its tourism interests as a film location backdrop (Place ID105861). Another example is Pin Oak Court in Vermont South, Victoria, used to shoot exterior footage of the fictional Ramsay Street for the television series Neighbours 1985–. Pin Oak Court is not currently covered by a heritage overlay, however, it is known as a tourism hot-spot, especially for international visitors.

Conclusion

Of the examples mentioned above, the residence at 3 Dagonet Street is most comparable to the residence at 18 Berry Street, in that both places represent important Victorian sociocultural themes in association with popular Australian films, and at a comparable threshold. Both places also continue to be visited by members of the public who recognise each residence for their roles as film locations, and continue to value them as cultural reference points for this reason.

Unlike the residence at 18 Berry Street, the house at 3 Dagonet Street does not also hold historical significance for its built fabric. Its connections with the film, *The Castle*, are the foremost aspect of its significance, reflecting both social and historical value. The residence at 18 Berry Street does not cite historical significance for the place in association with *Dogs in Space*, instead describing its association with the film as social value at state level, but for the same reasons as for the house at 3 Dagonet Street: its importance as a place where popular culture was created and as a cultural reference point for Victorians. The citation for 18 Berry Street was prepared in 1999, before the creation of the 2010 Victoria's Framework of Historical Themes, which may account for the difference in the way the criteria have been applied in comparison to 3 Dagonet Street. From comparative analysis, the thresholds for the residence at 3 Dagonet Street is defined as Local for social significance and State level for historical significance.

5 CITATION

Name	'The Castle' house	**Significance level**	State
Address	3 Dagonet Street, Strathmore		
Place type	House		
Citation date	2016		
Assessment by	Context Pty Ltd		

Images

History and Historical context

Thematic context

The extract below was taken from a recent handbook prepared by Film Victoria, which provides a thematic context for the history of filmmaking in the State, and *The Castle*'s place within that narrative:

> *Perhaps more than any other state or territory in Australia, Victorians enjoy seeing Victoria on screen and locally produced content receives consistently high ratings. Stories told on screen help create a shared sense of identity and mutual understanding within the community.*
>
> *Film and television productions showcases our vibrant cultures and communities and allow us to reflect on our history and identity as Australians, as seen in iconic films such as* The Man from Snowy River, The Castle, *and* Malcolm *or contemporary television dramas and comedies such as* House Husbands, Upper Middle Bogan, The Doctor Blake Mysteries, Miss Fisher's Murder Mysteries *and the many other film and television series created in Victoria.*
>
> *Until the 1960s there was a low representation of Australian stories on our screens. Australian television content regulations now ensure a wide range of drama is produced by Australian companies. In addition, federal and state funding is provided to support the production of Australian feature films. These mechanisms ensure Australian originated stories can be seen in our cinemas, on our televisions and online in amongst content from the US, UK and other countries.*
>
> *Local productions ensure our stories are heard, in our own voice, in our cinemas and our homes.*
>
> *Local productions can also a create a sense of pride and excitement within local communities, delivering a feeling of shared ownership and fond memories which are still a talking point many years later, such as* SeaChange *for Barwon Heads and* All the Rivers Run *for Echuca (Film Victoria 2014:5).*

The following section was extracted from the *City of Moonee Valley Thematic Environmental History* to illustrate the context of the house with the development of the adjacent Essendon Airport.

> *Essendon Airport, which opened in 1921, was established by the newly-formed Civil Aviation Branch of the Defence Department, as Melbourne's first government-owned civil aerodrome. It followed the*

establishment of the Royal Australian Air Force (RAAF) flying school at Point Cook in 1914 and four privately-run civil airports established between 1919 and 1921 at Port Melbourne, Glenhuntly, Glenroy and Fishermen's Bend. The aerodrome consisted of one runway and one hangar on sixty acres of land when it opened, but by the mid-1930s, when commercial aviation was expanding, with private companies such as Holymans and Ansett being formed, the airport area was expanded and several new buildings erected. More land was acquired to expand the airport in 1939.

Although commercial aviation virtually ceased from the airport during wartime, the airport was in use for defence purposes. The Victorian Flying School had been based at the airport from 1934. During the Second World War, an Elementary Flying School for RAAF trainee pilots was based at the airport, with trainees' quarters located on Bulla Road. Australian National Airlines built an instrument factory at the airport during the war and there were workshops erected to maintain and repair Beaufort bombers – Australian made aircraft – for the RAAF. In 1942, it was predicted that there would soon be 5,000 workers employed at the airport. In 1937 there were 190 people regularly employed there.

In 1943 the Commonwealth Government compulsorily acquired a further 200 acres for airport expansion and, by, 1946, had built another runway. In preparation for increased air travel after the war, the civil aviation authority planned a total of eight runways in all (though this did not eventuate). A control tower, administrative offices and passenger amenities building were also planned, though some of these planned visions did not become reality or were not actually achieved until the mid-1950s.

In 1950, six years before Melbourne hosted the Olympic Games, the airport was upgraded to an international airport. Now photos of international celebrities arriving or departing from Melbourne at Essendon Airport became regular features in Melbourne newspapers. In 1954, crowds camped at Essendon Airport to catch a glimpse of Her Majesty, Queen Elizabeth II, as she arrived in Victoria during the first Australian tour by a reigning British monarch (the Queen's first stop in Melbourne was at Essendon Town Hall). In 1964 teenage girls besieged the airport for the arrival of the Beatles in Melbourne. When Tullamarine Airport opened in 1971, Essendon continued to operate as an airport for smaller aircraft. Many local residents opposed the continued use of the airport so close to residential areas and their fears seemed realised in 1978 when a light plane crashed into a home in Matthews Avenue, Airport West, killing seven people, including the pilot. Nevertheless, Essendon Airport continues to function as a general aviation and corporate jet airport in 2012. Sections of the old airport, however, have developed in recent years as retail precincts. (Living Histories 2012:64-66).

Place history

The post-war house at 3 Dagonet Street is located on the west side of Dagonet Street in Strathmore, at the end of a cul de sac, and shares a boundary with Essendon Fields on its south and west sides. The land at 3 Dagonet Street was once part of Crown Allotment 15 (CA15) in the Parish of Doutta Galla, in total comprising 34 acres stretching from Lincoln Road in the west to Pascoe Vale Road in the east. In 1924 CA15 was purchased by the Peck family; Louisa Ellen Peck, Harry Huntington Peck and Richard Oren Peck, and subdivided the following year as the Lebanon Estate (CT: V5038 F452). The land comprising both the present 3 and 5 Dagonet Street was sold to one Stella Moore that same year as part of the subdivision, then changed hands several times before being developed in the late-1950s (CT: V5072 F208).

The lot was purchased by Arnold Mikkor, a builder, and his wife Asta Mikkor in May of 1959, whom then took out a mortgage on the property in June of 1959, presumably for the construction of a house (CT: V8163 V029). It is believed that the land remained vacant until this time. Given Mikkor's profession as a builder and the fact that the couple sold the home on within a year, it is likely that he constructed it himself and sold it quickly for financial return. The next owners were Stefan Koo, a bricklayer, and wife Berta Koo, a seamstress, who lived at 3 Dagonet Street from 1960 until 1984 (ER). In 1984 the property was purchased by Alison and Ronald Darker, whom then sold it to the current owner in 1993 (CT: V8163 V029).

Sales advertisements for houses in Dagonet Street have been marketed at various times as 'family homes', demonstrating the family-orientated residential character of the Street (*Age* 17 November 1979:71; *Age* 21 November 1987:100; *Age* 7 July 1990:63). This character, together with its location adjacent to Essendon Fields, contributed to the house at 3 Dagonet Street's

selection as the primary location used in the iconic 1997 Australian film, *The Castle*. Filmed intensively over the course of two weeks in 1997, both the interior and exterior of the house were used as the location of the Kerrigan's family home, known in the film as the fictional address of 3 Highview Crescent, Coolaroo. This included the backyard, views from the street and notably, the sun room, which featured as Darryl Kerrigan's 'pool room'. Since 1997, the original kitchen has been renovated and the property subdivided for the construction of a townhouse at its rear (Landy 30 June 2016). The house remains substantially intact since the film was made, supporting its ability to be instantly recognisable.

Sources

Age, as cited.

Electoral Rolls (ER), as cited.

Landy, S, 'Strathmore house where "The Castle" was filmed offered for rent, possibly for the last time', *Herald Sun*, 30 June 2016.

Living Histories 2012, 'City of Moonee Valley Thematic Environmental History', prepared for the City of Moonee Valley.

Land Victoria, Certificates of Title (CT), as cited.

Description

Physical description

This simple weatherboard house is typical of many built in the middle ring suburbs of Melbourne in the 1950s. In the post-war years, the demand for simple, practical and affordable housing was driven by an increase in prosperity, a boom in immigration and more generally by a desire for a simple suburban life. The typical suburban house was plain and simple in all respects. As materials and labour were in short supply, houses of this era were modest in scale and simple and unadorned in appearance.

The residence at 3 Dagonet Street is a typical 1950s' suburban weatherboard house. It is set on a large open block with a single established tree in the front garden and no fence at the street boundary. The house is rectangular in form, with a wing projecting on one side at the front. A low pitched, hipped roof is clad in terracotta tiles. A cream brick chimney is located centrally on the northern wall. Walls are clad in weatherboard all around.

The entry door is centred across the front elevation. A simple entry porch is enclosed by the roof projection, with wrought iron balustrade. A vertical wrought iron support with minimal decorative character is probably a manufactured element. Identical windows are centred on faces either side of the entry porch. The timber framed windows have three large panes with awning openings to each end and fixed highlight panes over.

Typically for a house of this style and era, detailing and ornamentation is almost non-existent. The overall character of the house is defined by simple lines and geometry and a simple but practical palette of materials.

Comparative analysis

On the basis of comparative analysis, the thresholds for the residence at 3 Dagonet Street is defined as Local for social significance and State level for historical significance. 'Like' places for comparison were identified on the basis of their being used as locations in other popular Australian films and television series that continue to be visited for this association, and that currently have heritage protection. While there are a number of properties around Melbourne and Victoria that are significant due to their associations with popular Australian television series and films, those that currently have heritage protection at either a local or state level are limited.

Of the examples identified, the residence at 3 Dagonet Street is most comparable to the residence at 18 Berry Street, Richmond. The residence at 18 Berry Street was used as the primary location in the 1986 Australian film, *Dogs in Space*, and is on the Victorian Heritage

Register and included in the Heritage Overlay of the City of Yarra Planning Scheme (H0710; HO226). The place citation cites social significance of the residence for this association, as a place where the sex, drugs and rock 'n' roll subculture of the late 1970s' was portrayed with mainstream success in *Dogs in Space*, and also as an important cultural reference point for young people in the 1980s that continues to be readily recognised and visited for its role in the film.

Unlike the residence at 18 Berry Street, the house at 3 Dagonet Street does not also hold historical significance for its built fabric. Its connections with the film, *The Castle*, are the foremost aspect of its significance, reflecting both social and historical value. The residence at 18 Berry Street does not cite historical significance for the place in association with *Dogs in Space*, instead describing its association with the film under social value only at state level, but for the same reasons as for the house at 3 Dagonet Street: its importance as a place where popular culture was created and as a cultural reference point for Victorians. The citation for 18 Berry Street was prepared in 1999, before the creation of the 2010 *Victoria's Framework of Historical Themes*, which may account for the difference in the way the criteria have been applied in comparison to 3 Dagonet Street. From comparative analysis, the thresholds for the residence at 3 Dagonet Street is defined as Local for social significance and State level for historical significance.

Statement of significance

What is significant

The residence at 3 Dagonet Street, Strathmore, constructed in 1959 and used as the primary location in the popular 1997 Australian film, *The Castle*.

How is it significant

3 Dagonet Street is of social significance to the City of Moonee Valley and of historic significance to the State of Victoria.

Why is it significant

The residence at 3 Dagonet Street is of historic and social significance as a place where popular culture in the form of the 1997 Australian film, *The Castle*, was created and is celebrated. The residence contributes to understandings of Victoria's diverse cultural life, by embodying cultural nuances portrayed in the film about the land rights movement of the 1980s' and 1990s', the Australian battler figure through its protagonist Darryl Kerrigan, as well as about suburban family life in Victoria at the time. (Criteria A & G)

The residence at 3 Dagonet Street is of historic significance for its artistic distinction as a place where the critically acclaimed Australian film, *The Castle*, was made, and remains substantially intact since its creation. As a setting for the film, the residence reflects Victoria's artistic achievement in the screen industry, having been created by an Australian production company, Working Dog, within Victoria and for an Australian audience. The film was created during a period when local productions had been made to tell local stories on Australian screens for only a few short decades since the 1960s, creating a shared sense of understanding in the community of their history and identity. The film has been designated as one of the most successful Australian films ever made in Victoria to-date, and among others, starred accomplished Australian actor Michael Caton. (Criterion A)

The residence at 3 Dagonet Street is of social significance as the primary location used in filming of *The Castle*, which continues to be remembered and celebrated by local and visitor communities. The house continues to function as an important cultural reference point recognised today in association with the film, having been regularly visited by members of the public on an ongoing basis since the film was released in 1997. Members of the local community have developed an attachment to the residence over the years since *The Castle* was made, with a shared sense of ownership over the house being created through continual story-telling about its role in the film. This connection with the physical place is supported by the house remaining substantially intact sing the film was created, making it instantly recognisable. (Criterion G)

Recommendations 2016

External Paint Controls	-
Internal Alteration Controls	-
Tree Controls	-
Fences & Outbuildings	-
Prohibited Uses May Be Permitted	-
Incorporate Plan	-
Aboriginal Heritage Place	-

Other recommendations

Add this place to the Heritage Overlay with no specific HO controls, as shown in the above table. Extent of the HO apply to the front facing dwelling only, as shown on the associated property map.

6 REFERENCES

Age, as cited.

'A Man's Movie is His "Castle," Rob Sitch's Aussie Debut', interview of Rob Sitch by Anthony Kaufman, *Indiewire*, 5 May 1999.

Australians Embrace the Inner Aussie Battler, Australia Day Council of New South Wales (ADCNSW), 6 October 2010: http://australiaday.com.au

Buckmaster, L, 'The Castle: rewatching classic Australian films', *The Guardian*, 4 April 2014.

Collins, F & Davis, T 2004, *Australian Cinema After Mabo*, Cambridge University Press.

Electoral Rolls (ER), as cited.

Film Victoria 2010, report on Australian Films at the Australian Box Office.

Film Victoria 2014, *Filming in Victoria: A Public Agency Workbook*, Film Victoria Australia.

Landy, S, 'Strathmore house where "The Castle" was filmed offered for rent, possibly for the last time', *Herald Sun*, 30 June 2016.

Landy, S, 'Strathmore house of The Castle fame may be knocked down', *Herald Sun*, 6 July 2016.

Living Histories 2012, 'City of Moonee Valley Thematic Environmental History', prepared for the City of Moonee Valley.

Lowe, A, 'House from The Castle faces demolition', *The Courier*, 1 July 2016.

Milner, L 2009, 'Kenny: the evolution of the battler figure in Howard's Australia', *Journal of Australian Studies*, vol. 33, no. 2, pp. 153-164.

Mitchell, N (ed.) 2012, *World Film Locations: Melbourne*, Intellect Ltd.

National Film and Sound Archive online database (NFSA): http://colsearch.nfsa.afc.gov.au/

Ryan, T, 'Australian cinema after Mabo', *The Age*, 29 January 2005.

Savino, N, 'Reel shot at history: protection proposed for Castle home', *Moonee Valley Leader*, 31 August 2016.

Sights worth Seeing: The Castle 2016, Bonnie Doon Community Centre, accessed online 5 October 2016: http://www.bonniedoon.net/

Victoria, Certificates of Title (CT), as cited.

Zhou, C, 'House from The Castle faces demolition', *Domain.com.au*, 1 July 2016.

APPENDIX A – CRITERIA FOR ASSESSING CULTURAL SIGNIFICANCE

Criteria for assessing cultural heritage significance (HERCON) (Criteria adopted by the Heritage Council on 7 August 2008 pursuant to Sections 8(1)(c) and 8(2) of the Heritage Act 1995).

Criterion A:

Importance to the course, or pattern, of Victoria's cultural history.

Criterion B:

Possession of uncommon, rare or endangered aspects of Victoria's cultural history.

Criterion C:

Potential to yield information that will contribute to an understanding of Victoria's cultural history.

Criterion D:

Importance in demonstrating the principal characteristics of a class of cultural places and objects.

Criterion E:

Importance in exhibiting particular aesthetic characteristics.

Criterion F:

Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Criterion G:

Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Criterion H:

Special association with the life or works of a person, or group of persons, of importance in Victoria's history.

AECOM

Moonee Valley City Council
01-Oct-2015

PARKING PLAN

MOONEE PONDS ACTIVITY CENTRE

Revision H – 01-Oct-2015
Prepared for – Moonee Valley City Council – ABN: 54 651 216 324

PARKING PLAN

MOONEE PONDS ACTIVITY CENTRE

Client: Moonee Valley City Council
ABN: 54 651 216 324

Prepared by

AECOM Australia Pty Ltd
Level 9, 8 Exhibition Street, Melbourne VIC 3000, Australia
T +61 3 9653 1234 F +61 3 9654 7117 www.aecom.com
ABN 20 093 846 925

01-Oct-2015

Job No.: 60309056

AECOM in Australia and New Zealand is certified to the latest version of ISO9001, ISO14001, AS/NZS4801 and OHSAS18001.

© AECOM Australia Pty Ltd (AECOM). All rights reserved.

AECOM has prepared this document for the sole use of the Client and for a specific purpose, each as expressly stated in the document. No other party should rely on this document without the prior written consent of AECOM. AECOM undertakes no duty, nor accepts any responsibility, to any third party who may rely upon or use this document. This document has been prepared based on the Client's description of its requirements and AECOM's experience, having regard to assumptions that AECOM can reasonably be expected to make in accordance with sound professional principles. AECOM may also have relied upon information provided by the Client and other third parties to prepare this document, some of which may not have been verified. Subject to the above conditions, this document may be transmitted, reproduced or disseminated only in its entirety.

Revision H – 01-Oct-2015
Prepared for – Moonee Valley City Council – ABN: 54 651 216 324

Quality Information

Document PARKING PLAN

Ref 60309056

Date 01-Oct-2015

Prepared by Timothy Clune

Reviewed by Catherine Wilms

Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
A	31-Oct-2013	Draft v.1 (Stage 1 Client Review)	Christian Bode Associate Director	
B	15-Nov-2013	Draft v.2 (Stage 3 Client Review)	Christian Bode Associate Director	
C	04-Dec-2013	Draft v.3 (Stage 4 Client Review)	Christian Bode Associate Director	
D	20-Dec-2013	Draft v.4 (Stage 5 Client Review)	Christian Bode Associate Director	
E	11-Jul-2014	Final (Report following Client review - Technical Services and Strategic Planning Team's review)	Christian Bode Associate Director	
F	17-Dec-2014	Final (Report updated following Client meeting 24-09-14, restructure, miscellaneous updates and financial assessment)	Christian Bode Associate Director	
G	15-Sept-2015	Final (Report updated following client email 6-02-15, report comments)	Chlodaugh Smith Principal Engineer	
H	01-Oct-2015	Final (Report updated following client email 30-09-15, report comments)	Chlodaugh Smith Principal Engineer	

Table of Contents

Executive Summary			i
1.0	Introduction		1
	1.1	Study Area	1
	1.2	Parking Plan – Statutory Context	1
	1.3	Parking Plan Objectives	2
	1.4	Structure of Report	2
	1.5	Reference Documents	3
	1.6	Report Abbreviations	4
2.0	MPAC Parking Plan Research, Analysis and Findings		6
	2.1	Introduction	6
	2.2	Transport Policy Context and Background Documentation Review	6
	2.3	MPAC Overview	6
	2.4	MPAC Parking Supply and Demand Survey Findings	6
	2.5	MPAC Community Surveys	8
	2.6	MPAC Identified Issues	9
		2.6.1 Existing Conditions	9
		2.6.2 Community Feedback	10
		2.6.3 Future Conditions	11
		2.6.4 Future Issues	11
3.0	MPAC Car Parking Plan Strategy Context, Tools and Boundary		12
	3.1	Strategy Context	12
	3.2	Parking Management Tools	12
	3.3	MPAC PP Boundary	12
4.0	Parking Plan Strategies via Parking Overlay: Car Parking Rates		13
	4.1	Introduction	13
	4.2	Existing MPAC Car Parking Demands	13
		4.2.1 Existing land uses	13
		4.2.2 Land Use Trip Attractors to MPAC	14
		4.2.3 Theoretical Parking Demand Analysis	15
		4.2.4 Residential Land Use	16
	4.3	Proposed Car Parking Rates	17
		4.3.1 Where they will apply	17
		4.3.2 Decision Guidelines	17
		4.3.3 Other Activity Centre Parking Rates	17
		4.3.4 'Trip Attracting' Development Parking Rates	17
		4.3.5 Empirical Residential Development Parking Rates	18
	4.4	Future MPAC Car Parking Demands	20
		4.4.1 MVCC Development Capacity Analysis	20
		4.4.2 Proposed / Approved Development Considerations in MPAC	24
5.0	Parking Plan Strategies via Parking Overlay: Financial Contributions		27
	5.1	Funding Scheme Strategy	27
		5.1.1 MVCC Proposal	27
	5.2	Parking Investment Fund (PIF)	28
		5.2.1 Background and Context	28
6.0	Economic Analysis of Commercial Parking Waivers		30
	6.1	Cash in lieu of Commercial Parking Provision	30
		6.1.1 Assessment Framework – Commercial Parking	30
		6.1.2 Economic benefits of centralised provision of parking	30
		6.1.3 Financial Contributions	31
		6.1.4 Cost of providing commercial parking	32
		6.1.5 Wider impacts of provision of centralised parking	32
	6.2	Recommendations	33
7.0	Parking Plan Strategies – Supplementary to Parking Overlay		35
	7.1	Introduction	35
	7.2	Future Car Parking Provision	35

Revision H – 01-Oct-2015
Prepared for – Moonee Valley City Council – ABN: 54 651 216 324

		7.2.1	Overview	35
		7.2.2	Structure Plan / Proposed and Permitted Proposals	35
		7.2.3	Additional Parking Infrastructure Review	35
	7.3		Reducing the demand for car travel	36
		7.3.1	Overview	36
		7.3.2	Sustainable Transport Project Case Studies	36
		7.3.3	Good Practice	37
	7.4		Sustainable Transport Projects / Initiatives	38
		7.4.1	Proposed Sustainable Transport Projects	38
	7.5		Other Sustainable Transport Proposals	40
		7.5.1	Travel Plans	40
8.0			Parking Plan Strategies via Other Implementation Mechanisms	42
	8.1		Introduction	42
	8.2		Car Parking Management	42
		8.2.1	MVCC MPS – Parking Demand Management Framework	42
		8.2.2	Review of Parking Restrictions	43
		8.2.3	Off-street parking provision	45
		8.2.4	Management of priority parking spaces	47
		8.2.5	Directional Signage	48
	8.3		Sustainable Transport	49
		8.3.1	Proposed Initiatives	49
9.0			Monitoring and Review of Parking Plan	51
10.0			Parking Plan Implementation	1
	10.1		Implementation Plan	1
Appendix A				
			Transport Policy and Background Documentation Review	A
Appendix B				
			MPAC Overview	B
Appendix C				
			MPAC Parking Supply and Demand Survey Findings	C
Appendix D				
			Parking Survey Data	D
Appendix E				
			Off-Street Car Parking Demand Analysis	E
Appendix F				
			MPAC Community Survey Feedback	F
Appendix G				
			Questionnaires	G
Appendix H				
			Future Parking Areas Review	H
Appendix I				
			Additional Parking Infrastructure Review	I
Appendix J				
			Parking Demand Framework	J
Appendix K				
			Preliminary Parking Restrictions Review	K
Appendix L				
			Off-Street Parking Audit	L
Appendix M				
			Existing Car Parking Signage	M

List of Tables

Table 1	Report Abbreviations	4
Table 2	Overview of Supply and Demand of parking spaces in MPAC – All Parking Spaces in PP Boundary	7
Table 3	Overview of Supply and Demand of parking spaces in MPAC – Publicly Available Parking Spaces	7
Table 4	Summary Comparison of Key Parking Issues in Moonee Ponds	10
Table 5	Approximate provision of key land uses in MPAC by Structure Plan Precinct	13
Table 6	Clause 52.06 Planning Scheme Rates	14
Table 7	Level of parking required in MPAC	15
Table 8	Dwelling Type and Car Ownership from surveyed MPAC residents	17
Table 9	Clause 52.06 Planning Scheme Rates – Trip Attracting Development	18
Table 10	Empirical Car Parking Rates	19
Table 11	Census 2011 - Moonee Ponds - Home Bedroom Allocation to Vehicle Ownership Analysis	19
Table 12	Clause 52.06 Planning Scheme Rates	20
Table 13	Commercial Floor Area Capacity Analysis (provided from MVCC Development Capacity Model)	21
Table 14	Residential Capacity Analysis (provided from MVCC Development Capacity Model)	21
Table 15	Car Parking Demand - Car Parking Rates	22
Table 16	Future Commercial Development Car Parking Requirements Scenario Analysis	22
Table 17	Car Parking Demand - Car Parking Rates	23
Table 18	Future Residential Development Car Parking Requirements Scenario Analysis	23
Table 19	MVRC Masterplan - Agreed Land Use Traffic Generation Rates	25
Table 20	Clause 52.06 Planning Scheme Rates (Column B) comparison to GTA proposed car parking rates for MVRC Redevelopment	25
Table 21	Cost of Providing a Multi-Storey Car Parking Space	32
Table 22	Flow on Benefits Adjusted Cost of Providing a Multi-Storey Car Parking Space	33
Table 23	Estimated Cash in Lieu of Parking Rates for New Commercial Developments	33
Table 24	MPAC Public Works Projects - Transport	39
Table 25	Implementation Plan	1
Table 26	Clause 52.06 Car Parking Requirements	A-3
Table 27	Traffic and Parking Policies of relevance from ITP	A-4
Table 28	Existing and Future Land Use in MPAC according to CKC Study, July 2008	A-10
Table 29	Method of Travel to Work from Moonee Ponds	B-1
Table 30	Method of Travel to Work to Moonee Ponds	B-2
Table 31	Local arterial AADT Flows	B-4
Table 32	Local Bus Services and Frequencies	B-5
Table 33	On-Street Car Parking: Supply and Demand of parking spaces in MPAC - by restriction	C-12
Table 34	Off-Street Public Car Parking: Supply and Demand of parking spaces in MPAC - by restriction	C-13
Table 35	Off-Street Private Car Parking: Supply and Demand of parking spaces in MPAC - by restriction	C-14
Table 36	Overview of Supply and Demand of parking spaces in MPAC – All Parking Spaces in PP Boundary	C-16
Table 37	Overview of Supply and Demand of parking spaces in MPAC – Publicly Available Parking Spaces	C-16
Table 38	Resident Feedback on Car Parking in the Area	F-15

List of Figures

Figure 1	Car Parking Plan relationship to the parking overlay and other implementation mechanisms	1
Figure 2	MPAC Study Area and PP Boundary	5
Figure 3	Interview Survey locations in MPAC	8
Figure 4	Precinct Plan	14
Figure 5	Location of Proposed / Approved Development in MPAC	24
Figure 6	MVCC proposed possible cash-in-lieu scheme	27

Revision H – 01-Oct-2015
Prepared for – Moonee Valley City Council – ABN: 54 651 216 324

Figure 7	Industry employment in Moonee Ponds SA2	28
Figure 8	Building approvals in Moonee Ponds, 2007-2011	29
Figure 9	Framework for analysis (example)	30
Figure 10	Parking Demand Management Framework Process	42
Figure 11	Typical Car Parking Pricing Model	43
Figure 12	Penny Lane Car Park – Ticket Machine in Parking Space	46
Figure 13	Milfay/Holmes Car Park	46
Figure 14	Milfay/Holmes Car Park – Possible Improvement Sketch	47
Figure 15	Schematic diagram of the frequent public transport network serving Moonee Ponds	50
Figure 16	Moonee Ponds Local Access Roads and Key Parking Facilities	A-12
Figure 17	Moonee Ponds Entertainment Precinct Surveyed	A-14
Figure 18	VicRoads City of Moonee Valley Road Use Hierarchy	B-4
Figure 19	Pedestrian Crossings and Cycle Routes	B-7
Figure 20	Public Transport Network	B-8
Figure 21	On-Street Parking Restrictions	C-2
Figure 22	Off-Street Public Car Parking Restrictions	C-3
Figure 23	Off-Street Private Car Parking Restrictions	C-4
Figure 24	On Street Parking Supply and Restrictions	C-5
Figure 25	Off-Street Parking Supply and Restrictions	C-6
Figure 26	Daily profile of on-street parking spaces in MPAC – All Car Parking Spaces	C-7
Figure 27	Daily profile of on-street parking spaces in MPAC – Publicly Available Parking Spaces	C-8
Figure 28	Daily profile of parking demand in surveyed public off-street car parks in MPAC – All Car Parking Spaces	C-9
Figure 29	Daily profile of parking demand in surveyed public off-street car parks in MPAC – Publicly Available Parking Spaces	C-9
Figure 30	Daily profile of parking demand in surveyed private off-street car parks in MPAC – All Car Parking Spaces	C-10
Figure 31	Daily profile of parking demand in surveyed private off-street car parks in MPAC – Publicly Available Parking Spaces	C-11
Figure 32	Alexandra / Dean / McPherson Off-Street Car Park – Vehicles parked outside of designated parking bays	C-15
Figure 33	Distribution of peak parking demand in MPAC: Friday 18th October 2013	C-18
Figure 34	Distribution of peak parking demand in MPAC: Saturday 19th October 2013	C-19
Figure 35	Distribution of peak parking demand in MPAC: Tuesday 22nd October 2013	C-20
Figure 36	Perceived duration of stay in parking space – Friday 18th October 2013	F-1
Figure 37	Perceived duration of stay in parking space – Saturday 19th October 2013	F-2
Figure 38	Perceived duration of stay in parking space – Tuesday 22nd October 2013	F-2
Figure 39	Purpose of visit to MPAC – Friday 18th October 2013	F-3
Figure 40	Purpose of visit to MPAC – Saturday 19th October 2013	F-3
Figure 41	Purpose of visit to MPAC – Tuesday 22nd October 2013	F-4
Figure 42	Primary land use destination in MPAC – Friday 18th October 2013	F-4
Figure 43	Primary land use destination in MPAC – Saturday 19th October 2013	F-5
Figure 44	Primary land use destination in MPAC – Tuesday 22nd October 2013	F-5
Figure 45	Perceived duration of stay against purpose of visit to MPAC – Friday 18th October 2013	F-6
Figure 46	Perceived duration of stay against purpose of visit to MPAC – Saturday 19th October 2013	F-7
Figure 47	Perceived duration of stay against purpose of visit to MPAC – Tuesday 22nd October 2013	F-7
Figure 48	Interview Survey Responders Place of Residence	F-8
Figure 49	Is the parking provided by your business adequate for both your staff and customers?	F-9
Figure 50	Do you think the number of public parking spaces provided in MPAC is adequate?	F-9
Figure 51	Is there a need for further parking car parking in MPAC?	F-10
Figure 52	Who should pay for additional car parking?	F-10
Figure 53	Local Business Responders	F-12
Figure 54	Place of residence of workers in MPAC from Businesses Surveyed	F-13
Figure 55	Is there space for visitors to park?	F-14
Figure 56	Is lack of visitor parking a problem?	F-14
Figure 57	Local Resident Responders	F-18

Revision H – 01-Oct-2015
Prepared for – Moonee Valley City Council – ABN: 54 651 216 324

Executive Summary

AECOM Australia Pty Ltd (AECOM) has been commissioned by Moonee Valley City Council (MVCC) to prepare a Parking Plan (PP) to understand and improve parking conditions in the Moonee Ponds Activity Centre (MPAC). Accordingly, AECOM developed the PP according to the requirements and guidelines of the Department of Transport, Planning and Local Infrastructure's 'The Parking Overlay' practice note 57 (April 2013).

The PP for MPAC has been produced with consideration of wider sustainable transport impacts to ensure consistency with MVCC, Plan Melbourne (and Melbourne@5million) and Victoria Transport Plan policy objectives which include the reduction on car dependency, increased use of public transport and the enhancement of pedestrianised areas in activity centres.

Parking management tools, as per the strategies in this PP, have a key interrelationship with travel planning as follows (referenced from: ETC Transport Conference Paper: Making Car Parking Management an Effective Tool in Travel Planning, August 2006):

- Parking management provides the impetus for a shift to sustainable modes. Without changes to current parking conditions, existing car drivers have limited incentives for modal shift and are likely to continue their existing travel behaviour;
- For effective and fair parking management, sustainable travel alternatives need to be in place for individuals removed of their parking entitlement. Travel planning can deliver a 'package' of options for alternative travel modes and guard against potential problems, including overspill into inappropriate residential areas and attitudinal problems such as employee resentment; and

In accordance with MVCC requirements of the study this PP has:

- Assessed the existing and projected car parking supply and demand for the MPAC.
- More accurately reflected the actual demand rates for MPAC therefore restricting the case by case approach to car parking supply and provision.
- Outlined a cash in lieu contribution strategy for car parking provision to be validly imposed on planning permits.
- Planned to achieve an enduring balance between the demand and supply of parking spaces while allowing new uses and developments that generate new car parking demand to proceed.
- Sought to fund the cost of car parking infrastructure equitably.
- Determined sustainable transport projects that will reduce the demand for car parking (via MVCC consultation).

A number of background policy and traffic and transport studies have been referred to in the preparation of the PP report as outlined in Appendix A.

The study area for assessment was defined by MVCC from the MPAC 2030 Structure Plan. Subsequently traffic (parking supply and demand) and questionnaire (local patrons, residents and businesses) were undertaken. The traffic surveys being undertaken on three typical operational days, Friday 18th October 2013, Saturday 19th October 2013 and Tuesday 22nd October 2013.

Following analysis and review of the traffic survey data and discussion with MVCC the PP boundary was defined. The activity centre boundary being revised from the MPAC 2030 Structure Plan to just include the parcel of land embarked for future development of Moonee Valley Racecourse (MVRC) on its western side (see Figure 2), accordingly this was consistent with the Committee recommendations on this subject following the findings of the C100 Panel in relation to the review of the masterplan proposals for MVRC.

The traffic surveys indicated a total parking supply of some 3,431 parking spaces, 3,000 of which were publicly available, i.e. not permit, loading bays etc. Following parking demand analysis of publicly available parking bays the following peak occupancies were found over the three surveyed days of each respective parking provision type as follows:

- 76% (513) of on-street parking spaces occupied at 12:00pm on Friday 18th October 2013.
- 88% (928) of off-street public parking spaces occupied at12:00pm on Tuesday 22nd October 2013.

Revision H – 01-Oct-2015
Prepared for – Moonee Valley City Council – ABN: 54 651 216 324

- 92% (1,166) of off-street private parking spaces occupied at 12:00pm on Friday 18th October 2013.

In terms of peak parking occupancy across MPAC this occurred on Friday 18th October 2013 at 12pm when 87% of publicly available parking spaces were occupied (i.e. 2601 out of 3000 car parking spaces).

Following further analysis of the traffic and questionnaire surveys the following broad issues were identified for both the existing and anticipated future conditions:

Existing Conditions

- Parking supply in MPAC is split almost equally between the types of parking facility.
- The peak demands for on-street parking in MPAC is approximately 72%, with approximately 231 spare parking spaces. However it is considered that this does not show a true reflection of available on-street parking spaces, since these free spaces are not in the most convenient locations to MPAC's key land uses which patrons would wish to visit. As expected these parking areas (for example Puckle and Hall Street) are well utilised (i.e. greater than 85% occupied).
- The public off-street car parks have reached effective capacity levels during the surveyed peak weekday time period (i.e. greater than 85% occupied). During the peak period there was 165 spaces remaining in MPAC on the worst case surveyed day.
- The private off-street car parks have reached effective capacity levels during the surveyed peak weekday time period (i.e. greater than 85% occupied). During the peak period there was 148 spaces remaining in MPAC on the worst case surveyed day.
- The peak time for parking in MPAC was recorded at during the middle of the day on each of the surveyed days, with on a weekday the demand for parking reaching on average 83% and on a weekend 63%. This suggests a high number of workers and commuters travelling to MPAC via car on a weekday.
- Car parking of a weekend does not seem to be problem with many on and off-street parking spaces freely available.
- MPAC commercial land uses (trip attractors) are currently operating at a rate lower than the Column B parking rates of Clause 52.06 of the Planning Scheme.
- There are on average 1.5 motor vehicles per household in Moonee Ponds according to Census 2011 data, this figure closely aligns with the average car ownership of the residents (1.35) surveyed.
- MPAC residents within the defined PP boundary have a lower car parking demand than those outside, mainly due to the differing housing provision.
- A total of 58% of local residents whom responded to the resident survey expressed that visitor parking was a problem in MPAC.
- The key parking and transport issues identified via the questionnaire surveys with local residents were consistent with those during past community consultation undertaken as part of the Draft Parking Strategy in 2008, as follows:
    - Long-stay parking required for staff.
    - Insufficient parking permits for visitors.
    - Longer time restrictions required.
    - Inadequate directional signage to parking areas.
    - Lack of commuter parking at Moonee Ponds Railway Station.
    - Insufficient parking enforcement.
    - Local streets congested due to non-resident parking.
    - Non-residential (trader/delivery) blocks access from residential garages.
    - Vehicles park illegally, blocking driveways and/or through traffic.
    - Insufficient pedestrian green-time at Mt Alexander Road junction.
    - Traffic delays and congestion near railway crossing.

Future Conditions

Based upon the future car parking demands, strategic direction for MPAC and community feedback the following key issues have been identified:

- The management and allocation of car parking needs to be considered further as some areas are not being used to their full capacity. Possible in tandem management measures need to be considered such as way-finding and enforcement.
- The provision of sustainable mode provision and infrastructure over the use of private car use.
- The adoption of more appropriate car parking rates to influence mode choice, taking into consideration the need for innovation.
- Streamlining the case by case approach to car parking and cash-in-lieu payments (if should be applied) and where such funds would be best spent to the benefit of local patrons, business and residents of MPAC.

Following an understanding of the existing conditions, survey data and identified issues car parking strategies were developed with reference to the following objectives:

- To provide for car parking in accessible locations on a designated local access road for users of the centre travelling by vehicles.
- To ensure that traffic movements will not compromise the pedestrianised nature and connectivity of the Activity Centre.
- Ensure that the reduced provision of off-street parking is offset by contributions towards sustainable transport improvements.
- Encourage the adequate provision of off-street parking for alternative vehicles (bicycles, motorbikes, scooters etc.).
- Encourage the use of sustainable modes of transport and limit off-street parking provision within new developments where appropriate, particularly when the proposed development is well serviced by public transport.
- Encourage residents and businesses to utilise their existing off-street parking spaces (i.e. garages and driveways within private property boundaries).

The parking strategy recommendations are as follows:

MPAC Parking Plan Recommendation 1

MVCC to adopt via the Planning Overlay the boundary as outlined in Figure 2 of this PP report. The subsequent parking plan recommendations outlined in this PP report should be applied to this area.

MPAC Parking Plan Recommendation 2

MVCC to prepare a Schedule to the Planning Overlay for MPAC to ensure future land uses provide parking at Column B parking rates as set out in Clause 52.06 of the Planning Scheme.

MPAC Parking Plan Recommendation 3

MVCC to establish a 'Parking & Sustainable Projects Fund' for the following:

MVCC to adopt a cash-in-lieu payment will be required in respect of each commercial car parking space or part thereof which is not provided on the land. Council should nominate the appropriate sum per car parking space for commercial properties from the range providing between $13,500 to $15,000. Funds collected to be distributed towards the provision of additional car parking (as per outlined as part of Recommendation #1).

The amount of cash-in-lieu payments is to be adjusted annually from 1 July 2014 using Construction Industry Output Price Indexes.

Revision H – 01-Oct-2015
Prepared for – Moonee Valley City Council – ABN: 54 651 216 324

MPAC Parking Plan Recommendation 4

MVCC should consider, as part of the Integrated Transport Plan review, the following:

> sustainable transport measures that aim to reduce the reliance on private car transport and encourage greater use of sustainable transport options. This could allow an estimate of the potential shifts in transport usage within the area to be made, allowing Council to estimate the potential benefits to local users and any potential uplift in houses prices. This appears to be a necessary first step in developing a funding model for these investments.

> continue to work with residential developments that have a sustainability focus to identify where co-investment in sustainable transport infrastructure may add value to new residential developments and the likely added value to the community from undertaking these investments.

> a detailed review of the feasibility and costs involved in providing a multi-storey car park facility at Pascoe Vale Road, further to the high level investigation in this PP report. Following which a detailed cost / benefit analysis should be undertaken to aid in determining if a multi-storey car park should be taken forward.

> establish a "Parking & Sustainable Projects Fund" for which the car park would be funded via cash-in-lieu, detailed in subsequent parking strategy.

> investigate with key stakeholders the improvement of services serving Moonee Ponds on the bus, train and tram networks.

MPAC Parking Plan Recommendation 5

MVCC to produce a consolidated sustainable projects plan with the suggested hierarchy of schemes for implementation to improve sustainable accessibility to MPAC. MVCC to also establish a "Parking & Sustainable Projects Fund' for which these projects would be either fully/or part of funded for.

MPAC Parking Plan Recommendation 6

MVCC to adopt via the Overlay that all 'major developments' produce a Green Travel Plan in MPAC. MVCC to uphold the implementation and reviewing process of GTP's by developers.

MPAC Parking Plan Recommendation 7

MVCC to review the proposed improvement arrangements at the Milfay / Holmes Street Car Park and Penny Lane Car Park to increase the existing capacity (a cost benefit assessment would most likely be required in order to establish if such proposals are worthwhile). If the costs of which produce little benefit monies could be offset towards sustainable transport improvements.

MPAC Parking Plan Recommendation 8

MVCC as part of the Disability Action Plan implementation to:

> review the design and allocation of accessible car parking at key buildings and in activity centres to ensure design offers safe access to footpath amenity and sufficient spaces are provided.

> embed transparent transport decision making criteria to ensure disability is considered and disabled stakeholders are consulted, in processes compliant with the Transport Integration Act 2010.

MPAC Parking Plan Recommendation 9

MVCC to ensure that an appropriate level of directional signage is available to guide motorists to parking facilities in MPAC via:

> MVCC to prepare and implement a signage strategy in line with guidance set out in this Strategy, including the possible use of VMS signage.

> MVCC to install / rationalise directional signage to each existing and new public car park containing over 50 parking spaces.

> MVCC to ensure that new developments containing over 50 publicly available parking spaces provide adequate parking guidance signage to their parking facility.

MPAC Parking Plan Recommendation 10

MVCC to ensure ongoing monitoring of the parking recommendations and undertake a comprehensive review every three to five years in conjunction with the Municipal Strategic Statement to ensure consistancy of local conditions and policies.

Revision H – 01-Oct-2015
Prepared for – Moonee Valley City Council – ABN: 54 651 216 324

1.0 Introduction

AECOM Australia Pty Ltd (AECOM) has been commissioned by Moonee Valley City Council (MVCC) to prepare a Parking Plan (PP) to understand and improve parking conditions in the Moonee Ponds Activity Centre (MPAC).

AECOM has developed this PP according to the requirements and guidelines of the Department of Transport, Planning and Local Infrastructure's (DPTLI) 'The Parking Overlay' practice note 57 (April 2013).

1.1 Study Area

Within the City of Moonee Valley the suburb of Moonee Ponds resides some 7km north-west of Melbourne CBD. Moonee Ponds is identified as a Principal Activity Centre. The study area has been defined by MVCC from the MPAC 2030 Structure Plan and is provided in Figure 2.

MPAC was identified as part of the Plan Melbourne strategy as a place of local significance. It is expected to develop into high-density, pedestrian-friendly urban centre that is connected to public transport services, in an effort to help reduce urban sprawl and dependency on private motor transport.

1.2 Parking Plan – Statutory Context

Parking Precinct Plans have now been superseded by the Parking Overlay provisions of the Victoria Planning Provisions (Clause 45.09). The Parking Overlay Practice Note No. 57 (April 2013) states that a Car Parking Plan must be prepared in order to implement a Parking Overlay into Planning Schemes for which MVCC requires.

The PP will identify car parking needs and issues, relate these to broader social, economic and environment considerations and it will set out what car parking objectives MVCC wishes to achieve and how it will go about doing this. Once the PP is prepared it can provide the basis for, and be implemented by, a Parking Overlay.

The relationship between this car parking plan, the parking overlay and other implementation mechanisms is provided in Figure 1.

Figure 1 Car Parking Plan relationship to the parking overlay and other implementation mechanisms

Source: Replicated from Diagram 1 of the DPTLI 'The Parking Overlay' practice note 57 (April 2013).

In preparing this PP for MPAC a key action of the Municipal Parking Strategy (December 2011) will be undertaken; to prepare parking precinct plans for each activity centre.

1.3 Parking Plan Objectives

In order to guide the development of the parking plan a set of objectives in relation to parking from background transport policy documents have been considered. The key documented objectives in the Structure Plan and Municipal Parking Strategy which can be adopted for this PP are outlined below:

- Improve the supply and method of provision of car parking where possible.
- To provide for car parking in accessible locations on a designated local access road for users of the centre travelling by vehicles.
- To ensure that traffic movements will not compromise the pedestrianised nature and connectivity of the Activity Centre.
- Ensure that the reduced provision of off-street parking is offset by contributions towards sustainable transport improvements.
- Encourage the adequate provision of off-street parking for alternative vehicles (bicycles, motorbikes, scooters etc.).
- Encourage the use of sustainable modes of transport and limit off-street parking provision within new developments where appropriate, particularly when the proposed development is well serviced by public transport.
- Encourage residents and businesses to utilise their existing off-street parking spaces (i.e. garages and driveways within private property boundaries).

1.4 Structure of Report

The report is structured as follows.

- Chapter 2.0 outlines the research, analysis and findings that underpin the MPAC parking plan report. This has subsequently helped to inform the subsequent car parking plan strategies.
- Chapter 3.0 outlines the MPAC PP strategy, tools and the boundary of MPAC for which the PP applies to.
- Chapter 4.0 provides the proposed parking plan strategy with regards to car parking rates (via a parking overlay).
- Chapter 5.0 provides the proposed parking plan strategy with regards to financial contributions (via a parking overlay).
- Chapter 7.0 outlines a range of supplementary parking plan strategies which can be considered for implementation via a parking overlay.
- Chapter 8.0 outlines the parking plan strategies which would use other implementation mechanisms.
- Chapter 9.0 outlines the monitoring and review process of the PP;
- Chapter 10.0 provides the strategy implementation timeframes as well as responsibilities for delivery.

1.5 Reference Documents

The following documents were consulted in the preparation of this PP:

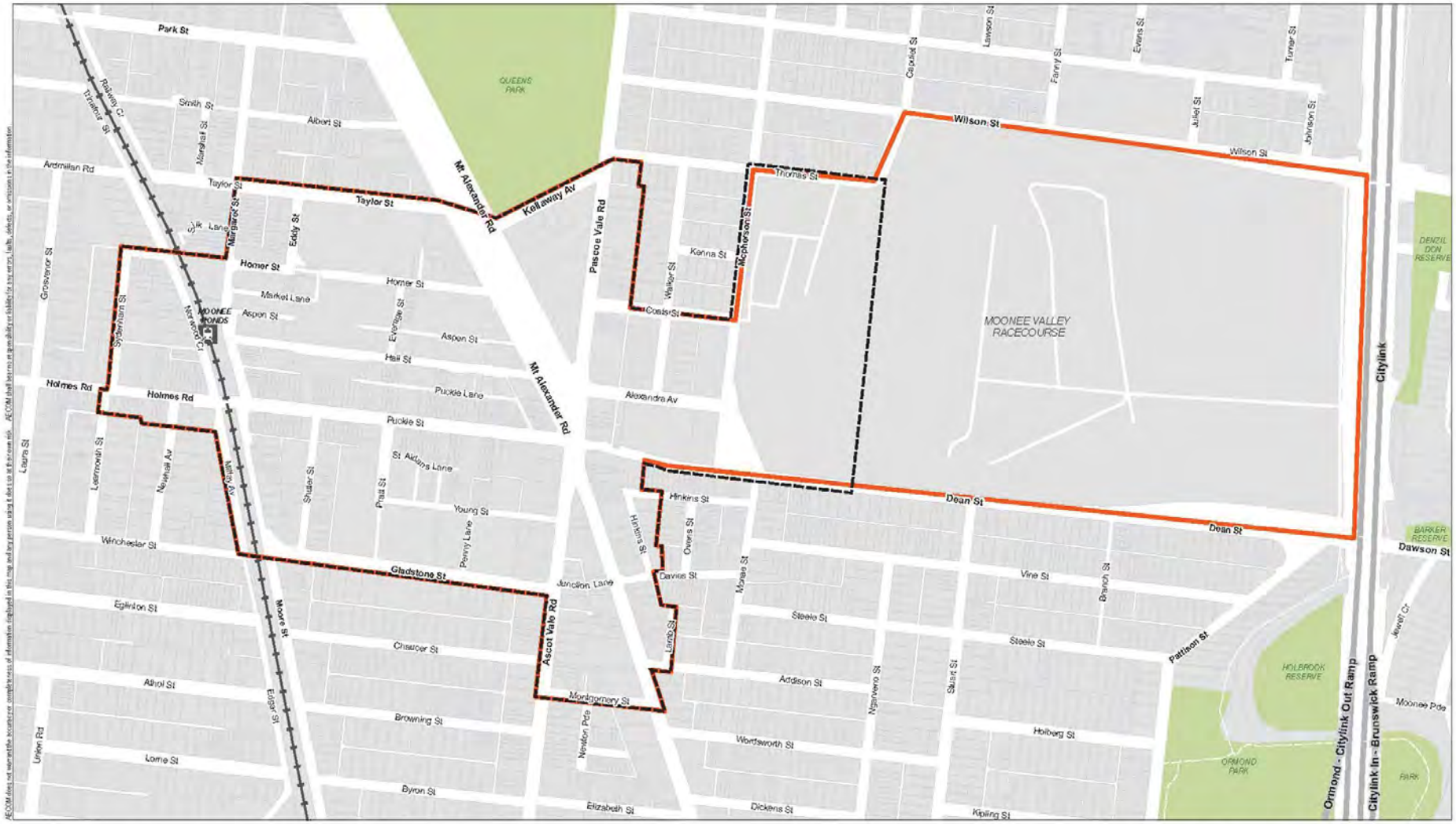
- The Parking Overlay practice note 57, Department of Transport, Planning and Local Infrastructure's, April 2013.
- Transport Integration Act 2010.
- Plan Melbourne - Metropolitan Planning Strategy.
- The Public Transport Guidelines for Land Use and Development, Department of Transport, 2008.
- Cycling into the Future 2013-2023.
- VicRoads Smartroads.
- DoTPLI Parking Overlay Practice Note 57, April 2013
- DPCD Advisory Committee Report.
- Victorian Planning Provisions:
  - Clause 21.06 Activity Centres
  - Clause 52.06 Car Parking
- Moonee Valley City Council Integrated Transport Plan, 2008.
- Moonee Valley City Council Municipal Parking Strategy, December 2011.
- Moonee Ponds Activity Centre Structure Plan, March 2010.
- Moonee Ponds Activity Centre 2030 Projects Plan, September 2011
- Moonee Valley Racecourse Masterplan, October 2011.
- Economic Background Report to Structure Plan, Charter Keck Cramer, July 2008.
- The Shuter Street Masterplan, Tract Consultants Pty Ltd, July 2010.
- Commercial Feasibility Assessment – Shuter Street and Moore Street, Moonee Ponds, March 2010.
- Moonee Ponds Access & Mobility Plan, Booz & Co, April 2009.
- Hall Street Economic Impact Assessment, July 2012.
- Mt. Alexander, Moonee Ponds Traffic Report, Ratio Consultants, March 2012.
- Bicycle Network Super Tuesday Bike Commuter Survey, Moonee Valley City Council, March 2013.
- VicRoads Traffic Volume Data for Victoria Prepared by Information Management and Technology, February 2013.
- Australian Bureau of Statistics (ABS), Census of Population and Housing 1996 and 2011. Compiled and presented in profile.id by .id the population experts.
- DPCD, Victoria in future population projections.
- ABS, Building Approvals, September 2013.
- DPCD, Car Parking Advisory Committee Report, January 2012.

1.6 Report Abbreviations

The following abbreviations have been used in this report as outlined below in Table 1:

Table 1 Report Abbreviations

Abbreviation	Unabbreviated Wording
ABS	Australian Bureau of Statistics
AECOM	AECOM Australia Pty Ltd
AVPCC	Australian Valuation Property Classification Codes
DoTPLI	Department of Transport, Planning and Local Infrastructure
DPCD	Department of Planning and Community Development
HGV	Heavy Goods Vehicle
MPAC	Moonee Ponds Activity Centre
MVCC	Moonee Valley City Council
MVRC	Moonee Valley Racecourse
PIF	Parking Investment Fund
PP	Parking Plan
TIA	Transport Integration Act



Moonee Ponds Actvity Centre Boundary

KEY
- MPAC PP Boundary
- MPAC Boundary

Source: MVCC, MoMVP, AECOM

MOONEE PONDS ACTIVITY CENTRE

FIGURE 2

AECOM

0 100 200 400 Metres

1:5,000 at A3

2.0 MPAC Parking Plan Research, Analysis and Findings

2.1 Introduction

This chapter of the PP outlines the MPAC Parking Plan research, analysis and findings. These have subsequently informed the subsequent car parking plan strategies outlined in this PP report which can be implemented by MVCC via a parking overlay or other implementation mechanisms.

2.2 Transport Policy Context and Background Documentation Review

Appendix A of the PP report provides a summary of various State Government and MVCC plans and policies, as well as other relevant studies, of relevance to MPAC and the development of this PP, including a review of parking rates / overlays that other Councils have adopted and high level planning advice.

In summary both the State and Local policy documents provide a clear message of promoting sustainable travel, those modes being walking, cycling and public transport. They state a need for a car parking demand assessment to lower the required car parking levels in relation to development in MPAC.

The previous findings and proposals of the studies undertaken provide a key baseline for the development of the MPAC PP.

2.3 MPAC Overview

Appendix B of the PP report provides an overview of MPAC, including details on demographics, travel behaviour, local road network and sustainable transport.

The following key findings have been identified:

- MPAC is predominately a retail precinct with large premises such as Mirvac Central which includes Coles and Kmart.
- A total of 41% of households in Moonee Ponds had access to two or more motor vehicles (2011 Census).
- A total of 28.5% of commuters use sustainable modes of transport.
- Approximately 55% of people travelling from Moonee Ponds to work (including as a passenger) do so by car (2011 Census and 2013 resident surveys).
- Approximately 70% of people travelling to Moonee Ponds to work (including as a passenger) do so by car (2011 Census).
- It was found of those responders to the 2013 residents' surveyors in Moonee Ponds who used their car to travel to work, 36% also stated that they also on occasions used alternative sustainable modes of transport. This means mode choice was dependent upon personal circumstances / preferences for this proportion of residents.
- The local traffic conditions have not worsened, as there has been no increase in annual average daily traffic (AADT) flows according to VicRoads data, travelling through MPAC. There has been a notable decrease in the number of heavy goods vehicles (HGVs) using Pascoe Vale Road over the past 10 years.

2.4 MPAC Parking Supply and Demand Survey Findings

Appendix C of the PP report outlines the car parking supply and surveyed demands in MPAC.

In order to gain a better understanding of the existing parking trends in the MPAC area comprehensive on-street and off-street car parking surveys were undertaken on Friday 18th October 2013, Saturday 19th October 2013 and Tuesday 22nd October 2013. The particular dates were chosen as they would reflect typical daily parking demands in the study area. The following surveys were undertaken:

- An inventory of the existing parking supply within MPAC was conducted to gain details on the amount, type, cost and location of parking.
- Parking occupancy surveys in hourly intervals from 07:00am until 10:00pm, the survey outputs of which are provided in Appendix D.

- General observations of parking practices and identification of any parking related issues.

It is generally accepted by parking practitioners that 85% occupancy represents the theoretical or effective capacity of parking supply. When parking occupancy exceeds 85% it is generally more difficult for visitors to find available parking. This can result in undesirable practice such as motorists circulating for parking spaces.

Following the detailed parking supply and demand analysis undertaken in Appendix C the parking supply and demand for both all parking spaces and publicly available parking spaces is summarised below in Table 2 and Table 3 respectively.

Public and private off-street car parks have been characterised as follows:

- Public parking spaces are defined as those on or off-street and may or may not have a meter or permit requirement.
- Private parking spaces are located on private property, for example, retail parking lots like Woolworths, parking ramps and driveways.

Table 2 Overview of Supply and Demand of parking spaces in MPAC – All Parking Spaces in PP Boundary

Parking Facility	Supply	Friday 18th Oct '13			Saturday 19th Oct '13			Tuesday 22nd Oct '13		
		Peak Demand	Occupancy	Time	Peak Demand	Occupancy	Time	Peak Demand	Occupancy	Time
On-Street	915	634	69%	12pm	529	58%	12pm	604	66%	12pm
Public Off-Street	1,143	978	86%	12pm	780	68%	10am	985	86%	12pm
Private Off-Street	1,373	1225	89%	11am	874	64%	12pm	1,185	86%	1pm
Total	**3,431**	**2828**	**82%**	**12pm**	**2119**	**62%**	**12pm**	**2756**	**80%**	**1pm**

Table 3 Overview of Supply and Demand of parking spaces in MPAC – Publicly Available Parking Spaces

Parking Facility	Supply	Friday 18th Oct '13			Saturday 19th Oct '13			Tuesday 22nd Oct '13		
		Peak Demand	Occupancy	Time	Peak Demand	Occupancy	Time	Peak Demand	Occupancy	Time
On-Street	671	513	76%	12pm	416	62%	12pm	483	72%	12pm
Public Off-Street	1,057	927	88%	12pm	747	71%	10am	928	88%	12pm
Private Off-Street	1,272	1,166	92%	11am	832	65%	12pm	1129	89%	1pm
Total	**3,000**	**2,601**	**87%**	**12pm**	**1,942**	**65%**	**12pm**	**2,517**	**84%**	**1pm**

Figure 33, Figure 34 and Figure 35 in Appendix C show diagrammatically the distribution of peak parking demand (at 12pm) throughout MPAC on each of the surveyed days.

An analysis of the daily parking profile demands for each of the respective off-street public and private car parks has been undertaken, the profiles are attached in Appendix E.

In summary the car parking supply and demand surveys and subsequent analysis has produced the following findings:

- Overall parking occupancy in MPAC is high with the effective capacity being reached in a number of on-street and off-street car parking areas. This suggests the need for more parking in these areas and/or better management to facilitate the competing usage of spaces by residents, workers, visitors and commuters in MPAC.
- Most of the car spaces are still provided at no cost; however the paid spaces have been found to be underutilised in both on-street and private off-street car parking areas on the surveyed days in 2013. The public off-street paid spaces on the surveyed Saturday in 2013 were also not very well utilised.
- Friday occupancy peaks at lunch time in the core area of MPAC.
- Saturday occupancy also peaks at lunch time however with a significantly lower overall car parking demand on MPAC.
- Parking demand on Mt Alexander Road, Davies Street and Hinkins Street is still high when compared to older parking surveys undertaken in the area.

2.5 MPAC Community Surveys

Community input is seen as one of the most important elements in the development of this PP. Accordingly community participation has been sought as follows:

- Interview surveys undertaken with patrons on the day of the parking surveys
- Questionnaire surveys were sent by MVCC to local residents and businesses.

Interview surveys were conducted in MPAC on Friday 18th October 2013, Saturday 19th October 2013 and Tuesday 22nd October 2013. The interview surveys were undertaken from 10:00am till 07:00pm on Homer Street, Puckle/Pratt Street's and Gladstone Street, as shown on Figure 3.

Figure 3 Interview Survey locations in MPAC

A total of 850 people were surveyed over the three days, of which there place of residence varied as shown in Figure 48 in Appendix F. The main responders (on average) over the three days resided from Moonee Ponds (25%), Ascot Vale (9%) and Airport West (11%).

The main purpose of the interview surveys was to gain an appreciation of the parking habits of those visiting MPAC, including the time they expected to park and where they intended to visit.

Accordingly Appendix F details the MPAC community survey feedback analysis, a copy of the questionnaire is provided in Appendix G. In summary the following was found:

- Local Patron Surveys, of which there were 850 people surveyed as previously outlined:
  - Respondents over the surveyed three days all had similar perceptions of duration of stay with approximately 60% of respondents expected to stay in MPAC for less than one hour and 79% of respondents expecting to stay less than 2 hours.
  - The number of people visiting MPAC to work drops by approximately half on the weekend with the proportion of shoppers increasing.
  - The majority of visitors to MPAC are intending to shop at one of the main supermarkets, weekdays showed a high proportion of office workers.
  - The vast majority of those coming to shop in MPAC park their car for less than two hours (94% of responders on average had a perceived duration of stay of this over the three surveyed days).
  - Those working in MPAC wish to park for over two hours which is to be expected.
  - Those eating/drinking in MPAC provided a range of responses with regards to duration of stay.
- Local Business Surveys, of which there was 66 responses to the survey:
  - 79% thought that parking was insufficient to cater for staff and customers. The majority of these responders were located on Puckle Street (26%) and Mt Alexander Road (15%).
  - 86% of the respondents believed the availability of public car parking within MPAC was not adequate, a slightly higher percentage than those who thought their businesses parking was inadequate.
  - 84% believe Council should fund additional car parking in MPAC, with only 10% stating users. Only a very small number of local businesses, 2%, stated that (with Council) they should fund additional parking.
- Local Resident Surveys, of which there were 174 responses to the survey:
  - 58% of respondents stated that there was space for visitors to park in MPAC, however 42% stated that there was nowhere for visitors to park in there locality.
  - 73% of respondents believe that visitor parking is a problem in MPAC a higher percentage than those who stated that there was space for visitors to park. Only 27% responded that there was no problem with visitor parking.
  - A comparison of the car parking issues identified by the public in 2008 to those in 2013 show very little difference in the type of issues residents are experiencing over this five year period in MPAC.

2.6 MPAC Identified Issues

The following issues have been identified following the study area assessment and community feedback.

2.6.1 Existing Conditions

2.6.1.1 Car Parking Supply and Demand

There is a total supply of 3,431 car parking spaces split between the following areas, 915 on-street, 1,143 public off-street and 1,373 private off street. Following analysis of the demand surveys the following was found:

- Parking supply in MPAC is split almost equally between the types of parking facility.
- The peak demands for on-street parking in MPAC is approximately 76%, with approximately 158 publicly available spare parking spaces. However it is considered that this does not show a true reflection of available on-street parking spaces, since these free spaces are not in the most convenient locations to MPAC's key land uses which patrons would wish to visit. As expected these parking areas (for example Puckle and Hall Street) are well utilised (i.e. greater than 85% occupied).

- The public off-street car parks have reached effective capacity levels during the surveyed peak weekday time period (i.e. greater than 85% occupied). During the peak period there was 129 publicly available spaces remaining in MPAC on the worst case surveyed day.
- The private off-street car parks have reached effective capacity levels during the surveyed peak weekday time period (i.e. greater than 85% occupied). During the peak period there was 106 publicly available spaces remaining in MPAC on the worst case surveyed day.
- The peak time for parking in MPAC was recorded at during the middle of the day on each of the surveyed days, with the weekday demand for publicly available parking spaces reaching on average 86% and on a weekend 65%. This suggests a high number of workers and commuters travelling to MPAC via car on a weekday.
- Car parking of a weekend does not seem to be problem with many on and off-street parking spaces freely available.

2.6.1.2 Parking Provision

The assessment undertaken found:

- There are on average 1.5 motor vehicles per household in Moonee Ponds according to Census 2011 data, this figure closely aligns with the average car ownership of the residents surveyed (1.35).
- MPAC residents within the defined PP boundary have a lower car parking demand than those outside, mainly due to the differing housing provision.
- A total of 58% of local residents whom responded to the resident survey expressed that visitor parking was a problem in MPAC.

2.6.2 Community Feedback

The local business owners and residents surveyed provided feedback on their respective parking issues, these are provided in Appendix F.

The parking issues received have been cross-checked against the key issues identified as part of the draft parking strategy undertaken in 2008 as provided in Table 4.

Table 4 Summary Comparison of Key Parking Issues in Moonee Ponds

Parking Issues raised by Public / Business	Draft Parking Strategy 2008	MPAC PP October 2013 Surveys
>Long-stay parking required for staff	✓	✓
>Insufficient parking permits for visitors	✓	✓
>Longer time restrictions required	✓	✓
>Inadequate directional signage to parking areas	✓	✓
>Lack of commuter parking at Moonee Ponds Railway Station	✓	✓
>Insufficient parking enforcement	✓	✓
>Local streets congested due to non-resident parking	✓	✓
>Non-residential (trading/delivery) blocks access from residential garages	✓	✓
>On-street deliveries block through traffic	✓	×
>Vehicles park illegally, blocking driveways and/or through traffic	✓	✓
Other Issues		
>Insufficient pedestrian crossing in Puckle Street	✓	×
>Insufficient pedestrian green-time at Mt Alexander Road junction	✓	✓

Parking Issues raised by Public / Business	Draft Parking Strategy 2008	MPAC PP October 2013 Surveys
>Traffic delays and congestion near Moonee Ponds Railway crossing	✓	✓
>Speeds of through traffic	✓	×

A comparison of the car parking issues identified by the public in 2008 to those in 2013 show very little difference in the type of issues residents are experiencing over the five year period. It should be noted that although some of the same issues have not been repeated, that is not to say that these may still require consideration.

2.6.3 Future Conditions

2.6.3.1 Car Parking Supply and Demand

The future redevelopment of MPAC allows for key strategic objectives of both state and local government planning policies to be achieved by providing a set of guidelines that are consistent to these, i.e. integrated approach to land use and transport planning, therefore promoting the use of sustainable travel modes and minimising the dependency of using private cars.

Accordingly future parking provision needs to be tailored as such to not excessively promote the use of private cars whilst also ensuring economic viability and attraction to MPAC.

It is considered to an extent given the potential future development which includes substantial residential provision that growth of MPAC will come from within and not be totally dependent upon external attraction.

Notwithstanding the above the development proposals in MPAC are likely to produce varied parking demand scenarios. The proposed developments at the Former Moonee Ponds Market Site and Alexandra / Dean / McPherson are likely to result in the existing at-grade car parking demands shifting elsewhere in MPAC. It is considered that Council should request that the developers consider their parking requirements in detail including the shift in existing parking provision to other areas.

2.6.4 Future Issues

Based upon the future car parking demands, strategic direction for MPAC and community feedback the following key issues have been identified:

- The management and allocation of car parking needs to be considered further as some areas are not being used to their full capacity. Possible in tandem management measures need to be considered such as way-finding and enforcement.
- The provision of sustainable mode provision and infrastructure over the use of private car use.
- The adoption of more appropriate car parking rates to influence mode choice, taking into consideration the need for innovation.
- Streamlining the case by case approach to car parking and cash-in-lieu payments (if should be applied) and where such funds would be best spent to the benefit of local patrons, business and residents of MPAC.

3.0 MPAC Car Parking Plan Strategy Context, Tools and Boundary

This and subsequent chapters outline the development of a range of car parking strategy recommendations for MPAC which have been developed with consideration to the objectives set out in Section 1.3 of this PP.

3.1 Strategy Context

As previously outlined in Figure 1, the parking plan strategies to be subsequently outlined will be either applied via a planning overlay (i.e. parking rate / financial contributions) or via other mechanisms (management of parking such as time restriction changes).

3.2 Parking Management Tools

In developing the car parking plan strategy recommendations key reference to the Municipal Parking Strategy has been undertaken since it provides clear direction as to how such proposals are to be considered and implemented. Those of particular assistance to the subsequent PP strategies are outlined as follows:

- Parking Demand Management Framework
- Kerbside Road Space User Hierarchy
- MVCC Planning Scheme
- Parking Enforcement Operational Guidelines.

3.3 MPAC PP Boundary

The MPAC PP Boundary is shown in Figure 2. This has been derived following car parking analysis and subsequent consultation with MVCC .

The activity centre boundary includes the parcel of land embarked for future development of MVRC and is therefore consistent with the Committee recommendations on this subject following the findings of the C100 Panel Report (new activity centre zone effective of 30 March 2015) and Redevelopment Advisory Committee Report (Planning Panels Victoria, 19 December 2013) in relation to the review of the masterplan proposals for MVRC.

MPAC Parking Plan Recommendation 1

MVCC to adopt via the Planning Overlay the boundary as outlined in Figure 2 of this PP report. The subsequent parking plan recommendations contained in this PP report should be applied to this area.

4.0 Parking Plan Strategies via Parking Overlay: Car Parking Rates

4.1 Introduction

This chapter of the PP report outlines the parking plan recommendations with regards to car parking rates.

4.2 Existing MPAC Car Parking Demands

4.2.1 Existing land uses

MPAC is an established residential area with commercial land uses along Mount Alexander Road, Puckle Street and around the Moonee Ponds Railway Station. Moonee Ponds features Coles, Kmart and Mirvac Central (shopping centre) as the main retail destinations with approximately 70 other specialist stores. The eastern side of MPAC consists of residential land uses and MVRC.

Accordingly the existing provision of land use types (all by dwellings are in m^2) that are likely to account for most of the parking demand on a daily basis in MPAC is outlined in Table 5 by the defined 10 precincts as shown in Figure 4. It is noted that there are a range of other uses that have parking demands (community area in Precinct A that would generate a demand for parking on an occasional basis).

Table 5 Approximate provision of key land uses in MPAC by Structure Plan Precinct

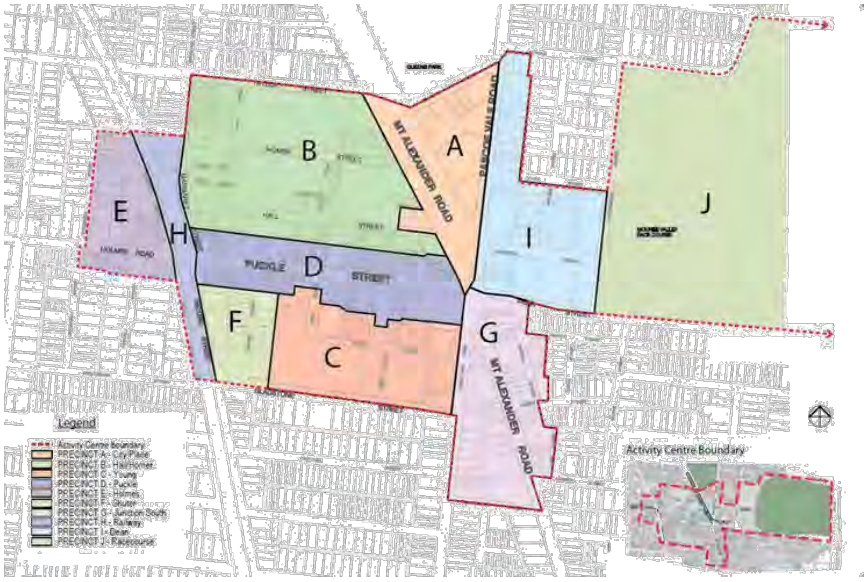
Land Use	Key Land Uses By Structure Plan Precinct										Total MPAC Land Use
	A	B	C	D	E	F	G	H	I	J	
	City Place	Hall/ Homer	Young St	Puckle St	Holmes Rd	Shuter St	Junc St	Rail' way	Dean St	Race' course	
Dwellings	-	110	102	-	24	64	104	3	86	-	493
Retail	-	17,205	3,894	27,598	4,804	-	10,928	-	589	-	65,018m^2
Supermarket	-	4,728	4,796	-	-	-	-	-	-	-	9,524 m^2
Office	3,457	13,327	23,612	1,382	3,854	503	9,381	-	10,621	-	66,137 m^2
Health Clinic	-	1,265	695	132	2,389	656	-	187	1,406	-	6,729 m^2
Restaurant	-	262	104	-	-	-	1,250	-	-	-	1,616 m^2
Industry	-	-	1,422	-	-	-	1,403	-	-	-	2,825 m^2
Warehouse	-	-	-	-	-	-	502	-	-	-	502 m^2

Source: Moonee Valley City Council

Note: Dwellings provided in total numbers, all other land uses in m^2.

Data Disclaimer - It is important to understand this information (codes and data) has been developed and used for valuation and rating purposes, and care must be exercised in using these codes for purposes seemingly unrelated to valuation and rates property data requirements. From a valuation and rates perspective, no attempt has been made to use the Australian Valuation Property Classification Codes (AVPCC) as more than a broad property classification, and the intended grouping / property classification is derived by an agreed matrix for Improvement Types to LCC and then to AVPCC.

Figure 4 Precinct Plan



Source: MPAC Structure Plan, March 2010

4.2.2 Land Use Trip Attractors to MPAC

In June 2012, the Department of Transport, Planning and Local Infrastructure (DTPLI) introduced changes to Clause 52.06 of the Victorian Planning Scheme. The changes to Clause 52.06 allow Council to adopt the following car parking provisions:

- The standard car parking rates as set out in Column A which is applicable to all zones; these are the car parking rates adopted by MVCC.
- The lower standard parking rates as set in Column B which can be adopted for an identified zone or location. Council would be required to adopt Column B parking rates through a Schedule to the Parking Overlay.
- A car parking rate that is different to those specified in Column A or Column B which reflects the parking demands of an identified zone or location. Again, Council would be required to adopt any revision through a Schedule to the Parking Overlay.

The Clause 52.06 Planning Scheme rates for a range of land uses (i.e. those in MPAC that are likely to account for most of the parking demand on a daily basis) is provided in Table 6.

Table 6 Clause 52.06 Planning Scheme Rates

Land Use	Column A Parking Rate – standard rate to all zones	Column B Parking Rate: specified in a schedule to the Parking Overlay	Column C Car Parking Measure
Dwelling	1	1	To each one or two bedroom dwelling, plus
	2	2	To each three bedroom dwelling
	1	0	For visitors to every 5 dwellings for

Land Use	Column A Parking Rate – standard rate to all zones	Column B Parking Rate- specified in a schedule to the Parking Overlay	Column C Car Parking Measure
			developments of 5 or more dwellings
Restricted Retail	3	2.5	To each 100sq.m of leasable floor area
Supermarket	5	5	To each 100sq.m of leasable floor area
Shop	4	3.5	To each 100sq.m of leasable floor area
Office	3.5	3	To each 100sq.m of net floor area
Medical Centre	5	-	To the first person providing health service plus,
	3	-	To every other person providing health services
	-	3.5	To each 100sq.m of leasable floor area
Restaurant	0.4	-	To each patron permitted
	-	3.5	To each 100sq.m of leasable floor area
Warehouse	2	2	To each premise plus.
	1.5	1	To each 100sq.m of net floor area
Industry	2.9	1	To each 100sq.m of net floor area

A review of the land use concentration characteristics in MPAC suggests that lower parking rates could potentially be adopted. Typically, if an area has a denser concentration of land uses, visitors will often go to more than a single destination during their visit. Accordingly, the demand for parking is shared by a number of land uses meaning that the overall parking demand for the location can be lower. In recognition of this, Clause 52.06 allows for the identification of rates to be adopted that better reflect the parking demands generated by the identified location.

4.2.3 Theoretical Parking Demand Analysis

Table 7 outlines the level of car parking required in MPAC if the parking rates outlined in Clause 52.06 were upheld for all development which currently exists, according to both Column A and B rates.

Table 7 Level of parking required in MPAC

Land Use	Existing Land Use Provision in MPAC		Required Parking Supply (Column A)	Required Parking Supply (Column B)
	Total (No. of Floor Area)	Total Net Floor Area / Leasable Floor Area		
Retail	65,018m²	48,763m² LFA	1,463	1,219
Supermarket	9,524m²	7,143m² LFA	357	357
Office	66,137m²	52,910m² NFA	2,116	1,852
Health Clinics	6,729m²	5,047m² LFA	177[1]	177
Restaurant	1,616m²	1,212m² LFA	42[1]	42
Industry	2,825m²	2,260m² NFA	66	23
Warehouse	502m²	402m² NFA	8	6
Total	**147,252m²**	**113,656m²**	**4,229**	**3,676**

[1]The number of health service providers and patrons is not available, accordingly Column B rates applied for comparable purposes.

[2]Net Floor Area assumed to be 0.8 x Total Floor Area. Leasable Floor Area assumed to be 0.75 x Total Floor Area.

The above is only a broad classification of existing land use provision the following data disclaimer should be noted:

Data Disclaimer - It is important to understand this information (codes and data) has been developed and used for valuation and rating purposes, and care must be exercised in using these codes for purposes seemingly unrelated to valuation and rates property data requirements. From a valuation and rates perspective, no attempt has been made to use AVPCCs as more than a broad property classification, and the intended grouping / property classification is derived by an agreed matrix for Improvement Types to LCC and then to AVPCCs.

It can be noted from Table 7 that:

- A total of 4,229 parking spaces are required based on the car parking rates specified in Column A of Clause 52.06. This equates to **3.7 spaces per 100m²** of the total floor area.
- A total of 3,676 parking spaces are required based on the car parking rates specified in Column B of Clause 52.06. This equates to **3.2 spaces per 100m²** of the total floor area.

It should be noted from the above that these exclude a number of 'other' land uses which most likely attract vehicle trips to MPAC therefore it is considered that the assessment is a base minimum assessment.

As provided previously in Table 2 of this PP report, 2,828 vehicles were surveyed to park in MPAC in the peak period of the optimum parking demand over the surveyed three days, a utilisation of 82% of the total available parking spaces (3,431 spaces provided). The actual parking demand for MPAC can be calculated as being **2.5 spaces per 100m²** of floor area.

Accordingly this indicates that parking could be provided at either the Column B rate or lower.

4.2.4 Residential Land Use

As part of the resident surveys undertaken as part of the PP, the residents were asked to provide their dwelling type, number of bedrooms and the total number of cars owned, a summary of the responses of those residing both within and outside of the MPAC PP boundary is provided in Table 7.

Table 8 Dwelling Type and Car Ownership from surveyed MPAC residents

Type of Dwelling	Number of Bedrooms	Inside MPAC PP Boundary			Outside MPAC PP Boundary		
		Total Dwellings	Total Number of Cars Owned	Average Car Ownership	Total Dwellings	Total Number of Cars Owned	Average Car Ownership
Detached House	1	0	0	0.00	0	0	0.00
	2	1	0	0.00	14	20	1.43
	1 or 2	1	0	0.00	14	20	1.43
	3 or more	9	14	1.56	69	119	1.72
Semi-Detached / Townhouse	1	0	0	0.00	0	0	0.00
	2	2	1	0.50	10	15	1.50
	1 or 2	2	1	0.50	10	15	1.50
	3 or more	2	2	1.00	20	34	1.70
Flat / Unit / Apartment	1	3	2	0.67	2	3	1.50
	2	20	25	1.25	4	3	0.75
	1 or 2	23	27	1.17	6	6	1.00
	3 or more	12	19	1.58	2	3	1.50
Total		**49**	**63**	**1.29**	**121**	**197**	**1.63**

There are on average 1.5 motor vehicles per household in Moonee Ponds according to Census 2011 data, this figure closely aligns with the average car ownership of the total number of residents (1.63) surveyed.

4.3 Proposed Car Parking Rates

4.3.1 Where they will apply

The MPAC boundary for which the car parking rates should apply is shown in Figure 2. The area is considered applicable to lower car parking rates due to the compact provision of commercial development, proximity to sustainable modes of transport (i.e. Moonee Ponds tram/bus interchange and railway station) and the future vision for the area set by local and state policies.

The activity centre boundary includes the parcel of land embarked for future development of MVRC and is therefore consistent with the Committee recommendations on this subject following the findings of the C100 Panel Report.

4.3.2 Decision Guidelines

It is considered that decision guidelines should be set to ensure that there is a degree of flexibility to cover various potential scenarios, for example, unique development proposals and changes to the activity centre over time (travel mode splits, demographics, development etc.). This is considered important as it is not possible to cover all eventualities.

4.3.3 Other Activity Centre Parking Rates

A review of parking rates adopted by other activity centres is provided in Appendix A.

4.3.4 'Trip Attracting' Development Parking Rates

4.3.4.1 Key Findings

Following earlier data analysis and community input a number of key findings can help in the determination of future car parking rates for commercial development in MPAC as follows:

- MPAC is currently operating with spare car parking capacity, notably in on-street parking areas, however it is noted that areas are at or exceeding the 85% operational capacity threshold from which traffic circulation would start to occur and impact upon the operation of the activity centre.
- Key policy and the objectives of this PP seek to shift people to using more sustainable modes of travel rather than the use of private motor cars.
- The future growth of the activity centre is predominately residential therefore meaning that internal growth of MPAC is expected rather than external, therefore meaning that a more pedestrian friendly environment should be encouraged to entice those living in MPAC to use their activity centre rather than travel away from the area. This also means that MPAC may not necessarily be as dependent upon external visitors.
- Analysis of current parking provision against land use in Section 4.2.3 shows that the activity centre is currently providing parking at a lower threshold to Column B planning scheme required parking provision, which is considered an appropriate base rate for activity centre car parking.

4.3.4.2 Proposed Trip Attracting Development Car Parking Rates

Following the findings in Section 4.2.3 it is considered that new developments in MPAC should provide parking at the Column B rates of Clause 52.06 of the planning scheme.

A summary of the Clause 52.06 Column B parking rates recommended for MPAC against Column A is provided in Table 9.

Table 9 Clause 52.06 Planning Scheme Rates – Trip Attracting Development

Land Use	Column A Parking Rate – standard rate to all zones	Column B Parking Rate specified in a schedule to the Parking Overlay MPAC Parking Rate	Column C Car Parking Measure
Restricted Retail	3	2.5	To each 100sq.m of leasable floor area
Supermarket	5	5	To each 100sq.m of leasable floor area
Shop	4	3.5	To each 100sq.m of leasable floor area
Office	3.5	3	To each 100sq.m of net floor area
Medical Centre	5	-	To the first person providing health service plus,
	3	-	To every other person providing health services
	-	3.5	To each 100sq.m of leasable floor area
Restaurant	0.4	-	To each patron permitted
	-	3.5	To each 100sq.m of leasable floor area
Warehouse	2	2	To each premise plus.
	1.5	1	To each 100sq.m of net floor area
Industry	2.9	1	To each 100sq.m of net floor area

4.3.5 Empirical Residential Development Parking Rates

Considering the future direction for MPAC and encouraged use of sustainable modes of transport it would seem appropriate that residential properties would be swayed to own a maximum of one car or ideally own no cars per dwelling.

The survey data outlined in Table 8 has been used to derive empirical car parking rates for dwellings in Moonee Ponds, as provided in Table 10 for dwellings both within and outside of the MPAC PP boundary.

Table 10 Empirical Car Parking Rates

Dwelling Compositions	Inside MPAC PP Boundary			Outside MPAC PP Boundary		
	Total Houses	Cars Owned	Empirical Parking Rate	Total Houses	Cars Owned	Empirical Parking Rate
To each one bedroom	3	2	0.7	2	3	1.5
To each two bedroom	23	26	1.1	28	38	1.4
To each one or two bedroom dwelling	26	28	1.1	30	41	1.4
To each three bedroom dwelling	23	35	1.5	91	156	1.7

Note: Parking Rates rounded to nearest whole number.

As shown from the derived empirical parking rates above for MPAC the parking rates for one or two bedroom dwellings is similar to those set out in both Column A and B of Clause 52.06 of the Planning Scheme inside the MPAC PP boundary, as follows:

- 0.7 cars to each one bedroom dwelling (although there was limited responders who owned a single bedroom dwelling).
- 1.1 cars to each two bedroom dwelling.
- 1.5 cars to each three bedroom dwelling.

4.3.5.1 Census 2011 Review

A review has been undertaken of the Australian Bureau of Statistics (ABS) 2011 Census Data to provide a secondary review of the car parking requirements of Moonee Ponds and see if they correspond with the findings of the questionnaire surveys undertaken (empirical findings as outlined in Table 10).

Table 11 provides an analysis of the car parking demands rates by the car ownership of the various household bedroom provisions.

Table 11 Census 2011 - Moonee Ponds - Home Bedroom Allocation to Vehicle Ownership Analysis

Number of Bedrooms	Moonee Ponds – Motor Vehicle Ownership Responses					Total	Car Parking Demand Rate
	No Motor Vehicles	One Motor Vehicle	Two Motor Vehicles	Three Motor Vehicles	Four or more Motor Vehicles		
None (includes bedsitters)	27	13	0	0	3	43	0.58
One Bedroom	180	234	28	3	8	453	0.73
Two Bedroom	297	881	384	42	3	1607	1.11
Three Bedrooms or more	253	944	1281	389	135	3002	1.74
Total	757	2072	1693	434	149	5105	2.09

The car parking demand rates from the Census 2011 data review for Moonee Ponds show a good match to the MPAC surveyed residents with both the calculated required allocation of cars to one and two bedroom dwellings the same and only a difference of 0.2 for properties with three bedroom or more.

Accordingly based upon the resident surveys and census 2011 the following parking strategy recommendations are made with regards to parking provision for residential land use developments.

4.3.5.2 Proposed Residential Development Car Parking Rates

Following an assessment of the empirically residential parking rates it is considered that Column B parking rates should be adopted for MPAC.

As outlined previously in this PP a total of 58% of local residents whom responded to the resident survey expressed that visitor parking was a problem in MPAC. It is considered as per the Column B rates of Clause 52.06 of the Planning Scheme (preferred for use in activity centres) that no provision for visitors is provided. This is considered appropriate given the functions of an activity centre in that their usual peak residential visitor times occur outside of the overall centres peak parking requirements therefore freeing up public parking areas for visitors.

A summary of the proposed residential development parking rate is provided in Table 12, with Column A and empirically derived parking rates provided for means of comparison.

Table 12 Clause 52.06 Planning Scheme Rates

Land Use	Column A Parking Rate – standard rate to all zones	Column B Parking Rate specified in a schedule to the Parking Overlay MPAC Parking Rate	Empirically Derived Parking Requirements in MPAC	Column C Car Parking Measure
Dwelling	1	1	0.7 for one bedroom 1.0 for two bedroom	To each one or two bedroom dwelling, plus
	2	2	1.5	To each three bedroom dwelling
	1	0	n/a	For visitors to every 5 dwellings for developments of 5 or more dwellings

MPAC Parking Plan Recommendation 2
MVCC to prepare a Schedule to the Planning Overlay for MPAC to ensure future land uses provide parking at Column B parking rates as set out in Clause 52.06 of the Planning Scheme.

4.4 Future MPAC Car Parking Demands

In order to understand future car parking demands within MPAC, and therefore ensure that any proposed parking rates are appropriate to its future function, a review of key development proposals has been undertaken.

4.4.1 MVCC Development Capacity Analysis

4.4.1.1 Overview

MVCC have developed an internal Development Capacity Model to project the anticipated future development in terms of capacity in the MPAC. The capacity analysis undertaken was purely based upon estimates of floor area and does not take into growth projections (i.e. population, economics, etc.).

The capacity analysis was undertaken across three future scenarios, approved development, expected development and maximum development scenarios. The outputs were broken down by commercial (split by shopfront and non-front land uses) and residential (split by number of beds provided).

Those developments subject to current master planning (Moonee Valley Racecourse and Leighton's developments) were not included in the above model.

4.4.1.2 MPAC – Commercial Floor Area Capacity Scenario Outputs

The capacity model outputs for the commercial floor areas are provided in Table 13.

Table 13 Commercial Floor Area Capacity Analysis (provided from MVCC Development Capacity Model)

Development Scenario	Tenancy Type	Net Leasable Area (sq. m)	Net Leasable Area Increase (sq. m)	Net Leasable Area Increase (%)
Approved	Shopfront	70,410	1,960	2.86%
	Non-shopfront	65,026	5,660	9.53%
Expected	Shopfront	84,986	16,536	24.16%
	Non-shopfront	92,148	32,782	55.22%
Maximum	Shopfront	84,986	16,536	24.16%
	Non-shopfront	118,668	59,302	99.89%

4.4.1.3 MPAC – Residential Scenario Outputs

The capacity model outputs for the residential land uses are provided in Table 14.

Table 14 Residential Capacity Analysis (provided from MVCC Development Capacity Model)

Development Scenario	Future Residential Development – By number of beds		
	1 Bed	2 Bed	3 Bed plus
Approved	280	140	23
Expected	1,769	884	147
Maximum	3,103	1,551	258

4.4.1.4 Future Car Parking Demands – Based upon Capacity Analysis

An analysis has been undertaken to understand the future car parking provision requirements based upon the Development Capacity Model, the planning scheme parking rates (Column A and B) and the car parking rates proposed as part of this PP as outlined previously.

The subsequent analysis has a number of caveats and is purely undertaken to demonstrate to MVCC the potential detrimental car parking demand effects to MPAC that could occur if parking provisions required by developers are not upheld. Some of the caveats include:

- Car parking requirements projections assume no wavering of car parking spaces and that all development provides its required car parking provision off-street.
- The analysis (and the previous Development Capacity Model) does not take into account whether the local road network can actually facilitate the level of future development predicted.
- Some developments may be able to proceed since it takes the place of another land use which previously existed. Therefore if the developer can demonstrate a no net increase in parking demand then the development can proceed.
- Given the high projected future residential development in MPAC it could potentially be considered that growth will be internally driven, therefore the need for extra car parking may not be warranted.
- Possibility that in the future local sustainable transport improvements are made that will cause a mode shift in those travelling to / from MPAC.
- The analysis has been undertaken for the approved scenario for completeness of assessment although it may be the case that development could potentially have already been approved based upon lower or no parking provision (i.e. wavered spaces).

Commercial Future Car Parking Requirement Analysis

The MVCC Development Capacity Model summarised commercial development into two overarching land use types, those being shopfront and non-shopfront. There are a wide range of land use types for which these could

be. Therefore for the purposes of the car parking demand analysis it has been assumed the shopfront be classified as 'shop' and non-shopfront as 'office'.

The parking demand has been calculated for the three development scenarios (approved, expected and maximum) against the current council adopted planning scheme parking rate, Column A, and the Column B parking rates recommended for use in MPAC in this PP report (see Table 15).

Table 15 Car Parking Demand - Car Parking Rates

Commercial Floor Space Type	Adopted land use	Planning Scheme (52.06) Parking Rates		Column C Parking Measure
		Column A	Column B	
Shopfront	Shop	4	3.5	To each 100sq. m of leasable floor area
Non-shopfront	Office	3.5	3	To each 100sq. m of net floor area

The above parking rates have been applied to the development scenarios, the results are shown in Table 16.

Table 16 Future Commercial Development Car Parking Requirements Scenario Analysis

Floor Type / Land Use	Development Scenario	Net Leasable Area Increase (sq. m)	Car Parking Requirements Planning Scheme Parking Rates	
			Column A	Column B
Shopfront 'Shop'	Approved	1,960	78	69
	Expected	16,536	661	579
	Maximum	16,536	661	579
Non-shopfront 'Office'	Approved	5,660	198	170
	Expected	32,782	1,147	983
	Maximum	59,302	2,076	1,779
Total – Shopfront and Non-shopfront	Approved	7,620	277	238
	Expected	49,318	1,809	1,562
	Maximum	75,838	2,737	2,358

Residential Future Car Parking Requirement Analysis

The MVCC Development Capacity Model summarised residential development by the number of bedrooms that the dwelling provides.

The parking demand has been calculated for the three development scenarios (approved, expected and maximum) against the current council adopted planning scheme parking rate, Column A, and the Column B parking rates recommended for use in MPAC in this PP report (see Table 17).

Table 17 Car Parking Demand - Car Parking Rates

Land Use	No. of beds	Planning Scheme (52.06) Parking Rates		Column C Parking Measure
		Column A	Column B	
Dwelling	1	1	1	To each 1 bedroom dwelling
	2	1	1	To each 2 bedroom dwelling
	3	2	2	To each 3+ bedroom dwelling
	Visitor	1	0	For visitors to every 5 dwellings for developments of 5 or more dwellings

The above parking rates have been applied to the development scenarios, the results are shown in Table 16.

Table 18 Future Residential Development Car Parking Requirements Scenario Analysis

Residential Development Scenario	No. of beds	Projected Increase of Dwellings by type	Car Parking Requirements	
			Planning Scheme Parking Rates	
			Column A	Column B
Approved	1	280	280	280
	2	140	140	140
	3	23	46	46
	Visitor	-	89	0
Sub-Total			555	466
Expected	1	1,769	1,769	1,769
	2	884	884	884
	3	147	294	294
	Visitor	-	560	0
Sub-Total			3,507	2,947
Maximum	1	3,103	3,103	3,103
	2	1,551	1,551	1,551
	3	258	516	516
	Visitor	-	982	0
Sub-Total			6,152	5,170

Car Parking Requirement Analysis Findings

Previous analysis with regards to existing car parking utilisation showed that on the peak day of demand that 399 publicly available car parking spaces were free to be used (MPAC publicly available car parking operating at an utilisation of 87%, which over the theoretical car parking capacity, 85%, following which motorists commence circulating for car parking spaces).

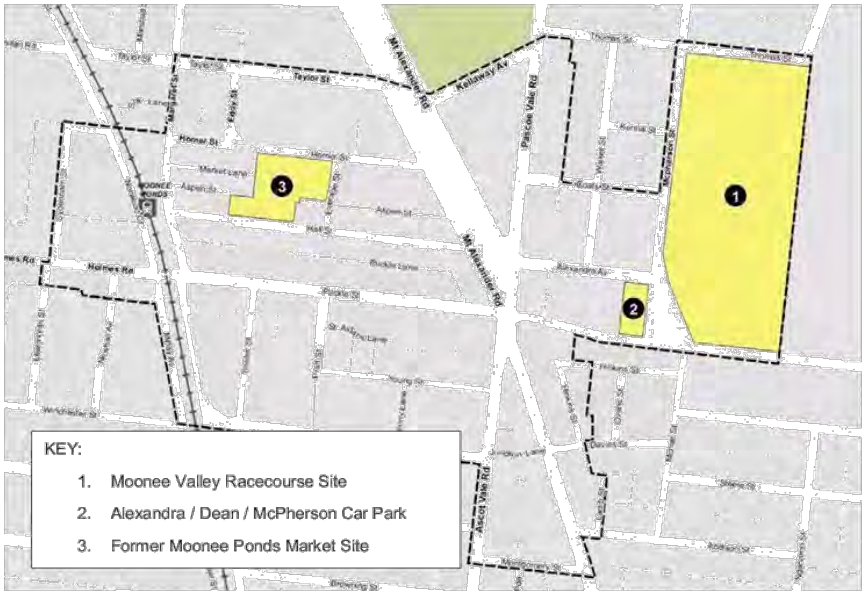
Accordingly the above analysis for both commercial and residential land uses shows that development cannot be continued to proceed without providing an adequate supply of car parking, unless there are reasons to justify this. The analysis also shows that by providing car parking at a more appropriate rate according to the intended function and operation of MPAC then less car parking can be potentially provided and therefore not be a barrier to stifle future development.

4.4.2 Proposed / Approved Development Considerations in MPAC

Although the Structure Plan does cover the precincts for which future development land uses should reside it does not state the actual quantum of such developments. There are some proposed / approved developments in MPAC which can be considered in more detail. For ease of consideration each site at this stage has been considered on its own specific impacts to car parking in MPAC in the event that the proposal does not come to fruition.

The location of these developments is shown in Figure 5.

Figure 5 Location of Proposed / Approved Development in MPAC



1) Moonee Valley Racecourse Masterplan

The Moonee Valley Racing Club is currently seeking to redevelop its facilities which would result in surplus land being made available for development upon located to the west of the Racecourse, as well as a pocket of land in the north-east corner of the site. The Club are proposing to develop primarily residential units with some commercial and retail uses, the indicative quantity is outlined below:

- 2,500 new dwellings (split approximately between 2,400 apartments and 100 townhouses). The residential apartment complexes to comprise of three to 25 storeys. Proposed to result in a new population of approximately 4,500 people, developed over a 15 to 20 year time frame.

- 16,000sq.m Commercial Office;
- 4,500sq.m Speciality Retail; and
- 2,000sq.m Office / Medical.

Due to Council and local community opposition to this proposal the Minster for Planning appointed an Advisory Committee to provide advice to the MVCC and himself on the best outcomes for the site, from both a development and a heritage perspective. A number of key issues relating to transport, traffic and parking have been discussed between the committee, some of the key outcomes are provided subsequently.

The following traffic generation rates for the proposal were agreed upon as outlined in Table 19.

Table 19 MVRC Masterplan - Agreed Land Use Traffic Generation Rates

Use	Unit	AM	PM	Comment
Residential Apartment	Trips per dwelling	0.31	0.31	Based on average experts' outlined trip rates.
Residential Townhouse	Trips per dwelling	0.45	0.45	Based on average experts' outlined trip rates.
Mixed Use	Movements per 100 square metres	2.00	2.00	Subject to review and better understanding of final land use operational characteristics as available.
Retail	Movements per 100 square metres	1.20	5.00	Subject to review and better understanding of final land use operational characteristics as available. Rates to not account for a supermarket retail use.
Commercial Office	Trips per Car Parking Space	0.60	0.50	Unit rate applied to per car space provided as there were varied views on the appropriate provision of car parking for this land use.

There were areas that the experts did not agree wholly or part which would need further collaborative work, ultimately leading to preparation of an Integrated Transport Plan (and provided for the in the schedule to the Activity Centre Zone). This included the car parking rates.

The committee believes Council's proposed Parking Overlay would provide a sound basis for initially setting and ongoing review of parking provisions for the redevelopment proposals.

GTA consultants masterplan development phase 2 report outlined the car parking rates it considered appropriate for the redevelopment as outlined in Table 20. These were based on the following understanding:

- Parking overlay to be implemented by Council which better represent parking rates for MPAC, i.e. Column B of Clause 52.06.
- Considered that a 16,000 sq. m office building of this scale in a non-CBD location as Moonee Ponds is likely only to be realised if it was to be predominately occupied by a large government body. Considered generally government departments require a relatively low parking provision, in this regard an indicative parking rates of 2 spaces per 100 square metres was adopted.

Table 20 Clause 52.06 Planning Scheme Rates (Column B) comparison to GTA proposed car parking rates for MVRC Redevelopment

Land Use	Column B Parking Rate specified in a schedule to the Parking Overlay	GTA Consultants Proposed Parking Rates	Column C Car Parking Measure
Dwelling	1	1	To each one or two bedroom dwelling, plus
	2	1	To each three bedroom dwelling
	0	0	For visitors to every 5 dwellings for developments of 5 or more dwellings
Office	3	2	To each 100sq.m of net floor area

2) Alexandra / Dean / McPherson Car Park

Following liaison with MVCC they stated that the Alexandra / Dean / McPherson car park land (see P5 of Figure 25 in Appendix C) could be sold for development by the land owner. This car park is currently leased by Foxtel and experiences illegal parking practices with vehicles parked in unmarked locations and on the verges surrounding the car park, this has resulted in the car park being utilised by 96 vehicles instead of the supplied parking bay allocation of 66 parking spaces.

If the car park was developed upon a total of 96 vehicles which currently park in this location in relation to Foxtel would require alternative long term parking spaces. Given that the Former Moonee Ponds Market Site (subsequently discussed) is likely to be developed before this site there would be no alternative long term parking locations for such vehicles in MPAC (it is unlikely anyway that patrons would park at Leighton's Site if still available as it is paid parking, this is considered to be the fact since there is nearby underutilised parking spaces on Alexandra Avenue but these are metered parking spaces).

Accordingly the loss of the car park is likely to lead to a variety of potential scenarios as follows:

- Parking spaces at longer stay available off-street or on-street parking locations being filled more quickly as patrons seek these spaces.
- Parking of workers vehicles in neighbouring residential streets leading to more public angst.
- The increase of workers parking and moving their cars around MPAC due to the shorter stay time limits and the lack of longer stay parking as currently exists.

It is considered that further liaison with Foxtel will be necessary to discuss the implications of losing this land to car parking and ways in which this could be remedied. For example, it may be that a green travel plan has never been discussed with the business and may be beneficially in swaying its workers into using more sustainable modes of travel.

3) Former Moonee Ponds Market Site

Following liaison with MVCC they stated that a masterplan exists for redevelopment of the Former Moonee Ponds Market Site (see P4 of Figure 25 in Appendix C). It is expected to be a significant development given the size of the site.

The site is currently an at-grade ticket car park with capacity for 299 cars to park. The parking demand surveys undertaken as part of this PP showed that this car park was on average approximately 75% utilised on a weekday (highest demand being 227 vehicles) with only a peak demand of 15% on the surveyed weekend day. This could suggest that a higher proportion of people parking in this car park are employees within MPAC given the large percentage utilisation difference but a patron survey of the car park would be required to confirm this.

Based upon the above it could be considered in a worst case scenario 227 vehicles will be looking for alternative parking in MPAC if this land is developed upon. The supply and demand analysis of parking indicated that 87% of publicly available parking spaces were occupied across MPAC during the busiest period of the surveyed days at 12:00pm with 2,601 vehicles parked in the 3,000 publicly available car parking spaces.

If the above spaces were removed (and if the surplus parking could find alternative suitable parking in MPAC similar to those spaces being remove, which is unlikely without intervention) there would be 2,701 parking spaces utilised by 2,601 vehicles at a utilisation of 96%, far exceeding the effective capacity of car parking (>85%).

As it is unknown the actual time people wish to park at this site it is recommended that a parking duration of stay survey would be beneficial to understand the type of parking that would be lost to those visiting MPAC.

5.0 Parking Plan Strategies via Parking Overlay: Financial Contributions

5.1 Funding Scheme Strategy

5.1.1 MVCC Proposal

The Municipal Parking Strategy outlines Councils proposed strategy for the collection of funds in relation to car parking waivers for commercial and residential land use areas in new developments. It states that although generally rate schemes are applied to commercial developments, Council sought preliminary legal advice identifying that a cash-in-lieu scheme could be applied to residential developments (in Activity Centres) with the fund used to contribute towards sustainable (walking and cycling) transport improvements. This would allow new residents to more easily access public transport in the area. The proposed Council scheme is provided below in Figure 6: It should be noted that this PP considers only commercial developments and a separate study is being conducted with regards to residential.

Figure 6 MVCC proposed possible cash-in-lieu scheme

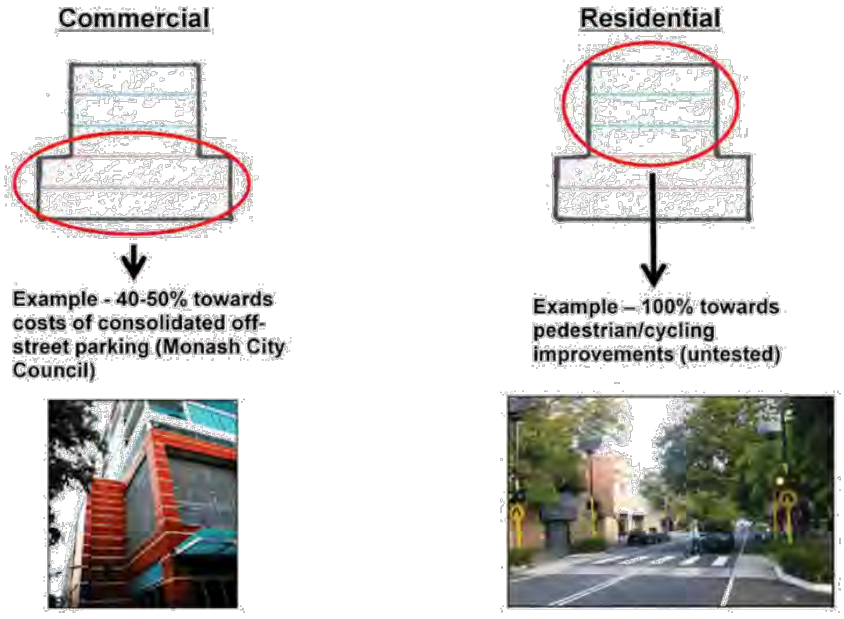


Figure A: Possible model for how Parking Precinct Plans could include cash-in-lieu schemes for car-parking waivers for commercial and residential floor area in new developments.

Source: Municipal Parking Strategy

5.2 Parking Investment Fund (PIF)

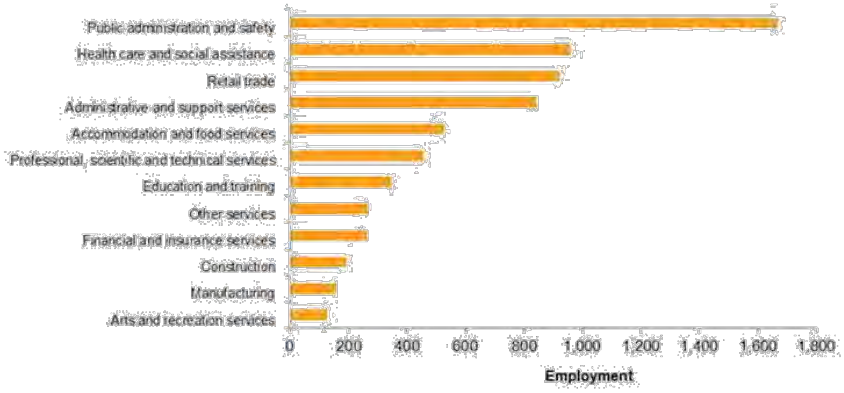
5.2.1 Background and Context

5.2.1.1 Local Economic Conditions

MPAC is one of the key employment and retail hubs in the City of Moonee Valley. It serves the local population with a range of retail services including: supermarkets and pharmacies. The centre is well serviced by Health Care though large integrated offerings such as Medical One and through smaller specialists located throughout the precinct.

Figure 7 shows the employment in the Moonee Ponds SA2 statistical area which encompasses MPAC. This illustrates the key sources of employment in the area, led by Public administration and safety due to the location of the MVCC Offices. The large number of employment in Health Care, Retail Trade and Accommodation and Food services highlights the centres role in providing day-to-day services to the local population. These types of businesses generate a large number of trips to the centre.

Figure 7 Industry employment in Moonee Ponds SA2



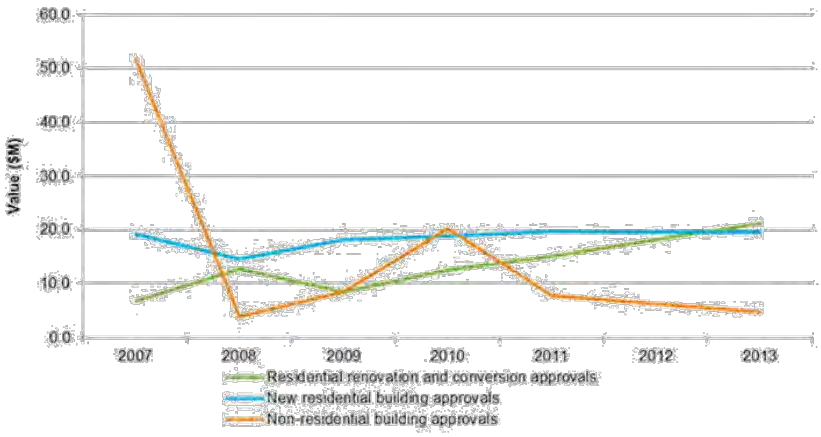
Source: ABS, 2011 Census Place of Work Employment Data

As Melbourne continues to grow at an average rate of 1.5% per annum, Moonee Valley will continue to support part of this growth. Over the next decade the City of Moonee Valley is forecast to grow at 0.7%[1] p.a. This will add more than approximately 8,000 residents to the city by 2021. The continued population growth in the surrounding areas will most likely lead to further demand for support services such as retail, medical, professional, and educational services which are provided at MPAC.

The building approvals by either residential renovation/conversion, new residential and non-residential are shown in Figure 8 in Moonee Ponds over a 5 year period (2007 to 2011) according to their respective total values. The buildings approvals data from 2007 showed a consistent demand for new residential development in Moonee Ponds. Non-residential developments have been more variable with a large drop during the global financial crisis before recovering in 2010.

[1] DPCD, Victoria in Future population projections

Figure 8 Building approvals in Moonee Ponds, 2007-2011



Source: ABS Building Approvals 2007-2011, ABS, Building Approvals, Sept 2013, Cat. 8731.0

Note: 2012 values are interpolated.

Data just released by the ABS for the financial year 2012/13 show non-residential buildings remaining constant at around $5m, while total residential building (renovations and conversions plus new residential buildings) continued to gain strength with over $40m approved in 2012/13[2] . The non-residential building approvals represent just over 10% of all approvals in Moonee Ponds compared to 35% for all of Melbourne. This would suggest that the market in the area is not particularly strong for non-residential properties and that any financial contributions should be carefully assessed as to their impact on demand.

5.2.1.2 Development Plans and Policies

Melbourne @ 5 million was released in 2008 to provide an updated to Melbourne 2030 which set out the long term plan for Melbourne and the surrounding areas. The philosophy behind the plan is to manage Melbourne's growth and development in a sustainable way. A key focus is on developing Activity Districts and Activity Centres where employment and services are concentrated to improve access and minimise the need for private vehicle transport. This has since been superseded by Plan Melbourne, a draft of which was released in October 2013. While this document has less focus on Activity Districts, its focus on 20 minutes neighbourhoods is of particular relevance to MPAC.

MVCC embraced the concept of centralised activity centres offering a variety of services through the continued development of the MPAC. This is evident in the MPAC Structure Plan which states that "Activity Centres such as Moonee Ponds are expected to develop into high-density, pedestrian-friendly urban centres that are intimately connected to public transport services, in an effort to help reduce urban sprawl and dependency on private motor transport."

As MPAC continues to develop as a high-density commercial and residential centre the role of parking provision becomes critical. There is a delicate balance between using public and private parking provision as a travel demand management tool while still providing adequate parking to maintain commercial viability. For this reason the use of financial contributions provides a valuable means of controlling this balance. It allows developers to use land efficiently within the activity centre to provide high density developments which in turn enables council to invest in both centralised parking facilities and sustainable transport initiatives to reduce vehicle trips.

[2] ABS, Building Approvals, Sept 2013, Cat.8731.0

6.0 Economic Analysis of Commercial Parking Waivers

The following section discusses the economic rationale for using a system of cash in lieu of parking waivers to help deliver centrally planned and provided car parking. The role of a cash in lieu approach to parking requirements has been considered for commercial developments only in this parking plan.

Commercial parking requirements are intended to ensure that new commercial developments make some provision for the additional traffic within the activity centre that the new business is expected to generate, so that the level of access for users use the activity centre can be maintained at the current level. Parking requirements are therefore aimed at ensuring sufficient parking is available to support the activity centre's retail, service and employment offerings and ensure access to parking does not become a barrier for the activity centre.

An analysis of the potential impacts from developing a cash in lieu system for commercial parking and the appropriate level of such a levy are discussed in the following section.

6.1 Cash in lieu of Commercial Parking Provision

6.1.1 Assessment Framework – Commercial Parking

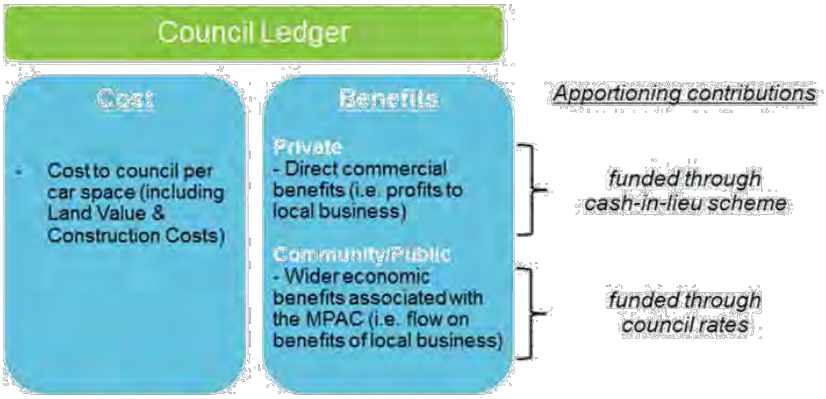
Figure 9 demonstrates the framework for both the cost and benefits of providing centralised parking. From a council perspective, the provision of parking is estimated to cost $1,279 per square meter (Land value plus construction cost). The beneficiaries of commercial parking can be broken down as:

Private: Local Businesses and services which rely on the provision of car parking facilities.

Public/Community: Initial increase in business activity will have wider impacts on MPAC as well as giving public access to local amenities, businesses and services.

With this framework in mind, the following sections will address the proportion of financial contribution that can be expected from both the public and private beneficiaries of centralised parking.

Figure 9 Framework for analysis (example)



6.1.2 Economic benefits of centralised provision of parking

Providing ground level car parking for a small development is expensive due to the high land value and potential economies of scale associated with building non-ground level parking facilities. As the development in MPAC continues to intensify, land costs will continue to rise. Given these factors, developing a large centrally located parking facility enables the land to be used more efficiently, minimising the total cost per car parking space. Centralised parking facilities, if designed and operated efficiently, will also lead to improved traffic conditions in the surrounding area. Due to cost and the number of stakeholders in an area like MPAC, government intervention is required to drive the provision of these centralised parking facilities.

Local businesses are the key beneficiaries of such centralised parking facilities, due to their reliance on revenue from customers who rely on access to nearby parking. Residents will also benefit from improved traffic conditions due to improved activity centre parking design and decreased reliance on parking in residential streets due to spill over effects.

6.1.3 Financial Contributions

In order for a cash-in-lieu system to be justified it must address the four core principles of need, nexus, accountability, and equity as outlined in The Parking Overlay PN57. These core principles are discussed below for the adoption of schemes for commercial development.

Need: With the high commercial value of land, there are locations within MPAC where both physical and financial constraints may impact on the level of parking that can be provided with developments. With limited land available the provision of car parks within the building footprint (e.g. basement car parking) is usually necessary which adds significant construction costs and limits leasable space. Therefore, in some cases developers may be unable to provide the required level of parking due to commercial considerations. Given the level of projected development growth that may occur in MPAC over the coming decade, council may be required to offset any shortfall in development related parking through the increased provision of publicly provided parking. A cash-in-lieu system is an effective way for developers to avoid supplying their full parking rate requirement on premises whilst giving council the necessary funds to contribute towards either centralised parking facilities (commercial developers) or improvements to sustainable modes of travel (residential developers).

Nexus: There needs to be clear link between the type of developments covered under the scheme and the facilities provided. The Parking Overlay PN 57, states that projects identify a proper planning purpose. This is clarified with the statement "A project that provides car parking facilities, or other measures which reduce the demand for parking would generally be regarded as a proper planning purpose." Under these terms it would be appropriate for the funds collected to be used to improve sustainable modes of travel (e.g. bicycle parking). However, it is important that reasonable evidence exists that the proposed project can help reduce the parking demand (case studies and good practice suggests this to be the case). For this reason, using cash in lieu payments from commercial parking to fund sustainable transport initiatives may be more difficult to implement as it would need to be shown that these initiatives would be as successful in maintaining access and demand as the provision of car parking. The role of cash in lieu of parking in funding sustainable transport may therefore likely to be more relevant when considering the role of these payments in residential developments.

Another factor related to the nexus principle and the equity principle is the magnitude of cash payment. As stated in PN 57 "This must be proportionate to the statutory right for which they are exchanged." In other words, the cost of the cash-in-lieu payment must reflect the cost of providing the parking space.

Accountability: Appropriate financial management arrangements should be put in place to ensure the money collected is used only for projects adhering to the nexus principle. This may involve setting up a special parking fund to ensure the money is not mixed in with general rates revenue and the inflows, outflows and balance of the fund are transparent. The reputation of cash-in-lieu schemes has suffered in the past due to poor accountability of such schemes[3]. Consequently, it is important to have appropriate financial management in place to ensure the scheme is not vulnerable to legal challenges.

Equity: Apart from cash-in-lieu schemes there are other financial contribution options, such as special rates charges, available to council to raise funds for provision of parking facilities. Typically, special rates charges would require all existing non-residential developments to financially contribute to a fund that can be used to construct and maintain a new car parking facility. Under this type of scheme, a special levy would be raised from businesses regardless of the extent to which they may have already satisfied their own statutory parking requirements. The parking surveys have identified that whilst areas in MPAC are at effective capacity (>85%) there are still some parking spaces spare for use. It is considered that the existing parking problems cannot be fairly attributed to existing land owners (as there has also been a number of planning applications which have had their parking requirements waivered by Council). This view is also reflected in the business community consultation surveys undertaken in which only 2% of local businesses thought that they should pay for future parking in MPAC. As the requirement for the future provision of public car parking in MPAC is likely to predominantly result from parking not catered for within new uses, the implementation of cash-in- lieu scheme within the planning scheme represents a fair and equitable funding mechanism for addressing future parking

[3] DPCD, Car Parking Advisory Committee Report, January 2012

matters. The scheme will also provide increased flexibility for developers who are unwilling or unable to provide the required parking.

6.1.4 Cost of providing commercial parking

To calculate an appropriate cash-in-lieu payment it is necessary to assess the cost of providing a suitable parking facility in MPAC. This will ensure that the payment is "financially proportionate to the statutory right for which they were exchanged" (DPCD, Practice Note 57).

The cost calculated should be for a centrally located parking facility that provides economies of scale in construction costs and land requirements. In other words, developers should not be asked to pay for inefficient use of space that will result in high costs per parking space. Therefore the costs calculated (see Table 21) have been assumed to be for a multi-story car park (ground + 2 storeys) allowing land values to be shared across a greater number of spaces.

The two main components of car parking costs are: land costs and construction costs. The construction costs have been sourced from Rawlinson's Construction Handbook and have been verified against recent projects. Rawlinson's provides a high and a low cost and midpoint value has been calculated. The land value has been sourced from MVCC, with lower and upper bound values tested. There would also be an ongoing operational cost, however this would make only a marginal difference to the calculations provided and have therefore been excluded from the analysis.

Table 21 Cost of Providing a Multi-Storey Car Parking Space

Item	Cost	Source
Construction Costs	$ 15,310	Rawlinson's
Land Value*	$ 16,670	Moonee Valley City Council
Total Cost per Space	**$ 31,980**	

Note: Midpoint value based on $2000m^2$ x ($25m^2$ per car space / 3 levels)

6.1.5 Wider impacts of provision of centralised parking

The provision of centralised parking will provide flow on benefits beyond the direct revenue impacts to businesses in MPAC. When money is spent at local business this business purchases labour, goods and services through related business. These 'reverse linkages' can be measures for different industries to assess what the indirect benefits to the economy are from an increase in output. This is measured using input-output multipliers. The total production induced effect for the Retail Trade industry in Victoria is 0.74. This means that for every $1 spent on retail trade, suppliers (and the supplier's suppliers) need to increase output by a total of $0.74. The production induced multiplier in the accommodation and food services industry is even higher at 0.85. These, however, are Victorian wide multipliers. The local businesses in MPAC are likely to source a large percentage of goods and services from outside MVCC, therefore the flow-on benefits to Moonee Valley are estimated to be much lower. Without regional input-output data a conservative estimate of the flow-on effects is around 0.30 for the majority of business in MPAC. AECOM experience gained from other projects suggests that an assumption of approximately 60% of inputs is required to be brought in from outside the MVCC. So for every $1 of expenditure at a business in MPAC an estimated $0.30 increase in output is generated in other businesses in Moonee Valley.

Due to these flow-on effects there is an argument to reduce the financial contribution requirement below the cost of providing the parking space by a similar magnitude. Table 22 below shows the cost per parking space calculated previously along with discounted cost reflecting the flow on benefits to Moonee Valley, suggesting a commercial cash in lieu of parking payment of $22,400.

This is relatively high compared to cash in lieu of parking rates charged in other municipalities such as Greater Dandenong, Monash, Casey and Wyndham, where cash in lieu rates range from $11,000 to $19,000.

Table 22 Flow on Benefits Adjusted Cost of Providing a Multi-Storey Car Parking Space

Item	Cost
Estimated Cost per New Parking Space	$ 31,980
Estimated Flow on Benefits of Accessible New Business (Cost discounted by 30%)	$ 9,500
Cash Payment in Lieu of Parking	$ 22,400

This estimate assumes that the car parking facility will solely support the new commercial developments within the area, with no benefit to existing businesses. However, from the analysis undertaken and presented in this document, it is shown that existing parking is at largely at capacity within the MPAC, with unmet demand existing for certain uses such as long term parking for employees and commuters using the train station. The analysis also shows that during peak times MPAC users face increased parking search costs, with residential streets surrounding MPAC also being used to take up the overflow demand from lack of parking within the centre. Indeed, it is possible that significant improvements to parking facilities within the area may even encourage new car trips to the centre as the generalised cost of the trip faced by users is reduced.

It therefore seems unlikely that development of new parking facilities would solely mange the new demand created from new commercial developments. However, how well new centralised parking facilities will support the existing compared to new businesses and activities within MPAC will vary considerably based on the location, size, time allowance and cost (if any) of parking within a central parking facility. Based on the ability of the new parking facility to meet the needs identified by local business in Table 4, we can then assume that where a large site with long term, no cost parking is provided centrally, only around 60% of the new parking provided will directly manage the impacts of new commercial developments. However, where a site is not developed with reference to broader parking needs, we can expect that around 85% of the site will be used to directly manage the impacts of new commercial developments. Based on this we present the following range of appropriate cash in lieu of parking rates based on the expected proportion of a new facility developed to support new commercial developments in the area. This results in a high waiver level of $19,040, assuming that 85% of new parking facilities users relate to the new commercial developments, to $13,440 assuming that only 60% of users of the new parking facility result from the new commercial development.

Table 23 Estimated Cash in Lieu of Parking Rates for New Commercial Developments

Item	Cost
High Cash in Lieu Waiver Cost – 85% of users related to new development (85% *$22,400)	$19,040
Low Cash in Lieu Waiver Cost – 60% of users related to new development (60% *$22,400)	$13,440

6.2 Recommendations

It is important to consider that MPAC is competing with other activity centres for both retail and developer interest. While it is necessary to make developments provide the necessary parking for their premises through incorporating it onsite or through cash-in-lieu payments, this should not be so onerous as to discourage investment in MPAC. Analysis undertaken by AECOM using standard construction rates for basement parking shows that basement parking for a commercial building would cost around $40,000 per car parking space, excluding the value of the land. If the car space was built at ground level then the land value alone would be $40,000 – $50,000 per car parking space. Therefore, at the price presented in this analysis there is a significant saving to the developer from outsourcing the provision of parking.

There is an argument that neighbouring councils may be inclined to provide an exemption to legislated parking requirements due to a surplus of available parking in an attempt to attract development. However, inner city locations with similar attributes to MPAC are limited and those with a large surplus of available parking would be few. It would not be prudent to recommend a lower rate based on the assumption that neighbouring councils would be willing to offer economically detrimental waivers to developers to attract development. Therefore the parking contributions estimates provided in Table 22 of $13,500 to $19,000 per car space would seem appropriate. However, to determine the appropriate rate within this range consideration would need to

understand what proportion of new centrally provided car parking is expected to provide for new developments compared to meeting latent demand for parking within the activity centre.

The amount of cash-in-lieu payments should be adjusted annually from 1 July 2014 using Construction Industry Output Price Indexes as the index.

MPAC Parking Plan Recommendation 2

MVCC to establish a "Parking & Sustainable Projects Fund" for the following:

MVCC to adopt a cash-in-lieu payment will be required in respect of each commercial car parking space or part thereof which is not provided on the land. Council should nominate the appropriate sum per car parking space for commercial properties from the range provided, between $13,500 to $19,000. Funds collected to be distributed towards the provision of additional car parking (as per outlined as part of Recommendation 4).

The amount of cash-in-lieu payments is to be adjusted annually from 1 July 2014 using Construction Industry Output Price Indexes

7.0 Parking Plan Strategies – Supplementary to Parking Overlay

7.1 Introduction

This chapter of the PP report outlines the parking plan recommendations which are to be considered as supplementary to the parking overlay.

7.2 Future Car Parking Provision

7.2.1 Overview

Whilst the rationalisation of parking restrictions will provide some better improvements to existing parking opportunities at a low cost, there is the potential that these may not sway visitors from using their private motor vehicle to travel into MPAC.

As identified previously, the effective capacity of many on and off street parking areas has been reached in MPAC therefore suggesting the need for additional car parking (to ensure less circulation of vehicles seeking a parking space) or improvements to sustainable transport options to influence a reduction in the use of private motor vehicle usage to MPAC in the future.

This section considers the possibility of providing more off-street parking facilities, with specific aim of providing longer term parking solutions for workers in MPAC, therefore freeing up on-street parking in prime retail locations to be used by visitors to MPAC.

There are many factors that need to be taken into consideration when assessing appropriate sites for potential new car parks. These include:

- Availability of land for car parking.
- Costs (including purchasing land, demolition and clearance of existing uses, construction and provision of supporting infrastructure).
- Accessibility to and from the car park to key land uses.

7.2.2 Structure Plan / Proposed and Permitted Proposals

A review of new car parking areas as part of the redevelopment of MPAC (via the Structure Plan) have been reviewed as provided in Appendix H.

Following the above review it was found that Council have a defined strategy to ensure that new redevelopments in MPAC provide basement car parking to ensure developable land is used more effectively. It is therefore imperative that new developments supply an adequate number of parking spaces for their need to ensure no overspill of parking onto on-street or other off-street parking areas in MPAC.

7.2.3 Additional Parking Infrastructure Review

A review of MPAC by AECOM resulted in no locations of surplus land for the development of additional parking infrastructure; some minor alterations to existing car parks are potentially possible as outlined subsequently in Section 8.2.3; however these would make little difference to parking provision in MPAC.

MVCC subsequently requested the review of four potential sites for new parking, notably multi-storey provision, at the following council owned at-grade off-street car park locations (see Figure 25 in Appendix C for location according to reference, i.e. P7 etc.):

- P7: Hall Street Car Park;
- P8: Milfay / Holmes Road Car Park;
- P9: Shutter Street Car Park; and
- P13: Pascoe Vale Road Car Park.

Accordingly a review of the above has been conducted, see Appendix I, solely on their ability to provide additional car parking infrastructure in a suitable location based upon the following criteria (ignoring that these sites have been put aside for other development options in the Structure Plan):

- Size and shape of the land;

- Land owner;
- Adjacent land-uses;
- Quality of pedestrian links to key attractors (sealed paths, lighting, security, etc.);
- Access to the local road network;
- Build-ability and impacts during construction (such as temporary loss of parking, impact on business, etc.)
- Approximate Cost (if deemed appropriate).

Following a high level review, see Appendix I, it was determined that of the sites put forward for consideration as a multi-storey car park that the Pascoe Vale Road existing at-grade car park site would be the most desirable as it is outside of the central MPAC and therefore would reduce the number of vehicles travelling through MPAC. There would however be some improvements to pedestrian connectivity from this car park to make it attractive to users. Given that this is a high level review a detailed cost / benefit analysis would be required to understand if a multi-storey car park should be built at this location.

7.3 Reducing the demand for car travel

7.3.1 Overview

There is a good range of public transport connections to and from Moonee Ponds. The provision of infrastructure that supports walking and cycling as well as public transport use can have an important role in the reducing the demand for car travel and by inference the demand for parking in MPAC. This particularly applies to MPAC:

- There is a large residential catchment within 1km or 15 minutes walking distance of the centre of MPAC.
- The business and community surveys have shown that there is willingness for people to cycle if sufficient infrastructure improvements were implemented.
- The community surveys indicated that there would be a willingness to catch public transport services if they were made available to key linkages and if frequencies improved.

Opportunity also exists to reduce the demand for travel through travel planning initiatives such as the preparation of travel plans.

7.3.2 Sustainable Transport Project Case Studies

'Ring-fencing' revenue raised from parking fees, charges and levies to investment in alternative 'sustainable transport' projects such as new public transport services, walking and cycling infrastructure, and travel plans is a common policy tool used to encourage modal shift. A number of case studies have shown that this may be an effective policy approach, especially as part of an integrated package of measures, but it is difficult to find universally applicable insights, as outcomes from specific projects are sensitive to local conditions. The review below is a selective overview, focused on sources that *directly* relate parking-related revenue sources to sustainable transport projects. There is a wider range of evidence regarding the effectiveness of sustainable transport projects in encouraging reduced demand for car travel independent of parking policy, and of the effects of changing the price of parking independent of the supply of sustainable alternatives, but these are not covered here.

- In **Perth**, a central city car parking levy has been in place in the mid-1990s. Revenue raised by the levy is hypothecated to the provision of the free City Area Transit (CAT) bus services and the fare-free central zone that provide free public transport in Perth's CBD. A review found that the policy "positively contribute[s] to state transport and land use policies to improve the economic, environmental and social health of central Perth", but also that "it is not possible to quantify the contribution the Perth Parking Policy has made to a reduced car driver mode share for trips to central Perth". Instead, it was more appropriate to consider the revenue allocation as a tool to fund the other mobility initiatives which had contributed to achieving the broad policy objectives of continued economic vitality, improved accessibility, improved air quality and physical environment, acceptable vehicle impacts, efficient use of parking, and provision of a framework for parking development.[4]

[4] Richardson, Emmerson "Extracting Maximum Benefit from Parking Policy – 10 years' experience in Perth, Australia", Proceedings of the European Transport Conference 2010, available online at

- A policy review prepared for the United Kingdom Department of Transport found that there was potential for modal shift from changes to parking charges, provided alternatives were available. However, the exact relationship between parking availability and sustainable transport measures was considered to merit further research.[5]
- A travel diary derived model-based study in **Portland, Oregon** found that parking cost and travel time by alternative modes (specifically transit) were the two most important variables in determining mode choice and thus demand for parking, and suggested that "raising the cost of parking at work sites and decreasing the transit travel time (by improving service and decreasing headways) will reduce the drive alone mode share."[6] A precinct specific case study of an integrated package of parking revenue mechanisms and transit ticket subsidies, along with other travel demand management strategies, found a 7 percent reduction in the 'drive-alone' mode choice to the precinct.[7]
- A review of practical lessons learnt in developing successful travel demand management highlights the importance of supply of transport alternatives, and the value of a revenue source from parking to deliver the supply.[8]

7.3.3 Good Practice

Using price to influence behaviour

A good practice case study from Colchester (UK) used differential parking prices to moderate demand and encourage mode shift. The pricing strategy was nuanced to target different markets and behaviours. Products available included:

- For shoppers, an off-peak price of £2, available between 10am and 3pm, which had the effect of reducing peak hour traffic and increasing demand by 1.2%
- An early bird scheme for workers arriving before 8am
- A 'night-owl' scheme offering £2 parking for people arriving after 2pm and leaving after 7pm.

The reported evidence suggests this scheme had positive sustainable transport impacts in terms of reducing peak congestion, although its modal shift effects are not known.

Travel demand management

Travel planning in three UK towns demonstrated that on a per person basis, it can achieve:

- A reduction of 7-9% in the number of car trips
- An increase of 10-22% of bus trips
- An increase of 26-30% in cycle trips
- An increase of 10-13% in walking trips

The travel planning schemes targeted people who were already making significant changes to their travel behaviour because they were moving home, job or school. A 'package' approach was taken that used small-scale 'nudge' measures such as a personalised travel plan with tailored actions to encourage a change in behaviour.

Urban design and road space reallocation

The Victorian Government Local Area Access Program has reported a series of case studies, including evidence of how urban design and road space reallocation reduce vehicle use.

For example:

---

http://www.britishparking.co.uk/write/Documents/Library/International/Extracting%20maximum%20benefit%20from%20parking%20policy-%2010%20years%20experience%20in%20Perth%20Australia.pdf
[5] TRL Limited "Parking Measures and Policies Research Review", May 2010, available online at http://www.britishparking.co.uk/write/Documents/Library/Reports%20and%20research/parkingreport.pdf
[6] Hess, D.B. "Effect of Free Parking on Commuter Mode Choice: Evidence from Travel Diary Data", *Transportation Research Record*, v. 1753
[7] Bianco, Martha J. "Effective Transportation Demand Management: Combining Parking Pricing, Transit Incentives, and Transportation Management in a Commercial District of Portland, Oregon", *Transportation Research Record*, v. 1711
[8] Taylor, A., "Making Car Parking Management an Effective Tool in Travel Planning", August 2006, available online at http://abstracts.aetransport.org/paper/download/id/2972

- In Cobram in northern Victoria, as part of a $1.09 million project, footpaths were widened and over 1,650m^2 of road space was reallocated to pedestrian movement and meeting spaces in the vicinity of a complex five-way road junction. As a result of the project, vehicle numbers fell between 23% and 52%, and the speed of traffic also fell. Feedback from traders was positive, with some choosing to repaint their businesses to complement the urban design treatment. The reduction in traffic volumes is reported to have had no negative impacts on local traders, with visitors instead choosing to park in one location and walk within the centre.
- In Preston, the redesign of Cramer Street at a cost of $241,000 resulted in an 18% increase in pedestrian movements in the area.
- In St Kilda, the redevelopment of Fitzroy Street at a total cost of $5.2 million included the reallocation of 2,850m^2 of road space to various alternative uses. Pedestrian volumes increased between three- and five-fold, and car movements along Fitzroy Street fell 42% in the evening peak.

The common features of these schemes are:

- Reallocation of road space to alternative uses
- Tailoring of design to reflect pedestrian and cyclist desire lines
- A high quality of design and materials selection
- High levels of stakeholder support and engagement.

MPAC Parking Plan Recommendation 4

MVCC should consider, as part of the Integrated Transport Plan review, the following:

– sustainable transport measures that aim to reduce the reliance on private car transport and encourage greater use of sustainable transport options. This could allow an estimate of the potential shifts in transport usage within the area to be made, allowing Council to estimate the potential benefits to local users and any potential uplift in houses prices. This appears to be a necessary first step in developing a funding model for these investments.

– continue to work with residential developments that have a sustainability focus to identify where an investment in sustainable transport infrastructure may add value to new residential developments and the likely added value to the community from undertaking these investments.

– a detailed review of the feasibility and costs involved in providing a multi-storey car park facility at Pascoe Vale Road, further to the high level investigation in this PP report. Following which a detailed cost / benefit analysis should be undertaken to aid in determining if a multi-storey car park should be taken forward.

– establish a "Parking & Sustainable Projects Fund" for which the car park would be funded via cash-in-lieu, detailed in subsequent parking strategy.

– investigate with key stakeholders the improvement of services serving Moonee Ponds on the bus, train and tram networks.

7.4 Sustainable Transport Projects / Initiatives

7.4.1 Proposed Sustainable Transport Projects

A remit of this PP was to establish sustainable transport projects for which monies collected via the proposed cash-in-lieu parking scheme (subsequently detailed in chapter 11) can be funded. Following a review of past policy (i.e. Structure Plan) and other study documentation it became clear that many transport projects had already been developed by MVCC. Accordingly MVCC has provided a list of the projects for MPAC specific to transport. These are provided by precinct in Table 24.

It is considered following a review of the methods to reduce the demand for car travel that all these projects have the ability once complete to improve sustainable transport facilities (and consequently usage in the long term via

In tandem interventions proposed via the strategy recommendations in this PP). The list of proposed transport projects has been prioritised according to the potential impact to change traffic patterns in MPAC and consequently aid in the staging of projects.

Table 24 MPAC Public Works Projects - Transport

Project #	Precinct	Project Description	Priority	Current Status
1	Centre-wide	Redevelop existing Moonee Ponds Bus/Tram interchange, public open space and junction (CityPlace project).	High	Planning Stage
2	Centre-wide	Improve pedestrian amenity of Puckle Street, Hall Street, Everage Street, Pratt Street and Holmes Road, including seating, shelter, lighting and widened footpaths.	High	
3	Centre-wide	Establish shared paths and/or separated cycle lanes on Mt Alexander Road, Hall Street, Ascot Vale Road, Holmes Road and Dean Street.	High	
4	Centre-wide	Provide end-of-trip facilities for cyclists at public transport nodes, including bicycle lockers.	High	
5	Centre-wide	Improve passenger facilities at all tram and bus stops, including DDA access, shelter, restrooms, seating, lighting and timetable information.	High	
6	Centre-wide	Establish a network of wayfinding signage around the centre.	N/A	Completed
7	A - City Place	Improve pedestrian/cycling connectivity from the Precinct to Queens Park.	Low	
8	B – Hall/Homer	Undertake Hall St public realm and streetscape improvements in accordance with Council's adopted Hall Street Streetscape Plan.	High	Construction of Stage 1 to commence in 13/14 Financial Year
9	B - Hall/Homer	Conversion of Hall St car park to public open space with existing car parking to be accommodated in design or relocated elsewhere within MPAC.	Low	
10	B - Hall/Homer	Enhance pedestrian link between Hall Street car park and Puckle Street.	Low	
11	C - Young	Improve pedestrian/cycling connectivity from the Precinct to the north and west.	Medium	
12	D - Puckle	Improve pedestrian/cycling connectivity from the Precinct to the north and south.	Medium	
13	D - Puckle	Integrate improved pedestrian crossings and access at the level crossing.	High	
14	E - Holmes	Redevelop the Council-owned car park for a future community use with existing car parking to be accommodated in design or relocated elsewhere within MPAC.	Low	
15	E - Holmes	Improve pedestrian laneway connection between Sydenham Street and Norwood Crescent.	Low	
16	E - Holmes	Improve pedestrian/cycling connectivity from the Precinct to the east.	Medium	
17	F - Shuter	Construct pedestrian crossing bridge over railway line to the west.	Low	
18	F - Shuter	Redevelop the Council-owned car park for a future	Low	

Project #	Precinct	Project Description	Priority	Current Status
		community use with existing car parking to be accommodated in design or relocated elsewhere within MPAC.		
19	F - Shuter	Improve pedestrian/cycling connectivity from the Precinct to the east.	Medium	
20	F - Shuter	Prioritise pedestrians along Shuter Street.	High	
21	G - Junction South	Establish Gladstone Street Link.	N/A	Completed
22	G – Junction South	Improve pedestrian/cycling connectivity from the Precinct to the north and west.	Medium	
23	G- Junction South	Enhance pedestrian/cyclist safety and amenity along Ascot Vale Road and Mt Alexander Road.	High	
24	H - Railway	Improve pedestrian amenity and safety around the train station, including the underpasses.	High	
25	H - Railway	Redevelop the car park for community/office uses.	Low	
26	H - Railway	Enhance pedestrian/cyclist safety and amenity along Margaret Street.	High	Planning Stage
27	H - Railway	Improve traffic and pedestrian connections across the rail line.	High	
28	H - Railway	Investigate grade separation for Homes Road/rail line intersection.	Low	
29	I - Dean	Redevelop the car park for commercial/office uses with existing car parking to be accommodated in design or relocated elsewhere within MPAC.	Low	
30	I - Dean	Improve pedestrian/cycling connectivity from the Precinct to the west.	Medium	
31	I - Dean	Enhance pedestrian amenity along Coats Street and Alexandra Street.	Medium	
32	J - Moonee Valley Racecourse	Improve pedestrian/cycling connectivity from the Precinct to the west.	Low	

Source: MVCC provided

MPAC Parking Plan Recommendation 5

MVCC to produce a consolidated sustainable projects plan with the suggested hierarchy of schemes for implementation to improve sustainable accessibility to MPAC. MVCC to also establish a 'Parking & Sustainable Projects Fund' for which these projects would be either fully/or part of funded for.

7.5 Other Sustainable Transport Proposals

7.5.1 Travel Plans

A travel plan (sometimes known as a Green Travel Plan) is a process of developing and implementing initiatives which facilitate and encourage the use of more sustainable travel options. A travel plan is developed for a particular site, such as a building or development area, and involves:

- Setting objectives, targets and indicators for mode share of people travelling to/from that site

- Assigning actions to facilitate the meeting of those targets
- Implementing monitoring and review programs to track progress and make adjustments as necessary

Examples of actions that may appear in travel plans are introduction of cycle facilities such as showers and bicycle storage, or financial incentives for not requiring a parking space.

If new developments were encouraged to undertake Travel Plans as part of the development process, and through this, more sustainable travel patterns could be established, there may be scope to help reduce future car parking pressure in and around MPAC.

If developments are able to demonstrate that they have an adequate travel plan in place, there may be an opportunity for those developments to reduce the amount of car parking required to support the development.

MPAC Parking Plan Recommendation 6

MVCC to adopt via the Overlay that all 'major developments' produce a Green Travel Plan in MPAC. MVCC to uphold the implementation and reviewing process of GTP's by developers.

8.0 Parking Plan Strategies via Other Implementation Mechanisms

8.1 Introduction

This chapter of the MPAC PP report outlines a range of parking plan strategies which can be implemented by council without having to apply a parking overlay and then improve parking supply and usage in MPAC.

8.2 Car Parking Management

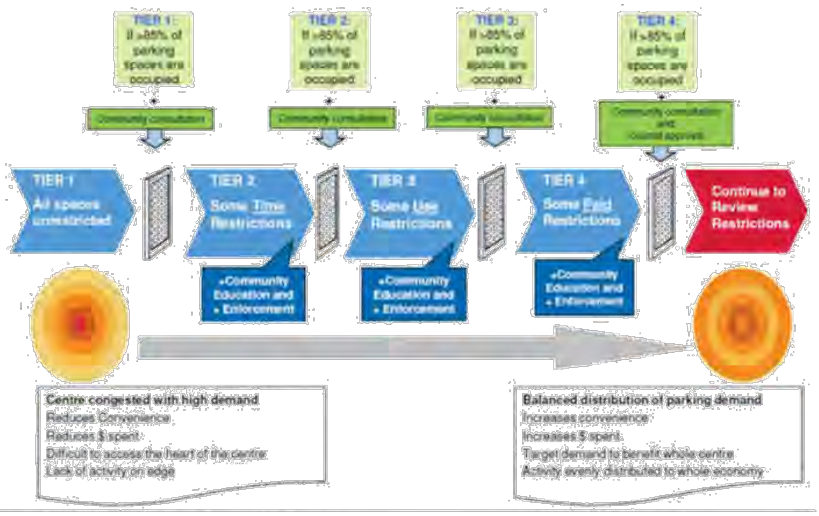
MPAC has a good range of sustainable public transport options available. However, as demonstrated thus far car travel trips are still seen as a primary transport mode to and from the activity centre. The provision of a generous supply (whilst balancing the strategic direction to make MPAC more sustainable) of free parking that caters for the needs of residents, visitors and commuters. This is fundamental to the function of MPAC to both retain and attract people, in doing so; this will benefit both the community and local business.

There is a need to manage the level and operation of parking supply to ensure that the appropriate mix of short, medium and long stay parking spaces is provided whether this be on-street or within off-street car parking areas.

8.2.1 MVCC MPS – Parking Demand Management Framework

The MVCC Municipal Parking Strategy (MPS) sets a defined Parking Demand Management Framework, which is provided in Figure 10, this is also provided in greater clarity in Appendix J. It is understood Council have yet to implement this framework as yet since parking demand surveys had yet to be undertaken.

Figure 10 Parking Demand Management Framework Process



Source: MVCC MPS: Appendix 1 (Section 1) – Figure 1

The framework is described in the MVCC MPS as follows:

- Used to manage parking resources more efficiently in areas of high demand. These locations should be monitored to assess current occupancy rates and pricing mechanisms applied (as last tier) to the specific locations which experience highest demand.
- Applies a four tier restriction system which increases parking controls as parking demand grows (as shown in Figure 10).

- Involves checking for high occupancy set at or below 85% (over a 30 minutes to four hour period, varying pending local parking conditions). This should result in drivers being able to find a convenient space more easily and reliably.
- Gives clear direction to officers about when they should apply various parking restriction techniques. The 85% occupancy rate provides a clear trigger for implementation (or removal) of each tier in the management process. Only spaces occupied more than 85% of the time have the next tier of restrictions applied to them. If over time, occupancy decreases, then the lower tier restriction is applied.
- Allows parking conditions to be customised to the specific needs and issues of a certain area. Whilst this tool could be applied anywhere in the municipality, they most typically apply to Principal and Major Activity Centres, busy railway stations and major event precincts such as the Royal Melbourne Showgrounds.
- Includes a capacity to introduce paid on-street parking conditions (as the final step in a four tier process). Any proposal for paid on-street parking restrictions will be presented to Council for approval prior to being introduced. Where revenue to derived from paid on-street parking, Council will:
  - Establish dedicated budget accounts for revenue from parking fees in each Activity Centre (as introduced)
  - Will use revenue from parking fees specifically on transport improvements (including pedestrian and cyclist amenity) in the Centre where the revenue is generated
  - Communicate the parking fees revenue is being directed back into the Activity Centre where the revenue is raised.
  - Typical pricing models are outlined in Figure 11:
- Community involvement in the Parking Demand Management Framework process includes:
  - Community consultation and feedback where Council is considering changes to local parking conditions
  - Community education initiatives to:
    - Advise of changed local parking conditions and assist in regular users to find a parking space with convenient access to their destination (behavioural change)
    - Improve compliance and assist with enforcement measures.

Figure 11 Typical Car Parking Pricing Model

Model	Example	Model Structure
Free Parking (Option 1)	Free parking at all times but difficult to find a convenient space.	Less expensive, more traffic
Encourage Compliance (Option 2)	Difficult to find a space for $0.60 per hour	
Cost Recovery (Option 3)	Every 20th space is vacant for $1 per hour.	
Decrease Occupancy (Option 4)	Every 10th space is vacant for $2 per hour.	
Demand Management (Option 5)	Easy to find a space for $3 per hour.	More expensive, less traffic

Source: MVCC MPS: Appendix 1 (Section 1)

8.2.2 Review of Parking Restrictions

The review of parking restrictions provided has revealed that there are a limited number of dedicated medium and long term (i.e. over two hours) parking facilities servicing non-residential land uses in MPAC.

The vast majority of both on-street and off-street parking spaces servicing the main trip attractors located in the retail area of MPAC are subject to either one or two hour time limit restrictions. This has many benefits such as encouraging the turnover of parking spaces and increasing short-term parking opportunities in the most desirable locations of MPAC.

However long term parking facilities are nonetheless an important requirement of an activity centre to service the needs of:

- Car based commuters looking for all-day parking within a reasonable walking distance of their workplace.
- Patients and visitors to the various medical land uses in MPAC who may have requirements to stay longer than a couple of hours.
- Visitors to MPAC whom generally want to undertake a number of trips within a single visit such as shopping and having something to eat, hairdressers then shopping etc., with such trips easily taking longer than a couple of hours.

A review of parking demand and local community/business surveys indicate that the lack of clearly defined longer term parking facilities in MPAC is encouraging those requiring long term parking to:

- Continue to park in short-term parking areas but move their car to another space once the time limit has been reached. This reduces the opportunities for short-term parking for other visitors to MPAC and also has a number of dis-benefits, such as, inconvenience and loss of productivity of employees as they leave work to move their car and environmental impacts with the associated running of car engines for short periods.
- Overstay the parking limits and run the risk of fines, this again reduced the opportunity for short-term parking for other visitors.
- Use on-street permit parking areas in the local residential areas therefore impacting upon the amenity and reducing the parking opportunities for genuine residents and their visitors.
- Seek alternative shopping precincts as visitors (clients) have received parking fines due to parking restrictions. Therefore repeat business is affected in MPAC which will have an economic impact.

In order to provide a strategy to increase or more clearly define areas for longer term parking, the following has been considered:

- The need to retain short-term parking restrictions for off-street parking spaces directly servicing the main trip attractors.
- On-street parking is important to the competiveness of small scale retail and business premises given the convenience associated with providing parking close to these destinations. Generally, retail and business opportunities are optimised by encouraging regular turnover of spaces, whilst maintaining a high occupancy of parking close to retail outlets. As such, the provision of medium or long term parking in the vicinity of smaller scale retail outlets may impact these businesses by restricting the number of customers who can access the retail or business premises.
- Long term parking needs to be attractive in order for people to use it, that is, it must be safe and within a reasonable walking distance of the most desirable areas.

A review of existing provision and current parking practices in MPAC has identified that long term parking opportunities could be improved either through:

- Rationalisation of existing parking areas.
- The provision of future new car parks.

The Parking Demand Management Process (explained in Section 8.2.1) has been adopted to undertake an assessment of parking restrictions adopted in MPAC using the peak parking demand data. The assessment and corresponding proposed parking restrictions to be altered is provided in Appendix I.

In summary the following key opportunities to altering the parking restrictions currently in place are as follows:

- Those spaces currently used in the central areas of MPAC (for example along Puckle Street and Hall Street) could be converted to paid on-street parking to ensure compliance with the 1P and 2P parking restrictions currently imposed, therefore ensuring more regular turnover to make convenient parking spaces more regularly available to visitors to MPAC. This will also have an added benefit of raising revenue for maintenance and enforcement of parking in MPAC. Given that many on-street parking areas have been identified for possible paid on-street parking (see Appendix K) it may be that Council undertake a trial period of an identified street to see the impact such a scheme may have.

- Some of the outer perimeter parking areas of MPAC (for example along Norwood Crescent, Margaret Street and Alexandra Street) could be altered to longer stay parking to improve both utilisation of these parking areas and also provide MPAC with some more longer stay parking spaces which have been identified as lacking. Positioning these on the outskirts of MPAC ensures that those spaces in the core areas remain short stay, i.e. quick turnover spaces for street retail.

There may also be a review of parking pricing necessary to ensure it is set at a rate which does not excessively deter drivers from paying and parking.

8.2.3 Off-street parking provision

Off-street public car parks will continue to play an important role in catering for those visitors staying in the activity centre for two hours or longer. On this basis, it is important that the off-street car parks are managed so that they are easy to access and attractive to users.

Appendix L provides an inventory of the public and private car parks in MPAC (a description of the ratings is also provided).

The inventory of public and private car parks in MPAC has shown that:

- Directional signage to all reviewed off-street public car parks could be improved. The signage at the car parks rated average and poor is not well located (i.e. easy to miss on way past). With possible future longer-term parking spaces identified, signage should direct drivers to either short stay or long stay parking areas. There is also the option of providing electronic parking usage signs to direct drivers to those off-street car parks which are underutilised, this would have the added potential benefit of reducing vehicle movements around MPAC.
- The safety and security of the public off-street car parks like those provided at the Homer St car parks (located on the central median) is less than desirable particularly due to a lack of lighting and passive surveillance.
- There is potential to increase the number of spaces at both public and private car parks as follows:
    - There are spaces within the Penny Lane car park which are solely provided for ticket machines. The ticket machines could easily be wall-mounted and these spaces made available for vehicles. An overview of the car park indicates that provision would only be increased by two spaces by undertaking this.
    - Very minor alterations to the Milfay/Holmes car park could be made to the spaces on the eastern side by converting them to 90 degree parking, there may be some minor widening required in order to facilitate this arrangement (see Figure 13). This improvement would only increase the number of parking spaces by four, as shown via the schematic provided in Figure 14. Accordingly the cost to benefit may deem this scheme not worthwhile.

Figure 12 Penny Lane Car Park – Ticket Machine in Parking Space

Figure 13 Milfay/Holmes Car Park

Figure 14 Milfay/Holmes Car Park – Possible Improvement Sketch

MPAC Parking Plan Recommendation 7

MVCC to review the proposed improvement arrangements at the Milfay / Holmes Street Car Park and Penny Lane Car Park to increase the existing capacity (a cost benefit assessment would most likely be required in order to establish if such proposals are worthwhile). If the costs of which produce little benefit monies to be offset towards sustainable transport improvements.

8.2.4 Management of priority parking spaces

On-street parking is often the most convenient form of parking and, for varying reasons, access to on-street parking spaces is essential to businesses, people with disabilities, residents and their visitors, public transport users and for the delivery of goods. As is the case in MPAC, there is competition for the limited kerb side space between various users, each of which has varying parking requirements. The challenge for Council is to ensure that the parking requirements of different users are met through the equitable sharing or protection of on-street parking spaces.

8.2.4.1 Disabled and mobility impaired parking

There is a need to ensure that there is an adequate supply of convenient and accessible parking spaces that can be used by disabled or mobility impaired visitors to MPAC.

Currently there are approximately 25 on-street and 42 off-street disabled parking spaces provided in MPAC. Disabled parking bays were found to be generally well-utilised on-street with an average utilisation percentage of 88% and generally under-utilised off-street with a utilisation percentage of 66%.

There are no guidelines on the required rates for the provision of on-street disabled parking spaces. As such, disabled parking policy adopted by other Victorian Councils such as the City of Melbourne is based on meeting the stated needs of disabled visitors rather than providing a blanket provision. This approach involves engaging and listening to representations from relevant stakeholders including disabled and mobility impaired residents and visitors to identify where and how access for disabled people can be improved. Where key issues are identified the parking requirements of disabled users are given priority in the allocation of kerb side space (this is consistent with the MPS in which disabled permit zones are ranked third in the kerbside road space user hierarchy behind road safety and public transport for an activity centre).

It is recognised that on-street disabled spaces are costly to provide particularly in terms of the supporting infrastructure (such as signage, line marking and drop kerbs to enable mobility impaired passengers to access paths from their parking space) that is required. Therefore, it is important that any provided disabled spaces are

well utilised given that the spaces effectively reduce the level of on-street parking available to other land uses in the area.

On this basis, developments requesting the provision of disabled spaces should be required to demonstrate that there is sufficient demand for disabled parking and that there are no off-street parking spaces on site that could adequately cater for the disabled persons parking need.

MPAC Parking Plan Recommendation 8

MVCC as part of the Disability Action Plan implementation to:

- review the design and allocation of accessible car parking at key buildings and in activity centres to ensure design offers safe access to footpath amenity and sufficient spaces are provided

- embed transparent transport decision-making criteria to ensure mobility is maximised and disabled stakeholders are consulted, in processes consistent with the Transport Integration Act 2010.

8.2.5 Directional Signage

In many urban centres, additional delay and congestion is caused by motorists searching for car parking spaces. This lack of awareness of the locality of spare spaces can result in some car parks or time restricted areas being under-utilised and may have the additional consequence of car park patrons undertaking additional trips to time restricted parking which has been exceeded.

This is a most likely practice in MPAC given that the parking areas are at or above practical capacity (>85%).

Such practices were observed during the car parking surveys and subsequent site visits. In particular observations of motorists circulating looking for parking spaces in Kmart and Woolworths off-street car parks.

As such, directional signage guiding motorists to their intended destination has an important role to play in avoiding unnecessary circulation within MPAC and ensuring that existing parking facilities are used to their optimal potential.

There are various types of directional signage ranging from static signage providing the most basic levels of information to advanced electronic parking guidance systems which are designed to provide real time information on parking such as car park occupancy levels. There are a range of additional benefits associated with electronic parking guidance systems including reduced time spent searching for spaces and an improved public image of the area, although these benefits are reflected in the high purchase and operating costs.

The key objective in the provision of effective directional signage is to ensure that the information is:

- Legible
- Easily understood and informative
- Provides directions before they need to turn and able to make a decision on where they should go
- Unobtrusive to the surrounding streetscape.

Information should be designed to reduce clutter by rationalising and simplifying messages, resulting in less but more effective information.

An inventory of existing car parking directional signage in MPAC is provided in Appendix M. It can be noted that:

- The parking signage does not direct patrons to an intended end land use.
- The signage in places is obscured and/or not best placed for drivers to see.
- There is limited information on type of parking facility (short stay / long stay).
- Some off-street car parks do have information on the size of the car park.

Opportunity exists to improve signage with a view to addressing the current deficiencies in information provided to visitors to MPAC. In particular:

- Parking areas should be identified to the motorist in advance of reaching the car park.

- Parking signs should show key information on car park such as size (i.e. number of spaces, for which some already do) or type of parking (short stay or long stay, for which none of the signs currently do).
- The number of parking spaces available via electronic real time information. This is seen as having the most benefit in directing and coordinating parking in MPAC given the existing provision of parking signage. It may be however difficult to implement given parking areas are spread out in MPAC. This may have the greatest benefit on Mt Alexander Road as vehicles approach MPAC and can be directed from here to spare off-street parking areas.

MPAC Parking Plan Recommendation 8

MVCC to ensure that an appropriate level of directional signage is available to guide motorists to parking facilities in MPAC via:

- MVCC to prepare and implement a signage strategy in line with guidance set out in this Strategy, including the possible use of VMS signage.
- MVCC to install / rationalise directional signage to each existing and new public car park containing over 50 parking spaces.
- MVCC to ensure that new developments containing over 50 publicly available parking spaces provide acceptable parking guidance signage to their parking facility.

8.3 Sustainable Transport

8.3.1 Proposed Initiatives

8.3.1.1 Walking and Cycling

The initiatives identified in previous studies are generally still appropriate for Moonee Ponds. Additional ideas that could directly link parking, walking and cycling initiatives could include:

- Identifying specific street segments with high pedestrian footfall and opportunities for additional street activity and reallocate parking in that segment to enlarge and improve the quality of the public realm e.g. for plantings, bicycle parking, water features, public art or footpath dining. This could be achieved via pedestrianising sections of Puckle Street.
- Redesign existing car parking access points to prioritise walking routes e.g. raised pavements, speed humps for motorists.

8.3.1.2 Public Transport

A frequent public transport network providing four to six services an hour when most people are commencing their trips would help to support sustainable transport access to Moonee Ponds.

The 'frequent public transport network' is shown schematically in Figure 15, gaps in the network include:

- A lack of lines from the north and north-east[9]
- The 'frequent network' shown is limited to weekday daytimes only

[9] The area west of the activity centre between the railway and the Maribyrnong River is relatively small and walking and cycling access could be prioritised here.

Figure 15 Schematic diagram of the frequent public transport network serving Moonee Ponds

A key enhancement to public transport would be to increase the spatial and temporal coverage of the frequent public transport service. Improvements already planned include increasing weekday daytime train services on the Craigieburn line through Moonee Ponds from 2016. This will largely fill the service gap to the north and north-east.

Potential 'quick wins' at relatively low cost could include weekend service improvements on the bus, train and tram network.

MPAC parking plan recommendation 4 incorporates the consideration of sustainable transport to be considered as part of the review of the Integrated Transport Plan.

9.0 Monitoring and Review of Parking Plan

As outlined in The Parking Overlay Practice Note No. 57 (April 2013):

- *The characteristics of a precinct often change over time, affecting local parking conditions. It is important that the Parking Overlay is regularly monitored and reviewed to ensure it continues to reflect the precinct's actual parking requirements, and is consistent with future plans for the precinct.*

For example is it envisaged that the nature of on-street car parking demand and location in MPAC is likely to alter following the integration of the parking permit policy, once residents have adapted to the new area based parking permit system.

Accordingly this PP for MPAC should be reviewed every three to five years in conjunction with the Municipal Strategic Statement to ensure they reflect local conditions and policies.

MPAC Parking Plan Recommendation 19

MVCC to ensure ongoing monitoring of the parking recommendations and undertake a comprehensive review every three to five years in conjunction with the Municipal Strategic Statement to ensure consistency of local conditions and policies.

10.0 Parking Plan Implementation

This chapter outlines the actions and implementation plan (including mechanisms) for delivering the key parking plan recommendations as set out in the preceding chapters of this PP report.

10.1 Implementation Plan

The implementation plan for delivering the key outcomes of this PP is set out below in Table 25, for ease these have been split by those requiring implementation via the parking overlay and those by 'other' mechanisms.

Table 25 Implementation Plan

Parking Plan Recommendation	Action	Implementation Period (Short Term / Medium Term / Long Term)	Implementation Mechanism	Timing	Responsible MVCC Department / Authority
1	Adopt via the Parking Overlay the MPAC boundary as per outlined in Figure 2 of this PP report	Short Term	Parking Overlay	0-1 years	TBC
2	MVCC to prepare a Schedule to the Planning Overlay for MPAC to ensure future land uses provide parking at Column B parking rates as set out in Clause 52.06 of the Planning Scheme.	Short Term	Parking Overlay	0-1 years	TBC

Parking Plan Recommendation	Action	Implementation Period (Short Term / Medium Term / Long Term)	Implementation Mechanism	Timing	Responsible MVCC Department / Authority
3	MVCC to establish a "Parking & Sustainable Projects Fund' for the following: >MVCC to adopt a cash-in-lieu payment will be required in respect of each commercial car parking space or part thereof which is not provided on the land. Council should nominate the appropriate sum per car parking space for commercial properties from the range provided, between $13,500 to $19,000. Funds collected to be distributed towards the provision of additional car parking (as per outlined as part of Recommendation 4). > The amount of cash-in-lieu payments is to be adjusted annually from 1 July 2014 using Construction Industry Output Price Indexes.	Short Term	Parking Overlay	0-1 years	TBC

Parking Plan Recommendation	Action	Implementation Period (Short Term / Medium Term / Long Term)	Implementation Mechanism	Timing	Responsible MVCC Department / Authority
4	MVCC should consider, as part of the Integrated Transport Plan review, the following: > sustainable transport measures that aim to reduce the reliance on private car transport and encourage greater use of sustainable transport options. This could allow an estimate of the potential shifts in transport usage within the area to be made, allowing Council to estimate the potential benefits to local users and any potential uplift in houses prices. This appears to be a necessary first step in developing a funding model for these investments. > continue to work with residential developments that have a sustainability focus to identify where co-investment in sustainable transport infrastructure may add value to new residential developments and the likely added value to the community from undertaking these investments. > a detailed review of the feasibility and costs involved in providing a multi-storey car park facility at Pascoe Vale Road, further to the high level investigation in this PP report. Following which a detailed cost / benefit analysis should be undertaken to aid in determining if a multi-storey car park should be taken forward. > establish a "Parking & Sustainable Projects Fund" for which the car park would be funded via cash-in-lieu, detailed in subsequent parking strategy. > investigate with key stakeholders the improvement of services serving Moonee Ponds on the bus, train and tram networks.	Short Term	Parking Overlay	0-1 years	TBC

Parking Plan Recommendation	Action	Implementation Period (Short Term / Medium Term / Long Term)	Implementation Mechanism	Timing	Responsible MVCC Department / Authority
5	MVCC to produce a consolidated sustainable projects plan with the suggested hierarchy of schemes for implementation to improve sustainable accessibility to MPAC. MVCC to also establish a "Parking & Sustainable Projects Fund' for which these projects would be either fully/or part of funded for.	Short Term - ongoing	'Other'	Ongoing	TBC
6	MVCC to adopt via the Overlay that all 'major developments' produce a Green Travel Plan (GTP's)in MPAC. MVCC to uphold the implementation and reviewing process of GTP's by developers.	Short Term	Parking Overlay	0-1 years	TBC
7	MVCC to review the proposed improvement arrangements at the Milfay / Holmes Street Car Park and Penny Lane Car Park to increase the existing capacity (a cost benefit assessment would most likely be required in order to establish if such proposals are worthwhile). If the costs of which produce little benefit monies to be offset towards sustainable transport improvements.	Short-Medium Term	'Other'	0-3 years	TBC
8	MVCC as part of the Disability Action Plan implementation to: > review the design and allocation of accessible car parking at key buildings and in activity centres to ensure design offers safe access to footpath amenity and sufficient spaces are provided. > embed transparent transport decision making criteria to ensure disability is considered and disabled stakeholders are consulted, in processes compliant with the Transport Integration Act 2010.	Short-Medium Term	'Other'	0-3 years	TBC

Parking Plan Recommendation	Action	Implementation Period (Short Term / Medium Term / Long Term)	Implementation Mechanism	Timing	Responsible MVCC Department / Authority
9	MVCC to ensure that an appropriate level of directional signage is available to guide motorists to parking facilities in MPAC via: > MVCC to prepare and implement a signage strategy in line with guidance set out in this Strategy, including the possible use of Variable MessageSigns. > MVCC to install / rationalise directional signage to each existing and new public car park containing over 50 parking spaces. > MVCC to ensure that new developments containing over 50 publicly available parking spaces provide adequate parking guidance signage to their parking facility.	Short-Medium Term	'Other'	0-3 years	TBC
10	MVCC to ensure ongoing monitoring of the parking recommendations and undertake a comprehensive review every three to five years in conjunction with the Municipal Strategic Statement to ensure consistency of local conditions and policies.	Ongoing	'Other'	Ongoing	TBC

Appendix A

Transport Policy and Background Documentation Review

Appendix A Transport Policy and Background Documentation Review

This appendix of the PP report provides a summary of various State Government and MVCC plans and policies, as well as other relevant studies, of relevance to MPAC and the development of this PP.

Policy and Plans

State

Transport Integration Act 2010

The *Transport Integration Act 2010* (the TIA) unifies the transport portfolio — including ports and marine and transport regulation — under a single framework. The legislation strives to achieve both integration and sustainability in economic, environmental and social terms. The TIA requires all transport agencies to work together toward the common goal of an integrated, sustainable transport system.

This also extends to include land-use agencies — including the Department of Transport, Planning and Local Infrastructure (DoTPLI), municipal councils, the Metropolitan Planning Authority and Parks Victoria — who will need to take account of the TIA when making decisions that impact on the transport system.

The TIA recognises that transport planning and land use planning should be fully integrated in long term planning, operations, project design, development or delivery. The key policy principles that underpin decisions for transport and related projects are enshrined in the TIA, which sets the following vision statement for Victoria's transport system:

The TIA sets a number of objectives for the transport system:

- Social and economic inclusion.
- Economic prosperity.
- Environmental sustainability.
- Integration of transport and land use.
- Efficiency, coordination and reliability.
- Safety, health and wellbeing.

Metropolitan Planning Strategy – Plan Melbourne

Plan Melbourne is the Victorian Government's vision for the city to 2050, providing a clear vision for the future with the strategy also considering Melbourne's infrastructure, housing, employment and environmental challenges with an integrated approach to planning and development that includes land use, transport, and social and community infrastructure.

Moonee Valley (MPAC) is included in the strategy as part of the western subregion, which is identified as the city's fastest-growing subregion.

With regards to parking the document outlines the following initiatives:

- Initiative 2.4.1: Extend the Vicsmart system to multi-unit development. This is to provide greater certainty on the types of development that can occur in specific precincts. It aims to reduce parking requirements in appropriate locations (such as near railway stations and the principal public transport network).
- Initiative 7.1.5: Further Streamline Planning Controls: As part of implementing Victoria's reformed residential zones, special planning controls (known as overlays and particular provisions) will be reviewed. The controls can trigger car parking requirements. The review of these planning controls is proposed to identify ways to further streamline the system, including a review of triggers for permits.

Public Transport Guidelines for Land Use and Development, Department of Transport, 2008

The *Public Transport Guidelines for Land Use and Development* was released by the Department of Transport in 2008. The guidelines provide assistance with site design to facilitate the delivery and use of public transport services, in doing so ensuring the provision of a sustainable transport network (including walking, cycling and public transport).

The guidelines also assist in addressing the public transport aspects of structure plans (or other strategic planning documents), integrated transport plans and the layout of new subdivisions / major developments.

Cycling into the Future 2013-23

The Victorian Government's cycling strategy is to take a holistic approach to cycling by considering the needs of transport and recreational cyclists, as well as metropolitan and regional requirements. The cycling strategy aims to:

- Improve understanding about opportunities to increase cycling in order to make more informed decisions.
- Make it easier to deliver cycling infrastructure, facilities and events by streamlining the processes for planning and approvals.
- Reduced safety risks and help people feel more confident about riding their bikes.
- Identify opportunities to support local economies through cycling.
- Target investment in a strategic way in areas it will make the most difference.

VicRoads SmartRoads

In addressing its responsibilities under the TIA, VicRoads has developed the SmartRoads framework. SmartRoads has defined a road use hierarchy for the arterial road network, which is designated primarily under the control and direction of VicRoads.

The road use hierarchy provides a basis for consistent decision making regarding the management of the demands that can arise between different transport modes throughout the day. When considering the design and role of the road network, SmartRoads also considers proposed changes to network in the context of the wider network management strategy. VicRoads states that under SmartRoads:

- Pedestrians will be encouraged by facilitating good pedestrian access
- Trams and buses are given priority during morning and afternoon peak periods on key public transport routes
- Cars will be encouraged to use alternative routes
- Bicycles will be encouraged through further developing the bicycle network
- While trucks will have full access to the arterial road network, they will be given priority on important transport routes that link freight hubs, and at times that reduce conflict with other transport modes.

The SmartRoads Road Use Hierarchy is intended to feed into a compilation of peak and off-peak Network Operating Plans, and via this to facilitate SmartRoads as a network appraisal and development framework to help support the delivery of important objectives for an integrated and sustainable transport network including improvements in reliability, environmental sustainability, land use integration and safety.

A complimentary assessment process, called a "Network Fit Assessment" has also been developed. The methodology for the network fit assessment considers mode priority and trip volume before assessing the positive and negative impact of road scheme options by mode. The process is then repeated in a stakeholder workshop environment until a suitable transport corridor design is identified.

DoTPLI Parking Overlay Practice Note 57, April 2013

The practice note provides guidance to councils about the preparation and application of the Parking Overlay. The Parking Overlay allows councils to respond to local car parking issues and can be used to outline variations to Clause 52.06 which can apply either to the entire municipality or smaller precincts.

It is outlined that before a Parking Overlay can be drafted it is generally necessary for a car parking plan to be developed to aid in identifying car parking needs and issues, whilst relating these to the broader social, economic and environmental considerations.

DPCD Advisory Committee Report

The DPCD Advisory Committee Report on the changes to the Planning Scheme with regard to car parking includes discussion of the use of an overlay and the development of a car parking plan.

The report discusses the lower car parking rate applicable under a Parking Overlay. Whereas previously, councils were required to develop and justify their own car parking rates under Parking Precinct Plans, the lower rates in Column B are considered to be broadly applicable to most Activity Centres or other locations, based on discussions with councils and developers. Having said that, if councils do wish to develop rates different (typically lower, for MVCC) from those in Column B, that opportunity still exists.

The report also discusses the development of cash-in-lieu schemes where developers cannot meet car parking requirements on-site. Such a scheme requires that Council has a project that could reasonably be expected to be delivered to address any issues arising from the shortfall in parking. The tests for implementing such a scheme are based on need, nexus, equity and accountability. Essentially, the key requirement is that Council needs to demonstrate that:

- A parking shortfall will have a detrimental impact on the existing area
- There is a link between the parking shortfall and the project to which the money will be directed
- The charges are equitable – that developers are not being penalised to solve existing problems not of their making
- The scheme will be transparent and that any monies not spent will be returned to developers.

Victoria Planning Provisions

The Victoria Planning Provisions are provided as the main reference material for planning and design. The Moonee Valley Planning Scheme documents of relevance to MPAC are outlined below.

Clause 21.06 Activity Centres

In 2007, Moonee Ponds was declared one of six 'Priority Activity Centres' in metropolitan Melbourne which are development-ready areas that will benefit from state funding to achieve development outcomes. In this context, a revised Moonee Ponds Structure Plan has been commissioned to address land use, built form, traffic, economic assessment of office and retail space requirements, parking and improving pedestrian amenity and access.

Clause 52.06 Car Parking

The guidelines within this clause aim to ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework. It applies to a new use or an increase in floor area. Parking rates for some of the most notable land uses from Table 1 of the document are provided below in Table 26.

Table 26 Clause 52.06 Car Parking Requirements

Use	Column A Rate	Column B Rate	Car Parking Measure
Dwelling	1	1	To each one or two bedroom dwelling, plus
	2	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom) plus
	1	0	For visitors to every 5 dwellings for developments of 5 or more dwellings
Office	3.5	3	To each 100sqm of net floor area
Shop	4	3.5	To each 100sqm of leasable floor area

The document in section 52.06-6 sets out the conditions for applications to reduce the car parking requirement. It states the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

The document also sets out guidance on the design and construction of car parking spaces.

Local

Moonee Valley City Council Integrated Transport Plan (ITP), 2008

The ITP was developed to guide Moonee Valley's transport use until 2020, attempting to set the municipality on course for decreased use of private cars and increased participation in sustainable transport options such as walking cycling and public transport.

The policies of particular reference from the traffic and parking section of the ITP are outlined in Table 27.

Table 27 Traffic and Parking Policies of relevance from ITP

Policy	Details	Action	Targets
23	Travel demand management will be used to ease congestion and the impact of transport in the environment.	A78. Advocate for peak and off-peak tolls to be applied on CityLink to reduce peak hour congestion. A79. Council will require developers seeking a reduction in car parking provision to prepare an Integrated Transport Plan to demonstrate how the development contributes to sustainable transport outcomes in Moonee Valley. A80. Advocate for the Commonwealth to remove the FBT tax advantage gained by private (company) car users.	T61. By 2020, less than 30% of all students will use private cars for trips to and from school.
26	Creation of a local access road around Moonee Ponds to provide more pedestrian space in the heart of the centre.	A87. Investigate the feasibility of a local access road around Moonee Ponds, as part of the Access and Mobility Plan for Moonee Ponds Activity Centre.	T66. Investigation will be completed by 2008.
28	Parking should be managed in a strategic way for the benefit of the whole community.	A89. Develop a Parking Strategy for the whole Municipality. A90. Ensure that parking in Activity Centres is well designed, located and managed to meet the broad needs of the community. A91. Review the provision of parking for drivers with disability permits particularly in Principal and Major Activity Centres. A92. Provide disability permit parking commensurate with the proportion of permits issued to car owners. A93. Where necessary Council will actively intervene in the parking market to ensure that congestion is managed and parking is provided efficiently.	T68. Complete the Moonee Valley Parking Strategy in 2008. T69. Provision of disability permit parking will be reviewed by 2009.

Moonee Valley City Council Municipal Parking Strategy (MPS), December 2011

The MPS was developed to assist Council in managing parking across the municipality, "*in a strategic way for the benefit of the whole community*" (as per Policy 28 of the ITP).

The MPS:

- Manages the parking demands of today, whilst taking a long term perspective to transition Moonee Valley to a more sustainable city; and
- Adopts a set of eight comprehensive, rigorous, effective and fair management tools as outlined:
  - Parking Demand Management Framework.
  - Kerbside Road Space User Hierarchy.
  - MVCC Parking Permit Policy.
  - Parking on Narrow Streets Management Framework.

- MVCC Planning Scheme.
- Local Area Traffic Management (LATM) precincts.
- Parking Enforcement Operational Guidelines.
- Municipal Parking Strategy Implementation Plan.

In relation to Moonee Ponds and the PP actions 25 and 26 are of relevance and state the following:

Action 25

Develop Parking Precinct Plans for each activity centre (where a relevant Structure Plan has been prepared) ensuring:

- Costings and a cash-in lieu scheme (which offsets any parking shortfall in new developments) for all necessary public parking and sustainable transport facilities and improvements within the centre.
- The first Parking Precinct Plan is used as a template for subsequent Activity Centres.
- The incorporation of the Parking Precinct Plan into the Moonee Valley Planning Scheme.

Action 26

Develop a Parking Precinct Plan for the Moonee Ponds Principal Activity Centre and incorporate this into the Moonee Valley Planning Scheme.

Moonee Ponds Activity Centre (MPAC) Structure Plan, Adopted March 2010 – Updated June 2012

Council's vision for Moonee Ponds includes "Developing a truly sustainable centre by improving pedestrian and cycling movements in the centre, undertaking major improvements to public transport services, traffic movements and car parking." To that end, Centre-wide objectives and strategies are set out, as well as objectives and strategies for sub-precincts within the Centre. Those objectives and strategies relating to car parking are outlined below.

Buildings, design and public spaces strategy

Strategy: Maintain public transport services (bus/tram/train), car parking and vehicle traffic to the periphery roads of the Activity Centre.

Strategy: Make best use of available space, particularly developing land at the rear of shops and limiting the amount of area used for surface car parking.

Economic Opportunities

Objective: To ensure that parking areas are visible, accessible and adequately meet an accepted level of anticipated demand.

Strategy: Ensure new retail development is carefully considered for proximity to the location of car parking facilities to ensure pedestrians are encouraged to move throughout the centre

Precincts

Each precinct within the MPAC has a list of urban design objectives, predominantly expressing a preference for active frontages at ground level, with parking to be provided at upper or lower levels.

The following strategies are outlined in the structure plan with regards to vehicular traffic and parking:

- Simplify the Junction. This will assist in managing the high levels of through traffic at Mt Alexander and Pascoe Vale Roads, which will in effect create pedestrian and bicycle friendly conditions.
- Ensure that good vehicular access is maintained in the centre and managed to minimise its impact on other modes. For this, Gladstone, Moore, Margaret and Homer Streets have been selected as the preferred roads for vehicles, otherwise known as the 'Local Access Road'.
- Ensure that new parking provisions are developed adjacent to the 'Local Access Road' and all vehicular access to these facilities should be from this network.
- Public and private parking should be seen as a travel demand management tool and any further infrastructure should be assessed based on its impact on travel choice of residents and visitors.

- Ensure the provision of adequate car parking to maintain the commercial viability of the centre.
- Development of Council owned land in the centre should not reduce the overall availability of publicly accessible parking in Moonee Ponds. Principles for parking of a private access nature, including development parking rates, are discussed as part of the land-use regulations of the planning scheme.
- New parking facilities should be designed considering a high level of pedestrian amenity and in such way that negative impacts in street landscape are reduced.
- Develop existing surface car parks and provide replacement car parking underground or as decked parking.
- Improve the pedestrian and cyclist amenity and accessibility within car parks.
- Provide real time information signs to guide drivers to vacant off-street car parking spaces.
- Encourage the use of sustainable transport modes for internal trips and those with origins/destinations outside the centre.
- Ensure that the road network contributes to the efficient and safe movement of pedestrians, cyclists, public transport and vehicles and is consistent with Figure 5, Access and Movement Plan.
- Encourage car-share arrangements either through body corporate or contracts with car-share operators for larger residential developments.

Precinct Development Proposals

The proposed precinct development proposals outlined in the structure plan are outlined subsequently and as known planning applications for development.

- Precinct A: City Place
  - Mt Alexander Road Redevelopment, consisting of a community/civic development. It is proposed that car parking would be included in the basement component, to be utilised by the civic and any residential development to be accessed via both Kellaway Avenue and Pascoe Vale Road.
  - New civic buildings to be a new Library, Police Station and Council offices.
  - Residential development on any surplus Council land which will provide active frontages to Pascoe Vale Road and Mt Alexander Road. To be at least 4 storeys' in height with a mix of dwelling sizes.
- Precinct B: Hall / Homer
  - Mixed-use development along Eddy and Homer Streets, development has an active ground level use (i.e. Medical use) with residential or small scale office use above.
  - Transitional residential development providing medium density housing on the edge of the MPAC boundary.
  - Stage 2 development of the Mirvac site. The second stage proposes a hotel complex above the existing retail development.
  - Leighton's Site Redevelopment. Any development of the site to support retail, office residential (at upper levels) and entertainment uses.
  - Redevelopment of existing single storey shop front on Everage Street, adjacent to Mirvac development, for retail/office use.
  - Encourage mixed-use development above the current decked Coles complex car park.
  - Investigate and support the potential redevelopment of the Brotherhood of St Laurence site for mixed-use purposes, with active use on ground level (ideally, retail).
  - Any redevelopment of Office of Housing site on Hall Street to ensure no-net loss of public housing dwelling.
  - Support location of non-retail type commercial uses of street level on south side of Taylor Street.

➢ Planning Applications

As announced in October 2013 the Leighton's site was sold. It is proposed to be redeveloped into 800 apartments with 2000sqm of retail space. The developer is aiming to submit a planning application in 2014.

- Precinct C: Young
  - Explore Safeway Supermarket redevelopment and associated car park. Provide a site anchor supermarket to be relocated basement / ground floor level with car parking at basement and upper levels. Specialist retail can then be provided at street level. Other upper levels can be developed to accommodate commercial, educational, institutional and/or higher order medical facilities.
  - Or redevelop the current Safeway site for a potential modern fresh market style retail offer with office and/or residential and car parking uses provided above.
  - Ensure any redevelopment retains vehicular access via Gladstone Street (and is the focus for a multi-level car park access as part of any development of the Safeway site).
  - Prioritise residential and office focus land use on Ascot Vale Road.
  - Although not land use related there is a wish to incorporate a car-share arrangement within the Young Precinct given the larger development proposals that could occur in the future.
- Precinct D: Puckle
  - Potential walkway from Hall Street to Puckle Street in conjunction with future development, potentially resulting in a restaurant/café/cultural laneway.
  - Encourage better utilisation of upper levels of buildings for office and residential development.
  - Encourage a car parking approach for Puckle Street that is coordinated with streetscape works and Council's Car Parking Strategy.
- Precinct E: Holmes
  - Support redevelopment of the former Australia Post site for mixed use (limited retail/office) purposes.
  - Support development of a number of ground level car park sites for medium density residential development.
  - Explore opportunity for redevelopment of the Council owned car park on the corner of Holmes Road and Milfay Avenue.
  - Support retailing uses along Holmes Road and Norwood Crescent in the existing shop fronts.
  - Explore opportunity for new residential development on the car park site of the former Australia Post, located on Sydenham Street.
- Precinct F – Shuter
  - Initiate a separate master planning exercise for redevelopment.
  - Potential redevelopment for a mixture of community facilities (potentially incorporating an early childhood centre) and car parking at the Shuter Street ground level car park site.
  - Support additional medium to high density mixed-use development within the Precinct.
  - Support new medical related office uses.
  - New developments should have vehicular access via Moore Street, in particular basement car parking.
  - No residential development at ground level will be supported.
- Precinct G: Junction South
  - Encourage any redevelopment of the former Foxtel building and its car park for mixed-use development.
  - Number of large sites which may overtime be redeveloped, encourage any redevelopment of these sites to incorporate an active ground level use (i.e. retail, eateries, office or other entertainment) with upper levels to accommodate office and/or residential uses.
  - Support rezoning of industrial zoned land along Hinkins Street to allow for a gradual transition to residential uses.

- Precinct H: Railway
  - Support future redevelopment of the VicTrack car park site for office and community uses, whilst retaining the commuter car parking spaces.
- Precinct I: Dean Street
  - Support potential development of the Council car park site to Pascoe Vale Road in conjunction with any redevelopment of the Council offices site. Should present a mix-use, low to medium density office or consultancy site as a catalyst for a future peripheral commercial development to Pascoe Vale Road.
  - Encourage any further redevelopment of the upper levels of the current Medical One site for residential purposes.
  - Support precinct for small scale office development and home based businesses.
  - If proposed fire station does not proceed consider a development of site to integrate and compliment tourism and cultural functions of the Racecourse.
- Precinct J: Moonee Valley Racecourse
  - Support the modernisation of the complex with associated mixed development to underpin the function and entertainment facilities.

➢ *Moonee Valley Racecourse (MVRC) Masterplan 2013*

The masterplan proposes the following land uses:

- 2400 Residential Apartments;
- 100 Residential Townhouses;
- 16,000sq.m Commercial Office;
- 4,500sq.m Speciality Retail; and
- 2,000sq.m Office / Medical.

There are proposals in the master plan to adopt lower traffic generating and car parking rates these are reviewed later in this appendix.

Moonee Ponds Activity Centre 2030 Projects Plan, September 2011

The Priority Projects Plan was produced by Moonee Valley City Council in September 2011 and forms the critical link between the Structure Plan and the actual final delivery of 'on the ground' change and renewal in the centre.

The key objectives of the plan are as follows:

- Plan for growth and change in the Moonee Ponds Activity Centre.
- Establish a clear decision-making framework for the centre, its development and activities.
- Lead by example in delivering better places for people.
- Program for various funding and financing strategies and options.
- Ensure a strategy of ongoing monitoring and review.

The document outlines that Priority Projects developed should be adopted by Council and linked to its corporate plan and budget.

The Priority Projects outlined in the document are as follows:

- Hall Street Upgrade.
- New Hall Street Open Space & Connections.
- Hall – Puckle Link.
- City Place & Intermodal Interchange.
- Civic Triangle.

- Mt Alexander Road Traffic Calming and Simplification of Junction.
- Shuter Street Car Park/Community Site.
- Gladstone Street Link.
- Clocktower Centre Refurbishment.

A number of the projects above have either been completed or have commenced since the adoption of the MPAC Structure Plan.

The Strategic sites listed in the document are as follows:

- Medical One.
- Brotherhood of St Lawrence.
- Leighton's Site.
- Coles Car Park.
- Safeway Site and Car Park.
- VicTrack Car Park / Community Site.

MPAC Studies

Moonee Valley Racecourse (MVRC) Masterplan, October 2011 – December 2013

The master plan for the redevelopment of MVRC was subject to a panel hearing following which advice and recommendations were made by the Advisory Committee.

In terms of traffic matters the experts involved in the study agreed upon a set of traffic generation rates but not car parking rates.

With regards to parking rates the following was outlined:

- PTV submitted that, as part of Amendment C120, a Parking Overlay should be prepared to 'enshrine' lower parking rates across Precinct 9, such as the two spaces per 100 square metres for Office.
- Committee noted that Council has proposed an amendment to the planning scheme to introduce a Parking Overlay for the Moonee Ponds Activity Centre. The overlay would introduce lower parking rates appropriate for Activity Centres using Column B rates, varied as appropriate, contained in Clause 52.06.
- Given the masterplan is proposed over a 15-20 year time period it is considered that advanced effective measures at State and local levels to encourage a shift away from car use to increased use of sustainable modes of transport would have been undertaken. Therefore considered premature to be too definitive with regards to parking provision. Considered better to reply upon policy objectives and suitably worded Integrated Transport Plan to retain flexibility to respond to changes in what might be deliverable and achievable.
- Whatever the outcome of the parking rates, the committee recognised there is likely to be a need for suitable parking controls stemming from the increased demand. These could include extending areas subject to parking permits in existing local streets to support policy objectives to manage potential overspill parking impacts.

CKC Economic Analysis Background Report to Structure Plan, July 2008

Charter Keck Cramer undertook a study of MPAC to assess the current and future opportunities and prospects for redevelopment in July 2008. The study considered an assessment of retail, commercial and residential land uses.

The study identified that retail is currently the strongest property sector within MPAC. Trends suggest that future suburban commercial development is likely to favour the further consolidation of existing office precincts with existing mass.

Additional factors such as accessibility and linkages to major roads and public transport, parking availability, proximity to retail and other service functions and proximity to skilled workforce will remain important considerations.

A summary of the identified existing and potential future quantities of the principal land uses consider from this study are provided in Table 28.

Table 28 Existing and Future Land Use in MPAC according to CKC Study, July 2008

Land Use	Existing	Additional (Future)
Residential	470 dwellings	3,000+ dwellings
Office[1]	53,000sqm	15-20,000sqm
Retail	50,000sqm	8,450sqm

[1]Includes approximately 5,000sqm for expanded Civic Centre Building

The study accumulated in the identification of which land uses should be developed within the MPAC sub precincts (of which there are 10).

Shuter Street Council Car Park Masterplan, July 2010

The Shuter Street Masterplan was produced by Tract Consultants Pty Ltd for MVCC in July 2010. The masterplan seeks to promote a basement style car parking layout that incorporates an integrated car parking strategy for all three sites that allows for the flexibility for each site to be developed on an individual basis while still maintaining the principle of car parking layouts that interconnect with each other.

In addition to the integration of car parking layouts the masterplan seeks to provide car park access primarily from Moore Street to reduce traffic volumes along Shuter Street and to make use of the two way nature of Moore Street.

Commercial Feasibility Assessment – Shuter Street and Moore Street, Moonee Ponds, March 2010

Macro Plan Australia undertook a commercial feasibility assessment for Shuter Street (redevelopment site A over 3,400sqm) and Moore Street (redevelopment site B over 1,900sqm) in Moonee Ponds for MVCC in March 2010.

The analysis shows that development on both sites A and B is commercially feasible involving a minimum height of no less than 8-9 storeys.

Moonee Ponds Access and Mobility Plan, April 2009

The Moonee Ponds Access and Mobility Plan was produced by Booz & Co in April 2009. The document was produced to form part of the investigation to define strategic policies that address existing and future transport needs of Moonee Ponds.

The study derived transport initiatives to be staged over the short (0 to 5 years), medium (5 to 10 years) and long (10 to 20 years) term of which parking was mentioned in the following terms:

- Medium-term: Multi-deck parking facilities (particularly close to Puckle Street).
- Long-term: Multi-deck parking facilities in the vicinity of local access roads.

The document outlines car parking provision and parking cost rates at the time of the study, in summary a total of 2,834 car parking spaces were documented of which 642 were council on-street spaces and 2,192 were off-street spaces split between Council (285), private/public (1,828) and VicTrack (79).

To summarise, with regards to car parking, the following findings, issues and provision/management were detailed:

Findings

- 65% of shoppers travelling to Moonee Ponds did so by car.
- Almost every car parking area is at 90% occupancy at some time during Friday and Saturday.
- Most car parking spaces are provided at no cost, but paid spaces are still well utilised.
- Friday occupancy rates peaks around lunch time with occupancy affected by location – rather than price.
- Saturday occupancy rates peaked around lunch time and the early evening (in restaurant areas).

Issues (as also defined in the Draft Parking Strategy 2008)

- Long-stay parking required for staff.
- Insufficient parking permits for visitors.
- Longer time restrictions are required.
- Inadequate directional signage to parking areas.
- Insufficient signage towards long-stay parking areas.
- Lack of commuter parking at Moonee Ponds Train Station.
- Insufficient parking enforcement.
- Local streets congested due to non-resident parking.
- Non-residential (trader/delivery) blocks access from residential garages.
- On-street deliveries block through traffic.
- Vehicles park illegally, blocking driveways and/or through traffic.
- Insufficient pedestrian crossings in Puckle Street.
- Insufficient pedestrian green-time at Mt Alexander Road junction.
- Traffic delays and congestion near railway crossing.
- Speeds of through traffic.

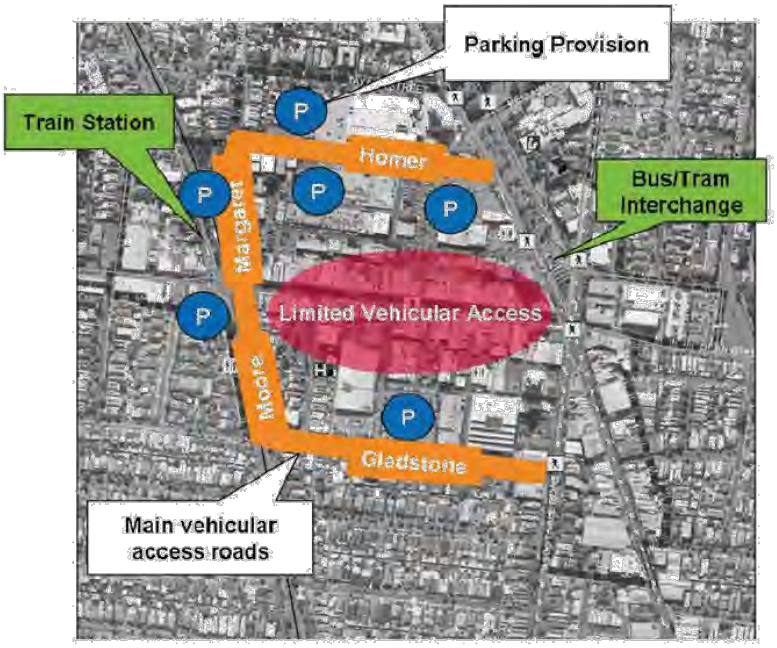
Provision / Management

Priority vehicular access is proposed in both directions for Gladstone, Moore and Margaret Streets and Homer Street as shown in (extracted from Figure 5-14 of the Moonee Ponds Access and Mobility Plan).

In relation to vehicular traffic, it is proposed for these local access roads to:

- Provide efficient access to main off-street facilities in the centre.
- Provide priority for vehicular movement on signalised crossing.
- Limit availability of on-street parking.
- Post a speed limit of 50kph.
- Limit accessibility to these roads from new developments.

Figure 16 Moonee Ponds Local Access Roads and Key Parking Facilities



Source: Figure 5-14 of Access and Mobility Plan

In relation to parking proposals the following was outlined in the document:

- Proposed to maintain the net number of car spaces on Council land.
- Community development projects, on Council or VicTrack land, that might reduce availability of parking should compensate these losses on other locations adjacent to local access roads.
- Expected that the demand for parking will require increased provision on private developments. Therefore, the impact on the access road of the provision of parking facilities needs to be investigated.
- Priority for vehicles should be restricted to these selected local access roads and for other streets, particularly in the vicinity of Puckle Street, priority should be given to other modes, particularly walking and cycling.
- In addition to the selection of access roads, a parking management system needs to be developed. This system should be a real-time information system that provides motorists with information of parking availability at all times. The overall objectives of the parking management system proposed are:
  - Reduce search times.
  - Advice to motorists on location and conditions of available supply.
  - Allow a more efficient use of resources.
  - Enhance amenity for motorists.

Hall Street Economic Impact Assessment, July 2012

The Hall Street Economic Impact Assessment was produced in July 2012 by Essential Economics for MVCC. The key findings from the assessment with respect to car parking are as follows:

- Traders wanted to see short -term parking or loading zones to help ensure continued access for their customers.
- Concerns were also raised about after-hours parking, as the Moonee Ponds Central car park closes at 9pm. This was seen as an issue by several restaurants, especially if the improvements were going to attract more bars and restaurants to the street (and therefore bring a higher level of demand for parking).

Moonee Valley City Council: History of how car parks were purchased in MPAC

Council acquired land for car parking in Flemington, Ascot Vale, Niddrie and Moonee Ponds Activity Centres. The majority of land acquisitions were private purchases, but there were some compulsory acquisitions for car parking. Various parcels of land in Hall Street, Moonee Ponds, were purchased by Council from a private company called Puckle Street Parking Pty Ltd between 1958 and 1964.

The former City of Essendon made separate rate schemes (special rate schemes) and levied Moonee Ponds traders during the 1960s and 1970s to facilitate the acquisition of land for development of public car parking for the benefit of traders and the local community. Also, the City of Keilor made separate rate schemes in 1969 and 1980 and levied specified Keilor Road, Wallis Street and Treadwell Road, Niddrie property owners for the purpose of providing off street car parking facilities for the Niddrie Shopping Centre.

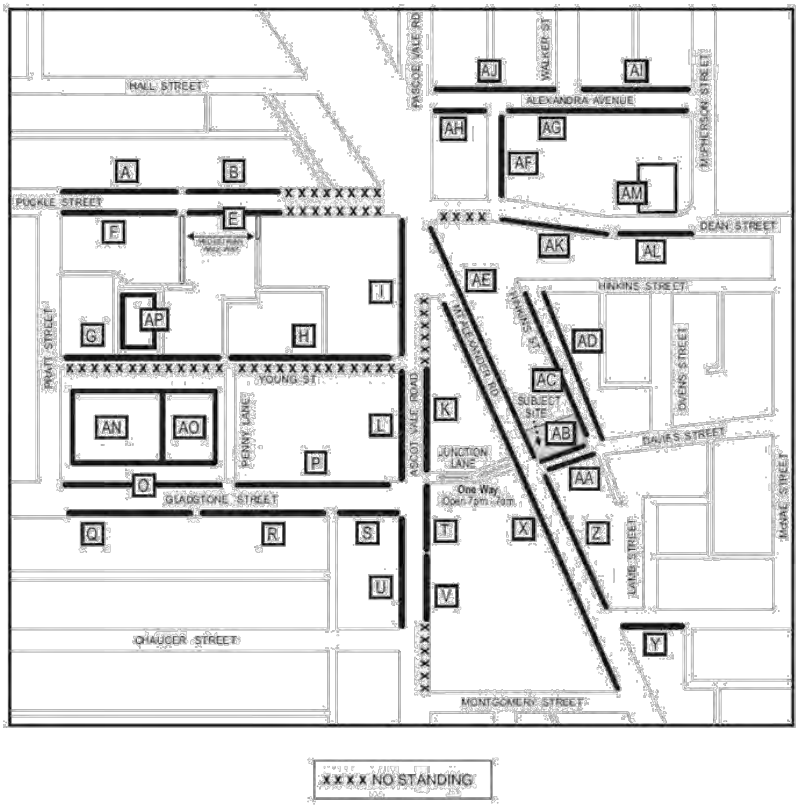
Other specific schemes in the past included:

- 11-25 Shuter Street – eight properties acquired (either compulsorily or via private purchase) from 1986-92, now providing 83 car parking spaces.
- 61-71 Hall Street – six properties acquired from 1958-64 to provide 46 car parking spaces.
- 1-9 Holmes Road – five properties acquired in the early 1990s and provide 29 spaces.
- 13-15 Pratt Street – In late 1987, Council sold land at Pratt Street, Gladstone Street and Young Street to Retail Estates Pty Ltd subject to the land being developed as a shopping centre and, among other things, the provision of a minimum of 246 free public car parking spaces. Subsequent s173 agreements were entered into reinforcing the landowner's obligation to provide free public car parking. Currently there are 306 public car parking spaces provided at 13-15 Pratt Street. In November 1994, Council entered into a fresh s173 agreement with Australian Safeway Stores Pty Ltd reaffirming the above covenants and conditions.
- 24-28 Gladstone Park – In the early 1990s a five level commercial development was approved and constructed adjacent to the ATO office complex at 6-20 Gladstone Street. In April 1991, Council granted a permit for the development and use of 26-28 Gladstone Street as a commercial car park. To satisfy a condition of the Car Park Permit, the previous owners entered into an s173 agreement to "ensure the provision of 246 free car parking spaces at all times during and after any development on the site".

Mt Alexander Road, Moonee Ponds Traffic Report, March 2012

Ratio Consultants produced a traffic report in March 2012 detailing a parking demand surveys undertaken in the Moonee Ponds Entertainment Precinct (see Figure 17). The study demonstrated that there was an overall low to moderate car parking demand within the precinct with the exception of higher on-street kerbside parking along Mt Alexander Road, Davies Street and Hinkins Street.

Figure 17 Moonee Ponds Entertainment Precinct Surveyed



Source: Mt Alexander Road, Moonee Ponds Traffic Study Report

Parking Rates Review – Other Activity Centres

Trip Attracting Development Parking Rates Review

A review of the parking rates proposed by other activity centres has been undertaken and are summarised below for trip attracting land uses. As shown there is a wide range of proposed parking rates specific to the needs of each respective activity centre.

Ringwood Central Activities Area (City of Maroondah) – AECOM

Council supported lower parking rates for the following land uses:

- Retail – Adopt a minimum of 3.5 spaces per 100sqm of leasable floor area
- Office – Adopt a minimum of 3 spaces per 100sqm of leasable floor area

Leongatha CBD (South Gippsland Shire Council) – AECOM

- Column B parking rates of 52.06 of the planning scheme adopted.

Footscray Central Activities Area (City of Maribyrnong) – GTA Consultants

Use	Min Rate	Max Rate	Measure
Medical Centre	2.3	None specified	To each practitioner (equivalent full-time)
Office	2	None specified	To each 100sqm of gross floor area
Restaurant	0.1	None specified	To each patron catered for
Restricted Retail Premises	1	None specified	To each 100sqm of gross floor area
Retail Premises (Shop)	1.5	None specified	To each 100sqm of gross floor area
Supermarket	2.5	None specified	To each 100sqm of gross floor area
Residential Hotel	0.1	0.3	To each lodging room
Residential College	0.05	0.25	To each bedroom

Dandenong Central Activities Area (City of Greater Dandenong) – GTA Consultants

Use	Recommended Car Parking Rate	Measure
Hotel	0.4	Per Room
Shop (other than specified in table)	1.8	To each 100sqm of leasable floor area
Supermarket	3.6	To each 100sqm of leasable floor area
Restricted Retail	1.4	To each 100sqm of leasable floor area
Restaurant	0.2	Per seat
Place of Assembly	0.2	Per person / seat (whichever is greater)
Convenience Shop	1.8	To each 100sqm of leasable floor area
Office (within 400m of a train station)	2.0	To each 100sqm of leasable floor area
Office (beyond 400m of a train station	2.6	To each 100sqm of leasable floor area
Medical Centre	3.4	To each practitioner
Child Care Centre	0.2	Per child

Draft Box Hill Central Activities Area (Whitehorse City Council) – GTA Consultants

Use	Recommended Car Parking Rate	Measure
Office	2.0	To each 100sqm of net floor area
All Other Land Uses	Column B rates	As per planning scheme

Residential Development Parking Rates Review

A review of the parking rates proposed by other activity centres has been undertaken and are summarised below for residential land uses. As shown there is some correlation to the proposed dwelling parking provisions in activity centres, again these have been calculated to the specific activity centre.

Ringwood Central Activities Area (City of Maroondah) – AECOM

Council supported lower parking rates for the following land uses:

- Residential – Maximum of 1 space per dwelling within Ringwood CAD irrespective of dwelling size.

Leongatha CBD (South Gippsland Shire Council) – AECOM

- Column B parking rates of 52.06 of the planning scheme adopted.

Footscray Central Activities Area (City of Maribyrnong) – GTA Consultants

Use	Min Rate	Max Rate	Measure
Dwelling	0.5	1.0	To each studio or one bedroom dwelling
	0.8	1.0	To each two bedroom dwelling
	1.0	1.5	To each three or more bedroom dwelling
	0.1	-	For visitors to every dwellings of development of 10 or more dwellings

Dandenong Central Activities Area (City of Greater Dandenong)

Use	Recommended Car Parking Rate	Measure
Dwelling Resident – within Activity Centre Boundary	0.8	Per dwelling
Dwelling Resident – outside of Activity Centre Boundary	1.0	Per dwelling
Dwelling Visitor – within Activity Centre Boundary	0.0	Per Dwelling
Dwelling Visitor – outside of Activity Centre Boundary	0.1	Per Dwelling

Draft Box Hill Central Activities Area (Whitehorse City Council) – GTA Consultants

Use	Recommended Car Parking Rate	Measure
Dwelling	0.5	To each one bedroom dwelling
	0.75	To each two bedroom dwelling
	1.0	To each three or more bedroom dwelling
	0.1	For visitor spaces for each dwelling.

Other Parking Overlays Review

A review of the Victorian planning scheme has been undertaken to understand which metropolitan municipalities have adopted a parking overlay (i.e. Clause 45.09). A summary of those metropolitan municipalities which have adopted Clause 45.09 is provided in the table below, detailing the following:

- If a parking rate reduction was applied;
- If a parking cash-in-lieu for the non-provision of parking was adopted, if so details such as the amount of cash to be obtained from developers, the land uses it applied to and what the cash was to be used for have also been detailed.

Parking Overlay Review Summary - Clause 45.09 of Planning Schemes

Metropolitan Municipality	Area	Parking Overlay			
		Parking Rates Reduction Applied?	Cash-in-lieu of parking provision adopted?		
			Amount ($)	Land Uses applied to	Cash used for?
Banyule	Greensborough Activity Area	Yes	Not applied	Not applied	Not applied
Boroondara	Activity Centre	Yes	Not applied	Not applied	Not applied
Casey	Berwick Village Commercial Centre	Yes	$16,935 (excl. GST) – adjusted annually from 1 July 2006	Shop, Restricted retail premises, Restaurant, Hotel, Office or Medical centre	Construction of approx. 246 additional at-grade car parking spaces
Glen Eira	Caulfield Mixed Use Area	Yes	Not applied	Not applied	Not applied
Greater Dandenong	Springvale Activity Centre – Core Retail West Precinct	Yes	$19,000 (excl. GST) – adjusted annually from 1 July 2010	Shop, Office, Industry or Dwelling	Planning scheme simply states to facilitate the construction of additional car parking spaces for the Springvale activity centre
Manningham	Doncaster Hill Principal Activity Centre	Yes	Not applied	Not applied	Not applied
	Jackson Court Neighbourhood Activity Centre	Yes	Not applied	Not applied	Not applied
Monash	Glen Waverley Principal Activity Centre Area	Yes	$11,000 (excl. GST) – adjusted annually from 1 July 2009	Shop, Beauty Salon / Hairdresser, Restaurant	Not stated
	Oakleigh Major Activity Centre Area	Yes	$6,000 (plus GST) – adjusted annually from 1 July 2008	Shop, Beauty Salon / Hairdresser, Restaurant	Not stated
Nillumbik	Eltham Major Activity Centre	Yes	Not applied	Not applied	Not applied
	Diamond Creek Major Activity Centre	Yes	Not applied	Not applied	Not applied

Metropolitan Municipality	Area	Parking Overlay			
		Parking Rates Reduction Applied?	Cash-in-lieu of parking provision adopted?		
			Amount ($)	Land Uses applied to	Cash used for?
Port Phillip	Capital City Zone – Fishermans Bend	Yes	Not applied	Not applied	Not applied
Wyndham	Werribee City Centre	Yes	$12,500 (plus GST) – adjusted annually from 1 July 2011	Dwelling, Office, Restaurant	All funds collected by authority to be used on public parking projects within the Werribee City Centre or adjacent Werribee City Centre in accordance with Consolidated Parking Master Plan, including multi-storey facilities and provision of bicycle parking facilities.

In summary the following was found from the review of parking overlays and associated cash-in-lieu requirements adopted by other metropolitan municipalities:

- Only 5 of the municipalities were found to adopt a cash-in-lieu for parking with:
  - Greater Dandenong and Wyndham parking overlays including dwellings in parking provision requirements;
  - No municipalities stating a different cash contribution for residential / commercial land uses;
  - The contribution rates ranged from $6,000 up to $19,000 and were stated as current (at time of parking overlay produced) and to be indexed annually in accordance with Consumer Price Index, Melbourne, in Rawlinson's Australian Construction Handbook. It should be noted that the Casey planning scheme split the cost between the land component and capital works component of the contribution.
- General consensus that cash-in-lieu would go towards providing construction of additional car parking (with Wyndham planning scheme adding the provision of bicycle parking facilities).

In conclusion there is no previous precedent in deriving car parking waivers specifically with regards to residential land use, with the cost of not providing car parking seeming to be the cost of providing a car parking space (land and construction) irrespective of land use.

Accordingly what MVCC are requesting is unique in terms of deriving the amount a developer should contribute towards the associated car parking waiver, and furthermore the proposal of allocating such funds towards sustainable transport projects.

Planning Advice

Development Contributions Reform and Cash-in-lieu Schemes

On 1 May 2014 the Minister for Planning, announced the introduction of Standard Levies for Development Contributions in priority growth locations, the implementation of a new Infrastructure Contribution Plan and a streamlined approval process.

The Standard Levies will be available for use from 1 July 2015 and will be able to be applied in identified metropolitan and non-metropolitan growth locations.

Based on further advice, directly received from DTPLI, a 'cash-in-lieu' of car parking scheme can be continued alongside collection of Standard Levies for Development Contributions, so long as it can be demonstrated that the funding is used for alternative assets, and that there is no 'double-dipping'.

The Standard Levies for Development Contribution include a wide array of allowable items that can be realised through the use of these funds which include, but extend beyond, transport infrastructure. Below are the tables currently outlining the allowable items as part of the contributions for Strategic Development Areas (which Moonee Ponds Activity Centre would be considered).

It is noted that any cash-in-lieu for parking scheme can be used to provide public parking or other infrastructure that supports other modes of transport that can reduce the need for parking (e.g. Cycling, walking paths, public realm etc.). It is also likely that the infrastructure needs of commercial and retail development, will differ from the infrastructure needs of residential development and therefore the nexus between residential cash-in-lieu funded projects and commercial/retail cash-in-lieu funded projects will need to be clearly defined.

However, given the potential for similar projects to be funded by the Standard Levies (see Public Realm, Public Transport and Roads sections below) there will also need to be a distinction between the projects that would be funded through a cash-in-lieu of parking scheme and those that will be funded through a Standard Levies for Development Contribution scheme.

The work that underpins a local cash-in-lieu scheme will need to clarify and confirm that levies collected through Standard Levies are not also being collected to fund the same items.

Standard Levy (at 2012 Levels)			
Area	Residential	Retail	Commercial and Industrial
Metropolitan	$4,500 per dwelling	$46 per square metre, GFA	$16 per square metre, GFA
Non-Metropolitan	$3,600 per dwelling	$36 per square metre, GFA	$13 per square metre, GFA

Standard Levy – Allowable Items[1]		
Facility	Allowable Items	Included in Standard Levy
Community facilities	Contribution to expanding or upgrading space for: ➢ Multi-Purpose Community Centre/Library ➢ Kindergarten/Pre-School/Occasional childcare ➢ Maternal and Child Health consulting room ➢ Other community services facilities	Yes
Public realm	Urban design elements that improve pedestrian access or enable high density living Creation of high quality public spaces – including paving, seating, landscaping, lighting	Yes
Public transport	Council owned bus, tram shelters on council land	Yes
Roads	Road widening and intersection upgrades on council roads including council local roads, collectors and arterials Installation of traffic management items to reduce the impact of increased traffic Improvements to bicycle and pedestrian connectivity	Yes

Standard Levy – Allowable Items[1,2]		
Facility	Allowable Items	Included in Standard Levy
Drainage	Upgrades to existing council drainage assets Stormwater treatment projects to improve water quality including Water Sensitive Urban Design treatments and wetlands	Yes
Land	Land required as an integral part of providing any of the Allowable Items	Yes
State owned infrastructure	VicRoads arterial roads State owned public transport facilities and services	No
Public open space[3]	Improvements to local sports facilities, local parks and open space reserves.	No

Note 1 - Up to 1% of the revenue raised by the Standard Levy can fund the preparation of an ICP in Strategic Development Areas.
Note 2 - Projects included in the Infrastructure Contribution Plan may be expansions or upgrades to existing facilities or may be part of a new or replacement facility.
Note 3 - Contributions to open space purchase and improvement will be through Clause 52.01 of the Victoria Planning Provisions or Section 18 of the *Subdivision Act 1988*.

Supplementary Levy – Allowable Items			
Facility	Allowable Items	Land in Levy?	Construction in Levy?
Drainage[1]	New drainage scheme where council is the drainage authority. As specified in drainage plan for the catchment. Includes retarding basins and stormwater treatment	Yes	Yes
Roads	Including but not limited to: • Upgrade or new council owned roads not funded directly by developers required to unlock access to the site Works on council arterial roads and intersections to restore network capacity to pre-development conditions	Yes	Yes
Transport	State road or public transport infrastructure	Yes	Yes
Public Realm Projects	Specific larger scale public realm improvement works as part of urban renewal projects.	Yes	Yes
Developer funded local or collector roads	Local or collector road projects that are fully developer funded but, for expediency, are managed through a Supplementary Levy	Yes	Yes

Note 1 - Only applies in non-metropolitan locations.

Moonee Valley Planning Scheme – Car Parking Rates

MVCC has the option to introduce the Column B car parking rates in Table 1 of Clause 52.06 (Column B Rates) of the Planning Scheme, without having to introduce any cash in-lieu requirement.

Introducing the Column B Rates is the only time when a detailed strategy and Car Parking Plan are not required.

Car Parking Cash-in-Lieu – Residential Waiver Methodology

The methodology for residential waiver methodology will need to consider that there is little strong precedent to be absolutely confident in its successful adoption. The (unsuccessful) precedent that does exist points to the need to more clearly illustrate and justify the need, nexus, accountability and equity of a residential waiver.

It is high unlikely that provision of public parking can be a justifiable project when collecting funding from residential waivers that will not be able to make use of these facilities – unless of course there are spaces dedicated to car share schemes that residents could make use of.

Practice Note 58 does allow financial contributions to be collected where a proper planning purpose is identified - 'A project that provides car parking facilities, or other measures which reduce the demand for parking would generally be regarded as a proper planning purpose'(PN57).

Further, DTPLI has advised that 'a proper planning purpose' includes car parking and any non-car parking projects that reduce car parking demand, excluding public transport projects. Non-car parking measures include traffic calming, bicycle and pedestrian improvements.

Council will need to demonstrate a clear link between the specific non-car parking based initiatives that will support a reduction in car parking need. Only this can in turn facilitate a change of transport mode to more sustainable ones over time.

Any non-car parking initiatives must be implemented and the contributions spent within the Parking Overlay area and the demands of the principles of accountability and equity will require that an appropriate apportionment of these facilities will be funded through other (Council) means as both existing and future residents are likely to enjoy the benefits of these facilities.

Appendix B

MPAC Overview

Appendix B MPAC Overview

This appendix of the PP provides an overview of MPAC, including details on demographics, travel behaviour, local road network and sustainable transport.

Demographics

Moonee Ponds, at the time of 2011 Census, had a population of 13,538 people of which 51.8% are female and 48.2% are male, living in 5,979 dwellings with an average household size of 2.39. The population had increased by 6% when compared to census data collated in 2006. By 2031, the population of Moonee Ponds is forecasted to increase to 21,675 residents.

The average age of the Moonee Ponds population is 37 years of age. The population is comprised of 69.9% of people whom were born in Australia with the other top responders for country of birth from Italy 5.4%, India 2.6%, England 2.3%, New Zealand 1.5% and Greece 1.5%.

Of those residing in Moonee Ponds 63.3% are employed full time, 27.8% part time, with an employment rate of 3.7%. The main occupations of people from Moonee Ponds being Professionals 31.7%, Clerical and Administrative Workers 16.2% and Managers 16%.

A total of 41% of households in Moonee Ponds had access to two or more motor vehicles.

Travel Behaviour

Travel to work data has been identified for Moonee Ponds via Australian Bureau of Statistics 2011 Census Data and surveys undertaken as part of this PP in October 2013, the findings for utilising a single mode of transport are provided in Table 29.

Table 29 Method of Travel to Work from Moonee Ponds

Method of Travel to Work	% Split of Persons Travelling to Work by Single Mode of Transport	
	Census Data 2011	PP MPAC Resident Surveys, October 2013
Train	15.2%	10.0%
Bus	0.7%	1.0%
Tram	5.9%	6.0%
Car, as driver	52.0%	48.0%
Car, as passenger	3.3%	5.0%
Truck	0.1%	0.0%
Motorbike/Scooter	0.9%	0.0%
Bicycle	2.7%	3.0%
Walked only	4.0%	4.0%
Worked at home	3.7%	1.0%
Did not go to work	9.7%	12.0% (mainly retired residents)
Other	1.1%	0.0%
Not Stated	1.0%	10.0%

Source: Australian Bureau of Statistics (ABS), Census of Population and Housing 1996 and 2011. Compiled and presented in profile.id by .id the population experts.

[1]MPAC Resident Surveys: A total of 174 households responded to the survey. Some of the responders responded with more than a single mode therefore a degree of approximation of results has been undertaken.

As shown from Table 29, as a general comparison (given only 174 households responded to the questionnaire) the MPAC resident surveys correlates well with the census data of 2011 for the method of travel to work for people in Moonee Ponds. It should be noted that of those responders who used their car to travel to work, 36%

also stated that they used alternative sustainable modes of transport, meaning mode choice was dependent upon personal circumstances / preferences.

Moonee Ponds is an important employment area, with 7,077 journeys to work reported in the 2011 Census. Journeys to work with Moonee Ponds as the destination using a single mode of transport are summarised below in Table 30. Car access accounts for over 70 percent of single-mode journeys to work in Moonee Ponds, with an implied employee parking demand for 4,635 trips.

Table 30 Method of Travel to Work to Moonee Ponds

Method of Travel to Work	% Split of Persons Travelling to Work by Single Mode of Transport
Train	4.3%
Bus	1.7%
Tram	1.8%
Car, as driver	65.5%
Car, as passenger	4.6%
Truck	0.2%
Motorbike/scooter	0.2%
Bicycle	1.1%
Walked only	4.5%
Worked at home	3.3%
Did not go to work	11.6%
Other	0.3%
Not stated	0.9%

Source: Australian Bureau of Statistics (ABS), Census of Population and Housing 2011. Analysis by AECOM

Local Road Network

The road user hierarchy for Moonee Ponds has been extracted and provided in Figure 18 from the VicRoads SmartRoads plan for the City of Moonee Valley. An overview of some of the key local roads in MPAC is provided below.

Mt Alexander Road provides a key link from MPAC to the central city with a variety of land uses along the road providing for a range of retail and service to the local community.

Mt Alexander Road is subject to a 60kph posted speed limit and passes directly through MPAC and Moonee Ponds Junction providing onwards connections to Flemington and Essendon.

To the north of Moonee Ponds Junction Mt Alexander Road becomes a segregated dual carriageway with a bus interchange located in the median and car parking areas further north of this. The number of lanes is typically three in the direction of travel with this widening by a lane at signalised intersections. A bicycle lane is provided northbound and kerbside parking is provided on both sides of the carriageway.

To the south of Moonee Ponds Junction, Mt Alexander Road is a 4-lane single carriageway (with a shared central tram line for route 59) with parking provided on both sides and peak period no stopping restrictions during weekdays.

Pascoe Vale Road is located to the north of the Moonee Ponds Junction and is a four lane single carriageway (shared with tram route 59). It serves a variety of land uses, including residential, medical and commercial. It is

subject to a 60kph posted speed limit with footpaths and parking on both sides of the carriageway (parking is subject to no stopping in peak periods by direction).

Ascot Vale Road is located to the south of the Moonee Ponds Junction and is a four lane single carriageway (with a shared central tram line for route 82). It serves a variety of land uses, including residential and commercial. It is subject to a 60kph posted speed limit with footpaths and parking on both sides of the carriageway (parking is subject to no stopping in peak periods by direction).

Gladstone Street forms a signalised intersection with Ascot Vale Road to the east and becomes Moore Street to the west. It is a two lane single carriageway which serves a variety of land uses including residential and retail (including multi-storey and at-grade car parks). As no posted speed limits are present vehicles are expected to travel at 50kph. There are footpaths, cycle lanes and parking on both sides of the carriageway.

Puckle Street is the principal shopping strip of MPAC, serving a multitude of retail premises. The street is a narrow tree-lined with a two lane single carriageway with footpaths and parking on both sides. There is no posted speed limit therefore vehicles are to travel at 50kph.

McPherson Street is a two lane single carriageway located along the western frontage of the MVRC and serves residential properties and provides access to the main racecourse entry gate.

As no posted speed limits are present vehicles are expected to travel at 50kph; however there are intermittent speed humps with 20kph posted speed limits along the length of McPherson Street. There are footpaths present on both sides of the carriageway with parking on the eastern side of the carriageway (which is designated for a taxi zone during racecourse events). It is generally observed that commuters use this area to park then walk into MPAC, as well as on Thomas Street, which has a similar arrangement on the south side of its carriageway.

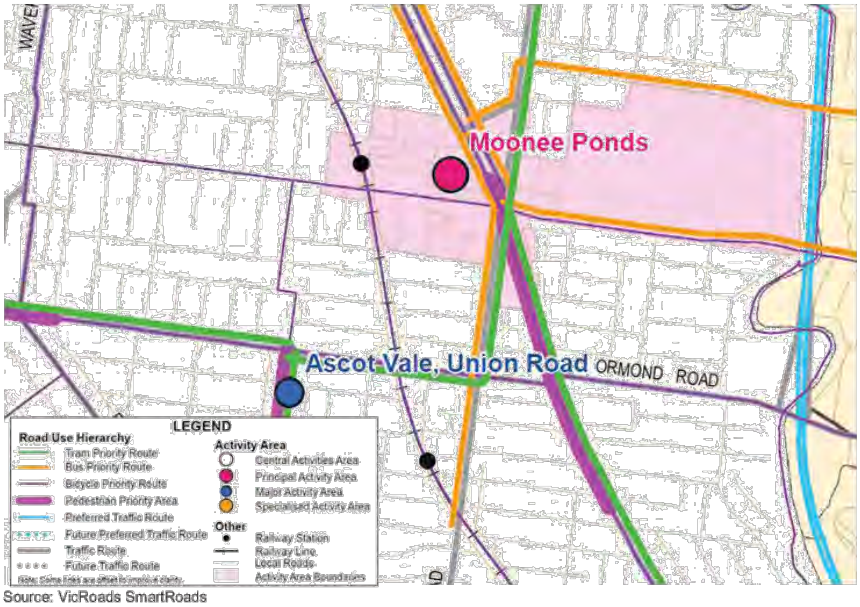
Dean Street is a two lane single carriageway located along the southern frontage of the MVRC and primarily serves residential properties to the south and the racecourse during events. It is subject to a 50kph posted speed limit with footpaths on both sides as well as kerbside parking provided along the southern side of the carriageway.

It is classified as a pedestrian and bus priority route according to the road user hierarchy.

Wilson Street is a two lane single carriageway located along the northern frontage of the MVRC and serves primarily residential properties and Moonee Ponds Central School, and the racecourse during events. It is subject to a 40kph posted speed limit due to the presence of the school. It has footpaths on both sides with kerbside parking provided along the northern side of the carriageway.

It is classified as a bus priority route according to the road user hierarchy.

Figure 18 VicRoads City of Moonee Valley Road Use Hierarchy



Source: VicRoads SmartRoads

Traffic Conditions

A summary of the annual average daily traffic (AADT) flows on the arterial roads in MPAC is provided in Table 31.

Table 31 Local arterial AADT Flows

Street	Location	Direction of travel	Annual average daily traffic (AADT)				
			2005	2009	2010	2011	2012
Mt Alexander Road	Between Ascot Vale Road and Kellaway Avenue	Northbound	21,000 (940)	20,000 (880)	20,000 (880)	20,000 (870)	20,000 (880)
		Southbound	9,900 (280)	9,300 (270)	9,200 (260)	9,200 (260)	9,300 (270)
Ascot Vale Road	Between Maribyrnong Road and Puckle Street	Northbound	11,000 (630)	10,000 (590)	10,000 (580)	10,000 (580)	10,000 (590)
		Southbound	10,000 (590)	10,000 (550)	10,000 (550)	10,000 (550)	10,000 (550)
Pascoe Vale Road	Between Ascot Vale Road and Kellaway Avenue	Northbound	8,900 (450)	8,400 (420)	8,300 (320)	8,300 (210)	8,400 (220)
		Southbound	8,900 (590)	8,400 (560)	8,300 (460)	8,300 (190)	8,400 (190)

Source: VicRoads 'Traffic Volume Data for Victoria' (February 2013)

As shown Table 31 there is no recorded increase in annual average traffic flows travelling through MPAC with a notable decrease in the number of heavy goods vehicles (HGVs) using Pascoe Vale Road over the past 10 years.

Sustainable Transport

Walking

MPAC has a well-connected and integrated pedestrian network with footpaths provided on both sides of all roads serving local facilities and amenities throughout. There are signalised pedestrian crossings provided at all the major intersections and a mixture of signalised and zebra (some of which are raised with 20kph speed limits) pedestrian crossings provided throughout MPAC. The location of these crossings is provided in Figure 19.

Cycling

There is on-road dedicated cycle lanes provided in MPAC as follows:

- Mt Alexander Road, northbound of Moonee Ponds Junction.
- Gladstone Street, both sides of the carriageway.
- Wilson Street, on south side of carriageway.
- Victoria Street, both sides of carriageway.
- Dean Street (from east of Branch Street), both side of carriageway.

The Maribyrnong River Trail is located approximately 1.5km west of MPAC and the Moonee Ponds Creek Trail located immediately east of MPAC running along CityLink.

The above on and off-road cycle routes can be seen in Figure 19.

According to the Bicycle Network Super Tuesday Bike Commuter Survey, Moonee Valley City Council, March 2013 the following key findings were found:

- Moonee Valley was ranked the 9th overall in the busiest count sites across the country on this survey day with average of 217 riders per hour.
- The Strand and Mount Alexander Road was the busiest commuter route in the Moonee Valley municipality, with a total of 434 riders.
- Mt Alexander Road and the Moonee Ponds Creek Trail are heavily utilised, with connections to the Capital City Trail to the Docklands.
- Maribyrnong River Trail is another popular off-road route for riders southbound in the western part of Moonee Valley.

Public Transport

The routes and location of stops for the local bus, tram and rail services in MPAC can be seen in Figure 20. The routes and frequencies are summarised in Table 32. A bus interchange is located at Moonee Ponds Junction where all local bus and tram services stop. Moonee Ponds Station is located at the western end of Puckle Street and is on the Craigieburn railway line.

Table 32 Local Bus Services and Frequencies

Service	Route	Frequency (approx. per hr)					
		Monday to Friday		Saturday		Sunday	
		Daytime	Evening	Daytime	Evening	Daytime	Evening
Craigieburn	Flinders Street – Craigieburn	20	20	20	20	20	20
59	Melbourne (Elizabeth St) – Airport West	4-8	20	12	20	12	30
89	Moonee Ponds – Footscray	10-20	20	15	20	15	20
404	Footscray – Moonee Ponds via Newmarket	20	20	40	-	-	-

Service	Route	Frequency (approx. per hr)					
		Monday to Friday		Saturday		Sunday	
		Daytime	Evening	Daytime	Evening	Daytime	Evening
467	Aberfeldie – Moonee Ponds (Railway Station) via Holmes Road	30	20-30	25-35	20-30	25-35	30
472	Williamstown – Moonee Ponds via Footscray	15	15	20	40-60	50	50
475	Moonee Ponds – East Keilor via Niddrie	40	20-60	40	30-60	40	30-60
476	Moonee Ponds – Hillside via Taylors Lakes & Watergardens Railway Station	30	30-60	30	60	60	60
477	Moonee Ponds – Broadmeadows via Essendon, Airport West, Gladstone Park	30	30-40	30	30	60	60
478	Moonee Ponds – Melbourne Airport via Essendon, Airport West, Niddrie	M	-	60	-	60	-
479	Sunbury – Moonee Ponds via Melbourne Airport, Airport West	-	2 services	1 service	-	1 service	-
483	Sunbury – Moonee Ponds via Diggers Rest	50-80	90	80	50	-	-
501	Moonee Ponds – Niddrie via Strathmore	40	30	45	45	45	45
504	Moonee Ponds – Clifton Hill via East Brunswick	30	30	40	40	40	40
505	Moonee Ponds – Melbourne University via Parkville Gardens	60	60	60	60	60	60
506	Moonee Ponds – Westgarth Station via Brunswick	10-20	40	25	25	-	-
508	Alphington – Moonee Ponds via Northcote & Brunswick	30	20-30	30	60	40	40-60

M = Limited Morning Services Only

As can be seen above the MPAC has a good network of direct public transport services to a variety of regional destinations.

Pedestrian & Cycle

KEY

MPAC PP Boundary

Pedestrian Crossings
- Signal controlled
- Zebra crossings
- Uncontrolled

Cycle routes
- On-Road
- Off-Road

Source: MVCC, VicMAP, AECOM

MOONEE PONDS ACTIVITY CENTRE

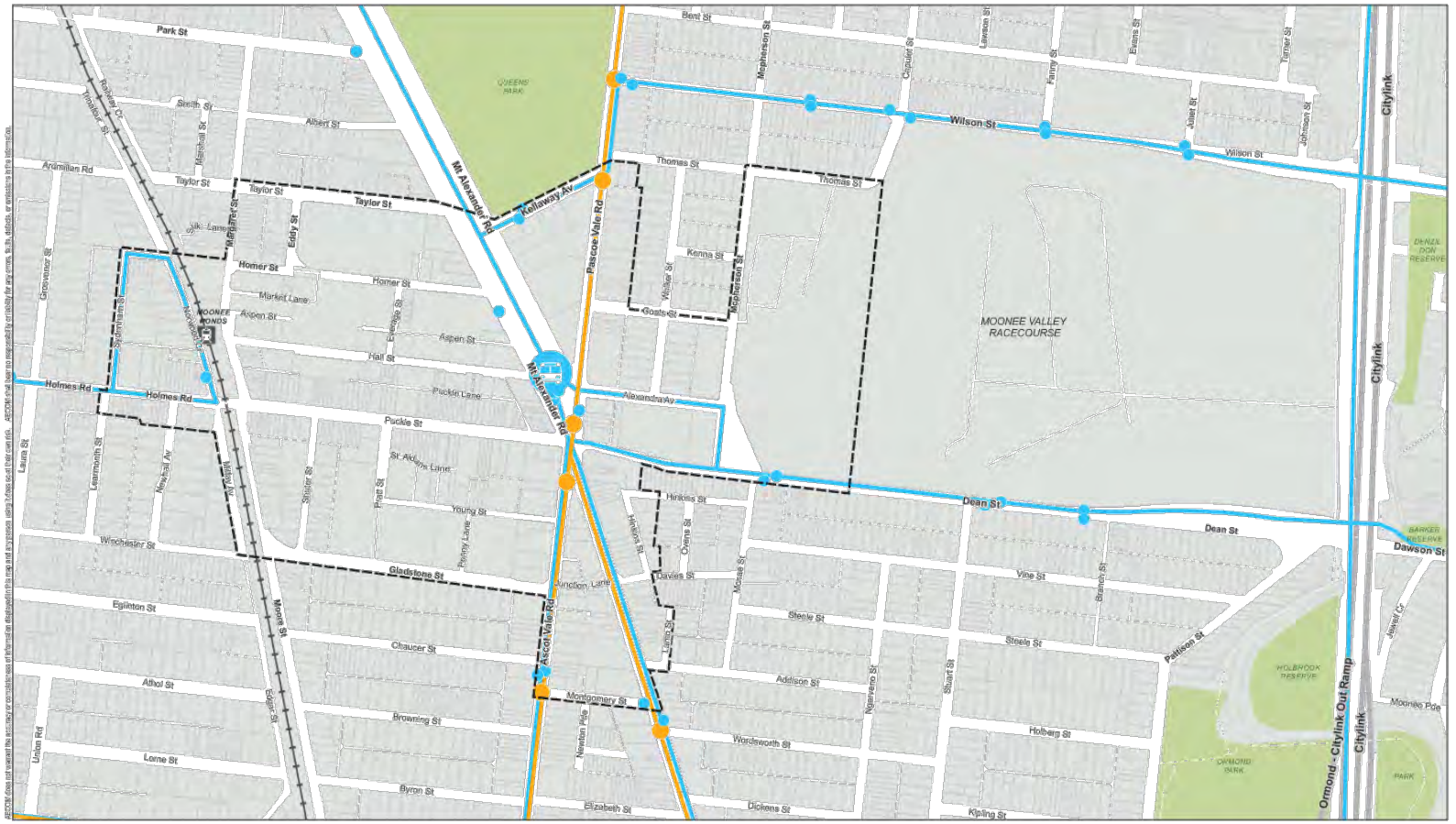
FIGURE 19

AECOM

0 100 200 400 Metres

1:5,000 at A3

N


Park St
Albert St
Taylor St
Homer St
Holmes Rd
Puckle St
Young St
Gledstone St
Eglinton St
Otaucer St
Athol St
Lorne St
Byron St
Elizabeth St
Dickens St
Kipling St
Wordsworth St
Browning St
Montgomery St
Addison St
Steele St
Vine St
Dean St
Wilson St
Thomas St
Kellaway Av
Alexandra Av
Mt Alexander Rd
Pascoe Vale Rd
Moonee Ponds Creek
MOONEE VALLEY RACECOURSE
QUEENS PARK
Citylink
Ormond - Citylink Out Ramp
Dawson St
Pattison St
Holberg St
Moonee Pde
Public Transport Network
KEY
MPAC PP Boundary
Rail Station
Railway
Tram Stops
Bus Stops
Bus Interchange
Tram
Bus
Source: MVCC, VicMAP, AECOM
MOONEE PONDS ACTIVITY CENTRE
FIGURE 20
AECOM
0
100
200
400
Metres
N

Appendix C

MPAC Parking Supply and Demand Survey Findings

Appendix C MPAC Parking Supply and Demand Survey Findings

This appendix of the PP outlines the car parking supply and surveyed demands in MPAC.

In order to gain a better understanding of the existing parking trends in the MPAC area comprehensive on-street and off-street car parking surveys were undertaken on Friday 18th October 2013, Saturday 19th October 2013 and Tuesday 22nd October 2013. The particular dates were chosen as they would reflect typical daily parking demands in the study area. The following surveys were undertaken:

- An inventory of the existing parking supply within MPAC was conducted to gain details on the amount, type, cost and location of parking.
- Parking occupancy surveys in hourly intervals from 07:00am until 10:00pm, the survey outputs of which are provided in Appendix D.
- General observations of parking practices and identification of any parking related issues.

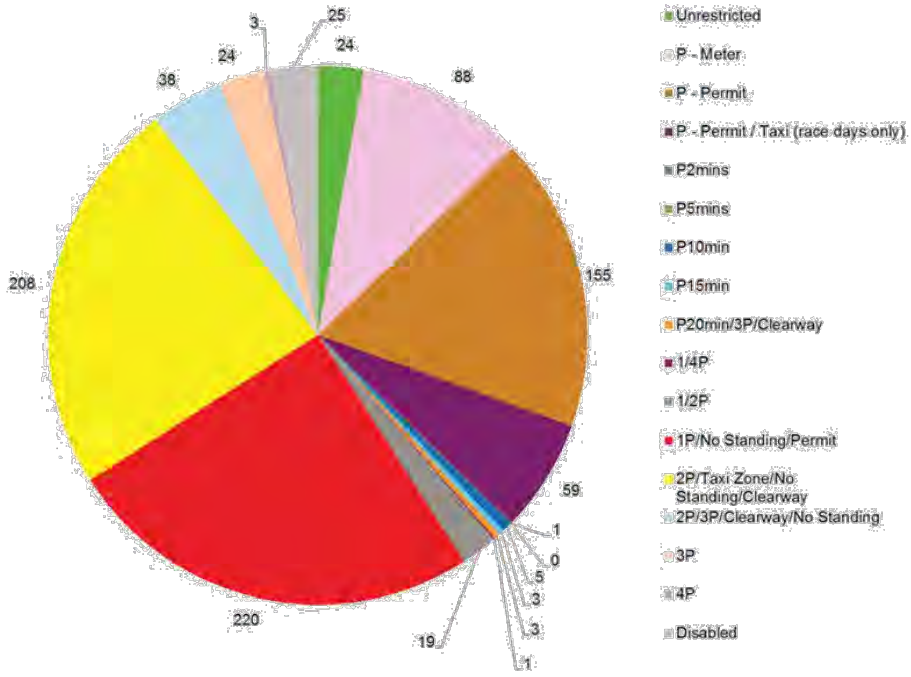
Parking Supply

On-Street Parking

Approximately 915 on-street car parking spaces were recorded within the defined MPAC PP boundary. The locations and restrictions are provided in Figure 24. In summary the following on-street car parking is provided in MPAC:

- The vast majority of parking spaces provided on-street is parallel.
- There are approximately 525 time limited on-street parking spaces. The majority being 1P (220) and 2P (208) time limited spaces located along Puckle Street, Gladstone Street, Hall Street, Shuter Street, Moore Street and Mt Alexander Road.
- There is limited long stay on-street parking with 24 unrestricted on-street parking spaces, these being located on Hinkins Street.
- There is limited short-stay parking (for example 1/4P or P10mins) in MPAC.
- There is limited metered parking with 88 spaces provided on Alexandra Avenue between Pascoe Vale Road and McPherson Street.
- A total of 214 permit parking spaces were recorded in MPAC. These being located on the residential streets of MPAC. Of these permit parking spaces 59 have a dual usage as taxi zones during race days along McPherson Street.
- A total of 39 spaces were not available for public use and were allocated for various users including, mail zone, bus zone, taxi zone, flexi car and police spaces.
- There are a vast range of on-street parking restrictions in place in MPAC as summarised in Figure 21. As shown approximately three quarters of the provided on-street parking is subject to either permit, 1P or 2P parking restrictions in MPAC.
- A total of 662 on-street car parking spaces are actually accessible to the public (i.e. excluding permit, loading, taxi zones etc.).

Figure 21 On-Street Parking Restrictions



Note: There are some conflicting on-street parking restrictions which were noted during the traffic surveys as dual usage parking areas; accordingly these were simply grouped together to produce the above pie chart (i.e. 2P parking restrictions).

Off-Street Parking

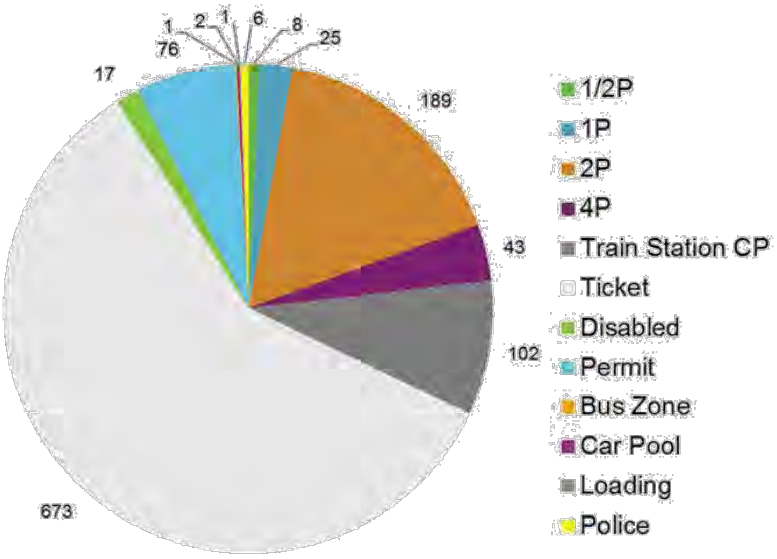
Approximately 2,516 off-street car parking spaces were recorded within MPAC. There was a small number of off-street car parking areas were omitted from the survey as access was not granted for the survey. For the purposes of this strategy it has been assumed that the supply or demand, currently or, in the future, within MPAC will not be impacted upon due to the availability of these unsurveyed off-street car parking areas.

The location and corresponding parking restrictions for the off-street parking are detailed in Figure 25. For the purposes of this PP it has been adopted that public car parks are mainly council owned and provided for public use and private car parks have an associated land use for which they were provided for. A single off-street parking area known as the Leighton's site provides a slight anomaly to this method in that it is privately owned but provided to the public at a cost, for ease of assessment this has been included in the public off-street car parking analysis.

In summary the public off-street car parks consist of:

- Approximately 673 ticket parking spaces split between the Leighton's (297) and Penny Lane (376) off-street car parks.
- There are 265 time limited spaces; the vast majority (189 spaces) are subject to 2P time limits.
- There are approximately 76 permit parking spaces, the majority of which are provided at the Homer (north) Car Park (28) and MVCC Car Park (32) off-street car parks.
- A summary of the parking restrictions is shown in Figure 22.

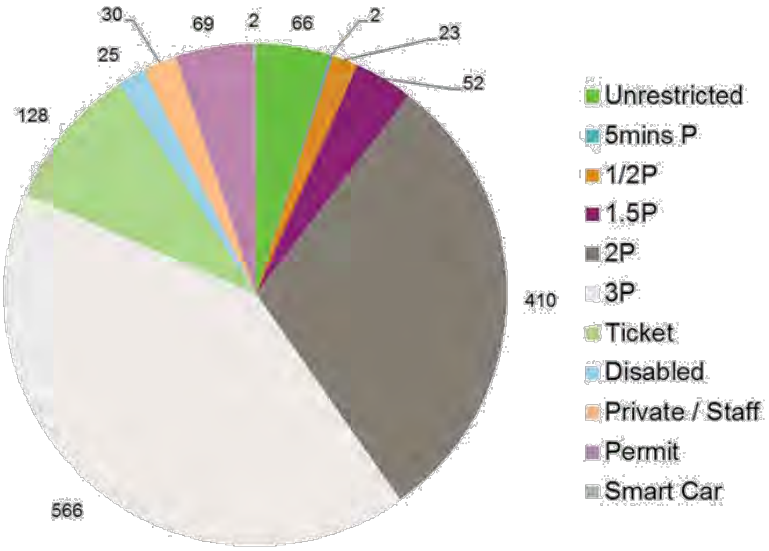
Figure 22 Off-Street Public Car Parking Restrictions

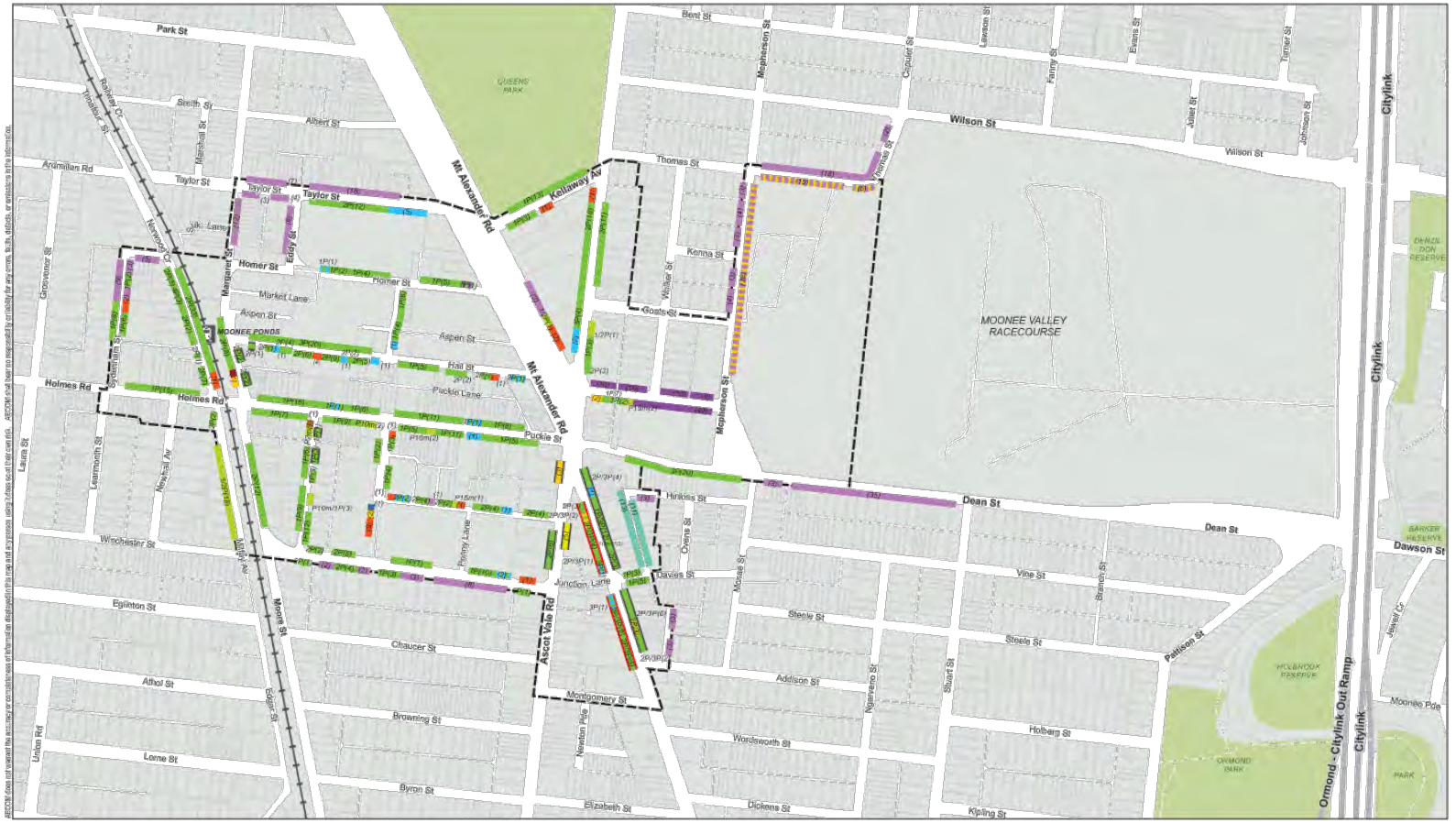


In summary the private off-street car parks consist of:

- Approximately 66 unrestricted private off-street car parking spaces.
- Approximately 1,053 time-limited private off-street car parking spaces; the most significant are subject to 2P (410) and 3P (566) time limits. These spaces are located at the major retail car parks of Moonee Ponds Central, Kmart/Aldi and Woolworths.
- Approximately 30 spaces are specified as private/staff spaces with a further 69 permit car parking spaces. The permit spaces are found at the Moonee Ponds Central Car Park (roof floor, 54) and Woolworths (15) off-street car parks.
- A summary of the parking restrictions is shown in Figure 23.

Figure 23 Off-Street Private Car Parking Restrictions





On-Street Car Parking & Restrictions (as recorded on Wednesday 16th October 2013)

KEY

MPAC PP Boundary

On Street Parking		
Bus	Mail Zone	Police
Disable	Parking (2-30 mins)	Taxi
Flexi Car	Parking (1-4 HR)	Unrestricted
Loading Zone	Parking (meter)	Clearway
	Permit	No Standing

Source: MVCC, VicMAP, AECOM

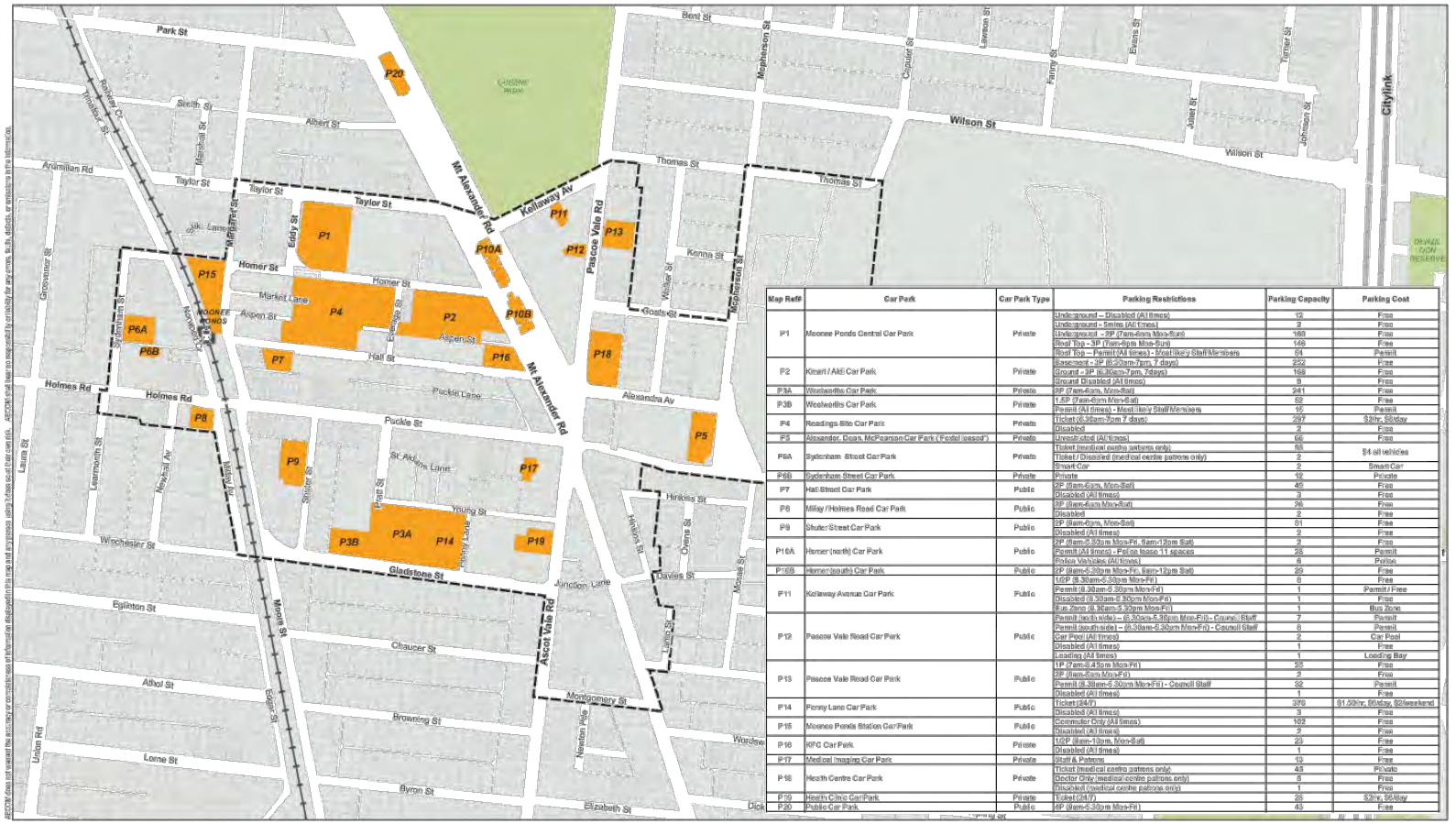
MOONEE PONDS ACTIVITY CENTRE

FIGURE 24

AECOM

0 100 200 400 Metres

1:5,000 at A3



Map Ref#	Car Park	Car Park Type	Parking Restrictions	Parking Capacity	Parking Cost
P1	Moonee Ponds Central Car Park	Private	Underground – Disabled (All times)	12	Free
			Underground - 5mins (All times)	2	Free
			Underground – 2P (7am-6pm Mon-Sun)	169	Free
			Roof Top - 3P (7am-6pm Mon-Sun)	146	Free
			Roof Top – Permit (All times) - Most likely Staff/Members	64	Permit
P2	Kmart / Aldi Car Park	Private	Basement - 3P (6:30am-7pm, 7 days)	253	Free
			Ground – 3P (6:30am-7pm, 7days)	169	Free
			Ground Disabled (All times)	9	Free
P3A	Woolworths Car Park	Private	2P (7am-6pm, Mon-Sat)	241	Free
P3B	Woolworths Car Park	Private	1.5P (7am-6pm Mon-Sat)	52	Free
			Permit (All times) - Most likely Staff/Members	15	Permit
P4	Readings Site Car Park	Private	Ticket (6.30am-7pm 7 days)	297	$3/hr, $6/day
			Disabled	2	Free
P5	Alexander, Dean, McPearson Car Park (Footscray)	Private	Unrestricted (All times)	56	Free
P6A	Sydenham Street Car Park	Private	Ticket (medical centre patrons only)	55	$4 all vehicles
			Ticket / Disabled (medical centre patrons only)	2	
			Smart Car	2	Smart Car
P6B	Sydenham Street Car Park	Private	Private	12	Private
P7	Hall Street Car Park	Public	2P (8am-6pm, Mon-Sat)	45	Free
			Disabled (All times)	3	Free
P8	Milay / Holmes Road Car Park	Public	2P (8am-6pm Mon-Sat)	26	Free
			Disabled	2	Free
P9	Shuter Street Car Park	Public	2P (8am-6pm, Mon-Sat)	61	Free
			Disabled (All times)	2	Free
P10A	Homer (north) Car Park	Public	2P (8am-5.30pm Mon-Fri, 8am-12pm Sat)	2	Free
			Permit (All times) - Police base 11 spaces	28	Permit
			Police Vehicles (All times)	6	Police
P10B	Homer (south) Car Park	Public	2P (8am-5.30pm Mon-Fri, 8am-12pm Sat)	29	Free
P11	Kellaway Avenue Car Park	Public	1/2P (8.30am-5.30pm Mon-Fri)	6	Free
			Permit (8.30am-5.30pm Mon-Fri)	1	Permit / Free
			Disabled (8.30am-5.30pm Mon-Fri)	1	Free
			Bus Zone (8.30am-5.30pm Mon-Fri)	1	Bus Zone
P12	Pascoe Vale Road Car Park	Public	Permit (south side) – (8.30am-5.30pm Mon-Fri) - Council Staff	7	Permit
			Permit (south side) – (8.30am-5.30pm Mon-Fri) - Council Staff	8	Permit
			Car Pool (All times)	2	Car Pool
			Disabled (All times)	1	Free
			Loading (All times)	1	Loading Bay
P13	Pascoe Vale Road Car Park	Public	1P (7am-6.45pm Mon-Fri)	25	Free
			2P (6am-5am Mon-Fri)	2	Free
			Permit (8.30am-5.30pm Mon-Fri) - Council Staff	32	Permit
			Disabled (All times)	1	Free
P14	Fenny Lane Car Park	Public	Ticket (24/7)	370	$1.50/hr, $6/day, $2/weekend
			Disabled (All times)	3	Free
P15	Moonee Ponds Station Car Park	Public	Commuter Only (All times)	102	Free
			Disabled (All times)	2	Free
P16	KFC Car Park	Private	1/2P (8am-10pm, Mon-Sat)	23	Free
			Disabled (All times)	1	Free
P17	Medical Imaging Car Park	Private	Staff & Patrons	19	Free
P18	Health Centre Car Park	Private	Ticket (medical centre patrons only)	45	Private
			Doctor Only (medical centre patrons only)	5	Free
			Disabled (medical centre patrons only)	1	Free
P19	Heath Clinic Car Park	Private	Ticket (24/7)	28	$2/hr, $6/day
P20	Public Car Park	Public	4P (8am-5.30pm Mon-Fri)	43	Free

Off-Street Car Parking & Restrictions (as recorded on Wednesday 16th October 2013)

KEY
MPAC PP Boundary
Off Street Parking

Source: MVCC, VicMAP, AECOM

MOONEE PONDS ACTIVITY CENTRE

FIGURE 25

AECOM

0 100 200 400 Metres
1:6,000 at A3

Daily Profile of Parking

This section provides a review of the parking demand profile for each of the surveyed days by on-street, public off-street and private off-street surveyed parking areas in MPAC. The aim of this review is to identify the peak demand for parking, the time of day this occurs and any trends for parking demand.

It is generally accepted by parking practitioners that 85% occupancy represents the theoretical or effective capacity of parking supply. When parking occupancy exceeds 85% it is generally more difficult for visitors to find available parking. This can result in undesirable practice such as motorists circulating for parking spaces.

On-Street Parking Daily Profiles

Figure 26 shows the daily profile of parking demand of on-street parking demand in MPAC on the surveyed days for all the surveyed parking spaces within the defined PP boundary.

Figure 26 Daily profile of on-street parking spaces in MPAC – All Car Parking Spaces

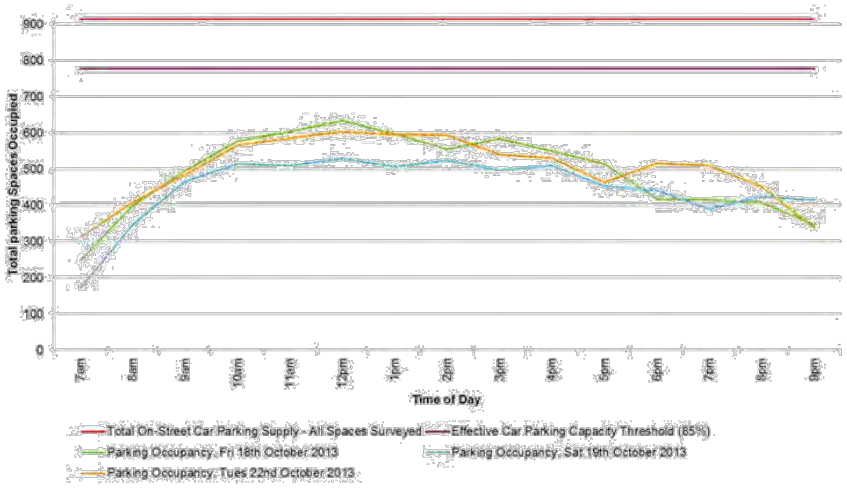
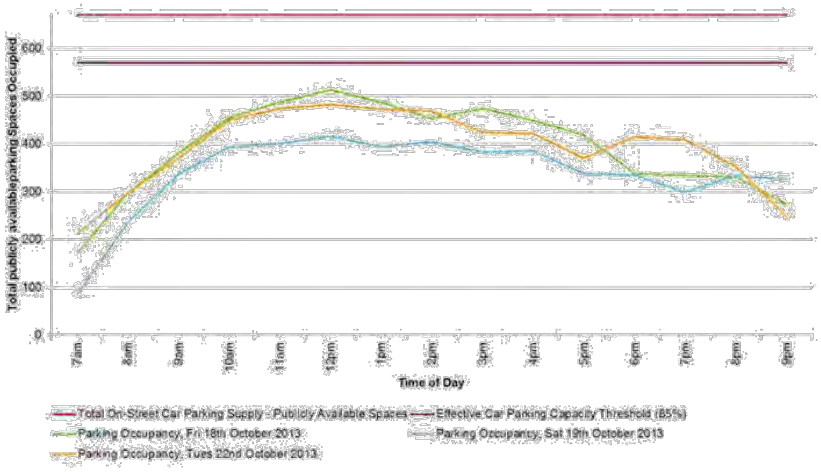


Figure 27 shows the daily profile of parking demand of on-street parking demand in MPAC on the surveyed days for all the publicly available parking spaces (i.e. this analysis excludes permit spaces, loading zones etc.).

Figure 27 Daily profile of on-street parking spaces in MPAC – Publicly Available Parking Spaces



It can be noted from Figure 26 and Figure 27 that:

- The daily parking profile demands for on-street public parking on both surveyed weekdays are almost identical. This is except for the slight variation in demands during the evening period between 05:00pm and 07:00pm where a rise in parking demand was recorded on the Tuesday survey when compared to Friday.
- The peak demand for on-street parking on the weekdays peaked at an average of 68% for all spaces occurring at 12:00pm. For those spaces only available to the public this rises to an average of 74% at 12:00pm.
- The peak demand for on-street parking on Saturday for all spaces peaked at 58% occurring at 12:00pm. For those spaces only available to the public this rises to 62% at 12:00pm.
- The parking occupancy levels on all surveyed days were shown to rise sharply to 10:00am with subsequent demand peaking around midday and remaining consistent throughout the rest of the days surveyed.

Public Off-Street Parking Daily Profile

Figure 28 shows the daily profile of parking demand for public off-street car parks in MPAC for all the surveyed parking spaces within the defined PP boundary.

Figure 28 Daily profile of parking demand in surveyed public off-street car parks in MPAC – All Car Parking Spaces

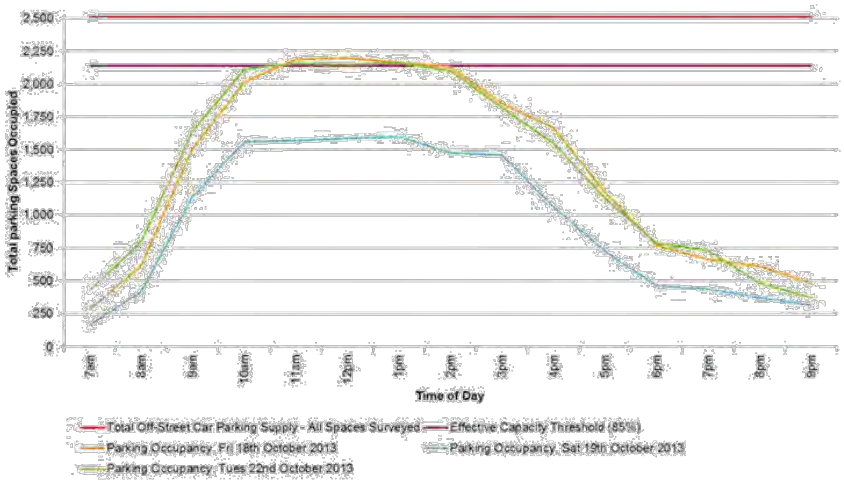
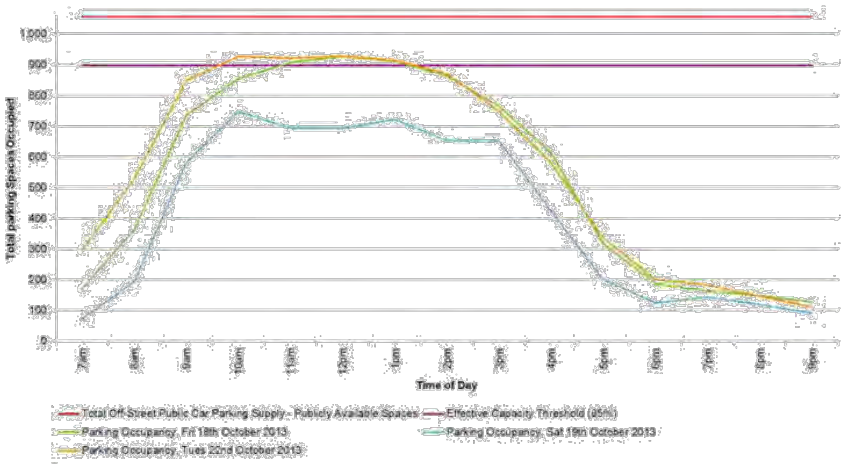


Figure 29 shows the daily profile of parking demand of public off-street parking demand in MPAC on the surveyed days for all the publicly available parking spaces (i.e. this analysis excludes permit spaces, loading zones etc.).

Figure 29 Daily profile of parking demand in surveyed public off-street car parks in MPAC – Publicly Available Parking Spaces



It can be noted from Figure 28 and Figure 29 that:

- The daily parking profile demands for off-street public parking on both surveyed weekdays are almost identical.

- The peak demand for public off-street parking on both weekdays in MPAC was 86% occurring at 12:00pm for all surveyed parking spaces. For those spaces only available to the public this rises to 88% at 12:00pm.
- The peak demand for public off-street parking on Saturday was 68% occurring at 10:00am for all spaces. For those spaces only available to the public this rises to 71% at 10:00am.
- Parking occupancy levels on a weekday are shown to fill quickly up to 10:00am before sharply dropping from 02:00pm to 06:00pm. The surveyed weekend day has a similar profile albeit with much less demand for parking.

Private Off-Street Parking Daily Profile

Figure 30 shows the daily profile of parking demand for private off-street car parks in MPAC for all the surveyed parking spaces within the defined PP boundary.

Figure 30 Daily profile of parking demand in surveyed private off-street car parks in MPAC – All Car Parking Spaces

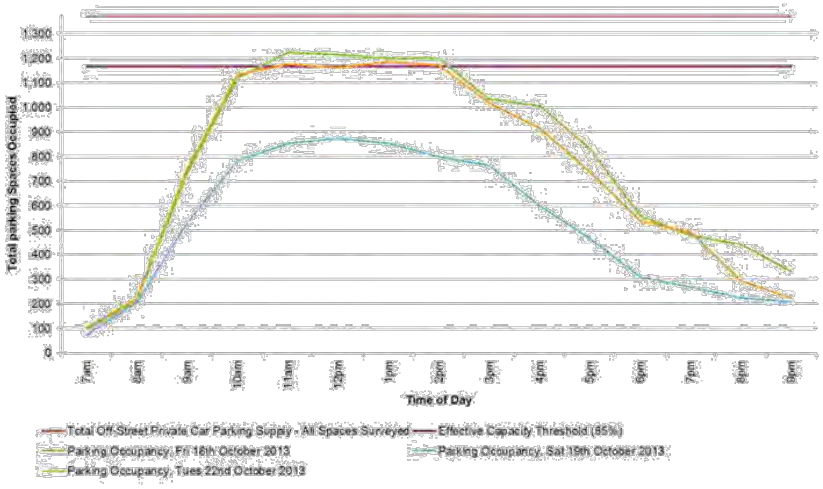
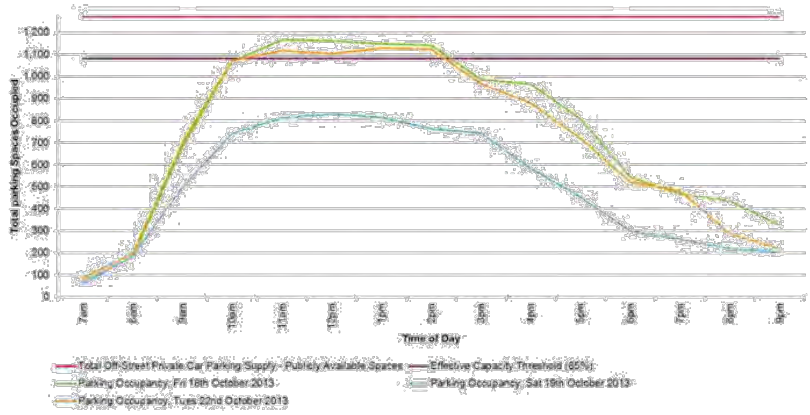


Figure 31 shows the daily profile of parking demand of private off-street parking demand in MPAC on the surveyed days for all the publicly available parking spaces (i.e. this analysis excludes permit spaces, loading zones etc.).

Figure 31 Daily profile of parking demand in surveyed private off-street car parks in MPAC – Publicly Available Parking Spaces



It can be noted from Figure 30 and Figure 31 that:

- The daily parking profile demands for off-street private parking on both surveyed weekdays are almost identical.
- The peak demand for public off-street parking on Friday 18th October in MPAC was 89% occurring at 11:00am for all parking spaces. This rises to 92% when considering just those spaces available to the public.
- The peak demand for public off-street parking on Tuesday 22nd October in MPAC was 86% occurring at 01:00pm for all parking spaces. This rises to 88% when considering just those spaces available to the public.
- The peak demand for public off-street parking on Saturday 19th October was 64% occurring at 12:00pm for all parking spaces. This rises to 65% when considering just those spaces available to the public.
- On the parking survey days there is little deviation in parking demand on between 11:00am and 2:00pm.
- Parking occupancy levels on a weekday are shown to fill quickly up to 10:00am before gradually dropping from 02:00pm to 09:00pm. The surveyed weekend day has a similar profile albeit with much less demand for parking.

Public and Private Individual Off-Street Car Parking Demand Analysis

An analysis of the daily parking profile demands for each of the respective off-street public and private car parks has been undertaken, the profiles are attached in Appendix E.

Parking Supply and Demand

This section examines the parking supply and demand by restriction for on-street, public off-street and private off-street car parking areas.

On-Street Parking Supply and Demand

Table 33 shows the total supply and demand of car parking spaces in MPAC by parking restriction for the on-street parking areas.

Table 33 On-Street Car Parking: Supply and Demand of parking spaces in MPAC - by restriction

Parking Restriction	Parking Supply	Friday 18th Oct'13		Saturday 19th Oct'13		Tuesday 22nd Oct'13	
		Peak Demand	Occupancy %	Peak Demand	Occupancy %	Peak Demand	Occupancy %
Unrestricted	24	22	92%	15	63%	19	79%
P – Meter (Ticket)	88	23	26%	16	18%	34	39%
P - Permit	97	41	42%	46	47%	43	44%
P – Permit (race days only)	38	33	87%	34	89%	35	92%
P2min	1	0	0%	0	0%	0	0%
P10min	5	4	80%	4	80%	5	100%
P15min	3	0	0%	1	33%	2	67%
P20min/3P/Clearway	3	2	67%	2	67%	2	67%
1/4P	1	2	200%	1	100%	1	100%
1/2P	19	5	26%	4	21%	3	16%
1P/No Stopping/Permit	220	196	89%	173	79%	179	81%
2P/Taxi Zone/No Stopping/Clearway	208	172	83%	134	64%	163	78%
2P/3P/Clearway/No Stopping	38	31	82%	26	68%	25	66%
3P	24	23	96%	10	42%	23	96%
4P	3	3	100%	3	100%	3	100%
Disabled	25	22	88%	21	84%	22	88%
Flexi Car	1	1	100%	1	100%	1	100%
Loading (some dual usage)	23	16	70%	13	57%	6	26%
Mail Zone	1	0	0%	0	0%	0	0%
Bus Zone	5	5	100%	2	40%	6	120%
Taxi Zone	8	2	25%	0	0%	0	0%
Police	1	0	0%	0	0%	0	0%
All Parking Spaces	**836**	**603**	**72%**	**506**	**61%**	**572**	**69%**
Publicly Available Parking Spaces	**662**	**505**	**76%**	**410**	**62%**	**481**	**73%**

Note: There are some conflicting on-street parking restrictions which were noted during the traffic surveys as dual usage parking areas; accordingly these were simply grouped together to produce the above pie chart (i.e. 2P parking restrictions).

It can be noted from Table 33 that:

- Of the public available parking (highlighted in grey) they were more utilised than all the parking spaces. Taking out the restricted parking spaces shows an increased usage of the public on-street car parking.
- The unrestricted parking areas of MPAC are well utilised on weekdays.
- The metered parking areas are significantly underutilised on all surveyed days, therefore suggesting that patrons are willing to walk further to avoid paying for parking even though it is located in a good location for people using the train station (Alexandra Street) and to the range of local amenities in MPAC.
- The permit on-street parking spaces are underutilised across MPAC with only 47% of spaces utilised during the peak parking demand of the day.
- There is some spare capacity of shorter term spaces (2P and below); however this has, or is reaching effective capacity levels, on the Friday survey day (i.e. >85% occupancy level).
- The demand for longer term spaces (3P and 4P) was at capacity on each of the surveyed days, indicating a greater demand for these types of spaces in MPAC.
- The demand for disabled parking reached effective capacity on the surveyed days.
- Some parking areas are over utilised which suggest illegal parking has occurred in these areas.

Off-Street Public Car Parking Supply and Demand

Table 34 shows the supply and demand of off-street public parking spaces in MPAC by parking restriction.

Table 34 Off-Street Public Car Parking: Supply and Demand of parking spaces in MPAC - by restriction

Parking Restriction	Parking Supply	Friday 18th Oct'13		Saturday 19th Oct'13		Tuesday 22nd Oct' 13	
		Peak Demand	Occupancy	Peak Demand	Occupancy	Peak Demand	Occupancy
1/2P	8	7	88%	3	38%	2	25%
1P	25	25	100%	22	88%	13	52%
2P	189	177	94%	179	95%	169	89%
4P	43	42	98%	22	51%	36	84%
Moonee Ponds Station CP	102	102	100%	102	100%	102	100%
Ticket	673	565	84%	411	61%	600	89%
Disabled	17	9	53%	8	47%	6	35%
Permit	76	47	62%	30	39%	51	67%
Bus Zone	1	0	0%	0	0%	0	0%
Car Pool	2	1	50%	0	0%	0	0%
Loading	1	0	0%	0	0%	0	0%
Police	6	3	50%	3	50%	6	100%
All Parking Spaces	**1143**	**978**	**86%**	**780**	**68%**	**985**	**86%**
Publicly Available Parking Spaces	**1057**	**927**	**88%**	**747**	**71%**	**928**	**88%**

It can be noted from Table 34 that:

- Again the publically available parking spaces (highlighted in grey) had a higher occupancy than all the parking spaces showing that the special use parking is underused.
- The overall provision of off-street public car parking spaces has reached effective capacity with little or no free spaces during peak demands on weekdays.
- There is spare car parking capacity of a weekend, especially at Leighton's Car Park (which provides a total of 299 parking spaces, of which only 15% occupied during peak capacity at the surveyed weekend day), however this is a ticket parking area which may explain its underutilisation.
- The Moonee Ponds Station car park has no spare capacity during any of the surveyed days, therefore confirming it is well utilised and that there may possibly be a potential overflow of parking into other areas of MPAC.
- There is spare capacity for both disabled and permit spaces on each of the surveyed days with at most these spaces only being just over 60% occupied.

Off-Street Private Car Parking Supply and Demand

Table 35 shows the supply and demand of off-street private parking spaces in MPAC by parking restriction.

Table 35 Off-Street Private Car Parking: Supply and Demand of parking spaces in MPAC - by restriction

Parking Restriction	Parking Supply	Friday 18th Oct 13		Saturday 19th Oct 13		Tuesday 22nd Oct 13	
		Peak Demand	Occupancy	Peak Demand	Occupancy	Peak Demand	Occupancy
Unrestricted	66	96	145%	4	6%	96	145%
P5min	2	0	0%	0	0%	0	0%
1/2P	23	17	74%	12	52%	18	78%
1.5P	52	51	98%	41	79%	51	98%
2P	410	405	99%	381	93%	404	99%
3P	566	496	88%	351	62%	467	83%
Ticket	128	82	64%	29	23%	75	59%
Disabled	25	19	76%	14	56%	18	72%
Private / Staff	30	26	87%	18	60%	24	80%
Permit	69	33	48%	24	35%	32	46%
Smart Car	2	0	0%	0	0%	0	86%
All Parking Spaces	**1373**	**1225**	**89%**	**874**	**64%**	**1185**	**86%**
Publicly Available Parking Spaces	**1272**	**1166**	**92%**	**832**	**65%**	**1129**	**89%**

It can be noted from Table 35 that:

- The overall provision of off-street private car parking spaces has reached effective capacity with little or no free spaces during peak demands on weekdays even more so for the publically available parking (highlighted in grey).
- As shown ticket parking spaces are underutilised, this suggests patrons are unwilling to pay for parking in private off-street car parks (these being Sydenham Car Park, Health Centre and Health Clinic off-street car parks).
- The disabled and staff parking spaces are well utilised.
- As shown the unrestricted parking supply allocation is being exceeded. All of this type of parking is attributed to the Alexandra / Dean / McPherson off-street car park (P5 on Figure 25). This car park is known to have been leased by Foxtel and site observations have confirmed that there is an overflow of parking occurring at this car park with vehicles parked outside of bays and on the verges surrounding the car park, as shown in Figure 32.

Figure 32 Alexandra / Dean / McPherson Off-Street Car Park – Vehicles parked outside of designated parking bays

Summary of MPAC Parking Supply and Demand

Table 36 and Table 37 provide a summary of the supply and demand of parking spaces in MPAC by parking facility for all and just publicly available parking spaces respectively.

Table 36 Overview of Supply and Demand of parking spaces in MPAC – All Parking Spaces in PP Boundary

Parking Facility	Supply	Friday 18th Oct'13			Saturday 19th Oct'13			Tuesday 22nd Oct'13		
		Peak Demand	Occupancy	Time	Peak Demand	Occupancy	Time	Peak Demand	Occupancy	Time
On-Street	915	634	69%	12pm	529	58%	12pm	604	66%	12pm
Public Off-Street	1,143	978	86%	12pm	780	68%	10am	985	86%	12pm
Private Off-Street	1,373	1225	89%	11am	874	64%	12pm	1,185	86%	1pm
Total	**3,431**	**2828**	**82%**	**12pm**	**2119**	**62%**	**12pm**	**2756**	**80%**	**1pm**

Table 37 Overview of Supply and Demand of parking spaces in MPAC – Publicly Available Parking Spaces

Parking Facility	Supply	Friday 18th Oct'13			Saturday 19th Oct'13			Tuesday 22nd Oct'13		
		Peak Demand	Occupancy	Time	Peak Demand	Occupancy	Time	Peak Demand	Occupancy	Time
On-Street	671	513	76%	12pm	416	62%	12pm	483	72%	12pm
Public Off-Street	1,057	927	88%	12pm	747	71%	10am	928	88%	12pm
Private Off-Street	1,272	1,166	92%	11am	832	65%	12pm	1129	89%	1pm
Total	**3,000**	**2,601**	**87%**	**12pm**	**1,942**	**65%**	**12pm**	**2,517**	**84%**	**1pm**

Figure 33, Figure 34 and Figure 35 show the distribution of peak parking demand (at 12pm) throughout MPAC on each of the surveyed days. The parking supply and demand findings have been summarised diagrammatically on each of the surveyed days using the following rating system:

- < 50% Utilisation Low Usage (coloured blue).
- 50-75% Utilisation Moderate Usage (coloured green).
- 75-85% Utilisation High Usage (approaching effective capacity) (coloured orange).
- > 85% Utilisation Very High (effective capacity exceeded) (coloured red).

Car Parking Survey Comparisons

Previous Car Parking Surveys

Moonee Ponds Access and Mobility Plan, April 2009

The document states that Council conducted a review of parking in 2005 and the key findings were identified:

- Approximately 65% of shoppers surveyed had travelled by car.
- Almost every car parking area experiences occupancy over 90% at some time during Friday and Saturday.
- Most spaces are provided at no cost, but paid spaces are still well utilised.
- Friday occupancy rates peak around lunch time with occupancy affected by location – rather than price.
- Saturday occupancy rates peaked around lunch time and the early evening (in restaurant areas).

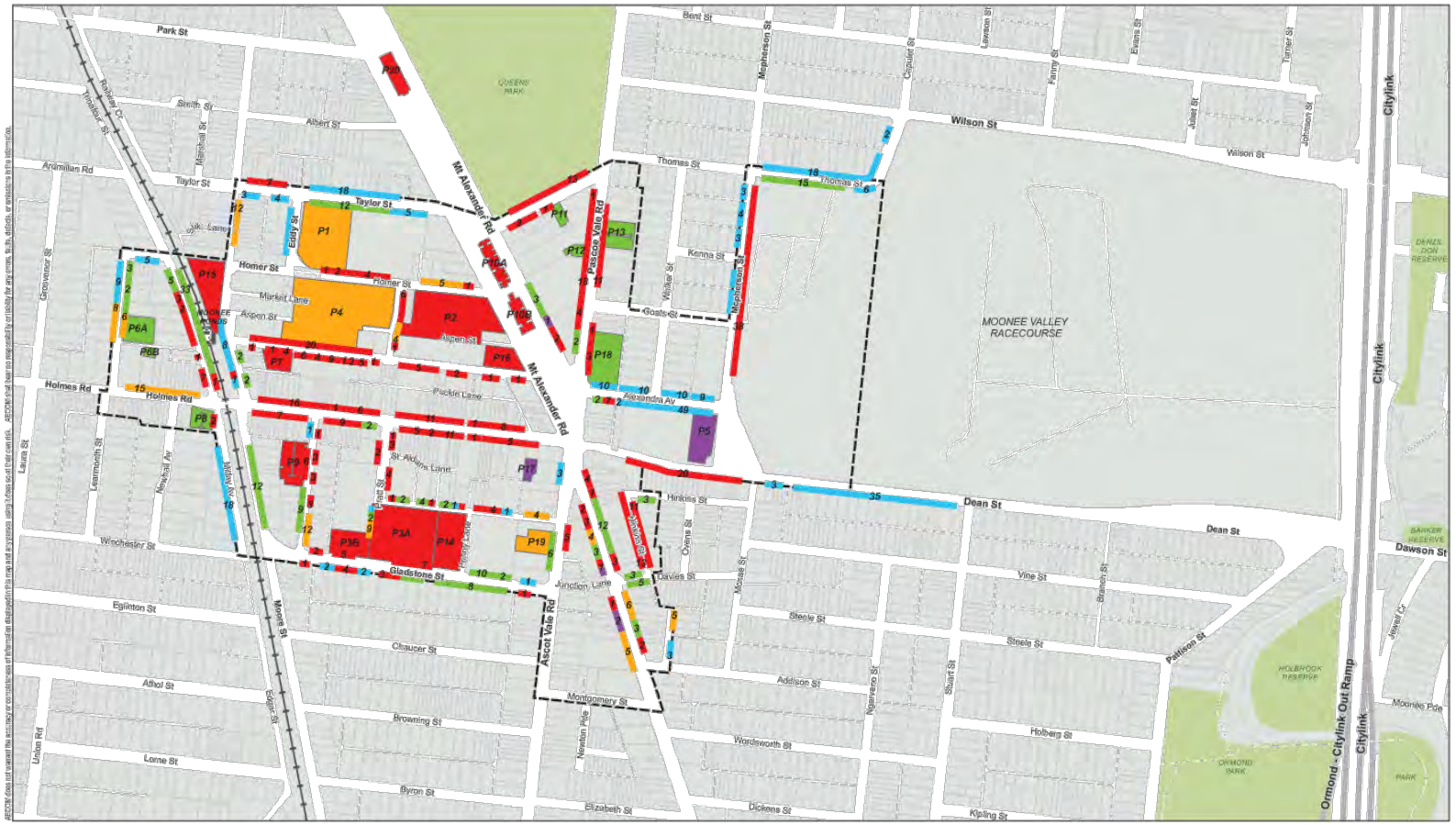
Mt Alexander Road, Moonee Ponds Traffic Report, March 2012

Ratio Consultants produced a traffic report in March 2012 detailing a parking demand surveys undertaken in the Moonee Ponds Entertainment Precinct (details of which provided in Appendix A). The study demonstrated that there was an overall low to moderate car parking demand within the precinct with the exception of higher on-street kerbside parking along Mt Alexander Road, Davies Street and Hinkins Street.

Comparison of Findings

A comparison of the car parking supply and demand survey undertaken as part of this PP with above previous studies has been undertaken with the following findings:

- Overall parking occupancy in MPAC is still high with the effective capacity being reached in a number of on-street and off-street car parking areas. This suggests the need for more parking in these areas and/or better management to facilitate the competing usage of spaces by residents, workers, visitors and commuters in MPAC.
- Most of the spaces are still provided at no cost; however the paid spaces have been found not be as well utilised in on-street and private off-street car parking areas on the surveyed days in 2013. The public off-street paid spaces on the surveyed Saturday in 2013 were also not very well utilised.
- Friday occupancy continues to peak at lunch time in the core area of MPAC.
- Saturday occupancy also peaks at lunch time however with a significantly lower overall car parking demand on MPAC.
- Parking demand on Mt Alexander Road, Davies Street and Hinkins Street is still high.



MPAC Peak Parking Demand (12pm) on Friday 18th October 2013

KEY
- MPAC PP Boundary

Parking Demand
- <50%
- 50-75%
- 75-85%
- 85-100%
- >100%

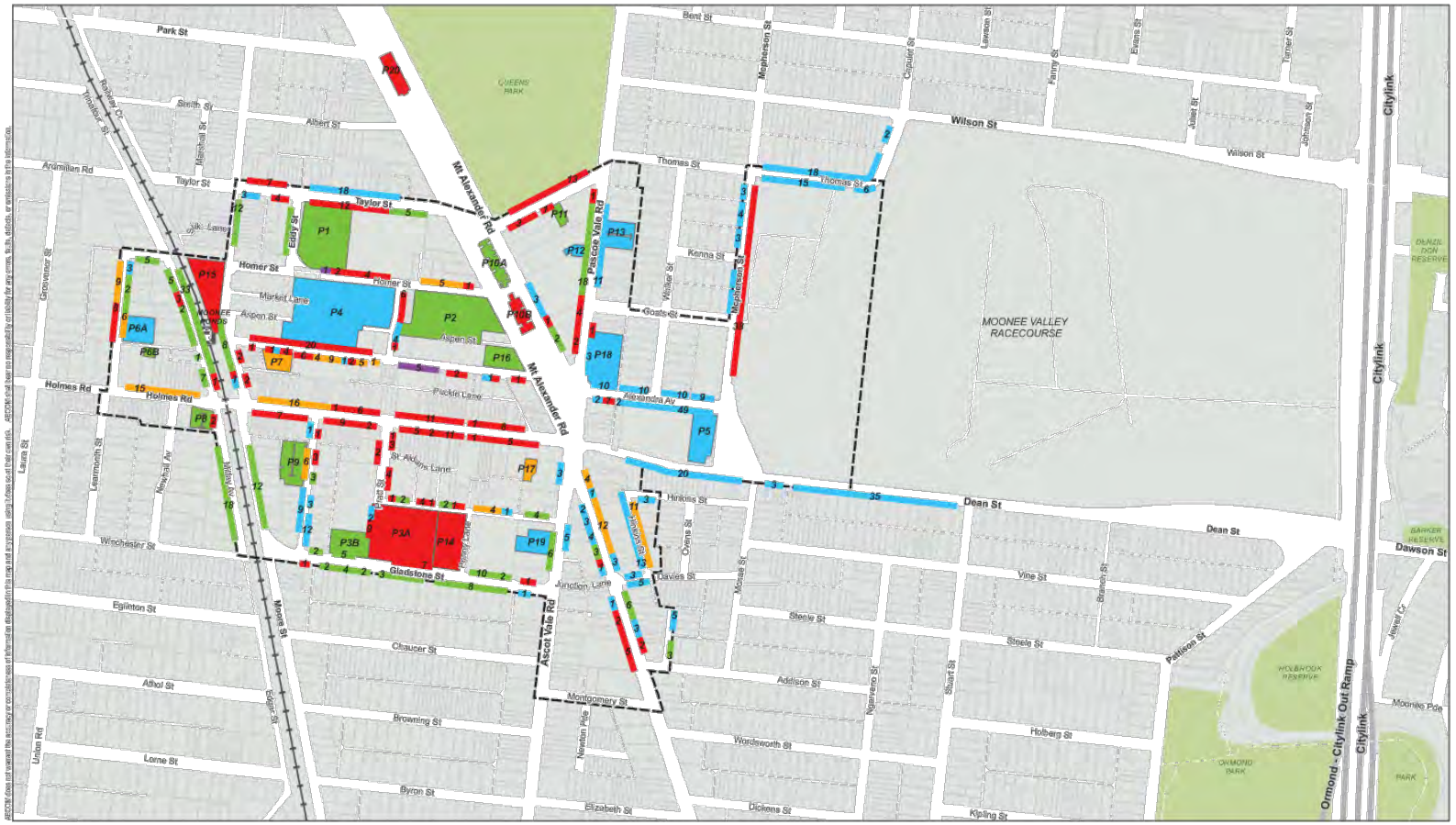
Source: MVCC, VicMAP, AECOM

MOONEE PONDS ACTIVITY CENTRE

FIGURE 33

AECOM

0 100 200 400 Metres
1:5,000 at A3



MPAC Peak Parking Demand (12pm) on Saturday 19th October 2013

KEY

MPAC PP Boundary

Parking Demand

- <50%
- 50-75%
- 75-85%
- 85-100%
- >100%

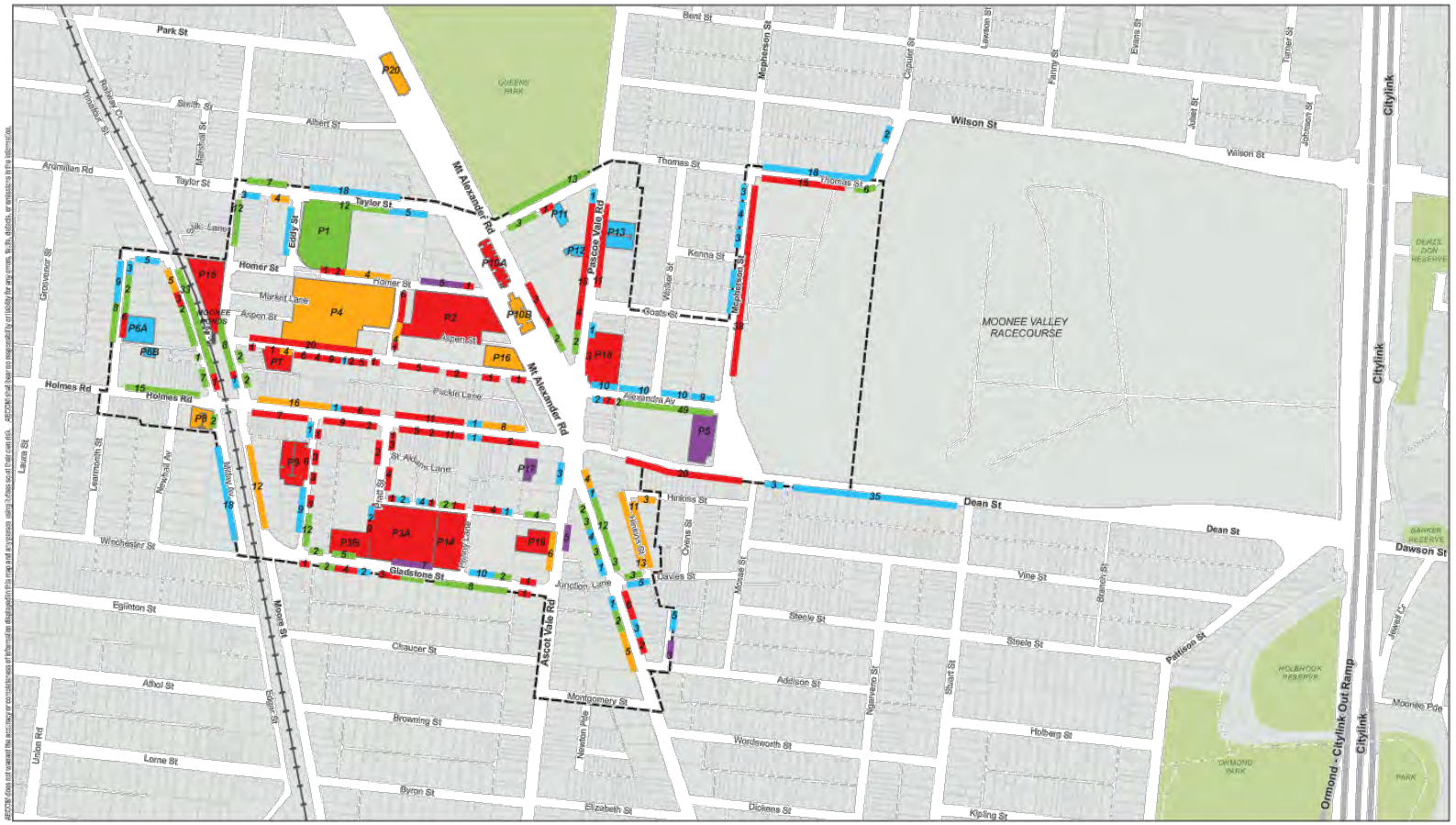
Source: MVCC, VicMAP, AECOM

MOONEE PONDS ACTIVITY CENTRE

FIGURE 34

AECOM

1:5,000 at A3



MPAC Peak Parking Demand (12pm) on Tuesday 22nd October 2013

KEY
MPAC PP Boundary

Parking Demand
- <50%
- 50-75%
- 75-85%
- 85-100%
- >100%

Source: MVCC, VicMAP, AECOM

MOONEE PONDS ACTIVITY CENTRE

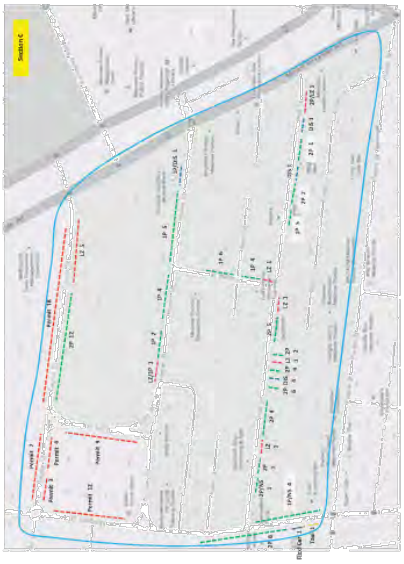
FIGURE 35

AECOM

0 100 200 400 Metres
1:5,000 at A3

Appendix D

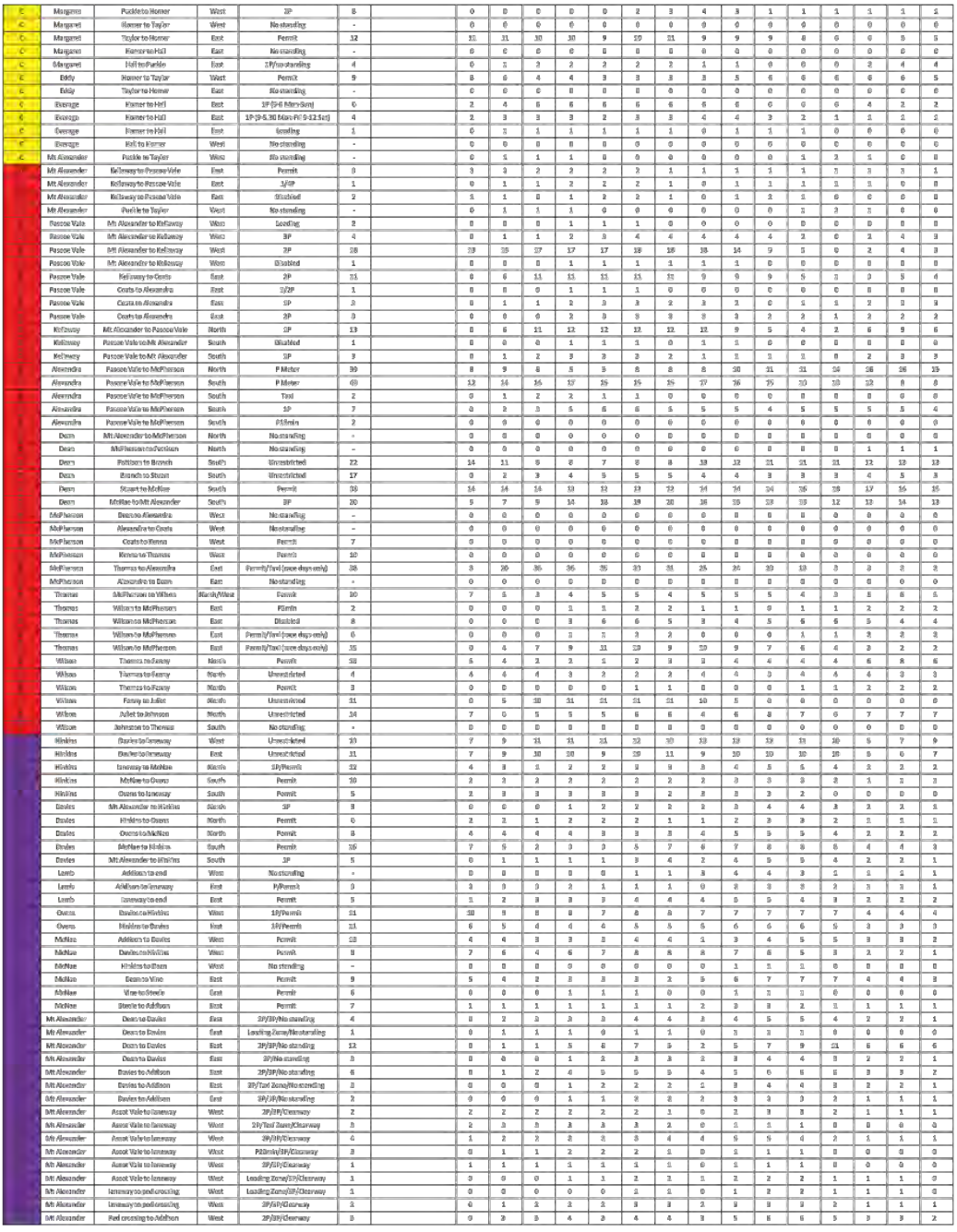
Parking Survey Data



Client	AECOM
Location	Moonee Ponds - On Street Parking (Sydenham St)
Survey Time	Fri, 18th October 2013 7am - 10pm
Description	Parking Occupancy Survey

SKYHIGH THE TRAFFIC SURVEY COMPANY

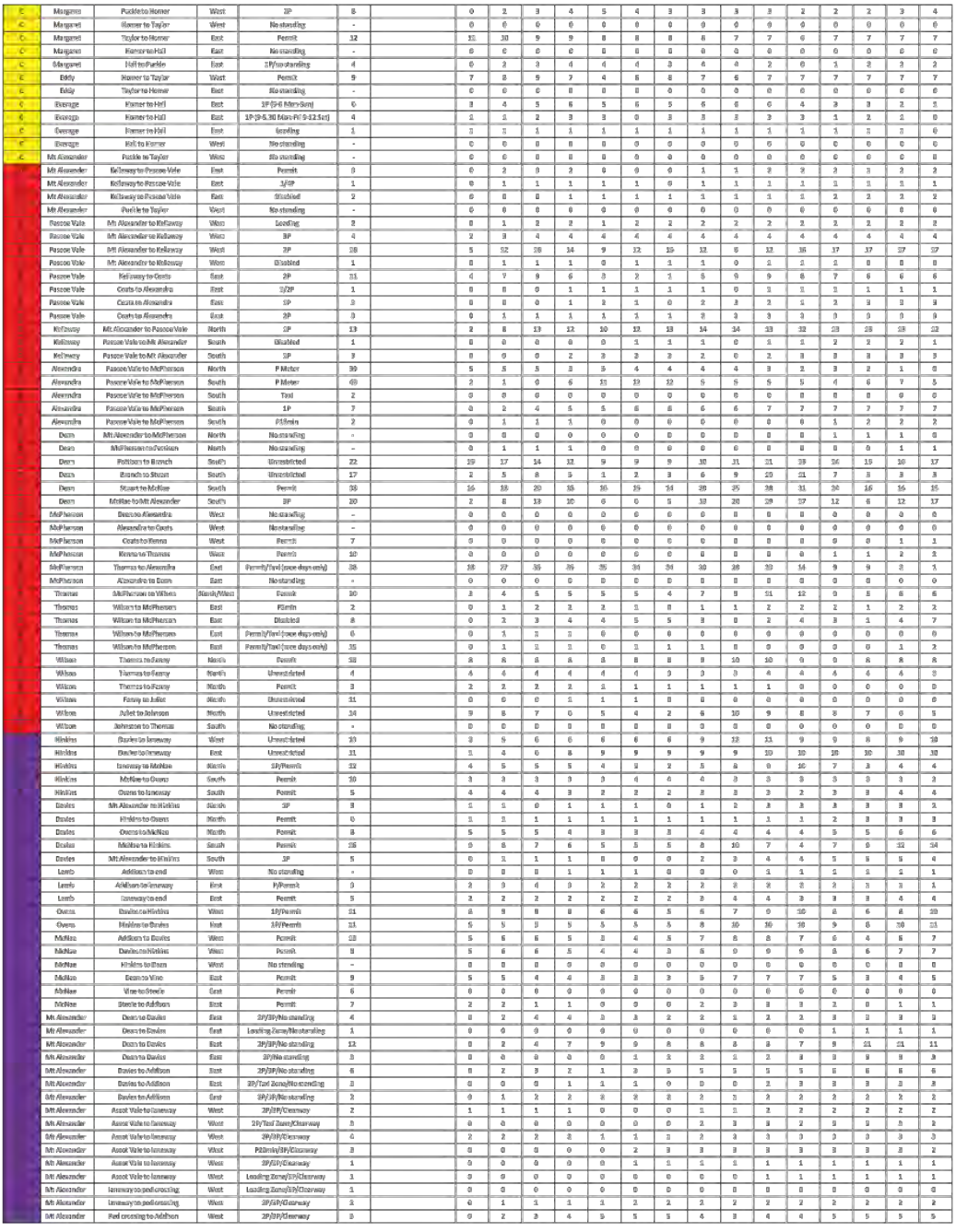
Survey	Street	Unit	Side	Type	Supply	Comments	Parking Occupancy														
							7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
A	Pratt	Gladstone to Young	West	Disabled	9		0	2	3	5	7	7	6	8	8	8	7	6	5	3	0
A	Pratt	Gladstone to Young	West	Taxi	1		0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
A	Pratt	Gladstone to Young	West	Police	1		0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
A	Pratt	Young to Puckle	West	1P	2		0	1	2	2	2	2	2	2	2	2	1	1	2	2	0
A	Pratt	Puckle to St Andrews	East	Disabled	1		1	1	1	1	0	1	1	1	1	1	1	1	1	1	0
A	Pratt	Puckle to St Andrews	East	1P	9		1	2	3	3	3	3	3	3	3	3	2	2	1	1	1
A	Pratt	St Andrews to Young	East	1P	4		2	3	3	4	4	4	4	4	4	4	4	3	2	1	4
A	Pratt	Young to Gladstone	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Puckle	Mt Alexander to Pratt	South	1P	5		3	3	3	4	5	5	5	5	5	5	4	3	4	5	5
A	Puckle	Mt Alexander to Pratt	South	Loading	1		0	0	0	1	1	1	0	0	1	1	1	0	0	0	0
A	Puckle	Mt Alexander to Pratt	South	2P	11		7	8	8	9	9	10	11	11	11	11	10	9	10	10	9
A	Puckle	Mt Alexander to Pratt	South	P15min	2		1	1	1	2	2	2	2	2	2	2	2	1	2	2	1
A	Puckle	Mt Alexander to Pratt	South	3P	5		0	2	4	5	5	5	5	5	5	5	5	4	4	3	3
A	Puckle	Pratt to Shuter	South	P15min	2		0	1	2	2	1	1	1	2	2	1	2	2	2	2	2
A	Puckle	Pratt to Shuter	South	2P	9		3	6	8	8	8	9	9	9	9	9	9	9	7	5	2
A	Puckle	Shuter to Moore	South	1P	7		4	6	7	7	6	6	6	7	7	7	5	2	5	7	4
A	Puckle	Margaret to Pratt	North	5P	26		4	20	25	26	26	25	25	26	26	26	25	23	23	26	20
A	Puckle	Margaret to Pratt	North	Loading/3P	1		0	0	0	0	0	1	1	1	1	1	1	0	1	1	0
A	Puckle	Margaret to Pratt	North	1P	6		3	5	6	6	6	6	6	6	6	5	5	5	5	4	3
A	Puckle	Pratt to Mt Alexander	North	3P	11		3	6	9	10	11	11	11	10	11	11	10	9	8	6	6
A	Puckle	Pratt to Mt Alexander	North	Loading/3P	1		0	0	0	1	1	1	1	1	1	1	1	0	1	1	0
A	Puckle	Pratt to Mt Alexander	North	5P	8		4	6	7	8	8	8	8	6	7	7	6	6	6	8	7
A	Young	Pratt to Asset Vale	North	Disabled	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A	Young	Pratt to Asset Vale	North	Loading Zone & 2P	2		1	0	0	1	0	1	1	1	1	1	0	1	0	0	2
A	Young	Pratt to Asset Vale	North	2P	4		2	2	2	4	3	3	2	3	3	1	3	3	2	2	1
A	Young	Pratt to Asset Vale	North	Permit	1		1	1	1	1	1	1	1	0	0	1	1	2	2	1	1
A	Young	Pratt to Asset Vale	North	2P	2		1	1	2	1	2	1	2	3	1	2	2	0	1	1	0
A	Young	Pratt to Asset Vale	North	P15min	1		1	1	1	0	1	0	0	0	0	0	1	0	0	1	1
A	Young	Pratt to Asset Vale	North	Disabled	1		0	0	1	1	0	1	1	1	1	0	0	0	0	0	0
A	Young	Pratt to Asset Vale	North	1P	6		2	2	4	3	4	4	3	3	4	3	3	3	2	4	2
A	Young	Pratt to Asset Vale	North	Loading Zone	1		0	0	0	0	0	0	0	0	1	1	1	1	1	1	1
A	Young	Pratt to Asset Vale	North	1P	4		0	1	0	1	2	3	2	1	1	3	1	2	2	2	2
A	Young	Pratt to Asset Vale	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Shuter	Puckle to laneway	East	1P	1		0	1	1	1	1	1	1	1	1	1	1	0	1	1	0
B	Shuter	laneway to ped crossing	East	1P/no standing	3		1	1	1	1	3	3	3	2	3	3	3	3	2	1	2
B	Shuter	laneway to ped crossing	East	1P	8		0	1	3	5	8	8	8	8	8	8	2	0	1	1	0
B	Shuter	pedcrossing to Gladstone	East	P10min/1P	1		0	1	1	1	0	1	1	0	1	1	0	0	0	0	0
B	Shuter	ped crossing to Gladstone	East	1P	12		1	3	4	7	10	9	7	5	4	3	2	0	1	1	0
B	Shuter	Puckle to car park entry	West	Mail Zone	1		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
B	Shuter	Puckle to car park entry	West	P2min	1		1	1	1	1	0	0	0	0	0	0	1	1	1	1	0
B	Shuter	car park entry to ped crossing	West	1P	6		1	2	3	5	6	6	6	5	5	5	4	3	2	1	1
B	Shuter	ped crossing to Gladstone	West	1P	9		1	2	3	4	5	5	4	7	5	3	2	1	2	2	2
B	Gladstone	Shuter to Pratt	North	2P	7		4	5	6	7	7	7	6	6	6	6	5	3	3	1	1
B	Gladstone	Pratt to Penny Lane	North	1P	7		1	2	3	5	7	7	6	5	6	7	5	3	4	4	4
B	Gladstone	Penny Lane to Asset Vale	North	1P	10		0	2	4	5	6	7	7	8	4	5	4	2	3	3	3
B	Gladstone	Penny Lane to Asset Vale	North	Loading/P3min/1P	2		1	1	0	1	1	1	0	0	1	1	1	0	1	2	2
B	Gladstone	Penny Lane to Asset Vale	North	Disabled	1		0	1	1	1	0	0	0	1	1	1	1	1	1	1	1
B	Gladstone	Asset Vale to Pratt	South	2P	1		1	1	1	1	1	1	0	0	0	0	1	1	1	1	1
B	Gladstone	Asset Vale to Pratt	South	Permit	11		4	5	6	6	6	6	5	5	5	4	5	5	4	3	3
B	Gladstone	Asset Vale to Pratt	South	1P	3		1	1	1	2	3	3	3	3	3	2	1	0	1	1	1
B	Gladstone	Pratt to Moore	South	Permit	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Gladstone	Pratt to Moore	South	2P	4		0	2	4	4	4	4	3	3	3	2	2	1	1	1	1
B	Gladstone	Pratt to Moore	South	Permit	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Gladstone	Pratt to Moore	South	2P	1		0	1	1	1	1	1	0	1	1	0	0	0	0	0	0
B	Moore	Gladstone to Puckle	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Moore	Puckle to Gladstone	East	2P	12		5	8	8	8	8	8	8	8	6	6	4	2	3	3	1
B	Asset Vale	Gladstone to Young	West	2P/No standing	6		3	4	4	4	4	3	2	2	2	2	1	0	1	4	3
B	Asset Vale	Young to Puckle	West	No standing/taxi zone	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Asset Vale	Puckle to Gladstone	East	No standing/bus zone	5		0	3	5	5	5	5	5	4	3	1	1	0	2	4	5
B	Milfay	Holmes to car park entry	West	2P	2		0	1	1	2	2	2	1	1	2	2	2	1	1	0	0
B	Milfay	car park entry to Winchester	West	1/2P	18		4	3	2	3	3	4	4	3	2	0	1	2	3	3	3
B	Milfay	Holmes to Winchester	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Holmes	Milfay to Learmonth	South	No standing	-		0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
B	Holmes	Sydenham to Norwood	North	3P	35		5	7	9	21	32	32	32	8	9	10	21	32	31	30	30
B	Norwood	Holmes to No. 25	West	2P	20		1	3	3	6	8	9	9	7	8	9	7	4	3	2	2
B	Norwood	Outside No. 25	West	4P	9		0	2	9	9	9	9	9	9	8	8	8	2	1	0	0
B	Norwood	No. 25 to Sydenham	West	2P	5		1	1	1	2	3	3	3	2	3	3	2	1	1	0	0
B	Norwood	Holmes to Sydenham	East	Disabled	1		0	1	1	1	1	1	1	1	1	1	1	1	1	0	0
B	Norwood	Holmes to Sydenham	East	2P	39		3	19	27	31	34	29	21	20	20	20	17	10	10	6	4
C	Hall	Margaret to Everage	North	2P	20		1	9	17	18	19	19	16	20	19	17	18	18	18	18	13
C	Hall	Everage to Mt Alexander	North	No standing	-																
C	Hall	Margaret to Puckle Lane	South	2P/No standing	1		0	1	1	1	1	1	1	1	1	1	1	0	0	0	0
C	Hall	Margaret to Puckle Lane	South	2P	1		0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C	Hall	Margaret to Puckle Lane	South	Loading	1		0	0	0	1	1	1	0	1	1	0	0	0	1	1	1
C	Hall	Margaret to Puckle Lane	South	2P	4		0	2	3	4	4	4	4	4	4	4	3	1	3	4	2
C	Hall	Margaret to Puckle Lane	South	2P	6	90 degree angle parking	1	2	3	5	6	6	6	6	6	6	6	6	6	6	5
C	Hall	Margaret to Puckle Lane	South	Disabled	1	90 degree angle parking	0	2	3	4	5	4	4	4	4	4	3	2	1	1	1
C	Hall	Margaret to Puckle Lane	South	2P	9	90 degree angle parking	2	4	6	7	8	9	9	9	9	9	9	8	7	7	7
C	Hall	Margaret to Puckle Lane	South	Loading 15min	1	60 degree angle parking	0	0	0	1	1	1	0	1	1	0	0	0	1	1	1
C	Hall	Margaret to Puckle Lane	South	2P	2	90 degree angle parking	0	1	2	2	2	2	2	2	2	2	2	1	1	1	1
C	Hall	Puckle Lane to Everage	South	2P	5		3	4	5	5	5	5	5	5	5	5	5	5	5	5	4
C	Hall	Puckle Lane to Everage	South	Loading	1		1	1	0	1	1	1	1	1	1	0	1	1	1	1	1
C	Hall	Everage to Mt Alexander	South	1P	5		5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
C	Hall	Everage to Mt Alexander	South	2P	2		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
C	Hall	Everage to Mt Alexander	South	Disabled	1		0	1	1	1	1	1	0	1	1	0	0	0	0	0	0
C	Hall	Everage to Mt Alexander	South	2P	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C	Hall	Everage to Mt Alexander	South	Disabled	1		0	1	1	1	1	1	1	1	1	0	0	0	0	0	0
C	Hall	Everage to Mt Alexander	South	2P/Loading	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C	Hall	Everage to Mt Alexander	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Everage	North	Disabled/2P	1		0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Everage	North	1P	5		0	2	3	4	5	4	3	3	3	2	3	3	4	5	4
C	Homer	Everage to ped crossing	North	1P	4		4	4	3	4	4	4	3	3	4	4	4	3	4	4	4
C	Homer	pedcrossing to Eddy	North	1P	2		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
C	Homer	pedcrossing to Eddy	North	Loading/1P	1		1	1	1	1	0	1	1	0	1	1	1	1	1	1	1
C	Homer	Eddy to Margaret	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Margaret	South	No standing	-		0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
C	Taylor	Margaret to Eddy	North	Permit	7		6	6	6	6	6	6	5	5	5	5	5	5	5	5	4
C	Taylor	Eddy to Mt Alexander	North	Permit	11		10	9	7	7	7	7	6	6	6	5	7	9	10	10	10
C	Taylor	Mt Alexander to Eddy	South	Loading	3		0	1	1	1	1	1	1	1	1	0	0	0	1	2	2
C	Taylor	Mt Alexander to Eddy	South	2P	12		4	5	6	7	8	8	8	7	8	8	5	2	4	6	3
C	Taylor	Eddy to Margaret	South	Permit	4		2	1	0	0	0	1	1	1	1	1	2	2	2	2	1
C	Taylor	Eddy to Margaret	South	Permit	3		0	0	0	0	0	0	0	1	1	1	1	0	0	0	0
C	Margaret	Puckle to Homer	West	Taxi	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Margaret	Puckle to Homer	West	Flexi Car	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1



Client	AECOM
Location	Moonee Ponds - On Street Parking (Sydenham St)
Survey Time	Sat, 19th October 2013 7am - 10pm
Description	Parking Occupancy Survey

SKYHIGH

Section	Street	Ref	Side	Type	Supply	Comments	Parking Occupancy													
							7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
A	Pratt	Gladstone to Young	West	Disabled	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Pratt	Gladstone to Young	West	Taxi	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Pratt	Gladstone to Young	West	Police	1		0	0	0	0	0	0	0	0	0	1	1	1	0	0	0
A	Pratt	Young to Puckle	West	1P	2		0	1	1	2	2	2	2	2	1	1	1	1	1	2	2
A	Pratt	Puckle to St Andrews	East	Disabled	1		0	1	1	1	1	1	1	1	0	1	1	1	0	1	1
A	Pratt	Puckle to St Andrews	East	1P	3		0	2	3	3	3	3	3	2	0	2	3	3	3	3	2
A	Pratt	St Andrews to Young	East	1P	4		2	3	4	4	3	4	4	4	4	4	4	4	3	3	3
A	Pratt	Young to Gladstone	East	No standing	-		0	0	0	1	1	1	1	1	0	0	0	0	0	0	0
A	Puckle	Mt Alexander to Pratt	South	1P	5		0	2	4	5	5	5	5	6	3	3	3	4	4	5	5
A	Puckle	Mt Alexander to Pratt	South	Loading	1		0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
A	Puckle	Mt Alexander to Pratt	South	1P	11		0	5	9	10	11	11	10	10	10	8	6	5	4	5	6
A	Puckle	Mt Alexander to Pratt	South	P15min	2		0	1	1	1	1	2	2	2	2	1	0	0	0	0	0
A	Puckle	Mt Alexander to Pratt	South	1P	5		0	2	4	5	5	5	5	5	5	4	2	2	2	2	1
A	Puckle	Pratt to Shuter	South	P15min	2		0	1	2	2	2	2	1	2	2	2	1	1	1	1	0
A	Puckle	Pratt to Shuter	South	1P	9		0	4	7	8	8	8	7	8	9	6	6	7	7	6	4
A	Puckle	Shuter to Moore	South	1P	7		1	4	7	7	7	7	7	7	7	4	1	1	0	1	2
A	Puckle	Margaret to Pratt	North	1P	16		0	8	16	16	16	16	16	16	16	14	12	9	6	4	2
A	Puckle	Margaret to Pratt	North	Loading/1P	1		0	1	1	1	1	1	1	1	1	1	0	0	0	0	0
A	Puckle	Margaret to Pratt	North	1P	6		0	3	5	6	6	6	6	6	6	6	6	5	4	3	2
A	Puckle	Pratt to Mt Alexander	North	1P	11		0	6	11	11	10	10	10	10	11	10	8	6	3	3	3
A	Puckle	Pratt to Mt Alexander	North	Loading/1P	1		0	1	1	1	1	1	1	1	1	1	0	0	0	0	0
A	Puckle	Pratt to Mt Alexander	North	1P	8		4	6	8	8	7	8	8	8	8	6	4	5	6	7	7
A	Young	Pratt to Asset Vale	North	Disabled	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A	Young	Pratt to Asset Vale	North	Loading Zone & 1P	2		2	1	2	2	2	1	1	1	2	2	1	1	1	1	0
A	Young	Pratt to Asset Vale	North	2P	4		1	1	2	3	3	4	4	3	3	2	1	1	1	1	1
A	Young	Pratt to Asset Vale	North	Permit	1		1	1	1	2	1	1	1	1	1	1	1	1	1	1	1
A	Young	Pratt to Asset Vale	North	2P	2		1	1	1	1	1	1	1	1	2	2	1	1	1	1	0
A	Young	Pratt to Asset Vale	North	P15 min	1		1	1	1	1	1	1	1	0	0	0	0	0	1	0	0
A	Young	Pratt to Asset Vale	North	Disabled	1		0	0	0	1	1	1	1	1	0	0	0	0	0	0	0
A	Young	Pratt to Asset Vale	North	1P	4		1	1	3	4	4	3	4	4	3	3	1	0	0	1	2
A	Young	Pratt to Asset Vale	North	Loading Zone	1		0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
A	Young	Pratt to Asset Vale	North	1P	4		0	0	0	1	2	2	3	0	1	0	1	2	3	3	1
A	Young	Pratt to Asset Vale	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Shuter	Puckle to laneway	East	1P	1		0	1	1	1	1	1	1	1	0	1	1	1	1	1	1
B	Shuter	laneway to ped crossing	East	1P/no standing	3		0	1	1	2	3	3	3	3	3	2	1	2	2	3	3
B	Shuter	laneway to ped crossing	East	1P	3		1	1	1	2	3	3	3	3	2	1	0	0	0	0	0
B	Shuter	pedcrossing to Gladstone	East	P10min/1P	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Shuter	ped crossing to Gladstone	East	1P	12		1	2	2	3	3	3	2	1	0	1	1	1	0	1	1
B	Shuter	Puckle to car park entry	West	Mail Zone	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Shuter	Puckle to car park entry	West	P2min	1		0	0	0	0	0	0	0	1	1	1	1	1	0	0	0
B	Shuter	car park entry to ped crossing	West	1P	6		0	1	3	4	5	5	4	5	5	3	1	1	1	1	1
B	Shuter	ped crossing to Gladstone	West	1P	9		2	2	2	3	3	3	2	2	2	2	2	2	1	2	2
B	Gladstone	Shuter to Pratt	North	2P	7		2	4	6	6	5	4	3	2	0	1	2	1	0	0	0
B	Gladstone	Pratt to Penny Lane	North	1P	7		1	1	1	3	5	6	7	5	2	1	0	0	0	1	1
B	Gladstone	Penny Lane to Asset Vale	North	1P	10		0	1	1	2	2	5	8	4	0	0	0	1	1	2	3
B	Gladstone	Penny Lane to Asset Vale	North	Loading/P5min/1P	2		0	1	1	1	1	1	1	1	0	1	1	1	1	1	1
B	Gladstone	Penny Lane to Asset Vale	North	Disabled	1		0	1	1	1	1	1	1	1	1	0	1	1	1	1	1
B	Gladstone	Asset Vale to Pratt	South	2P	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B	Gladstone	Asset Vale to Pratt	South	Permit	11		4	5	6	5	4	8	9	9	5	7	9	8	7	7	6
B	Gladstone	Asset Vale to Pratt	South	1P	3		1	1	1	1	1	2	2	1	0	0	0	1	1	1	1
B	Gladstone	Pratt to Moore	South	Permit	2		0	0	0	1	1	1	1	1	0	0	0	0	0	0	0
B	Gladstone	Pratt to Moore	South	2P	4		0	1	2	3	3	2	1	2	3	2	0	0	0	0	0
B	Gladstone	Pratt to Moore	South	Permit	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Gladstone	Pratt to Moore	South	2P	1		0	1	1	1	1	1	1	1	0	0	0	1	1	1	1
B	Moore	Gladstone to Puckle	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Moore	Puckle to Gladstone	East	2P	12		3	8	12	11	9	7	5	5	5	8	11	7	2	2	2
B	Asset Vale	Gladstone to Young	West	2P/No standing	6		0	1	2	2	2	3	3	2	1	1	0	0	0	2	3
B	Asset Vale	Young to Puckle	West	No standing/bus zone	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Asset Vale	Puckle to Gladstone	East	No standing/bus zone	5		0	1	2	3	3	2	1	3	4	5	5	5	6	5	5
B	Milfay	Holmes to car park entry	West	2P	2		0	0	0	1	2	2	1	2	2	2	1	1	0	0	0
B	Milfay	car park entry to Winchester	West	1/2P	18		4	4	3	4	4	3	2	2	1	2	3	4	4	5	6
B	Milfay	Holmes to Winchester	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Holmes	Milfay to Learmonth	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Holmes	Sydenham to Norwood	North	1P	15		0	2	3	3	13	12	11	11	11	9	9	5	4	3	11
B	Norwood	Holmes to No. 25	West	2P	10		3	5	6	7	7	6	5	5	5	5	5	3	1	1	0
B	Norwood	Outside No. 25	West	4P	0		0	0	0	2	0	0	0	0	2	2	1	2	2	2	2
B	Norwood	No. 25 to Sydenham	West	2P	5		0	2	3	4	4	3	2	2	1	1	1	1	0	1	1
B	Norwood	Holmes to Sydenham	East	Disabled	1		0	0	0	0	0	1	1	1	0	0	0	0	0	0	0
B	Norwood	Holmes to Sydenham	East	2P	19		0	4	7	16	20	17	14	12	9	8	6	4	1	1	1
C	Hall	Margaret to Everage	North	2P	20		0	7	13	15	16	17	17	16	15	15	14	15	16	18	19
C	Hall	Everage to Mt Alexander	North	No standing	-																
C	Hall	Margaret to Puckle Lane	South	2P/No standing	1		0	1	1	1	1	1	1	1	1	1	1	0	0	1	0
C	Hall	Margaret to Puckle Lane	South	2P	1		0	1	1	1	1	1	1	1	0	1	1	1	1	1	1
C	Hall	Margaret to Puckle Lane	South	Loading	1		0	0	0	0	0	0	0	1	1	1	0	0	0	1	1
C	Hall	Margaret to Puckle Lane	South	2P	4		0	1	2	3	3	4	4	4	4	3	2	2	1	3	4
C	Hall	Margaret to Puckle Lane	South	2P	6	90 degree angle parking	1	1	1	3	5	6	6	6	5	3	1	1	1	3	5
C	Hall	Margaret to Puckle Lane	South	Disabled	1	90 degree angle parking	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1
C	Hall	Margaret to Puckle Lane	South	2P	9	90 degree angle parking	1	4	7	8	8	7	5	7	8	8	7	8	8	8	8
C	Hall	Margaret to Puckle Lane	South	Loading 15min	1	60 degree angle parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Hall	Margaret to Puckle Lane	South	2P	2	90 degree angle parking	0	1	1	2	2	2	2	2	1	2	2	2	2	1	2
C	Hall	Puckle Lane to Everage	South	2P	5		1	2	3	3	3	4	4	4	4	4	4	5	5	5	5
C	Hall	Puckle Lane to Everage	South	Loading	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Hall	Everage to Mt Alexander	South	1P	5		0	3	5	5	5	6	6	6	6	6	6	6	5	6	6
C	Hall	Everage to Mt Alexander	South	2P	2		1	2	2	2	2	2	2	2	2	1	2	2	2	2	2
C	Hall	Everage to Mt Alexander	South	Disabled	1		0	0	0	0	0	0	0	0	0	1	1	1	1	1	0
C	Hall	Everage to Mt Alexander	South	2P	1		1	1	1	1	1	1	0	1	1	1	1	1	1	1	1
C	Hall	Everage to Mt Alexander	South	Disabled	1		0	0	0	1	1	1	0	1	1	1	0	0	0	0	0
C	Hall	Everage to Mt Alexander	South	2P/Loading	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C	Hall	Everage to Mt Alexander	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Everage	North	Disabled/2P	1		0	1	1	1	0	1	1	1	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Everage	North	1P	5		1	2	2	2	2	4	5	5	5	5	4	4	3	5	6
C	Homer	Everage to ped crossing	North	1P	4		0	2	3	4	4	4	3	3	3	3	2	3	4	4	4
C	Homer	pedcrossing to Eddy	North	1P	2		1	2	2	2	2	2	1	2	2	2	2	2	2	2	2
C	Homer	pedcrossing to Eddy	North	Loading/1P	1		0	1	1	2	2	2	2	1	0	0	0	0	0	1	1
C	Homer	Eddy to Margaret	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Margaret	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Taylor	Margaret to Eddy	North	Permit	7		3	4	3	5	7	7	7	7	6	5	4	5	6	6	3
C	Taylor	Eddy to Mt Alexander	North	Permit	18		10	13	16	8	8	7	7	5	4	6	8	9	10	11	11
C	Taylor	Mt Alexander to Eddy	South	Loading	3		2	2	4	2	2	3	4	4	4	4	3	3	3	3	3
C	Taylor	Mt Alexander to Eddy	South	2P	12		9	11	12	12	11	12	11	11	12	11	10	9	8	6	
C	Taylor	Eddy to Margaret	South	Permit	4		2	3	4	4	3	4	4	4	4	4	3	3	3	3	3
C	Taylor	Eddy to Margaret	South	Permit	3		0	0	0	0	0	0	0	0	0	1	1	1	0	0	0
C	Margaret	Puckle to Homer	West	Taxi	1		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
C	Margaret	Puckle to Homer	West	Flexi Car	1		1	1	0	1	1	1	1	1	0	0	0	0	0	0	0



Client	AECOM
Location	Moonee Ponds - On Street Parking (Sydenham St)
Survey Time	Tue, 22nd October 2013 7am - 10pm
Description	Parking Occupancy Survey

SKYHIGH THE TRAFFIC SURVEY COMPANY

Section	Street	Rail	Side	Type	Supply	Comment	Parking Occupancy													
							7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
A	Pratt	Gladstone to Young	West	Disabled	9		0	2	3	9	9	8	9	9	6	3	0	0	0	1	1
A	Pratt	Gladstone to Young	West	Taxi	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Pratt	Gladstone to Young	West	Police	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Pratt	Young to Puckle	West	1P	2		0	1	1	2	2	2	2	2	2	2	2	1	0	0	0
A	Pratt	Puckle to St Andrews	East	Disabled	1		0	1	1	1	1	1	1	1	1	1	0	0	0	0	0
A	Pratt	Puckle to St Andrews	East	1P	3		1	2	1	3	3	3	3	2	1	1	1	2	2	2	2
A	Pratt	St Andrews to Young	East	1P	4		1	3	4	4	4	4	4	4	3	4	4	4	4	3	3
A	Pratt	Young to Gladstone	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Puckle	Mt Alexander to Pratt	South	1P	5		4	2	2	4	5	5	5	5	5	5	5	5	5	5	5
A	Puckle	Mt Alexander to Pratt	South	Loading	1		1	0	0	0	0	0	1	1	0	1	1	1	1	1	0
A	Puckle	Mt Alexander to Pratt	South	1P	11		4	3	6	9	10	10	11	11	10	10	10	9	8	5	2
A	Puckle	Mt Alexander to Pratt	South	P15min	2		0	0	0	1	1	2	1	1	1	2	2	2	2	2	1
A	Puckle	Mt Alexander to Pratt	South	1P	5		2	0	2	5	5	5	4	4	4	4	4	4	3	2	0
A	Puckle	Pratt to Shuter	South	P15min	2		0	0	2	2	2	2	2	2	2	2	1	1	1	1	1
A	Puckle	Pratt to Shuter	South	1P	9		2	6	7	7	9	8	7	8	9	9	8	6	4	4	3
A	Puckle	Shuter to Moore	South	1P	7		4	1	6	5	6	6	7	7	6	7	7	7	6	5	3
A	Puckle	Margaret to Pratt	North	1P	16		2	12	15	16	16	13	15	15	16	16	15	14	13	12	10
A	Puckle	Margaret to Pratt	North	Loading/1P	1		0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
A	Puckle	Margaret to Pratt	North	1P	6		3	2	5	6	5	6	6	6	6	6	5	6	6	4	1
A	Puckle	Pratt to Mt Alexander	North	1P	11		2	4	9	9	11	11	11	11	11	11	11	9	7	3	3
A	Puckle	Pratt to Mt Alexander	North	Loading/1P	1		0	0	0	0	1	0	0	1	1	1	1	1	0	0	0
A	Puckle	Pratt to Mt Alexander	North	1P	8		3	5	4	6	7	6	7	6	4	6	6	6	7	5	2
A	Young	Pratt to Asset Vale	North	Disabled	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A	Young	Pratt to Asset Vale	North	Loading Zone 8.2P	2		0	0	0	1	1	0	1	1	0	1	1	1	0	0	0
A	Young	Pratt to Asset Vale	North	2P	4		1	2	3	3	3	3	3	4	4	4	4	4	3	0	0
A	Young	Pratt to Asset Vale	North	Permit	1		1	1	0	0	0	1	1	1	1	1	1	1	1	1	1
A	Young	Pratt to Asset Vale	North	2P	2		1	1	1	1	1	1	1	1	1	0	1	0	0	1	0
A	Young	Pratt to Asset Vale	North	P15min	1		1	0	0	1	0	1	1	1	0	1	0	0	0	0	0
A	Young	Pratt to Asset Vale	North	Disabled	1		0	1	0	1	0	1	1	1	1	1	0	0	0	0	0
A	Young	Pratt to Asset Vale	North	1P	4		1	2	3	4	4	4	4	3	3	2	1	2	2	1	1
A	Young	Pratt to Asset Vale	North	Loading Zone	1		0	0	0	0	1	0	0	0	1	1	1	1	1	1	1
A	Young	Pratt to Asset Vale	North	2P	4		0	0	1	4	3	2	3	2	1	2	1	2	2	1	1
A	Young	Pratt to Asset Vale	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Shuter	Puckle to laneway	East	1P	1		1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
B	Shuter	laneway to ped crossing	East	1P/no standing	3		0	1	2	3	2	3	3	2	1	2	2	2	2	2	2
B	Shuter	laneway to ped crossing	East	1P	3		0	0	2	3	3	3	3	3	3	3	2	2	1	2	2
B	Shuter	ped crossing to Gladstone	East	P15min/1P	1		0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
B	Shuter	ped crossing to Gladstone	East	1P	12		0	2	7	5	6	6	7	5	3	2	1	1	1	1	0
B	Shuter	Puckle to car park entry	West	Mail Zone	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Shuter	Puckle to car park entry	West	P15min	1		1	1	0	1	1	0	1	1	0	0	0	0	0	0	0
B	Shuter	car park entry to ped crossing	West	1P	6		0	1	5	5	6	6	6	6	5	4	2	3	3	3	0
B	Shuter	ped crossing to Gladstone	West	1P	9		1	2	3	3	5	4	4	3	2	2	1	2	3	3	2
B	Gladstone	Shuter to Pratt	North	1P	7		4	5	6	5	4	5	6	5	4	5	6	5	3	2	0
B	Gladstone	Pratt to Penny Lane	North	1P	9		1	3	5	7	8	9	10	11	12	11	9	8	6	6	5
B	Gladstone	Penny Lane to Asset Vale	North	1P	10		0	0	0	1	2	3	3	2	1	1	1	1	1	2	3
B	Gladstone	Penny Lane to Asset Vale	North	Loading/P15min/1P	2		1	1	0	1	1	1	1	1	1	1	1	1	1	1	1
B	Gladstone	Penny Lane to Asset Vale	North	Disabled	1		0	0	0	1	1	1	0	0	0	1	1	1	1	1	1
B	Gladstone	Asset Vale to Pratt	South	2P	1		1	1	1	1	1	1	1	1	1	1	1	1	0	1	1
B	Gladstone	Asset Vale to Pratt	South	Permit	11		4	5	6	6	6	6	5	7	9	8	7	6	5	6	7
B	Gladstone	Asset Vale to Pratt	South	1P	3		0	1	1	2	3	3	3	2	1	1	1	1	1	2	2
B	Gladstone	Pratt to Moore	South	Permit	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Gladstone	Pratt to Moore	South	2P	4		1	3	4	4	3	4	4	4	4	3	2	2	1	1	0
B	Gladstone	Pratt to Moore	South	Permit	2		0	1	1	1	1	1	1	1	0	1	2	1	0	0	0
B	Gladstone	Pratt to Moore	South	2P	1		1	1	1	1	1	1	0	1	1	1	1	1	0	1	1
B	Moore	Gladstone to Puckle	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Moore	Puckle to Gladstone	East	2P	12		10	11	9	10	10	10	10	9	8	9	9	8	7	5	3
B	Asset Vale	Gladstone to Young	West	2P/No standing	6		0	1	4	5	5	5	4	3	1	1	0	0	0	0	0
B	Asset Vale	Young to Puckle	West	No standing/bus zone	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Asset Vale	Puckle to Gladstone	East	No standing/bus zone	5		0	3	5	5	5	6	7	6	4	2	0	1	2	2	2
B	Milray	Holmes to car park entry	West	2P	2		2	2	1	1	1	1	1	1	1	1	1	1	0	1	1
B	Milray	car park entry to Winchester	West	1/2P	18		7	5	2	2	2	3	3	3	3	3	3	3	3	3	3
B	Milray	Holmes to Winchester	East	No standing	-		0	0	0	0	0	1	1	1	0	0	0	0	0	0	0
B	Holmes	Milray to Inkermann	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Holmes	Sydenham to Norwood	North	1P	15		3	3	3	8	12	10	7	8	8	9	9	12	14	13	12
B	Norwood	Holmes to No. 25	West	1P	10		1	2	2	4	6	5	3	4	5	5	4	3	2	2	2
B	Norwood	Outside No. 25	West	4P	3		1	2	3	3	3	3	3	3	3	3	2	1	0	0	0
B	Norwood	No. 25 to Sydenham	West	2P	3		0	1	2	3	4	4	3	3	3	3	2	1	0	0	0
B	Norwood	Holmes to Sydenham	East	Disabled	1		1	1	1	1	1	1	1	1	1	1	1	1	0	0	0
B	Norwood	Holmes to Sydenham	East	2P	19		6	13	19	19	19	19	19	18	16	15	13	9	5	6	6
C	Hall	Margaret to Bevage	North	2P	20		0	9	17	16	19	18	17	17	17	15	13	14	16	13	10
C	Hall	Bevage to Mt Alexander	North	No standing	-																
C	Hall	Margaret to Puckle Lane	South	2P/No standing	1		0	1	1	1	0	1	1	1	1	1	0	0	0	0	0
C	Hall	Margaret to Puckle Lane	South	2P	1		0	1	1	1	1	1	1	1	1	0	0	0	0	0	0
C	Hall	Margaret to Puckle Lane	South	Loading	1		0	0	0	0	0	1	1	1	0	0	0	0	0	0	0
C	Hall	Margaret to Puckle Lane	South	2P	4		0	2	3	3	2	3	3	3	2	2	2	1	0	0	0
C	Hall	Margaret to Puckle Lane	South	2P	6	90 degree angle parking	0	3	5	6	6	6	6	6	4	2	4	6	5	3	
C	Hall	Margaret to Puckle Lane	South	Disabled	1	90 degree angle parking	0	2	4	4	4	4	4	4	3	2	0	1	2	2	1
C	Hall	Margaret to Puckle Lane	South	2P	9	90 degree angle parking	3	6	9	9	8	9	9	9	9	9	8	9	9	6	3
C	Hall	Margaret to Puckle Lane	South	Loading 15min	1	90 degree angle parking	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
C	Hall	Margaret to Puckle Lane	South	2P	2	90 degree angle parking	0	1	2	2	2	2	2	2	1	1	1	2	2	2	1
C	Hall	Puckle Lane to Bevage	South	2P	5		1	1	0	3	5	5	5	5	5	5	5	5	5	5	5
C	Hall	Puckle Lane to Bevage	South	Loading	1		1	1	1	1	1	1	1	1	0	0	0	1	1	1	0
C	Hall	Bevage to Mt Alexander	South	1P	5		4	4	4	4	4	5	5	5	5	5	5	5	5	4	2
C	Hall	Bevage to Mt Alexander	South	2P	2		2	2	2	2	2	2	2	2	2	2	2	2	2	1	0
C	Hall	Bevage to Mt Alexander	South	Disabled	1		0	1	1	1	1	1	1	1	1	1	0	0	0	0	0
C	Hall	Bevage to Mt Alexander	South	2P	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C	Hall	Bevage to Mt Alexander	South	Disabled	1		1	1	1	1	1	1	1	1	0	1	1	1	0	0	0
C	Hall	Bevage to Mt Alexander	South	2P/Loading	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C	Hall	Bevage to Mt Alexander	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Bevage	North	Disabled/2P	1		0	0	0	1	1	1	1	1	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Bevage	North	2P	5		2	4	5	5	5	0	0	5	3	3	2	4	4	3	0
C	Homer	Bevage to pedestrian Cig	North	1P	4		3	3	3	3	3	3	4	4	3	3	3	3	3	2	1
C	Homer	pedestrian Cig to Eddy	North	1P	2		2	2	2	2	2	2	2	2	2	2	1	1	0	1	1
C	Homer	pedestrian Cig to Eddy	North	Loading/2P	1		0	1	1	1	0	1	1	1	0	1	1	1	0	0	0
C	Homer	Eddy to Margaret	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Margaret	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Taylor	Margaret to Eddy	North	Permit	7		5	5	5	5	4	4	4	4	4	4	4	5	5	5	5
C	Taylor	Eddy to Mt Alexander	North	Permit	18		11	10	9	8	7	8	8	7	6	8	9	7	5	8	10
C	Taylor	Mt Alexander to Eddy	South	Loading	5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Taylor	Mt Alexander to Eddy	South	2P	12		2	4	6	7	7	8	8	7	6	5	4	8	11	7	2
C	Taylor	Eddy to Margaret	South	Permit	4		1	3	3	3	3	3	2	3	3	3	3	3	3	3	3
C	Taylor	Eddy to Margaret	South	Permit	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Margaret	Puckle to Homer	West	Taxi	1		0	1	1	1	0	0	0	0	0	0	0	0	0	1	1
C	Margaret	Puckle to Homer	West	Fleet Car	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	0

E	Margaret	Puddle to Homer	West	2P	8		9	2	1	2	3	4	4	4	3	3	2	2	1	1	0
C	Margaret	Homer to Taylor	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Margaret	Taylor to Homer	East	Permit	12		16	8	6	7	7	8	8	9	9	9	9	16	10	9	8
C	Margaret	Homer to Hill	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Margaret	Hill to Puddle	East	2P/No standing	6		0	0	0	1	2	2	1	2	3	2	0	1	1	1	0
E	Eddy	Homer to Taylor	West	Permit	9		6	5	4	4	4	4	3	3	3	3	6	7	8	8	8
E	Eddy	Taylor to Homer	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Everage	Homer to Hill	East	1P (9-6.30 Mon-Sun)	6		3	5	6	6	6	6	6	6	6	0	0	0	3	3	3
C	Everage	Homer to Hill	East	1P (9-6.30 Mon-Fri/9-12 Sat)	4		0	1	2	3	3	3	2	3	3	3	3	3	2	2	2
C	Everage	Homer to Hill	East	Loading	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
E	Everage	Hill to Homer	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E	Mt Alexander	Puddle to Taylor	West	No standing	-		0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
	Mt Alexander	Kelloway to Passoe Vale	East	Permit	9		9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
	Mt Alexander	Kelloway to Passoe Vale	East	1/MP	1		1	1	0	1	1	1	0	1	1	1	1	1	1	1	0
	Mt Alexander	Kelloway to Passoe Vale	East	Disabled	1		0	0	0	1	1	1	0	1	1	1	0	1	1	1	0
	Mt Alexander	Puddle to Taylor	West	No standing	-		0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
	Passoe Vale	Mt Alexander to Kelloway	West	Loading	2		0	0	0	0	0	1	1	1	0	1	1	2	2	1	0
	Passoe Vale	Mt Alexander to Kelloway	West	2P	4		3	3	3	4	4	4	4	4	4	4	4	4	4	3	2
	Passoe Vale	Mt Alexander to Kelloway	West	2P	16		13	15	17	15	15	15	16	17	16	16	17	16	16	16	12
	Passoe Vale	Mt Alexander to Kelloway	West	Disabled	1		0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
	Passoe Vale	Kelloway to Costa	East	2P	11		4	7	9	10	11	10	8	9	9	9	8	7	7	6	4
	Passoe Vale	Costa to Alexandra	East	1/2P	7		0	0	0	0	0	0	0	1	1	1	1	1	1	1	1
	Passoe Vale	Costa to Alexandra	East	2P	3		0	1	2	3	3	3	2	2	1	2	3	3	3	2	1
	Passoe Vale	Costa to Alexandra	East	2P	3		0	1	2	3	3	3	3	3	3	2	3	2	3	3	2
	Kelloway	Mt Alexander to Passoe Vale	North	2P	13		1	4	7	10	12	9	5	5	4	3	2	8	13	10	6
	Kelloway	Passoe Vale to Mt Alexander	South	Disabled	1		0	0	0	1	1	1	0	0	0	0	0	1	1	1	0
	Kelloway	Passoe Vale to Mt Alexander	South	2P	8		0	2	3	2	1	2	3	2	1	2	2	3	3	2	1
	Alexandra	Passoe Vale to McPherson	North	P Meter	38		18	16	9	9	8	8	8	7	5	5	5	22	18	14	10
	Alexandra	Passoe Vale to McPherson	South	P Meter	49		29	29	29	26	24	24	26	27	29	31	29	26	25	25	27	29
	Alexandra	Passoe Vale to McPherson	South	Taxi	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alexandra	Passoe Vale to McPherson	South	2P	7		5	6	6	5	6	7	7	6	6	4	5	6	7	7	7	7
	Alexandra	Passoe Vale to McPherson	South	P1/6min	2		2	2	2	2	1	1	1	1	0	1	2	2	2	1	0	
	Dean	Mt Alexander to McPherson	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dean	McPherson to Perkins	North	No standing	-		1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
	Dean	Perkins to Branch	South	Unrestricted	32		12	10	8	7	6	7	7	8	10	10	9	11	13	14	14	
	Dean	Branch to Shaen	South	Unrestricted	27		0	1	1	2	1	2	2	4	6	5	4	4	3	3	2	
	Dean	Stuart to McNaw	South	Permit	38		13	13	10	9	8	9	10	10	10	12	10	15	16	16	16	
	Dean	McNaw to Mt Alexander	South	2P	29		15	15	14	15	16	19	19	17	15	19	19	11	11	10	9	
	McPherson	Dean to Alexandra	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	McPherson	Alexandra to Costa	West	No standing	-		0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	
	McPherson	Costa to Kenna	West	Permit	7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	McPherson	Kenna to Thomas	West	Permit	10		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	McPherson	Thomas to Alexandra	East	Permit/Taxi (over-days only)	38		28	28	28	28	28	28	26	26	26	25	28	25	28	28	32	
	McPherson	Alexandra to Dean	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Thomas	McPherson to Wilson	Mainly West	Permit	20		7	8	4	3	3	4	6	6	5	6	7	8	8	9	9	
	Thomas	Wilson to McPherson	East	P1min	2		0	1	1	1	1	1	1	2	2	2	2	2	2	1	0	
	Thomas	Wilson to McPherson	East	Disabled	8		0	2	3	4	4	5	5	5	4	4	4	5	6	4	2	
	Thomas	Wilson to McPherson	East	Permit/Taxi (over-days only)	6		0	1	3	3	3	3	3	3	3	2	0	1	3	1	0	
	Thomas	Wilson to McPherson	East	Permit/Taxi (over-days only)	15		0	6	11	13	14	14	14	14	14	9	4	3	2	1	0	
	Wilson	Thomas to Fanny	North	Permit	18		7	7	7	7	7	6	4	4	3	5	6	7	8	8	8	
	Wilson	Thomas to Fanny	North	Unrestricted	4		1	3	2	3	3	3	3	3	1	2	3	4	4	4	4	
	Wilson	Thomas to Fanny	North	Permit	8		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Wilson	Fanny to Juliet	North	Unrestricted	11		1	6	10	10	10	10	10	10	11	6	1	1	0	0	0	
	Wilson	Juliet to Johnson	North	Unrestricted	14		7	0	1	1	4	4	3	4	4	4	4	5	6	7	7	
	Wilson	Johnson to Thomas	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Hinkins	Davies to Fanaway	West	Unrestricted	10		6	11	10	11	9	10	10	10	10	9	6	9	9	10	10	
	Hinkins	Davies to Fanaway	East	Unrestricted	11		9	10	11	10	8	9	9	9	9	7	4	0	7	8	8	
	Hinkins	Fanaway to McMinn	North	5P/Permit	12		4	3	2	2	2	2	2	2	2	3	4	4	4	4	3	
	Hinkins	McMinn to Owens	South	Permit	10		2	2	1	1	1	1	1	1	1	2	2	3	3	3	2	
	Hinkins	Owens to Fanaway	South	Permit	5		1	2	3	3	3	4	4	4	4	3	2	2	1	1	0	
	Davies	Mt Alexander to Hinkins	North	1P	8		3	3	2	2	1	2	2	3	3	3	3	3	3	2	1	
	Davies	Hinkins to Owens	North	Permit	6		2	2	1	1	1	1	1	1	1	1	1	2	2	2	2	
	Davies	Owens to McNaw	North	Permit	8		4	4	3	3	3	3	3	3	3	4	4	4	4	4	4	
	Davies	McNaw to Hinkins	South	Permit	16		9	6	5	4	5	6	6	7	7	7	7	8	8	8	10	
	Davies	Mt Alexander to Hinkins	South	1P	9		4	4	3	2	0	2	3	4	4	4	3	4	4	3	2	
	Lamb	Addison to end	West	No standing	-		0	0	0	1	1	1	1	2	2	1	0	0	0	0	0	
	Lamb	Addison to Fanaway	East	P/Permit	8		2	3	4	4	4	4	4	4	4	3	2	2	2	2	2	
	Lamb	Fanaway to end	East	Permit	5		1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	
	Owens	Davies to Hinkins	West	5P/Permit	11		8	8	7	7	6	6	5	5	4	5	5	7	8	9	8	
	Owens	Hinkins to Davies	East	5P/Permit	11		5	5	5	5	4	4	4	4	4	5	5	6	6	6	6	
	McNaw	Addison to Davies	West	Permit	18		3	3	3	2	1	1	1	1	1	2	2	3	4	4	4	
	McNaw	Davies to Hinkins	West	Permit	9		5	6	7	7	6	6	6	6	6	6	6	6	6	6	6	
	McNaw	Hinkins to Owens	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	McNaw	Owens to Wise	East	Permit	9		4	5	5	5	4	4	4	4	4	4	4	5	5	6	6	
	McNaw	Wise to Steele	East	Permit	6		3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	
	McNaw	Steele to Addison	East	Permit	7		1	2	2	2	2	2	2	2	2	2	2	2	1	2	2	
	Mt Alexander	Owens to Davies	East	2P/3P/No standing	4		0	0	0	1	2	3	4	3	2	2	2	3	3	3	2	
	Mt Alexander	Owens to Davies	East	Loading Zone/No standing	1		0	0	0	0	0	0	0	1	1	1	0	1	2	2	1	
	Mt Alexander	Owens to Davies	East	2P/3P/No standing	12		0	0	0	3	5	7	9	9	9	10	10	11	11	9	7	
	Mt Alexander	Owens to Davies	East	3P/No standing	3		0	0	0	1	2	3	2	2	2	3	3	3	3	3	3	
	Mt Alexander	Davies to Addison	East	2P/3P/No standing	6		0	0	0	3	6	6	6	5	3	4	5	6	6	5	3	
	Mt Alexander	Davies to Addison	East	2P/Taxi Zone/No standing	3		0	0	0	1	1	1	1	1	1	1	0	2	2	2	1	
	Mt Alexander	Davies to Addison	East	2P/3P/No standing	2		0	0	0	1	2	2	2	2	2	2	2	2	2	2	2	
	Mt Alexander	Asset Vale to Fanaway	West	2P/3P/Clearway	2		0	0	0	1	1	1	1	2	2	2	2	2	2	2	1	
	Mt Alexander	Asset Vale to Fanaway	West	5P/Taxi Zone/Clearway	3		2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	
	Mt Alexander	Asset Vale to Fanaway	West	2P/3P/Clearway	6		2	1	0	1	2	2	2	3	4	4	4	4	4	3	1	
	Mt Alexander	Asset Vale to Fanaway	West	P30min/5P/Clearway	3		0	0	0	1	2	2	2	2	3	3	3	3	3	3	2	
	Mt Alexander	Asset Vale to Fanaway	West	2P/3P/Clearway	1		0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	
	Mt Alexander	Asset Vale to Fanaway	West	Loading Zone/5P/Clearway	1		0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	
	Mt Alexander	Fanaway to pedi crossing	West	Loading Zone/5P/Clearway	1		0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	
	Mt Alexander	Fanaway to pedi crossing	West	2P/5P/Clearway	2		0	1	2	1	0	1	2	1	1	0	0	1	2	2	1	
	Mt Alexander	Ped crossing to Addison	West	2P/5P/Clearway	5		3	4	5	5	5	4	3	2	1	1	0	3	5	4	2	

Client	AECOM
Location	Moonee Ponds - Off Street Parking
Survey Time	Fri, 18th October 2013 7am - 10pm
Description	Parking Occupancy Survey

Area	Car Park	Restriction	Supply	Parking Occupancy														
				7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
2A	Woolworths	2P (7am-6pm Mon-Sat)	241	17	44	128	222	241	241	241	241	208	238	236	159	157	158	137
19	Penny Lane	Disabled	3	0	0	0	1	1	1	1	2	2	1	1	0	0	0	0
		Ticket (24/7)	476	21	102	262	322	380	389	395	389	312	286	120	43	32	27	25
1	Kmart/Aldi	Basement 3P (6.30am-7pm 7 days)	252	1	4	67	212	241	222	231	238	210	148	111	38	20	9	7
		Ground 3P (6.30am-7pm 7 days)	168	5	31	165	164	163	165	164	165	165	163	141	94	86	82	48
		Ground Disabled	9	0	0	5	8	7	6	5	5	5	4	3	3	3	0	1
24	Health Clinic	Ticket (24/7)	28	1	6	16	21	20	23	23	25	24	24	11	8	7	27	27
22	Medical Imaging	Staff & Patrons Only	18	0	3	18	14	16	14	16	16	16	15	3	0	0	0	0
4	Alexandra Dean McPherson	Unrestricted	96	1	8	81	94	96	97	95	96	91	83	61	37	31	37	26
23	Health Centre	Doctor only	5	0	1	1	2	2	4	3	4	4	4	4	3	1	0	0
		Disabled	4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
		Ticket	45	0	10	26	23	24	28	25	30	29	24	11	10	2	0	0
21	KFC	1/2P (9am-10pm Mon-Sat)	18	4	4	7	15	17	21	21	21	22	20	18	9	12	15	14
		Disabled	1	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0
7	Moonee Ponds Central	Underground Disabled	12	3	1	5	10	11	12	12	12	10	10	12	6	2	1	0
		Underground 5min	2	1	0	1	0	0	0	0	1	1	1	1	0	1	1	0
		Underground 2P (7am-6pm Mon-Sun)	169	19	40	88	164	166	169	169	169	127	144	121	118	107	76	48
		Roof Top - 3P	146	3	10	35	51	92	91	75	61	40	36	27	18	8	4	1
		Roof Top - Permit	54	6	10	14	18	21	20	16	20	17	13	10	7	5	2	2
12	Hall Street	Disabled	3	0	1	2	3	3	3	3	2	3	3	1	1	1	1	1
		2P (9am-6pm Mon-Sat)	49	7	17	37	45	45	45	45	45	34	39	27	35	34	29	17
14	Shuter Street	Disabled	2	0	0	0	0	2	2	2	2	2	0	1	0	0	0	0
		2P (9am-6pm Mon-Sat)	81	9	14	70	81	81	81	81	81	52	60	39	25	23	14	12
20	Woolworths	1.5P	52	14	15	27	50	51	48	49	49	39	52	45	38	23	21	15
		Permit	15	12	13	13	11	12	9	9	10	5	5	3	1	1	1	2
13	Milfay/Holmes	2P	26	2	0	12	25	21	18	24	22	17	16	10	14	13	5	5
		Disabled	2	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0
7A	Sydenham	Ticket	55	3	9	30	31	38	36	37	26	22	17	12	7	10	6	4
		Disabled	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
		Smart Car	2	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0
7B	Sydenham	Private	12	3	5	6	6	8	8	7	6	5	4	1	2	2	1	1
20	Train Commuter Parking	Train Commuters Only	102	97	102	102	101	102	102	100	92	88	85	59	32	35	34	28
		Disabled	2	1	0	0	0	1	1	1	2	2	2	1	1	0	0	0
3	Ticket	Ticket	237	9	72	184	192	214	226	216	175	160	36	27	18	0	0	0
		Disabled	2	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0
27	Park	4P	42	4	7	28	24	43	42	39	40	35	30	11	5	6	5	8
15A	Homer (north)	Permit	28	15	21	21	21	28	28	25	29	16	12	12	15	14	14	14
		Police Vehicles	6	1	2	0	1	1	3	4	2	2	2	2	2	2	4	4
		2P	2	0	1	0	2	2	2	2	2	2	2	1	2	2	2	2
15B	Homer (south)	2P	29	9	19	21	27	29	29	27	27	26	25	16	6	14	28	29
16	Kellaway	1/2P	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
		Disabled	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0
		Bus Zone	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
		1/2P	7	1	4	6	3	4	7	5	4	3	2	1	1	0	0	0
		Permit	1	1	0	0	0	1	1	1	1	1	1	1	1	1	0	0
17	Pascoe Vale	Disabled	1	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0
		Permit(north side)	7	1	1	4	2	4	3	6	3	3	4	2	0	0	0	1
		Car Pool Vehicles	2	0	0	1	1	1	1	0	2	2	2	1	0	0	0	0
		Loading	1	0	1	0	0	1	0	1	1	1	0	0	0	0	0	0
		Permit(south side)	8	0	3	4	5	5	5	6	4	4	5	1	1	1	1	0
18	Pascoe Vale	Permit	32	3	9	10	9	18	10	11	31	25	22	5	3	3	4	3
		2P	2	0	1	2	2	2	2	2	2	2	2	0	0	1	1	1
		1P	25	11	23	25	25	25	25	25	25	22	21	3	2	2	1	0
		Disabled	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

closes 7pm
closes 7pm

Client	AECOM
Location	Moonee Ponds - Off Street Parking
Survey Time	Sat, 19th October 2013 7am - 10pm
Description	Parking Occupancy Survey

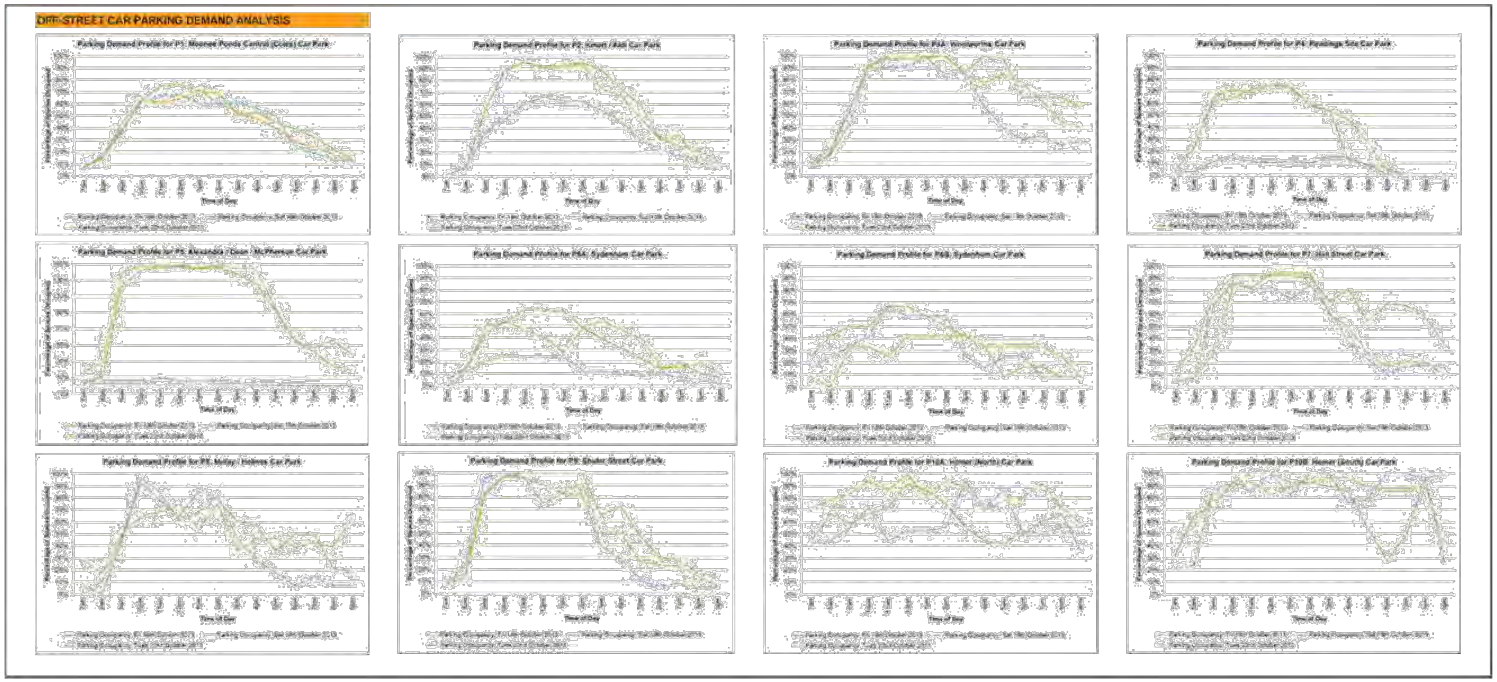
Area	Car Park	Restriction	Supply	Parking Occupancy														
				7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
2A	Woolworths	2P (7am-6pm Mon-Sat)	241	25	51	130	216	217	220	239	204	210	141	96	74	79	63	70
19	Penny Lane	Disabled	3	0	0	0	0	1	2	2	2	1	1	1	0	0	0	0
		Ticket (24/7)	376	12	67	256	365	340	351	373	306	332	164	47	19	14	16	19
1	Kmart/Aldi	Basement 3P (6.30am-7pm 7 days)	252	1	3	23	37	89	134	106	98	81	44	22	5	4	3	1
		Ground 3P (6.30am-7pm 7 days)	168	3	27	131	164	163	162	159	165	151	147	103	91	65	60	48
		Ground Disabled	9	0	1	6	4	7	8	5	8	4	3	5	2	2	0	0
24	Health Clinic	Ticket (24/7)	28	0	0	0	0	4	6	6	3	4	4	3	3	10	24	20
22	Medical Imaging	Staff & Patrons Only	14	0	0	8	11	12	11	6	2	0	0	0	0	0	0	0
4	Alexandra Dean McPherson	Unrestricted	16	3	3	3	3	6	4	4	4	2	1	1	0	0	0	0
23	Health Centre	Doctor only	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Disabled	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
		Ticket	45	0	15	13	14	10	9	7	0	0	0	0	0	0	0	0
21	KFC	1/2P (9am-10pm Mon-Sat)	23	0	4	14	11	13	12	11	13	12	6	10	7	10	8	9
		Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1	Coles	Underground Disabled	12	0	4	10	12	9	6	5	9	11	2	2	4	1	1	2
		Underground 5min	4	0	1	0	2	2	0	1	1	1	1	1	0	0	0	0
		Underground 2P (7am-6pm Mon-Sun)	169	17	46	107	162	165	161	157	156	157	169	166	73	65	45	42
		Roof Top - 3P	146	3	11	23	50	63	75	52	50	46	33	15	7	2	2	2
		Roof Top - Permit	64	5	8	11	12	15	19	16	14	12	11	6	6	4	2	2
12	Hall Street	Disabled	3	1	1	2	3	3	2	1	1	3	1	1	0	0	0	0
		2P (9am-6pm Mon-Sat)	93	1	3	34	42	39	41	37	43	29	18	11	6	9	10	8
14	Shuter Street	Disabled	2	0	0	2	2	2	1	2	1	1	1	1	0	0	1	0
		2P (9am-6pm Mon-Sat)	81	5	21	78	81	78	61	67	67	32	23	8	5	7	3	4
28	Woolworths	1.5P	52	6	11	26	52	51	41	51	50	50	28	27	27	19	11	7
		Permit	15	8	9	9	13	6	5	8	10	5	2	1	1	1	1	1
13	Millfay/Holmes	2P	28	0	3	13	25	24	17	19	23	11	7	5	2	4	2	2
		Disabled	2	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0
7A	Sydenham	Ticket	55	0	7	12	15	14	14	14	7	7	6	5	6	4	3	2
		Disabled	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Smart Car	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7B	Sydenham	Private	12	2	3	4	5	8	7	7	7	3	2	3	3	1	1	1
20	Train Commuter Parking	Train Commuters Only	102	30	61	102	102	102	100	99	95	91	69	40	17	23	17	15
		Disabled	2	0	0	1	0	1	1	0	1	1	1	1	0	0	0	0
3	Ticket	Ticket	397	5	9	34	46	35	32	35	31	44	44	24	2	0	0	0 closes 7pm
		Disabled	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0 closes 7pm
27	Park	4P	41	9	10	13	22	34	40	43	42	40	38	26	30	42	30	28
15A	Homer (north)	Permit	28	12	14	16	21	12	14	15	14	26	21	25	14	16	20	10
		Police Vehicles	4	2	2	2	3	2	3	2	4	6	4	5	4	4	4	3
		2P	2	1	0	2	2	2	2	2	2	2	1	1	0	2	0	0
15B	Homer (south)	2P	29	6	7	25	27	25	29	24	29	29	22	23	29	29	28	8
10	Nellaway	1/2P	1	0	0	0	0	0	0	1	1	1	1	0	1	0	0	0
		Disabled	1	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0
		Bus Zone	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0
		1/2P	7	0	0	2	3	2	7	9	4	7	7	4	5	4	4	3
		Permit	1	0	0	1	1	0	0	1	0	1	0	0	0	1	0	0
17	Pascoe Vale	Disabled	1	0	0	0	0	0	0	1	0	0	0	1	1	1	1	0
		Permit(north side)	7	1	1	2	5	4	3	4	2	5	5	5	2	2	2	0
		Car Pool Vehicles	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
		Loading	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Permit(south side)	6	0	0	0	0	0	0	0	1	1	1	3	1	1	1	0
18	Pascoe Vale	Permit	33	3	3	3	3	3	2	2	2	6	3	21	4	3	3	2
		2P	2	1	1	2	2	0	0	0	0	0	2	2	2	2	2	1
		1P	25	0	10	16	22	6	4	5	5	23	20	3	6	7	6	3
		Disabled	1	1	1	1	1	0	1	0	0	1	1	1	0	0	0	0

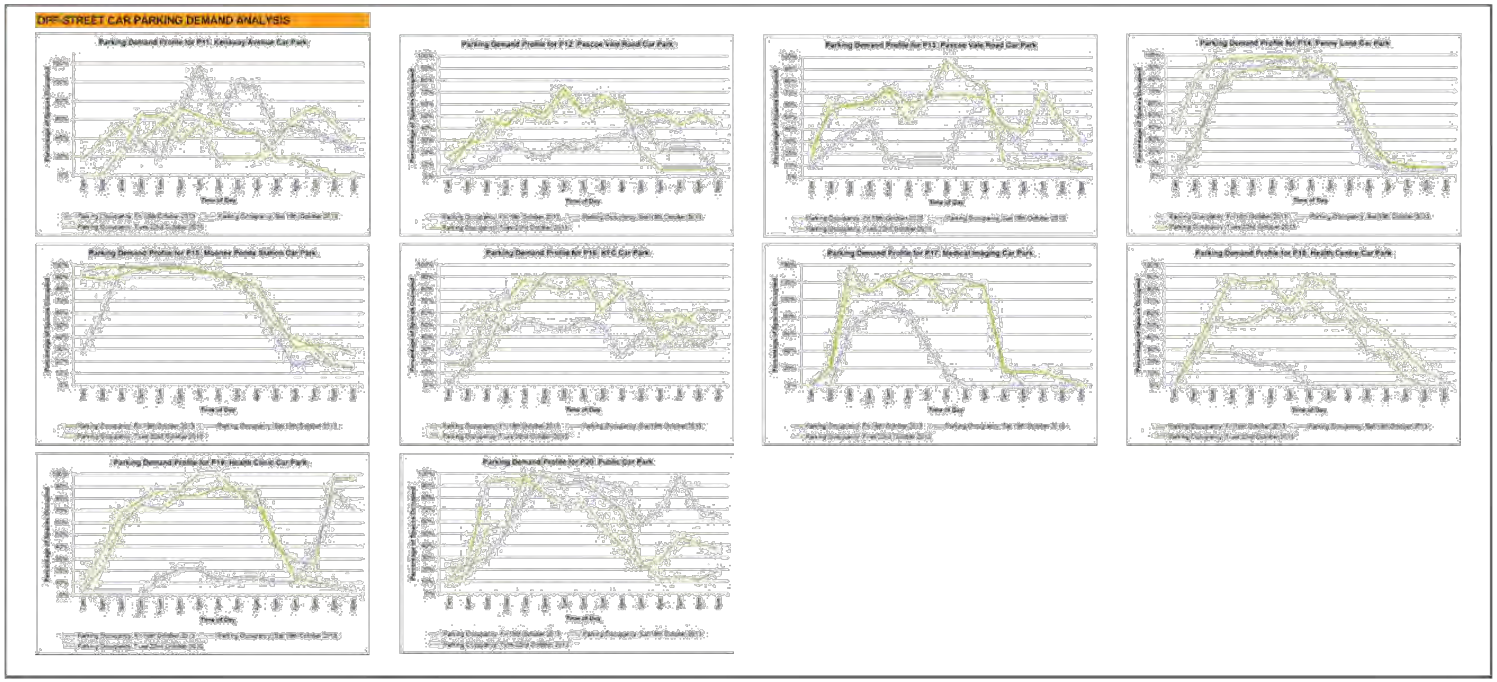
Client	AECOM
Location	**Moonee Ponds - Off Street Parking**
Survey Time	Tue, 22nd October 2013 7am - 10pm
Description	Parking Occupancy Survey

Area	Car Park	Restriction	Supply	Parking Occupancy														
				7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
2A	Woolworths	2P (7am-6pm Mon-Sat)	261	25	40	102	218	236	234	238	240	206	187	204	186	150	109	98
19	Penny Lane	Disabled	3	0	0	0	0	1	1	2	2	2	1	1	0	0	0	0
		Ticket (24/7)	376	143	295	364	368	370	373	371	360	326	218	99	48	27	28	27
1	Kmart/Aldi	Basement 3P (6.30am-7pm 7 days)	252	1	6	71	209	239	215	222	234	143	117	67	28	14	7	3
		Ground 3P (6.30am-7pm 7 days)	168	4	30	162	165	163	165	163	163	166	164	137	100	132	42	27
		Ground Disabled	9	0	0	7	4	8	7	7	4	5	6	3	2	2	0	0
24	Health Clinic	Ticket (24/7)	28	2	10	19	22	24	24	28	28	24	21	13	4	3	2	1
22	Medical Imaging	Staff & Patrons Only	13	0	2	15	14	16	17	16	12	15	15	2	2	2	1	0
4	Alexandra Dean McPherson	Unrestricted	66	11	19	92	97	98	98	96	98	96	95	64	36	28	16	13
23	Health Centre	Doctor only	5	0	2	3	5	5	4	3	3	3	3	1	1	1	1	1
		Disabled	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	1
		Ticket	45	0	13	27	39	38	39	31	43	40	30	25	21	13	5	0
21	KFC	1/2P (9am-10pm Mon-Sat)	23	7	12	16	17	20	19	18	20	15	19	13	13	14	12	9
		Disabled	1	0	1	0	0	1	1	1	1	0	0	0	0	0	0	1
1	Coles	Underground Disabled	12	0	1	7	11	9	10	10	9	10	8	6	4	2	2	3
		Underground 5min	2	0	1	0	0	1	2	0	0	1	1	2	0	0	0	0
		Underground 2P (7am-6pm Mon-Sun)	169	21	36	113	162	164	161	166	156	147	135	123	92	87	64	40
		Roof Top - 3P	146	2	6	37	40	41	53	82	46	31	28	12	4	4	1	0
		Roof Top - Permit	54	4	11	15	21	20	21	17	19	16	11	9	7	1	0	1
12	Hall Street	Disabled	3	1	1	1	0	2	3	3	3	1	1	1	1	1	1	1
		2P (9am-6pm Mon-Sat)	47	2	3	14	44	41	46	46	46	30	25	13	8	10	10	4
14	Shuter Street	Disabled	2	0	0	0	1	2	1	1	1	1	0	0	0	0	0	0
		2P (9am-6pm Mon-Sat)	81	7	11	68	79	78	74	68	75	41	42	22	20	19	12	5
28	Woolworths	1.5P	53	12	13	24	47	49	50	51	52	50	40	31	24	26	16	17
		Permit	15	11	12	12	15	15	12	15	10	13	4	1	1	0	0	0
13	Milfay/Holmes	2P	35	8	4	13	18	19	21	15	19	10	13	13	11	12	11	18
		Disabled	2	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0
7A	Sydenham	Ticket	55	3	8	25	31	27	24	16	28	32	27	23	9	9	11	6
		Disabled	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
		Smart Car	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
7B	Sydenham	Private	12	1	0	4	4	3	5	5	5	5	4	4	4	4	3	1
20	Train Commuter Parking	Train Commuters Only	102	93	91	95	100	100	102	97	98	93	71	52	39	33	17	16
		Disabled	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
3	Ticket	Ticket	297	13	68	195	215	205	227	225	173	161	138	83	12	0	0	0 closes 7pm
		Disabled	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0 closes 7pm
27	Park	4P	43	5	11	40	41	41	36	32	33	24	17	9	12	20	18	16
15A	Homer (north)	Permit	28	23	24	24	26	24	28	22	26	24	18	20	24	28	20	18
		Police Vehicles	6	1	2	4	6	5	6	5	6	6	5	6	3	3	4	2
		2P	6	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
15B	Homer (south)	2P	29	13	16	24	26	27	24	26	27	28	28	26	25	25	26	12
16	Kellaway	1/2P	1	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0
		Disabled	1	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0
		Bus Zone	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
		1/2P	7	0	0	2	4	5	2	4	1	1	1	3	6	6	5	3
		Permit	1	0	0	0	1	1	1	1	0	1	0	0	0	1	1	1
17	Pascoe Vale	Disabled	1	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0
		Permit(north side)	9	1	2	2	3	2	2	3	3	5	3	4	6	5	4	3
		Car Pool Vehicles	2	1	1	1	2	0	0	2	2	2	1	1	0	0	2	2
		Loading	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
		Permit(south side)	8	1	2	3	4	7	7	8	4	5	6	4	4	3	3	2
18	Pascoe Vale	Permit	32	3	10	8	11	16	13	18	14	15	17	15	9	15	12	9
		2P	2	0	2	2	2	2	2	2	2	2	1	2	2	2	1	1
		1P	25	7	25	25	25	25	13	21	25	24	21	8	12	25	15	8
		Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix E

Off-Street Car Parking Demand Analysis


OFF-STREET CAR PARKING DEMAND ANALYSIS


OFF-STREET CAR PARKING DEMAND ANALYSIS

Appendix F

MPAC Community Survey Feedback

Appendix F MPAC Community Survey Feedback

Community input is seen as one of the most important elements in the development of this PP. Accordingly community participation has been sought as follows:

- Interview surveys undertaken with patrons on the day of the parking surveys
- Questionnaire surveys were sent by MVCC to local residents and businesses.

The key findings from the above surveys are presented in this appendix.

Local Patron Surveys

Perceived duration of stay

Figure 36 to Figure 38 summarise the perceived duration of stay of visitors to MPAC surveyed on each of the respective days.

As shown the respondents over the surveyed three days all had similar perceptions of duration of stay with approximately 60% of respondents expected to stay in MPAC for less than one hour and 79% of respondents expecting to stay less than 2 hours.

Figure 36 Perceived duration of stay in parking space – Friday 18th October 2013

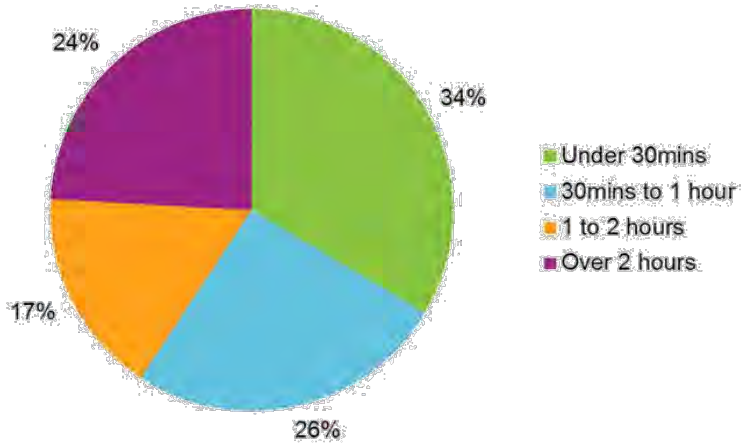


Figure 37 Perceived duration of stay in parking space – Saturday 19th October 2013

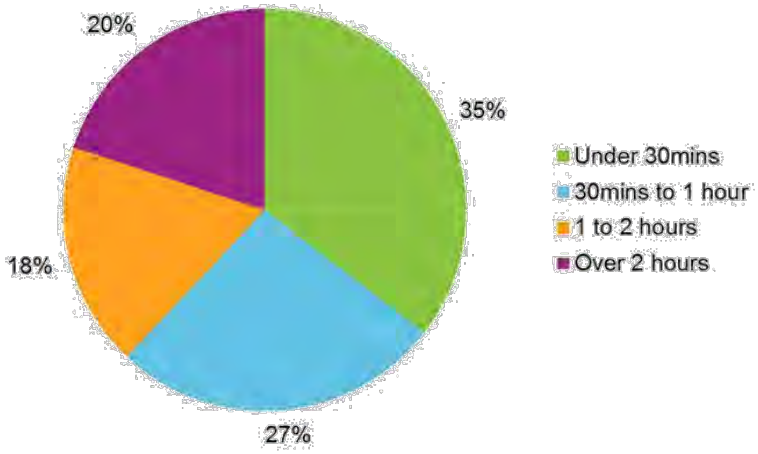
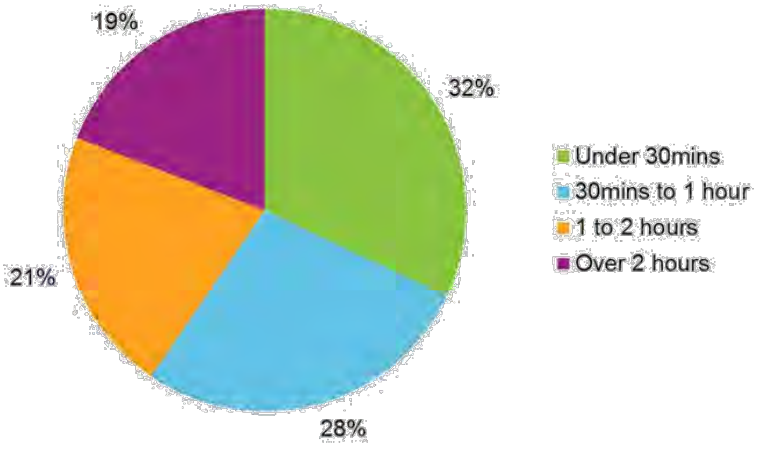


Figure 38 Perceived duration of stay in parking space – Tuesday 22nd October 2013



Purpose of visit to MPAC

Figure 39 to Figure 41 summarise the purpose of the patrons visit to MPAC. As shown the main purpose of visitors to MPAC is to shop. As to be expected the number of people visiting MPAC to work drops by approximately half on the weekend with the proportion of shoppers increasing.

Figure 39 Purpose of visit to MPAC – Friday 18th October 2013

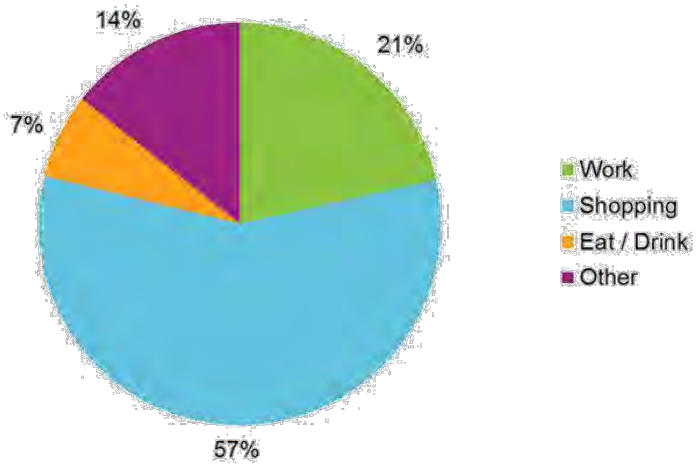


Figure 40 Purpose of visit to MPAC – Saturday 19th October 2013

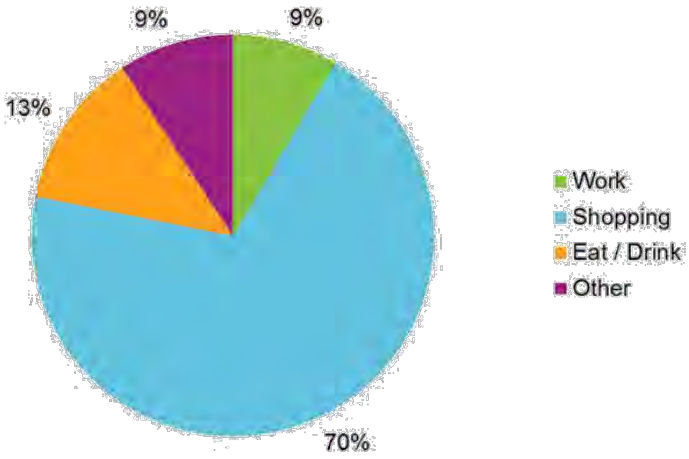
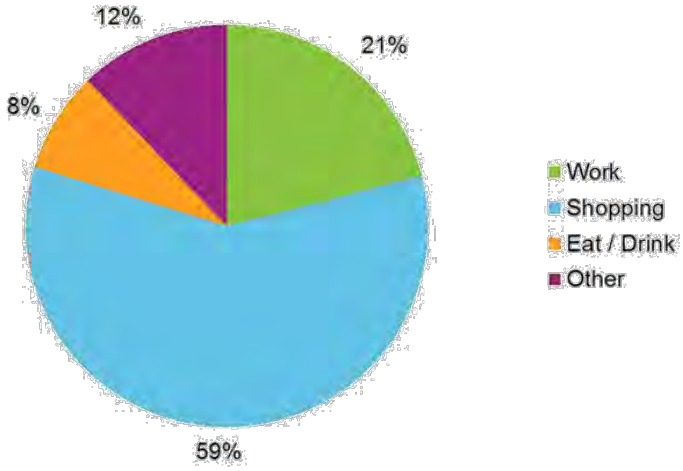


Figure 41 Purpose of visit to MPAC – Tuesday 22nd October 2013



Primary land use destination in MPAC

Figure 42 to Figure 44 summarise the primary land uses visited by the respondents visit to MPAC. As shown the majority of visitors to MPAC are intending to shop at one of the main supermarkets. The weekdays show a high proportion of office workers.

Figure 42 Primary land use destination in MPAC – Friday 18th October 2013

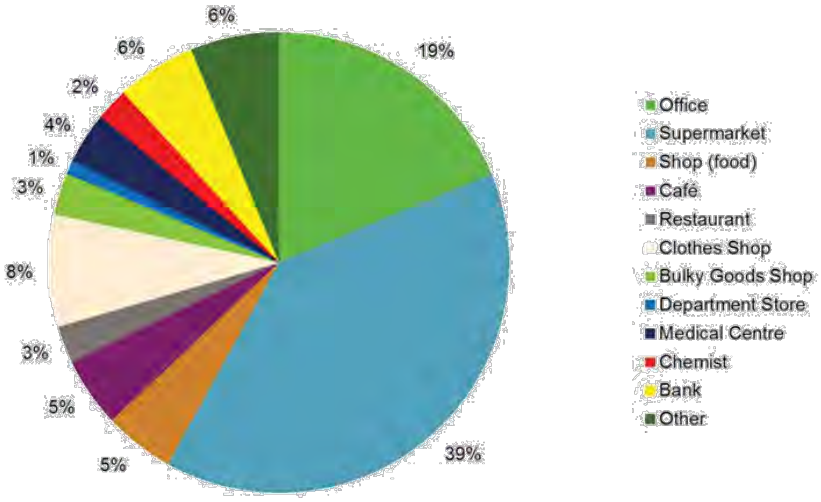


Figure 43 Primary land use destination in MPAC – Saturday 19th October 2013

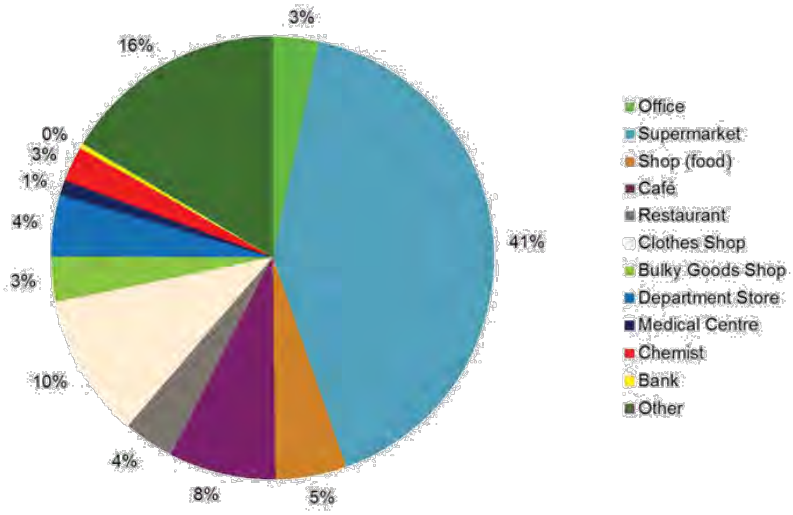
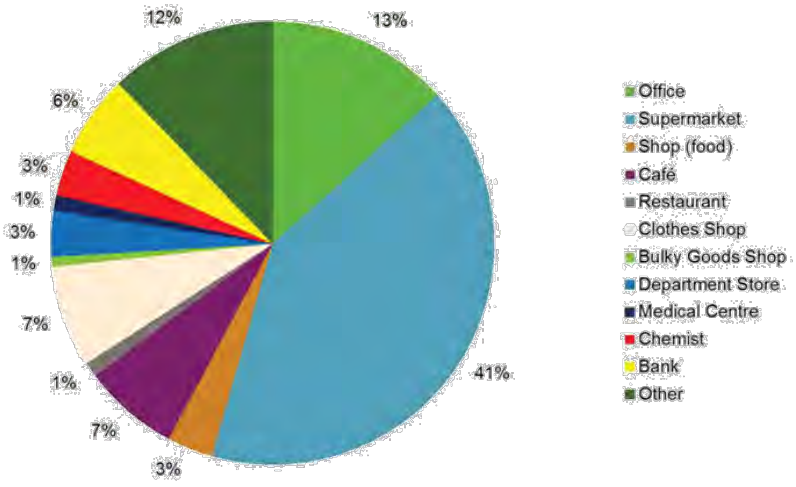


Figure 44 Primary land use destination in MPAC – Tuesday 22nd October 2013



Perceived duration of stay comparison to purpose of visit to MPAC

Figure 45 to Figure 47 summarise the perceived duration of stay by the responder's purpose of visit to MPAC. The following trends have been identified:

- The vast majority of those coming to shop in MPAC park their car for less than two hours (94% of responders on average had a perceived duration of stay of this over the three surveyed days).
- Those working in MPAC wish to park for over two hours which is to be expected.
- Those eating/drinking in MPAC provided a mix response with regards to duration of stay.

Figure 45 Perceived duration of stay against purpose of visit to MPAC – Friday 18th October 2013

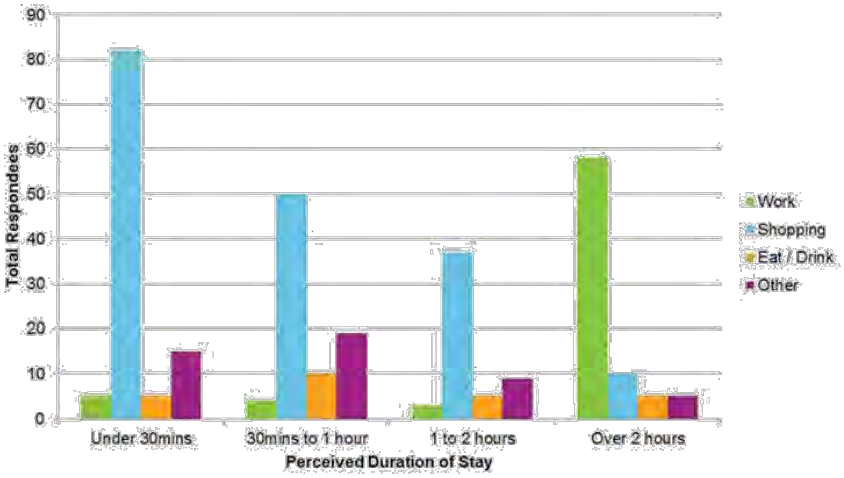


Figure 46 Perceived duration of stay against purpose of visit to MPAC – Saturday 19th October 2013

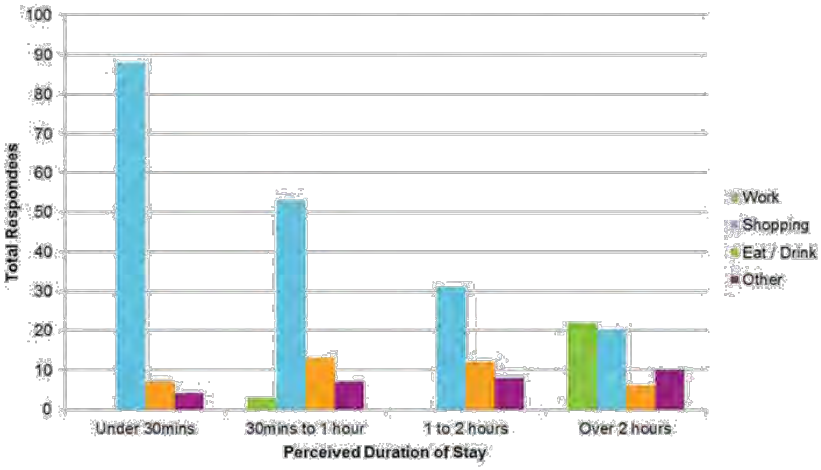
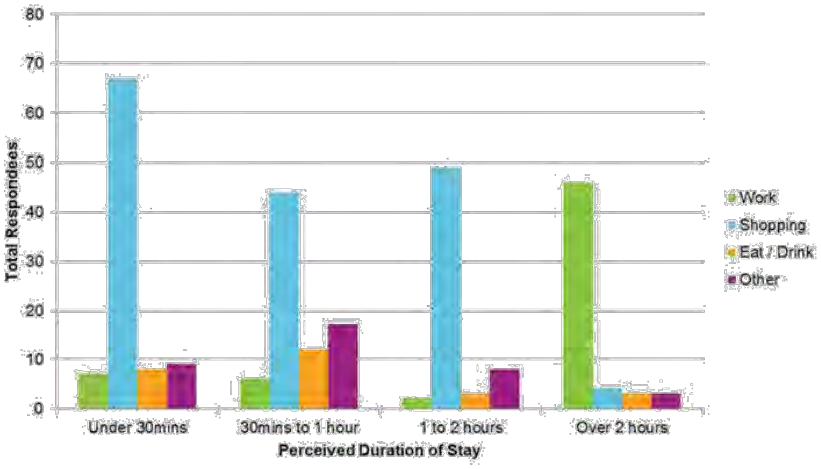
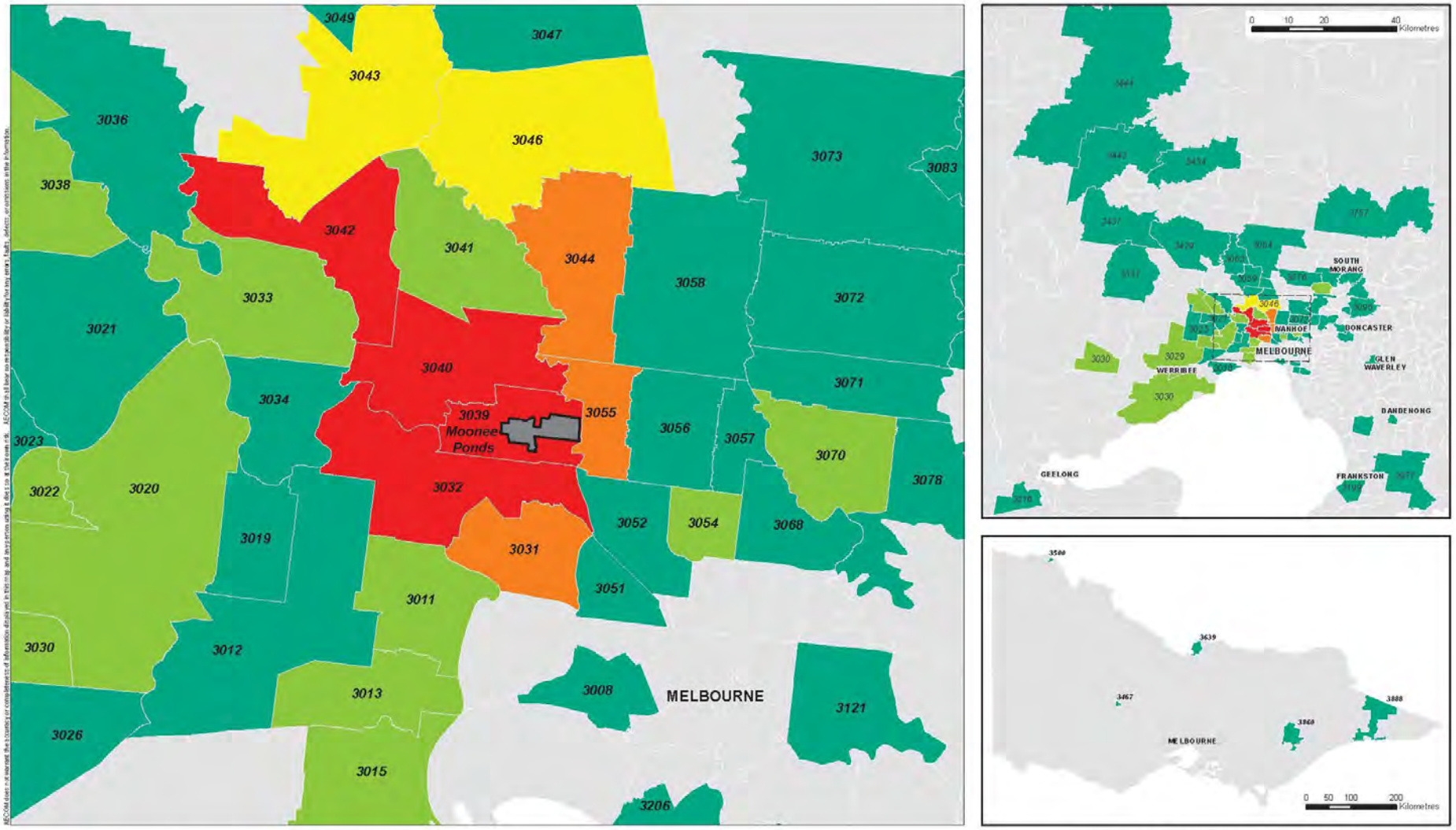


Figure 47 Perceived duration of stay against purpose of visit to MPAC – Tuesday 22nd October 2013





MOONEE PONDS ACTIVITY CENTRE

FIGURE 48

AECOM

Local Business Surveys

Overview

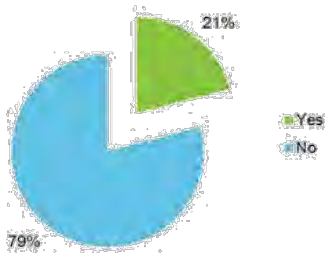
MVCC posted surveys to local business and retail premises located within and in the vicinity of MPAC in October 2013 to gain information and views on car parking. A variety of questions were asked including, the type of business, adequacy of car parking and future car parking funding. A copy of the questionnaire is provided in Appendix G.

There were 66 responses to the survey; the location of those is shown in Figure 53. An overview of the place of residence of those working in MPAC from the businesses surveyed is shown in Figure 54.

Business Survey Analysis

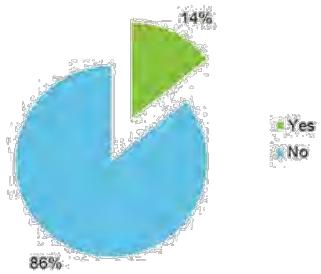
A main issue asked in the survey was the adequacy of parking. The local businesses in MPAC were asked whether they believed the parking provided by their business was adequate for their staff and customers. Figure 49 shows that a high number of respondents, 79%, thought that parking was insufficient to cater for staff and customers. The majority of these responders were located on Puckle Street (26%) and Mt Alexander Road (15%).

Figure 49 Is the parking provided by your business adequate for both your staff and customers?



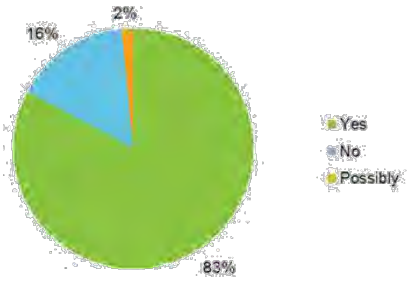
The local businesses were asked whether they thought the number of public car parking spaces provided in MPAC were adequate. Figure 50 shows that 86% of the respondents believed the availability of public car parking within MPAC was not adequate, a slightly higher percentage than those who thought their businesses parking was inadequate.

Figure 50 Do you think the number of public parking spaces provided in MPAC is adequate?



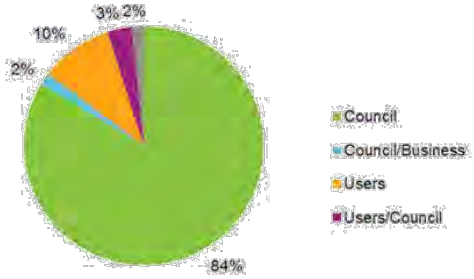
The local businesses were asked if there was a need for further parking in MPAC. Figure 51 shows that the vast majority of responders, 83%, believe there is a need for further parking provisions in MPAC.

Figure 51 Is there a need for further parking car parking in MPAC?



The local businesses were asked who should be financially responsible for the provision of further parking in MPAC. Figure 52 shows that the vast majority of responders, 84%, believe Council should fund additional car parking in MPAC, with only 10% stating users. Only a very small number of local businesses, 2%, stated that (with Council) they should fund additional parking.

Figure 52 Who should pay for additional car parking?



Business Survey Feedback

As part the survey the local businesses were given the opportunity to provide comments with regards to car parking in the area and any suggestions to improve sustainable modes of travel to and from MPAC.

Parking Issues

The following car parking issues were expressed by local businesses who responded to the survey:

- Many visitors/clients complain to businesses about lack of parking.
- Longer stay parking (staff and visitors/customers to MPAC).
- Review of 2P and 1P parking restrictions.
- Metered parking prices to high (for example. Alexandra Avenue).
- Better way finding signage to car parks. LED parking availability sign on Mt Alexander Road.
- Further utilisation of large car parks in the evening such as 'secure parking areas' on Gladstone Street and Foxtel private car park could be of benefit to the area.
- Young Street parking perceived to be used by workers and therefore unavailable for visitors/clients.
- School staff find parking in Puckle Street precinct difficult at lunchtimes so they generally avoid it and head to Brunswick.

- Parking around school is difficult during pick up/drop off times.
- Request for parking permits for staff (a concern at the removal of car parking permits, especially low wage businesses, such as Shuter Street Occasional Care).
- The local staff do not want to pay for parking and therefore park in the time restricted spaces on-street (moving their cars every couple of hours to avoid fines).
- Too many permit and meter (also too expensive) parking spaces.
- Client complaints due to parking restrictions resulting in fines, therefore repeat business effected in MPAC.
- Puckle Street parking on a Sunday is difficult as a number of staff from retail stores park all day in the street as there no parking restrictions on a Sunday, therefore customers cannot park.
- Parking restrictions are too strict.
- Commuter parking in on-street spaces is a perceived problem.

Sustainable Mode Improvements

The following sustainable mode improvements were expressed by local businesses who responded to the survey:

- Laneway between Shuter Street car park and Moore Street needs to be safer and lit by street lights at night.
- A pedestrian crossing behind the Library or Clock Tower.
- Add a 'Melbourne Bike Share' setup.
- Greater frequency of tram timetable.
- Improved cycle lanes on Mt Alexander Road.
- Public transport costs cheaper for shorter travel distances.
- Safer places for parking bicycles.
- Have all buses travel through the bus interchange.

Local Business Respondees

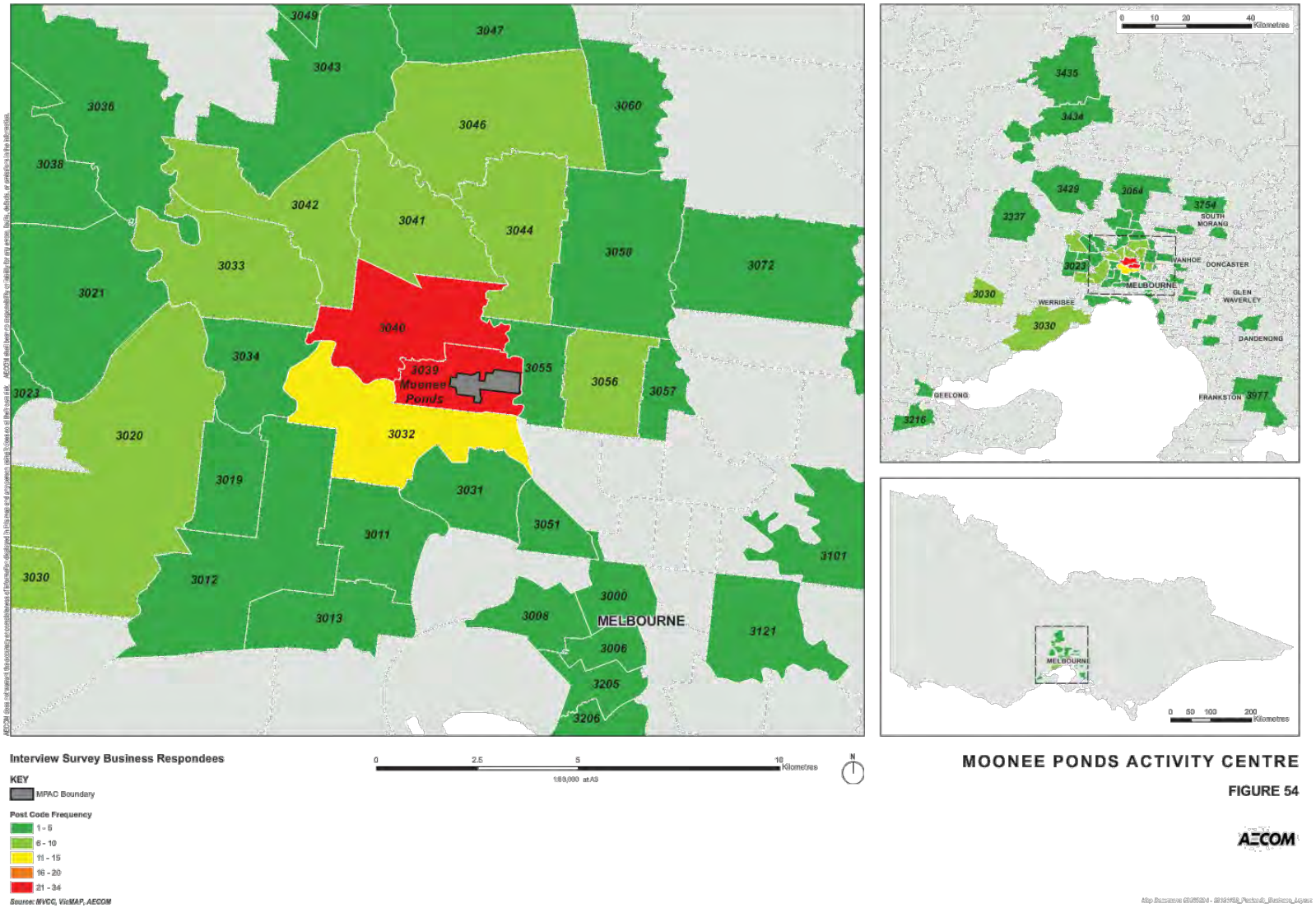
KEY
- MPAC PP Boundary
- MPAC Boundary
- Business Survey locations

Source: MVCC, VicMAP, AECOM

MOONEE PONDS ACTIVITY CENTRE

FIGURE 53

AECOM


3049
3047
3043
3036
3046
3060
3038
3042
3041
3044
3050
3072
3033
3021
3040
3034
3039
Moonee
Ponds
3055
3056
3057
3023
3020
3032
3019
3031
3011
3051
3101
3030
3012
3000
3008
MELBOURNE
3121
3013
3006
3205
3206
0 10 20 40 Kilometres
3435
3434
3429
3064
3754
SOUTH
MORANG
3337
3023
WANHOE
DONCASTER
MELBOURNE
3030
WERRIBEE
GLEN
WAVERLEY
3030
DANDENONG
GEELONG
FRANKSTON
3977
3216
MELBOURNE
0 50 100 200 Kilometres
Interview Survey Business Respondees
KEY
MPAC Boundary
Post Code Frequency
1 - 5
6 - 10
11 - 15
16 - 20
21 - 34
Source: MVCC, VicMAP, AECOM
0 2.5 5 10 Kilometres
1:80,000 at A3
N
MOONEE PONDS ACTIVITY CENTRE
FIGURE 54
AECOM

Local Resident Surveys

Overview

Moonee Valley City Council posted surveys to local residents within and in the vicinity of MPAC in October 2013 to gain views on car parking. A variety of questions were asked, a copy of the questionnaire is provided in Appendix G.

There were 174 responses to the survey; the location of those is shown in Figure 57.

Resident Survey Analysis

The local residents were asked whether there was space for visitors to park. Figure 55 shows that there was space for visitors at 58% of the responders places of residence, however 42% stated that there was nowhere for visitors to park in there locality.

Additionally the residents were asked if visitor parking was a problem. Figure 56 shows that 73% of respondents believe that visitor parking is a problem in MPAC a higher percentage than those who stated that there was space for visitors to park. Only 27% responded that there was no problem with visitor parking.

Figure 55 Is there space for visitors to park?

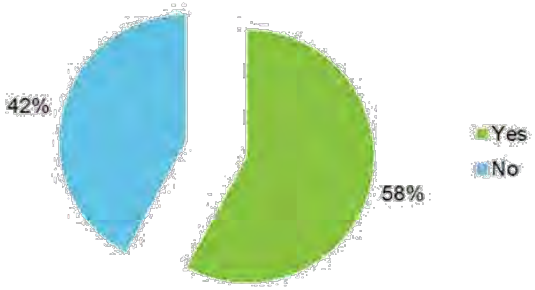
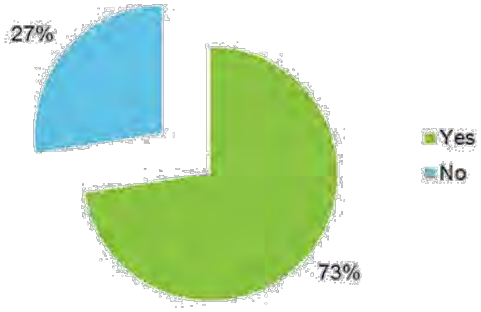


Figure 56 Is lack of visitor parking a problem?



Resident Survey Feedback

As part the survey the local residents were given the opportunity to provide comments with regards to parking issues and improving sustainable modes of travel to and from MPAC.

Car Parking Issues

The car parking issues raised by local residents are summarised in Table 38 by MPAC precinct.

It should be noted that the following is the perception of the local residents.

Table 38 Resident Feedback on Car Parking in the Area

Precinct	Resident Feedback on Car Parking in the Area
A City Place	No comments received.
B Hall/Homer	>Permit parking loss a problem, especially for visitors. >People illegally parking in other peoples spaces. >Properties without parking permits express frustration in having to move vehicles every 2hrs in order to prevent fines.
C Young	>331-333 Ascot Vale Road, the empty block that is being proposed to build on has been refused by council, it should therefore be used for additional parking. >Car parking is a problem if we are trying to get residents to shop locally. >Not enough parking spaces for apartment complexes, e.g. Mondo apartments, Queens Park apartments. >More longer term parking. >Visitors made to park at Woolworths car park quite often when they visit.
D Puckle	No comments received.
E Holmes	>More physical car parking spaces are required. The Mt Alexander Road restaurant precinct is now a ghost town due to the lack of car parking.
E Holmes (outside of MPAC boundary)	>Sydenham Street parking problems exacerbated by local Medical Centre, highlighted during winter time which brings more car users which park illegally. >Patients at Medical Centre do not use the car park as it costs $4 so they park on-street. >Commuters using the train station do use the medical centre because there are no time restrictions, so they stay all day. >Council and Metro should provide more commuter parking. >Grosvenor Street – commuters to train station park here and cause lack of parking spaces for visitors, residents significantly inconvenienced. >Grosvenor Street – parking bays marked out would be beneficial as cars park over driveway restricting access for residents in or out of properties. >Perception that residents are not all using their driveways to park vehicles. >Permits should not be given to people whom have driveways.
F Shuter	>3 bedroom apartment has been allocated only a single parking space which is deemed inadequate for user. >Parking permits for apartment owners. >Perhaps use MVRC land for parking when non-events are on. >Gladstone Road – double parking in front of garages due to lack of parking in area. Illegally parking in permit zones witnessed. >Shuter Street resident stated: Parking is a real issue in Puckle Street and Shuter Street areas. Need a 2nd level of parking on the Woolworths car park. Believes that no more 2-3 level developments can be accommodated near Puckle Street due to parking issues.
G Junction South	>Apartment residents cannot access temporary visitor permit. >Visitor parking problems as spaces taken up by residents. >More monitoring required on illegal car parking in the area. >Limited non-permit parking in area. >Permit parking areas are poorly signed. >Parking permit numbers per dwelling insufficient for some resident's needs. >Parking restrictions (e.g. 1P) do not allow enough time in Moonee Ponds to take advantage of the various amenities (for example, shop then have something to eat/drink etc.)

Precinct	Resident Feedback on Car Parking in the Area
G Junction South (outside of boundary)	>Lamb Street rarely patrolled by parking inspectors, west side of the street has 'no standing' however cars are usually parked in this area. >Need more parking spaces at the Railway Station as unable to park. >View that permit parking is generally minimising people from parking to go to local restaurants. >Better parking permit system should support local residents and their visitors. >View that weekend non-permit holders take up permit holders car parking spaces. >Parking permits made free to all. >Residents not sure of going from a 'street based' permit parking system to an 'area system'. View is that the lack of parking and enforcement currently will only make conditions worst when residents are unable to park near their own house. >Parking more difficult in evenings for residents. View is that larger resident blocks have superseded previous 2 bed houses with 1 car residents; therefore more cars are seeking on-street spaces. >Every resident should receive at least a parking/visitor permit.
H Railway	>More visitor parking permits. >More longer stay parking required (i.e. greater than 2hrs). >View that if resident did not have parking permit it would be difficult to park on Milfay Avenue.
I Dean	>Hotline required so residents can raise issues on vehicle illegally parking (e.g. non-permit and blocking access). >Maintain permit parking on Walker Street. >Lack of parking near Thomas Street.
J Racecourse (outside of MPAC boundary)	>Visitor parking (not enough permits) problems due to lack of available on-street parking areas. Especially on weekends on Dean Street. >Some residents borrow visitor permit spaces from each. >A high density residential plot on Thomas Street (x4 double story terraces) has resulted in more on-street parking (up to 8 additional cars) therefore resulting in severely limited on-street car parking. >Driveways are difficult to exit on Dean Street due to speed of road and visibility due to on-street parking / trees. >School drop off/pick difficult on Wilson Street. >Dean Street should be permit only, perception that Foxtel employees are using on-street car parking spaces. >Lack of parking at Railway Station. >Wilson Street illegal parking in permit zones, lack of enforcement. Suggested SMS service to notify/alert parking inspectors. >Bus zone near 52 Dean Street has limited on-street parking supply, possible relocation to next block.

Note: Those resident responses outside of the designated MPAC precinct boundaries have been included according to their closest related precinct as shown in the above table.

In addition to the comments on car parking, a number of local residents raised the following key points:

- New developments should provide off-street parking for residential owners before Council agrees to development.
- Residents are concerned about the redevelopment of MVRC and the impact this may have on local parking in MPAC.

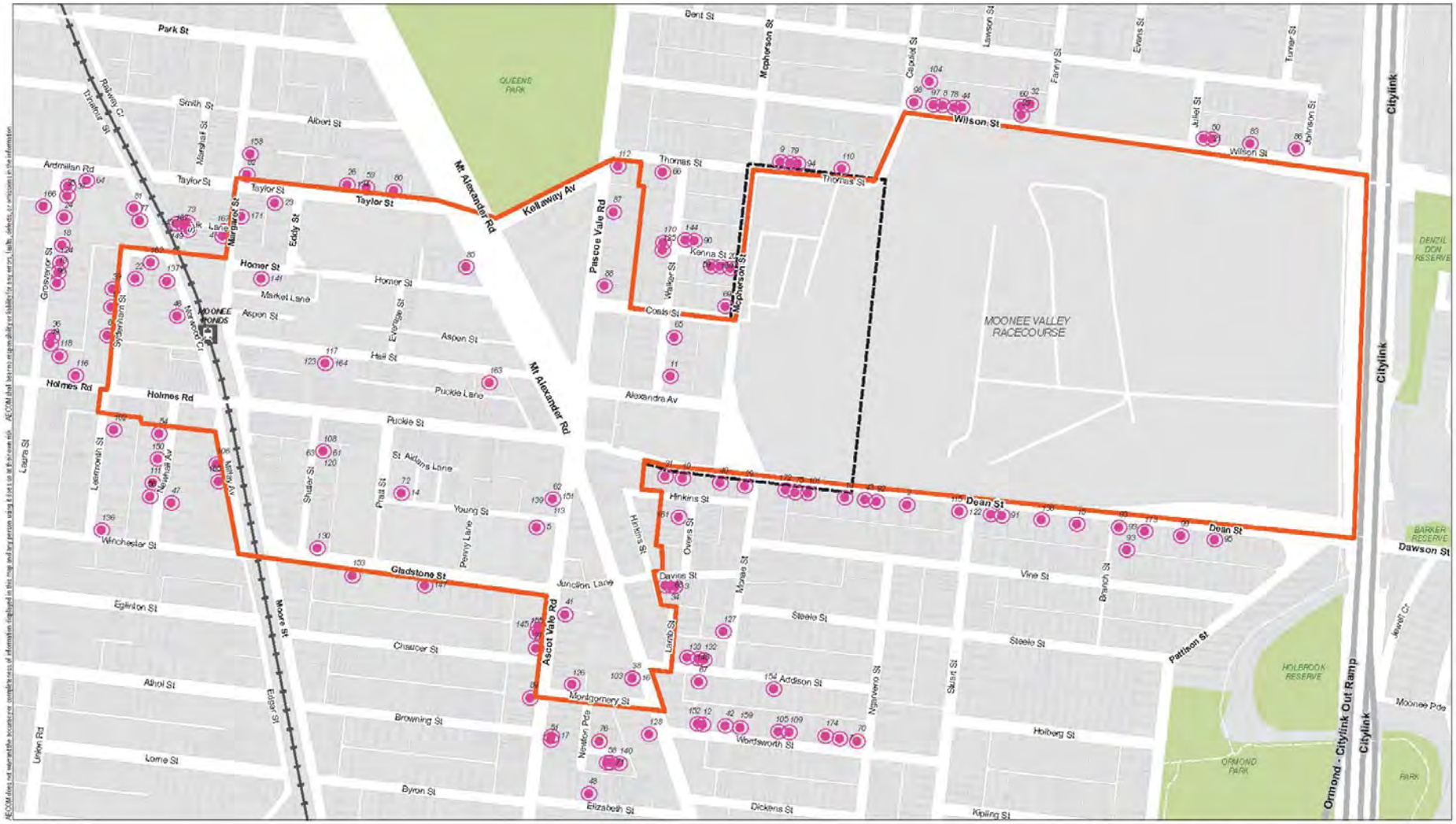
Sustainable Mode Improvements

The following sustainable mode improvements were expressed by local residents who responded to the survey, by doing so they would likely be more inclined to use these modes:

- Reduction of speed limit from 50kph to 40kph on Margaret Street, Taylor Street and Homer Street would make walking and cycling safer.
- Cycling route improvements (lanes) on Mt Alexander Road and Flemington Road.
- More publicity of cycle routes.
- More off-road bicycle paths.
- Improve lighting on walking routes/streets.
- Improve Moonee Ponds Junction tram stop (make DDA compliant).
- Reduce number of tram stops to improve flow.
- Puckle Street is dangerous to cycle due to cars opening doors in path. No bicycle lane or other route provided.
- Pedestrian crossing on Mt Alexandra Road near Davies Street takes way to long, nearly 5 minutes in duration sometimes. Also crossing at main intersection of Puckle Street and Mt Alexander Road.
- Resurfacing of Moonee Ponds Junction – noisy tram movements.
- Tram route 59 overcrowded (perception due to number of multi-dwelling developments in Moonee Valley without improvement to public transport).
- Moonee Ponds Station car park requires expansion.
- Puckle Street precinct should emphasise walking as the primary mode with widened footpaths and using shared streets that prioritise pedestrians over cars.
- More public transport should interchange at Moonee Ponds Station.
- Increase availability of public transport in peak periods (more trains morning and evening rush hours).
- Improve cycle links from Moonee Ponds Station to the city link bicycle trail.
- More bicycle secure parking.
- At Montgomery Street intersection with Ascot Vale Road implement a pedestrian crossing facility.
- Undercover tram stops.
- Better parking at bus stops.
- Melbourne Bicycle Scheme.
- Bicycle racks at Moonee Ponds Station.
- Moonee Ponds Bus Interchange needs to be regularly maintained.
- Park Street difficult to cross (would like kids to walk to school but unsafe to do so).
- More connectivity of bicycle paths as there is a lack of connection making it difficult to negotiate journey.
- Level crossing at Moonee Ponds Station needs to be reviewed.
- Moonee Ponds Junction needs to be reviewed.

Comparison of Findings

A comparison of the car parking issues identified by the public in 2008 to those in 2013 show very little difference in the type of issues residents are experiencing over this five year period in MPAC.



Resident Respondees

KEY
- MPAC PP Boundary
- MPAC Boundary
- Resident Survey locations

Source: MVCC, MoMWP, AECOM

MOONEE PONDS ACTIVITY CENTRE

FIGURE 57

AECOM

0 100 200 400 Metres

1:5,000 at A3

Appendix G

Questionnaires

MOONEE PONDS ACTIVITY CENTRE PARKING INTERVIEWS

Hello. We are conducting a survey on behalf of Moonee Valley City Council to assist with the Parking Strategy for Moonee Ponds Activity Centre. Do you mind if I asked you a few questions about your trip today?

Interview No.		
Time:	Location:	Initials:
1) Where did you park today?		
Name Street: Or identify on map:		
2) Roughly how long do you intend to park at this location?		
Under 30 Minutes	30 Minutes to 1 Hour	
1 to 2 Hours	Over 2 hours	
3) Which of these places is your main destination today?		
Office:	Supermarket:	Shop (food):
Pub / Bar:	Cafe:	Restaurant:
Clothes Shop:	Bulky Goods Shop: (furniture, white goods, electrical)	Department Store:
Medical Centre:	Chemist:	Dentist:
Bank:	Other (please specify):	
4) What is the main purpose of your visit to Moonee Ponds today?		
Work	Shopping	
Eat / Drink	Other (Please Specify)	
5) Which of these other places might you also visit today?		
Office:	Supermarket:	Shop (food):
Pub / Bar:	Cafe:	Restaurant:
Clothes Shop:	Bulky Goods Shop: (furniture, white goods, electrical)	Department Store:
Medical Centre:	Chemist:	Dentist:
Bank:	Other (please specify):	
6) If you are travelling to another destination within the Activity Centre today, will you dive there and park?		
Yes	No	
7) Please provide your postcode:		

MOONEE PONDS ACTIVITY CENTRE – BUSINESS QUESTIONNAIRE

The information requested as part of this questionnaire is being collated by Moonee Valley City Council to help them improve the activity centre by understanding local businesses current operations, needs, views and travel characteristics. The information provided will be used solely for this purpose.

Name:		
Address:		
Email:		
1) Please circle or specify the type of business you operate?		
Office	Supermarket	Shop (food)
Pub / Bar	Cafe	Restaurant
Clothes Shop	Bulky Goods Shop: (furniture, white goods, electrical)	Department Store
Medical Centre	Chemist	Dentist
Bank	Other (please specify)_____	

2) Please state the size of the premises (including all floor levels)?		
Measurement	**Size**	
Square metres of floor area	Office (net floor area)	
	Other Businesses (leasable floor area)	
Total number of seats for café / restaurant		

3) Please outline the total number of staff on-site during a typical day?	
Staff Category	**Number of Staff**
Full Time	
Part Time	

4) Please state where you and staff members live?	
Staff	**Suburb (postcode)**
1	
2	
3	
4	
5	

5) Please outline how many out of the total number of staff travelled to work today by one of the following modes of transport (if more than one mode please indicative mode with longest journey time / distance.	
Mode of Travel	**Number of Staff**
Car Driver	
Car Passenger	
Bus	
Train	
Walk	
Cycle	
Other	
6) If travelled by car, please outlined where they parked?	
Car Parking	**Number of Drivers**
On-site car park	
Off-site parking (leased)	
Public Parking – On-Street	
Public Parking – Off-Street	

7) Is parking currently provided, if so please state number of spaces?		
Car Parking	**Number of Spaces**	**Location/s**
Visitor Car Parking (if not provided please indicate potentially where visitors would park in locality)		
Staff Car Parking		
Staff Off-site parking – leased arrangement		
Staff - Use Public Parking		

8) Is the parking provided adequate for both your staff and customers? (please circle answer)	
Yes	No
9) Is there a need for further parking? (please circle answer)	
Yes	No

10) Who should pay for additional car parking? (please circle answer)		
Users	Council	Businesses
11) Do you think the number of public parking provided in Moonee Ponds is adequate? (please circle answer)		
Yes	No	
12) Are you looking to expand your business such that more car parking is required? (please circle answer)		
Yes	No	
13) What is the most number of customers you would have at any one time and what percentage of those would you estimate to drive to your business?		
Max. Number	**% who drive**	
14) How long do customers/visitors on average spend on the premises?		
Time Spent	Minimum Time Spent =	
	Maximum Time Spent =	

15) Any additional comments on car parking in the area, perceptions, adequate information / signage to parking / suggested improvements?

_____

_____

_____

_____

_____

16) Any suggestions / views on improving sustainable modes of travel (i.e. public transport, walking and cycling)?

_____

_____

_____

_____

_____

MOONEE PONDS ACTIVITY CENTRE – RESIDENT'S QUESTIONNAIRE

The information requested as part of this questionnaire is being collated by Moonee Valley City Council to help them improve the activity centre by understanding current operations, needs, views and travel characteristics. The information provided will be used solely for this purpose.

Name:			
Address:			
Email:			
1) What type of home do you live in (please circle)?			
Separate House	Semi-detached/row or terrace house/townhouse	Flat/unit/apartment	
2) How many bedrooms does your home have (please circle)?			
One bedroom	Two bedrooms	Three bedrooms	Four or more bedrooms
3) How many people live at your household (please state total number)?			
Adults (16+)		Children (0-16)	
4) Please state how many cars your household owns (please circle)?			
1	2	3 or more	
5) Is parking currently provided, if so please state number of spaces?			
Car Parking	**Number of Spaces**	**Location/s**	
Off-Street			
On-Street – no permit			
On-Street with permit			
6) What time of day typically is your car parked at or near your residence, please state? (For example, 6pm to 8am)			
Weekdays	**Weekends**		
7) Is there space for visitors to park, is so please state location (please circle)?			
Yes, location_____	No		
8) Is lack of visitor parking a problem?			
Yes	No		

9) Please state the method of travel you use to go to work (please circle), if by more than one method please state (for example – walk then catch train or drive then catch train?	
Car Driver	Car Passenger
Bus	Train
Walk	Cycle
If you travel by more than one mode, please state all modes in the space provided overleaf.	
10) Please state postcode of work location?	

11) Any additional comments on car parking in the area, perceptions, suggested improvements?

_____

_____

_____

_____

_____

_____

12) Any suggestions / views on improving sustainable modes of travel (i.e. public transport, walking and cycling)?

_____

_____

_____

_____

_____

_____

Appendix H

Future Parking Areas Review

AECOM

Car Parking Considerations by Precinct Proposal

Precinct	Proposal (see Note 1)	Size/Scope of land for parking	Land Owner	Adjacent Land Uses	Approximate Cost of Parking (land and construction)	Pedestrian Links	Access to Road Network	Build-ability & Impacts during construction
A – City Place	Mt Alexander Road Redevelopment. Proposed that car parking would be included in basement component, a shared multi-level facility utilised by civic and any residential development.	Proposal for basement parking. Please see note 2.	TBC	The proposal would be an improvement of existing civic uses such as a new library, Police Station and Council Offices.	Please see Note 2.	Within the precinct area these are good and to the east of MPAC. However links to the west could be improved with better signage to the key retail area and rectified linkages (i.e. shorter crossing waiting times for pedestrians across Mt Alexander Road)	Car park basement proposed to be accessed via both Kellaway Avenue and Pascoe Vale Road. It is considered that it may be more advantageous to access solely via Kellaway Avenue given the lower traffic volumes and the ease of accessibility this would bring given traffic volumes on Pascoe Vale Road.	Please see Note 2 with regards to the basement car park. Other considerations will be impact to existing land use operations and the local road network.
B – Hall / Homer	Potential car park locations have been identified on land of the Readings site and on land currently occupied by Kmart (Figure 10 of structure plan) The Readings site is to be the subject of a planning application in 2014 for 800 apartments and 2000sqm of retail space, unclear at this time as to parking arrangements.	Most likely basement parking as there is a directive for no new ground level car parking in the precinct. Please see note 2.	TBC	Various key retail and supermarkets are located in this area with respective high car parking demands which need to be catered for. The loss of the Readings site (currently used as a surface car park will most likely put a further strain on parking demand in MPAC).	Please see Note 2.	Given central location pedestrian amenity to local facilities will be very good. It is considered any parking facility provided will most likely be very well utilised (given the correct restrictions) in this location.	Access to the car parks has been identified via Homer Street. An assessment will be required as to its suitability given already existing car parks which access via this street. However access should be encouraged via this street to therefore enable Hall Street to be improved into a more pedestrian friendly connection in MPAC.	At the Readings site there would potentially be little impact given the size of land in this area to be developed. There is potential that redevelopment can be staged to ensure some surface car parking is retained therefore ensuring this impact is not as detrimental to MPAC.
C - Young	Woolworths Supermarket redevelopment with associated car park provided via basement or upper levels, or redeveloped as modern fresh market style retail offer with office/residential and parking uses provided above.	Most likely basement parking as there is a directive for no new ground level car parking in the precinct. Please see note 2.	TBC	The site is located to the west of an existing multi-storey car, with residential to the south/east and the main retail shopping strip to the north (Puckle Street). Therefore any parking facility as part of the redevelopment would be well utilised as per existing.	Please see Note 2.	See above.	Any multi-level car park access to remain via Gladstone Street.	It is likely any redevelopment at this location will have great impact on MPAC and its community given the usage of the supermarket and the associated car park (whilst it most likely acts as a key trip attractor to MPAC and other local land uses). Accordingly any redevelopment would need to be planned in detail with community consultation key.
D – Puckle Street	Encourage a car parking approach for Puckle Street that is coordinated with streetscape works and Council's car parking strategy.	n/a						
E - Holmes	Residential redevelopment of at-grade car parks located on Sydenham Street (currently medical uses). Explore opportunities to redevelop the Council owned car park on the corner of Holmes Road and Milfray Avenue (increase parking in short-medium term / community land use long term).	Given the size of land here there is little scope to increase parking. There is potential however to add a few futher spaces along its eastern side.	TBC / Council	There are a range of residential land uses with some retail along the bisecting Holmes Road. The area is in close proximity to Moonee Ponds Station from which residents currently experience over-spilling car parking in this area.	Cost of improve TBC	The areas are on the periphery of MPAC and are less integrated due to the rail crossing which can cause delays to the movement of pedestrians (and vehicles) to/from MPAC.	The short term car park on corner of Holmes Road and Milfray Avenue is accessed via Milfray Avenue which is lowly trafficked. Access to and from the car park can be delayed by the local presence of the rail crossing.	The build-ability of the car parking extension is relatively easy with no significant local impacts; however given the quantum of additional car parking spaces achieved it maybe not of great benefit.
F - Shuter	Various land use proposals, new developments outlined to have basement parking.	Proposal for basement parking. Please see note 2.	TBC	Medical and residential land uses on Shuter Street, whilst also in close proximity to various speciality retail land uses on Puckle Street.	Please see Note 2.	Well located with good pedestrian links from site to neighbouring land uses.	New developments to have vehicular access via Moore Street.	It is a relatively contained area of MPAC and therefore would require suitable management. Considered if existing car park was impacted upon that this would have an overspill impact onto an already at capacity parking provision near this area.

11-Mar-2014
Prepared for – Moonee Valley City Council – ABN: 54 651 216 324

AECOM

Precinct	Proposals (see Note 1)	Size/Shape of Land for parking	Land Owner	Adjacent Land Uses	Approximate Cost of Parking (land and construction)	Pedestrian Links	Access to Road Network	Build-ability & Impacts during construction
G – Junction South	Mixed-use developments proposed in this precinct in the future, no comments with regards to car parking.	Assumed any new developments will have to provide basement parking. Please see note 2.	TBC	There is a mixture of residential, retail and restaurants in the area.	Please see Note 2.	The Mt Alexander Road and Ascot Vale Road act as barriers to pedestrian movements in the area however signalised pedestrian crossing facilities are provided.	It is most likely that any redevelopment will have to access directly onto both Mt Alexander Road and Ascot Vale Road, access will need to be carefully planned given the high volumes of traffic and public transport travelling along these links.	Given close proximity to Mt Alexander Road and Ascot Vale Road and the high volume of traffic and public transport uses on these roads cater for any redevelopment will need to be appropriately managed to ensure impacts are kept to a minimum.
H – Railway	Future redevelopment of the VicTrack car park site for office and community uses, whilst retaining the commuter car parking spaces.	Unclear how such a future development and car parking arrangements could be integrated, most likely multi-storey given close proximity to rail line.	VicTrack	The rail line bisects MPAC on the western outskirts with residential, commercial and retail land uses prominent.	Unclear	The existing car park has adequate lighting and links well to the station.	The future land use (car park) would access onto Margaret Street.	Any redevelopment of the VicTrack site would cause major disruption to commuters as the existing car parking is fully utilised with overspill parking already experienced in the area.
I - Dean	Potential redevelopment of the Council car park site to Pascoe Vale Road. Mixed-use, low to medium density office or consultancy sites. Also other development proposals of which no comments with regards to car parking. There is a potential redevelopment opportunity outlined on land currently used for car parking (leased by Foxtel) on the corner of McPhearson and Dean Streets.	Assumed council parking would be facilitated via proposals etc out in Precinct A therefore allowing redevelopment. Any future major developments to consider basement parking to ensure land is fully utilised. Please see note 2.	TBC	Mainly a mix of local residential and commercial land uses with community and retail land uses to the west.	Please see Note 2	There is a network of well-connected streets for pedestrians.	Given redevelopment sites identified as part of Structure Plan, traffic would access via Pascoe Vale Road and McPhearson Street.	Considered that if land currently used for car parking (leased by Foxtel) on the corner of McPhearson and Dean Streets was to be redeveloped that this would most likely cause significant parking issues for the area as the site is already use at over capacity by Foxtel. Accordingly redevelopment would only be viable if Foxtel moved out of MPAC. It is considered that this site constitutes the ideal place for a multi-storey car park to be built to facilitate MPAC.
J – Moonee Valley Racecourse	A masterplan for the redevelopment of MVRC has been put forward which includes a range of land uses.	Proposals to provide parking via basements multi-storey complexes.	MVRC	Located on the eastern side of MPAC with primarily residential land uses in proximity.	N/A	Developed via Masterplan		N/A

Note

1) The Proposals have been taken from the Structure Plan (March 2010) and MPAC 2030 Priority Projects Plan (September 2011) as advised by MVCC.
2) The provision of basement car parks are difficult to quantify in terms of cost due to the number of factors that would eventually determine this such as:
3) Type of soil to be excavated & removed (e.g. solid waste, contaminated, etc.).
4) Buried objects to be removed (e.g. petrol tank, archeological remains, etc.).
5) Unknown services running underneath (removed or relocated).
6) Type of retaining walls surrounding the basement to be installed.
7) Type of footings required (e.g. 15m piling, shallow footings, etc.).
8) Competition level in the current market.
9) Location of the site (considerations to truck access in and out of site, traffic conditions, etc).
10) There would be a need for a range of investigations to be undertaken to understand the viability of such schemes.

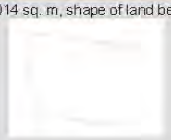
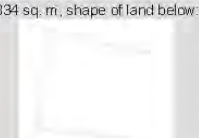
11-Mar-2014
Prepared for – Moonee Valley City Council – ABN: 54 651 216 324

Appendix I

Additional Parking Infrastructure Review

AECOM

Additional Parking Infrastructure (Multi-Storey) Investigation

Map Ref #	Car Park	Approx. No of Spaces	Land Owner	Access and Egress	Connectivity for Pedestrians	Safety / Security	Potential to Expand in existing form	Location in line with Strategic Direction (i.e. reduction of traffic volumes in MPAC centre)	Size and Shape of the Land	Access to Local Road Network	Adjacent Land Uses	Build ability and Impact During Construction	Approx. Cost of Multi-Deck Car Park (using Table 22 of PP report total cost per space)	Comments
P7	Hall Street	52	Council	Good	Good	Average	No	No	1,1014 sq. m, shape of land below: 	Directly onto Hall Street via 2 cross-over accesses	Mainly Retail / Commercial land uses	Shape of land may result in unused land. Not many spaces could be constructed per deck to warrant multi-storey construction.	N/A	Site not considered appropriate for a multi-storey car park. Location specifically at odds with strategic direction and shape of land would result in undeveloped land. Land size would only result in approximately 33 spaces per deck.
P8	Milfay/Holmes	28	Council	Average	Good	Average	Yes	No	834 sq. m, shape of land below: 	Access via either Milfay Avenue or laneway via Newhall Street	Retail to north/west and residential to south	Land size is too small for multi-storey car park.	N/A	Land size too small to be considered for multi-storey.
P9	Shuter Street	83	Council	Good	Good	Good	No	No	1,998 sq. m, shape of land below:	Directly onto Shutter Street via 2 cross-over accesses	Predominately retail with medical and child care on Shutter Street	Land size and shape lends itself well to a multi-storey car park. Loss of parking here would impact severely of local land uses.	$10 million	Potential deck capacity of some 79 spaces per floor, 4 floor multi-storey of approx. 316 spaces. However location would be against the ideal strategic direction of reducing vehicle volumes in the centre of MPAC and future planning for site.
P13	MVCC Staff CP - Pascoe Vale	60	Council	Good	Average	Good	No	Yes	1,513 sq. m, shape of land below:	Directly onto Pascoe Vale Road with separate entry / exit access crossovers	Council offices directly opposite with residential land uses surrounding the car park	Land size and shape lends itself well to a multi-storey car park. Loss of parking here would impact on local council office.	$8 million	Potential deck capacity of some 60 spaces per floor, 4 floor multi-storey of approx. 240 spaces. Location the most ideal of those considered as is outside of central MPAC. Pedestrian connectivity would require improvement between site and central MPAC , to Puckle Street etc.

Note: Approximate Costs are subject to a number of variants and a detailed assessment would be required to inform.

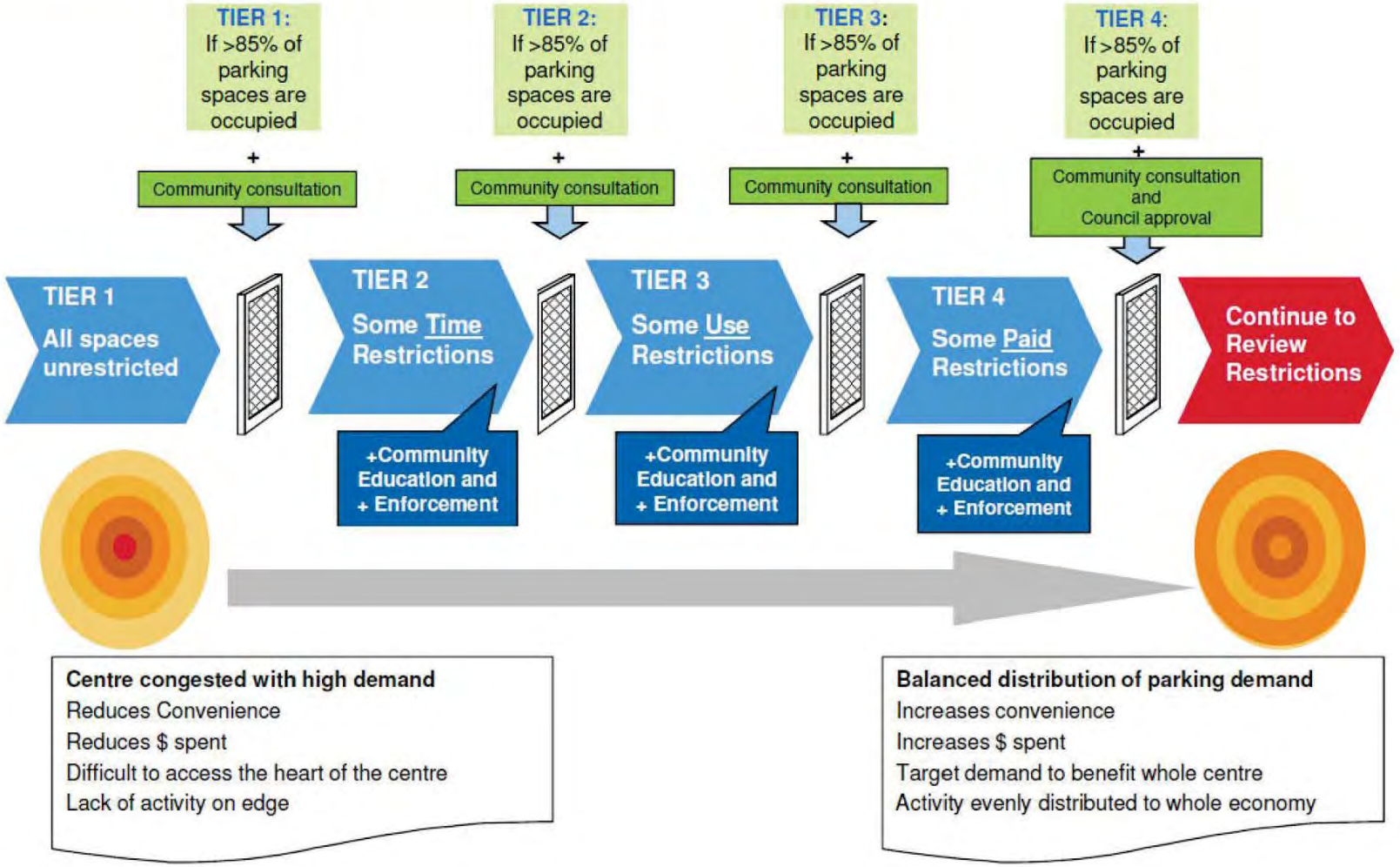
Car Park Inventory	Poor	Average	Good
Access and Egress	Turning manoeuvres into and out of car park difficult. Right or left turn into or out of the car park is prohibited or restricted.	Right or left turn into or out of the car park is prohibited or restricted.	Easy manoeuvres into and out of car park. All turning movements allowed.
Connectivity for Pedestrians	No pedestrian facilities provided that result in unsafe pedestrian conditions. Connections to desirable locations are indirect.	Limited or inadequate pedestrian facilities (i.e. path widths less than 1.8m) but generally safe pedestrian conditions.	Adequate provision of pedestrian facilities. Connections to desirable locations direct. Good permeability from car park.
Safety / Security	Car park has no lighting or passive surveillance from overlooking building.	Car park located to rear of main activity centre with lighting.	Car park located in main activity centre with overlooking buildings and lighting.

Appendix J

Parking Demand Framework

AECOM

Parking Demand Management Framework Process:



Source: Moonee Valley City Council

Appendix K

Preliminary Parking Restrictions Review

AECOM

MPAC REVIEW OF PARKING RESTRICTIONS

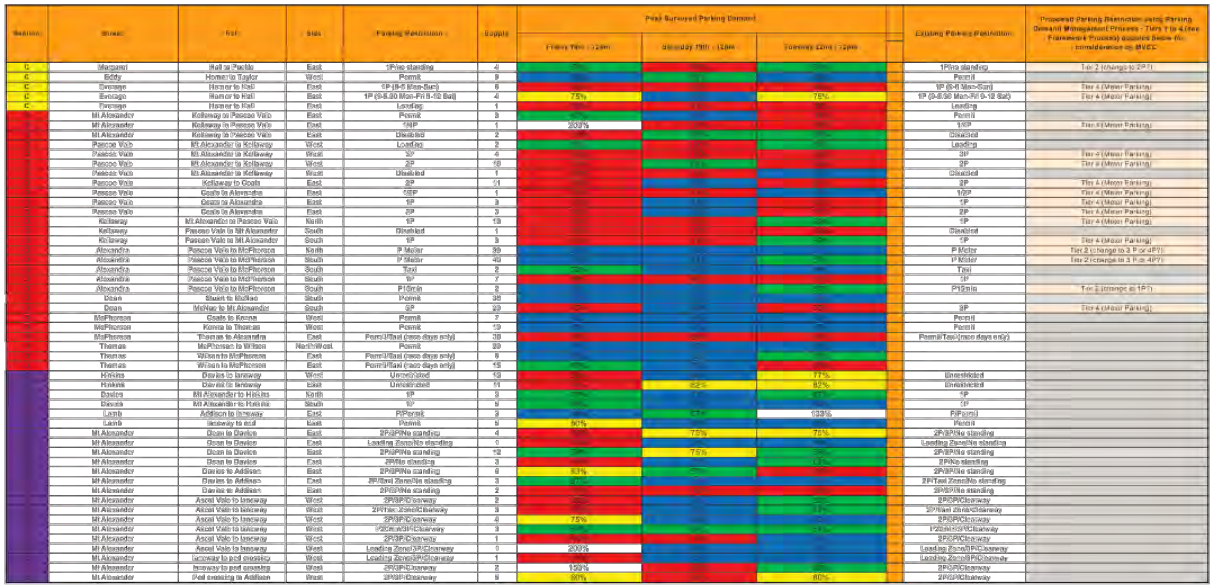
Section	Street	Net	Side	Parking Restriction	Supply	Peak Surveyed Parking Demand			Existing Parking Restriction	Proposed Parking Restriction (using Parking Demand Management Process - There is a 4 hour Constraint Proposed location below for consideration by MPCC
						Friday 18th / 12Noon	Saturday 19th / 10am	Tuesday 22nd / 10am		
A	Pratt	Gladstone to Young	West	Disabled	1	75%			Disabled	
A	Pratt	Gladstone to Young	West	Taxi	2				Taxi	
A	Pratt	Gladstone to Young	West	Police	1				Police	
A	Pratt	Young to Paddon	West	1P	2				1P	Tier 4 (Meter Parking)
A	Pratt	Paddon to St Andrews	East	Disabled	1				Disabled	
A	Pratt	Paddon to St Andrews	East	1P	3				1P	Tier 4 (Meter Parking)
A	Pratt	St Andrews to Young	East	1P	4				1P	Tier 4 (Meter Parking)
A	Paddon	Mt Alexander to Pratt	South	1P	5				1P	Tier 4 (Meter Parking)
A	Paddon	Mt Alexander to Pratt	South	Loading	1				Loading	
A	Paddon	Mt Alexander to Pratt	South	1P	11				1P	Tier 4 (Meter Parking)
A	Paddon	Mt Alexander to Pratt	South	P15min	2				P15min	
A	Paddon	Mt Alexander to Pratt	South	1P	9				1P	Tier 4 (Meter Parking)
A	Paddon	Pratt to Shuter	South	P15min	2				P15min	
A	Paddon	Pratt to Shuter	South	1P	9				1P	Tier 4 (Meter Parking)
A	Paddon	Shuter to Moore	South	1P	7				1P	Tier 4 (Meter Parking)
B	Paddon	Margaret to Pratt	North	1P	15		81%	81%	1P	Tier 4 (Meter Parking)
B	Paddon	Margaret to Pratt	North	Loading/1P	1				Loading/1P	Tier 4 (Meter Parking)
B	Paddon	Margaret to Pratt	North	1P	6				1P	Tier 4 (Meter Parking)
B	Paddon	Pratt to Mt Alexander	North	1P	11				1P	Tier 4 (Meter Parking)
B	Paddon	Pratt to Mt Alexander	North	Loading/1P	1				Loading/1P	Tier 4 (Meter Parking)
B	Paddon	Pratt to Mt Alexander	North	1P	8			75%	1P	Tier 4 (Meter Parking)
B	Young	Pratt to Assoc Vale	North	Disabled	1				Disabled	
B	Young	Pratt to Assoc Vale	North	Loading zone & 2P	2				Loading zone & 2P	
B	Young	Pratt to Assoc Vale	North	2P	4			75%	2P	
B	Young	Pratt to Assoc Vale	North	Permit	1				Permit	
B	Young	Pratt to Assoc Vale	North	2P	2				2P	
B	Young	Pratt to Assoc Vale	North	P 15min	1				P 15min	
B	Young	Pratt to Assoc Vale	North	Disabled	1				Disabled	
B	Young	Pratt to Assoc Vale	North	2P	4		75%		2P	
B	Young	Pratt to Assoc Vale	North	Loading Zone	1				Loading Zone	
B	Young	Pratt to Assoc Vale	North	2P	4	75%			2P	
B	Shuter	Paddon to laneway	East	1P	1				1P	Tier 4 (Meter Parking)
B	Shuter	laneway to paid crossing	East	1Prhs standing	3				1Prhs standing	Tier 4 (Meter Parking)
B	Shuter	laneway to paid crossing	East	1P	5				1P	Tier 4 (Meter Parking)
B	Shuter	paid crossing to Gladstone	East	P15min/1P	1				P15min/1P	
B	Shuter	paid crossing to Gladstone	East	1P	10	75%			1P	Tier 4 (Meter Parking)
B	Shuter	Paddon to car park entry	West	Mail Zone	1				Mail Zone	
B	Shuter	Paddon to car park entry	West	P5min	1				P5min	Tier 2 (change to 1P?)
B	Shuter	car park entry to pad crossing	West	1P	5		63%		1P	Tier 4 (Meter Parking)
B	Shuter	paid crossing to Gladstone	West	1P	9				1P	
C	Gladstone	Shuter to Pratt	North	2P	7				2P	
C	Gladstone	Pratt to Penny Lane	North	1P	7			109%	1P	Tier 4 (Meter Parking)
C	Gladstone	Penny Lane to Assoc Vale	North	1P	16				1P	Tier 2 (change to 2P?)
C	Gladstone	Penny Lane to Assoc Vale	North	Loading/Permit/1P	2				Loading/Permit/1P	
C	Gladstone	Penny Lane to Assoc Vale	North	Disabled	1				Disabled	
C	Gladstone	Assoc Vale to Pratt	South	2P	1				2P	
C	Gladstone	Assoc Vale to Pratt	South	Permit	11				Permit	
C	Gladstone	Assoc Vale to Pratt	South	1P	3				1P	
C	Gladstone	Pratt to Moore	South	Permit	2				Permit	
C	Gladstone	Pratt to Moore	South	2P	4				2P	
C	Gladstone	Pratt to Moore	South	Permit	2				Permit	
C	Gladstone	Pratt to Moore	South	2P	1				2P	
D	Moore	Paddon to Gladstone	East	2P	12			83%	2P	Tier 2 (change to 2P or 4P?)
E	Ascot Vale	Gladstone to Young	West	2PRhs standing	8			83%	2PRhs standing	Tier 2 (change to 2P or 4P?)
E	Ascot Vale	Young to Paddon	West	No standing/taxi zone	5				No standing/taxi zone	
E	Ascot Vale	Paddon to Gladstone	East	No standing/bus zone	5			120%	No standing/bus zone	
F	Milley	Holmes to car park entry	West	2P	2				2P	
F	Milley	car park entry to Gladstone	West	10P	33				10P	Tier 2 (change to 3 P or 4P?)
F	Holmes	Sydenham to Norwood	North	1P	16	88%	88%		1P	
F	Norwood	Holmes to No. 25	West	2P	10				2P	
F	Norwood	Outside No. 25	West	4P	3				4P	
F	Norwood	No. 25 to Sydenham	West	2P	5			60%	2P	Tier 2 (change to 3 P or 4P?)
F	Norwood	Holmes to Sydenham	East	Disabled	1				Disabled	
F	Norwood	Holmes to Sydenham	East	2P	30				2P	Tier 2 (change to 3 P or 4P?)
C	Hall	Margaret to Everage	South	2P	20				2P	Tier 4 (Meter Parking)
C	Hall	Margaret to Paddo Lane	South	2PRhs standing	1				2PRhs standing	Tier 4 (Meter Parking)
C	Hall	Margaret to Paddo Lane	South	2P	1				2P	Tier 4 (Meter Parking)
C	Hall	Margaret to Paddo Lane	South	Loading	1				Loading	
C	Hall	Margaret to Paddo Lane	South	2P	4			75%	2P	Tier 4 (Meter Parking)
C	Hall	Margaret to Paddo Lane	South	2P	6				2P	Tier 4 (Meter Parking)
C	Hall	Margaret to Paddo Lane	South	Disabled	4		75%		Disabled	
C	Hall	Margaret to Paddo Lane	South	2P	9		78%		2P	Tier 4 (Meter Parking)
C	Hall	Margaret to Paddo Lane	South	Loading 15min	1				Loading 15min	
C	Hall	Margaret to Paddo Lane	South	2P	2				2P	Tier 4 (Meter Parking)
C	Hall	Paddo Lane to Everage	South	2P	5		80%		2P	Tier 4 (Meter Parking)
C	Hall	Paddo Lane to Everage	South	Loading	1				Loading	
C	Hall	Everage to Mt Alexander	South	1P	5		120%		1P	Tier 4 (Meter Parking)
C	Hall	Everage to Mt Alexander	South	2P	2				2P	Tier 4 (Meter Parking)
C	Hall	Everage to Mt Alexander	South	Disabled	1				Disabled	
C	Hall	Everage to Mt Alexander	South	2P	1				2P	Tier 4 (Meter Parking)
C	Hall	Everage to Mt Alexander	South	Disabled	1				Disabled	
C	Hall	Everage to Mt Alexander	South	2P/Loading	1				2P/Loading	Tier 4 (Meter Parking)
C	Hall	Mt Alexander to Everage	North	Disabled/1P	1				Disabled/1P	
C	Hamer	Mt Alexander to Everage	North	1P	9	88%	88%	120%	1P	Tier 4 (Meter Parking)
C	Hamer	Everage to paid crossing	North	1P	4			75%	1P	Tier 4 (Meter Parking)
C	Hamer	paid crossing to Eddy	North	1P	2				1P	Tier 4 (Meter Parking)
C	Hamer	paid crossing to Eddy	North	Loading/1P	1		200%		Loading/1P	
C	Taylor	Margaret to Eddy	North	Permit	7				Permit	
C	Taylor	Eddy to Mt Alexander	North	Permit	18				Permit	
C	Taylor	Mt Alexander to Eddy	South	Loading	6				Loading	
C	Taylor	Mt Alexander to Eddy	South	2P	18			94%	2P	
C	Taylor	Eddy to Margaret	South	Permit	4			75%	Permit	
C	Taylor	Eddy to Margaret	South	Permit	2				Permit	
C	Margaret	Paddo to Hamer	West	Taxi	1				Taxi	
C	Margaret	Paddo to Hamer	West	Fleet Car	1				Fleet Car	
C	Margaret	Paddo to Hamer	West	2P	8				2P	Tier 2 (change to 3 P or 4P?)
C	Margaret	Taylor to Hamer	East	Permit	12	83%			Permit	

KEY

- 0-50% PARKING OCCUPANCY
- 50-75% PARKING OCCUPANCY
- 75-85% PARKING OCCUPANCY
- 85-100% PARKING OCCUPANCY
- OVER 100%

AECOM

MPAC REVIEW OF PARKING RESTRICTIONS



Section	Street	From	Side	Parking Restriction	Supply	Peak Surveyed Parking Demand: Friday PM (12pm)	Peak Surveyed Parking Demand: Saturday PM (12pm)	Peak Surveyed Parking Demand: Tuesday 6PM (12pm)	Existing Parking Restriction	Proposed Parking Restriction using Parking Demand Management Process - Tiers 1 to 4 (see Framework Process) applied below (to be implemented by MVCC)
C	Margaret	Hall to Pacific	East	1P/no standing	4				1P/no standing	Tier 2 (change to 2P?)
C	Eddy	Homer to Taylor	West	Permit	9				Permit	
C	Everage	Homer to Hall	East	1P (8-6 Mon-Sun)	6				1P (8-6 Mon-Sun)	Tier 4 (Meter Parking)
C	Berridge	Homer to Hall	West	1P (8-6.30 Mon-Fri 8-12 Sat)	4	75%		75%	1P (8-6.30 Mon-Fri 8-12 Sat)	Tier 4 (Meter Parking)
C	Everage	Homer to Hall	East	Loading	1				Loading	
D	Mt Alexander	Kelloway to Pascoe Vale	East	Permit	8				Permit	
D	Mt Alexander	Kelloway to Pascoe Vale	East	1/4P	1	200%			1/4P	Tier 4 (Meter Parking)
D	Mt Alexander	Kelloway to Pascoe Vale	East	Disabled	2				Disabled	
D	Pascoe Vale	Mt Alexander to Kelloway	West	Loading	2				Loading	
D	Pascoe Vale	Mt Alexander to Kelloway	West	2P	4				2P	Tier 4 (Meter Parking)
D	Pascoe Vale	Mt Alexander to Kelloway	West	2P	18				2P	Tier 4 (Meter Parking)
D	Pascoe Vale	Mt Alexander to Kelloway	West	Disabled	1				Disabled	
D	Pascoe Vale	Kelloway to Cools	East	2P	11				2P	Tier 4 (Meter Parking)
D	Pascoe Vale	Coolo to Alexandra	East	1/2P	1				1/2P	Tier 4 (Meter Parking)
D	Pascoe Vale	Coolo to Alexandra	East	1P	3				1P	Tier 4 (Meter Parking)
D	Pascoe Vale	Coolo to Alexandra	East	2P	3				2P	Tier 4 (Meter Parking)
D	Kelloway	Mt Alexander to Pascoe Vale	North	1P	13				1P	Tier 4 (Meter Parking)
D	Kelloway	Pascoe Vale to Mt Alexander	South	Disabled	1				Disabled	
D	Kelloway	Pascoe Vale to Mt Alexander	South	1P	3				1P	Tier 4 (Meter Parking)
D	Alexandra	Pascoe Vale to McPherson	North	P Meter	39				P Meter	Tier 2 (change to 3 P or 4P?)
D	Alexandra	Pascoe Vale to McPherson	South	P Meter	40				P Meter	Tier 2 (change to 3 P or 4P?)
D	Alexandra	Pascoe Vale to McPherson	South	Taxi	2				Taxi	
D	Alexandra	Pascoe Vale to McPherson	South	1P	7				1P	
D	Alexandra	Pascoe Vale to McPherson	South	P15min	2				P15min	Tier 1 (change to 1P?)
D	Dean	Skeet to McNae	South	Permit	36					
D	Dean	McNae to Mt Alexander	South	2P	29				2P	Tier 4 (Meter Parking)
D	McPherson	Coolo to Keona	West	Permit	7				Permit	
D	McPherson	Keona to Thomas	West	Permit	19				Permit	
D	McPherson	Thomas to Alexandra	East	Permit/Taxi (race days only)	39				Permit/Taxi (race days only)	
D	Thomas	McPherson to Wilson	North/East	Permit	20					
D	Thomas	Wilson to McPherson	East	Permit/Taxi (race days only)	8					
D	Thomas	Wilson to McPherson	East	Permit/Taxi (race days only)	18					
D	Hinkins	Dawes to laneway	West	Unrestricted	13			71%	Unrestricted	
D	Hinkins	Dawes to laneway	East	Unrestricted	11		82%	82%	Unrestricted	
D	Dawes	Mt Alexander to Hinkins	North	1P	3			67%	1P	
D	Dawes	Mt Alexander to Hinkins	South	1P	5				1P	
D	Lamb	Addison to laneway	East	P(Permit	3			133%	P(Permit	
D	Lamb	laneway to end	East	Permit	8	50%		75%	Permit	
D	Mt Alexander	Dean to Davies	East	2P/2P/No standing	4		75%	75%	2P/2P/No standing	
D	Mt Alexander	Dean to Davies	East	Loading Zone/No standing	0				Loading Zone/No standing	
D	Mt Alexander	Dean to Davies	East	2P/2P/No standing	12		75%		2P/2P/No standing	
D	Mt Alexander	Dean to Davies	East	2P/No standing	3			67%	2P/No standing	
D	Mt Alexander	Davies to Addison	East	2P/2P/No standing	6	83%			2P/2P/No standing	
D	Mt Alexander	Davies to Addison	East	2P/Taxi Zone/No standing	3				2P/Taxi Zone/No standing	
D	Mt Alexander	Davies to Addison	East	2P/2P/No standing	2				2P/2P/No standing	
D	Mt Alexander	Ascot Vale to laneway	West	2P/2P/Driveway	2				2P/2P/Driveway	
D	Mt Alexander	Ascot Vale to laneway	West	2P/Taxi Zone/Driveway	3				2P/Taxi zone/Driveway	
D	Mt Alexander	Ascot Vale to laneway	West	2P/2P/Driveway	4	75%			2P/2P/Driveway	
D	Mt Alexander	Ascot Vale to laneway	West	1/2Zone/2P/Driveway	3				1/2zone/2P/Driveway	
D	Mt Alexander	Ascot Vale to laneway	West	2P/2P/Driveway	1				2P/2P/Driveway	
D	Mt Alexander	Ascot Vale to laneway	West	Loading Zone/2P/Driveway	1	200%			Loading Zone/2P/Driveway	
D	Mt Alexander	laneway to ped crossing	West	Loading Zone/2P/Driveway	1				Loading Zone/2P/Driveway	
D	Mt Alexander	laneway to ped crossing	West	2P/2P/Driveway	2	150%			2P/2P/Driveway	
D	Mt Alexander	Ped crossing to Addison	West	2P/2P/Driveway	8	50%		63%	2P/2P/Driveway	

KEY

- 0-50% PARKING OCCUPANCY
- 50-75% PARKING OCCUPANCY
- 75-85% PARKING OCCUPANCY
- 85-100% PARKING OCCUPANCY
- OVER 100%

On-Street Car Parking & Restrictions (as recorded on Wednesday 16th October 2013)

KEY

MPAC PP Boundary

On Street Parking		
Bus	Mail Zone	Police
Disable	Parking (2-30 mins)	Taxi
Flexi Car	Parking (1-4 HR)	Unrestricted
Loading Zone	Parking (meter)	Clearway
	Permit	No Standing

Source: MVCC, VicMAP, AECOM

Proposed Parking Restriction Changes

MOONEE PONDS ACTIVITY CENTRE

AECOM

0 100 200 400 Metres

1:5,000 at A3

Appendix L

Off-Street Parking Audit

AECOM

Inventory of public/private car parks

Map Ref#	Car Park	Approx. No of Spaces	Public / Private Car Park	Access and Egress	Directional Signage	Connectivity for Pedestrians	Safety / Security	Potential to Expand	General Usage (i.e. vehicle parked correctly)
P1	Coles	383	Private	Good	Good	Good	Good	Yes	Good
P2	Kmart/Aldi	429	Private	Good	Good	Good	Good	No	Good
P3A	Woolworths	241	Private	Good	Good	Good	Good	Yes	Good
P3B	Woolworths	67	Private	Good	Good	Good	Good	No	Good
P4	Readings CP	299	Public	Good	Good	Good	Average	Yes	Good
P5	Alexandra Dean McPherson	66	Private	Average	Good	Good	Poor	Yes	Poor
P6A	Sydenham	59	Private	Good	Poor	Good	Good	No	Good
P6B	Sydenham	12	Private	Average	Poor	Average	Poor	No	Good
P7	Hall Street	52	Public	Good	Good	Good	Average	No	Good
P8	Milfay/Holmes	26	Public	Average	Good	Good	Average	Yes	Good
P9	Shuter Street	83	Public	Good	Good	Good	Good	No	Good
P10A	Homer (north)	36	Public	Average	Average	Average	Average	No	Good
P10B	Homer (south)	29	Public	Average	Average	Average	Average	No	Good
P11	Kellaway	11	Public	Good	Average	Good	Good	No	Good
P12	Civic Centre CP Pascoe Vale	19	Public	Good	Average	Good	Good	No	Good
P13	MVCC Staff CP - Pascoe Vale	60	Public	Good	Average	Good	Good	No	Good
P14	Penny Lane CP	379	Public	Average	Good	Average	Average	Yes	Good
P15	Moonee Ponds Station Parking	104	Public	Good	Average	Good	Average	No	Good
P16	KFC	24	Private	Good	Average	Good	Good	No	Good
P17	Medical Imaging	13	Private	Poor	Good	Good	Poor	No	Good
P18	Health Centre	51	Private	Good	Average	Good	Average	No	Good
P19	Health Clinic	28	Private	Good	Average	Good	Average	No	Good
P20	Public Car Park	43	Public	Average	Poor	Poor	Poor	No	Good

Key:

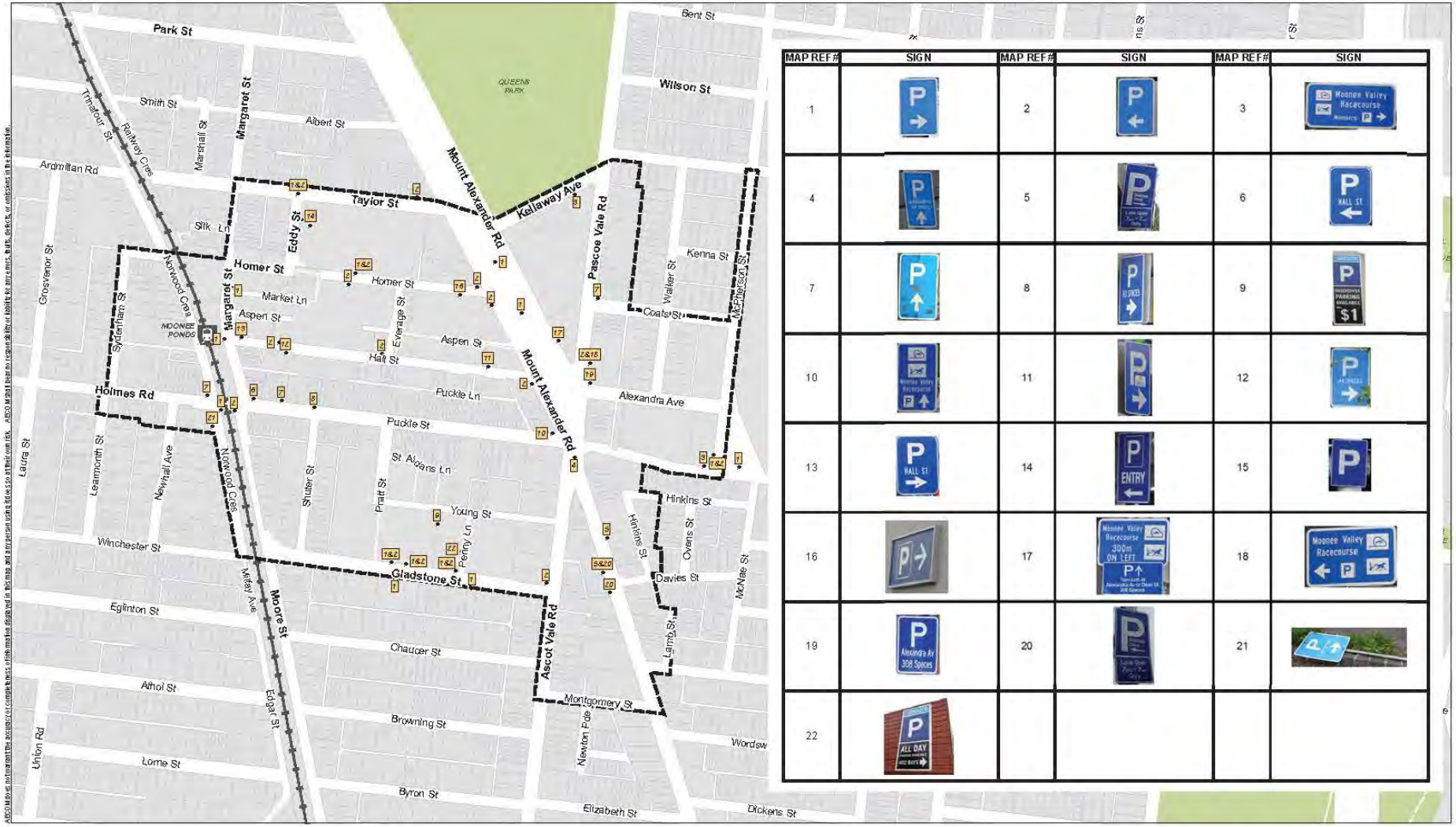
Private Car Parks which Council has no control over redevelopment

Public Car Parks which Council has control over possible redevelopment

Car Park Inventory	Poor	Average	Good
Access and Egress	Turning manoeuvres into and out of car park difficult. Right or left turn into or out of the car park is prohibited or restricted.	Right or left turn into or out of the car park is prohibited or restricted.	Easy manoeuvres into and out of car park. All turning movements allowed.
Directional Signage	No (or hidden) advance signage or car park entry signage.	Either advance signage or signage at car park entry provided or Signage only provided at one entrance to car park.	Signage provided in advance to car park and at each entrance to car park.
Connectivity for Pedestrians	No pedestrian facilities provided that result in unsafe pedestrian conditions. Connections to desirable locations are indirect.	Limited or inadequate pedestrian facilities (i.e. path widths less than 1.8m) but generally safe pedestrian conditions.	Adequate provision of pedestrian facilities. Connections to desirable locations direct. Good permeability from car park.
Safety / Security	Car park has no lighting or passive surveillance from overlooking building.	Car park located to rear of main activity centre with lighting.	Car park located in main activity centre with overlooking buildings and lighting.
General Usage	Vehicles park in unauthorised areas (i.e. Specified no stopping zones). Vehicles not parked correctly in bays due to layout and dimensions of parking bays.	Vehicles not parked correctly in bays due to layout and dimensions of parking bays.	Vehicles park correctly in bays. Bays of sufficient dimensions to cater for vehicles

Appendix M

Existing Car Parking Signage



MAP REF#	SIGN	MAP REF#	SIGN	MAP REF#	SIGN
1		2		3	
4		5		6	
7		8		9	
10		11		12	
13		14		15	
16		17		18	
19		20		21	
22					

Existing Parking Signage

KEY

MPAC PP Boundary

Car Park Signage

MOONEE PONDS ACTIVITY CENTRE

AECOM

0 100 200 400 Metres

1:5,000 at A3

N

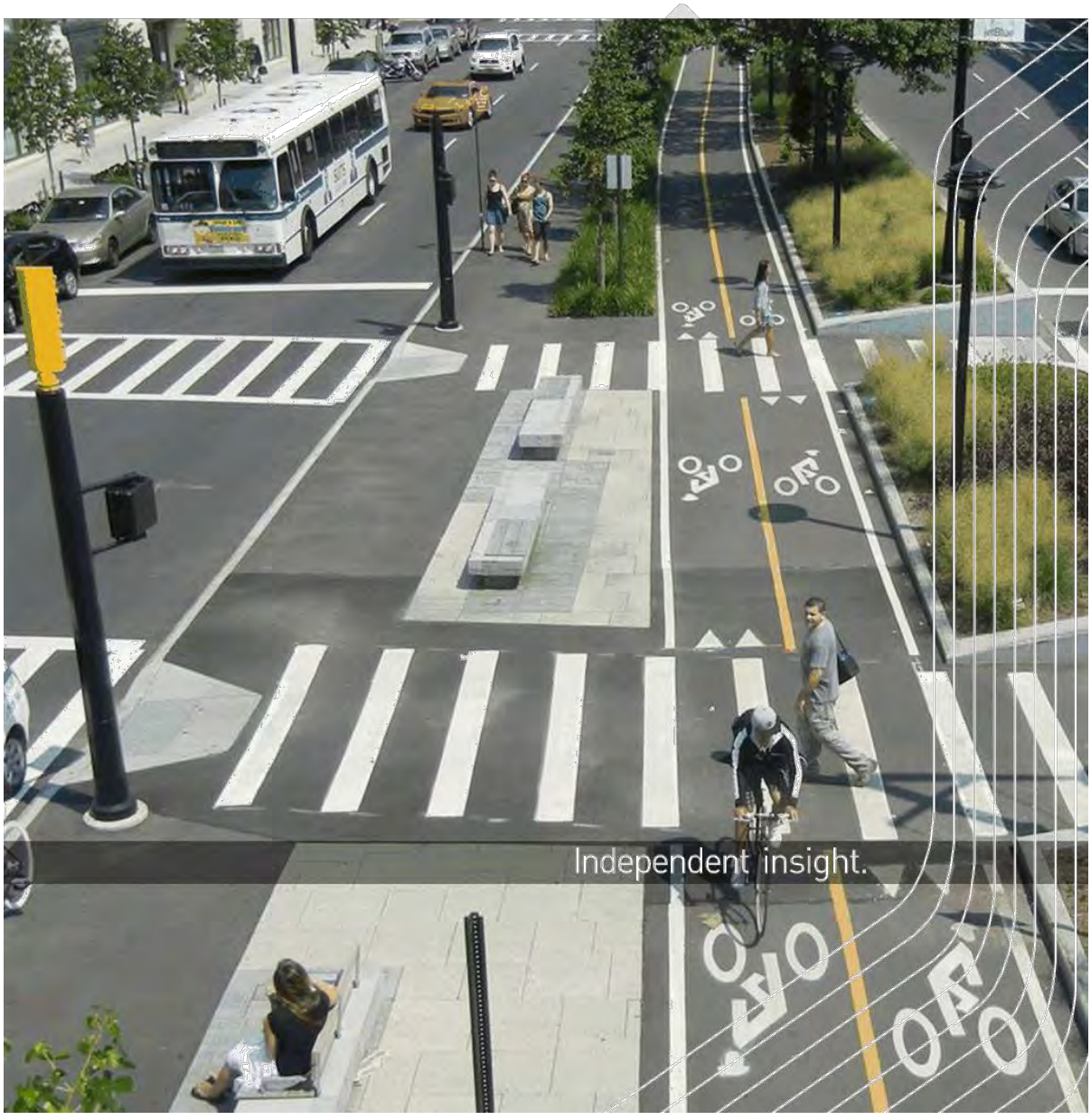
Source: MVCC, VicMAP, AECOM

Strategic justification for cash-in-lieu of on-site parking provision

SGS Economics & Planning

Final report

Moonee Valley City Council
September 2015



SGS Economics & Planning | Independent insight.

This report has been prepared for Moonee Valley City Council. SGS Economics and Planning has taken all due care in the preparation of this report. However, SGS and its associated consultants are not liable to any person or entity for any damage or loss that has occurred, or may occur, in relation to that person or entity taking or not taking action in respect of any representation, statement, opinion or advice referred to herein.

SGS Economics and Planning Pty Ltd
ACN 007 437 729
www.sgsep.com.au
Offices in Canberra, Hobart, Melbourne and Sydney

Cover image: Dutch Kills Green, Queens Plaza, Long Island City, New York.
http://ndagallery.cooperhewitt.org/gallery/Queens-Plaza-Dutch-Kills-Green/7980115

20150219 Moonee Ponds CIL scheme strategic justification - final report (track changes).docx

TABLE OF CONTENTS

1	**INTRODUCTION**	**1**
1.1	Introduction	1
2	**IN-PRINCIPLE STRATEGIC JUSTIFICATION**	**3**
2.1	Overview of strategic justification	3
2.2	Detailed strategic justification	4
3	**NET COMMUNITY BENEFIT TEST**	**7**
3.1	Requirement for cost benefit analysis	7
3.2	Overview of costs and benefits of the sustainable transport cash-in-lieu scheme	8
3.3	Scenarios and assumptions	8
3.4	Findings	8
4	**IMPLEMENTATION**	**11**
4.1	Justification for the waivers	11
4.2	Application	11
4.3	Amount of the cash-in-lieu contribution	11
APPENDIX		**13**

1 INTRODUCTION

1.1 Introduction

Moonee Valley City Council is in the process of developing a Parking Plan for the Moonee Valley Activity Centre.

The Parking Plan will include a cash-in-lieu of parking provision scheme for commercial development. Based on advice from AECOM, a cash-in-lieu amount of $13,500 to $19,000 per car space is might be applied. This amount is based on consideration of the cost of on-site provision, the likely higher rate of utilisation of off-site parking spaces, and the extent to which off-site parking might serve new vs existing businesses.

In the case of residential development, Council is exploring the potential to implement a further cash-in-lieu scheme where the funds in question go towards the provision of sustainable and active transport initiatives, including improved pedestrian links and a better bicycle network to service the Activity Centre and surrounds.

Advice from Maddocks Lawyers (dated 1 June 2015) suggests there is a legal basis for pursuing this approach. However, it must be demonstrated that a 'cash for sustainable transport in lieu of car parking' arrangement is warranted and appropriate in planning terms.

The requirement for proponents of development to provide car parking on-site – or the option provide cash-in-lieu of parking – is a form of 'inclusionary obligation': a specific type of development contribution that serves a particular planning purpose and has corresponding apportionment principles.[1] As such the strategic justification for cash-in-lieu of parking payments rests on:

1. Demonstrating that the Inclusionary Provisions themselves are reasonable and directed at a proper planning objective,
2. Demonstrating that the cash-in-lieu scheme will preserve, or augment, the net community benefit that would have been generated had development complied with the relevant development standards or Inclusionary Provisions, and
3. Demonstrating that the cash-in-lieu funds will be directed to a planning purpose appropriately related to the objectives underpinning the Inclusionary Provisions.

The strategic justification outlined in this paper does not therefore utilise the need/nexus justification approach. We note that Practice Note 57 (The Car Parking Overlay) suggest that "Any requirements for a financial contribution needs to be justified and *should* address the core principles of need, nexus, accountability and equity" (p.3 emphasis added). It is our view that the need/nexus justification is an appropriate test for 'user pays' development contributions but that it is not appropriate for 'inclusionary obligations'. Rather, we believe the appropriate test in this case is a net community benefit test that takes into account the specific circumstances of a 'cash for sustainable transport in lieu of parking' scheme in the Moonee Ponds Activity Centre.

[1] The distinction between the different types of development contributions is outlined in more detail in Chapter 2.

1.2 Report structure

The purpose of this report is to address items 1 and 2 listed in the above, that is, to appraise whether a cash for sustainable transport in lieu of parking scheme *is strategically justified in principle*, and whether there is sufficient evidence to conclude that it would result in a net community benefit and would therefore *be justified within the specific context of the Moonee Ponds Activity Centre*. These issues are addressed in chapters two and three respectively.

With respect to item 3, we understand that Council is in the process of developing a *Moonee Ponds Activity Centre Active Transport Implementation Plan*. This plan will draw on the content of the existing Activity Centre Structure Plan, the Walking and Cycling Strategy, as well as other capital works projects intended to support sustainable and active transport. A preliminary list of potential projects in provided below:

- Streetscape Improvements (i.e. widening footpaths, street furniture and improved pedestrian amenity)
- Laneway Improvements (i.e. improved pedestrian amenity/connectivity)
- Bus Stop Upgrades (i.e. seating, rubbish bins, other amenities where not already provided)
- Dean Street Underpass project (a specific project included in Walking and Cycling Strategy that formalises access to Moonee Ponds Creek shared path)
- Maintenance of Moonee Ponds Creek Path
- Shared Paths (along Dean and Wilson Streets)
- Wayfinding Signage
- On-road bicycle lanes (along Mt Road and potentially Ascot Vale Road)
- Intersection/roundabout improvements (this includes the Junction intersection)

Chapter 4 briefly touches on certain aspects of implantation, namely; the logic of the justification of waivers, application and monitoring, and the determining the amount of the cash-in-lieu contribution.

2 IN-PRINCIPLE STRATEGIC JUSTIFICATION

This chapter provides an overview of the strategic justification (2.1) and then sets out a series of propositions that elaborate on this strategic justification in more detail (2.2).

2.1 Overview of strategic justification

Our view is that, legal arguments aside, Council's proposed sustainable transport cash-in-lieu scheme makes sense from a planning principles point of view. We summarise this as follows:

1. In town planning, the obligation on proponents to cater for the parking demand generated by their projects is appropriately considered as an *Inclusionary Provision*.

2. Inclusionary Provisions, including cash-in-lieu payments, have different tests of reasonableness from those that apply to other forms of development contribution.

3. We assume that Council has adopted fair and reasonable car parking standards for Moonee Ponds to ensure that both residential and non-residential development proceeds without undue nuisance effects on on-street parking supply and vehicle circulation systems.

4. If a development were to proceed without incorporating the required number of car spaces, it can be assumed that the area in question will not function to the required standard; that is residents/visitors will suffer a loss of amenity or utility.

5. If developments which do not incorporate the required number of car spaces are to be granted approval to proceed, the lost utility must be replaced or compensated in some way.

6. This could occur through the proponent paying for the supply of an equivalent number of the required car spaces off-site (as is proposed for commercial development). Alternatively, the proponent may provide related facilities or services which ensure that the precinct enjoys the same or better levels of amenity and functionality in net terms.

7. It is therefore reasonable for a Council to facilitate this alternative solution by offering a cash-in-lieu option where funds collected are deployed on sustainable transport infrastructure.

8. The cost to proponents of this alternative solution could legitimately be less than the cost of supplying replacement off-site car parking, because active and sustainable transport cash-in-lieu contributions may deliver significant collateral benefits in the areas of health, environment and public domain amenity.

2.2 Detailed strategic justification

The following five propositions are discussed in turn:

- On-site parking requirements are an Inclusionary Provision
- Particular tests of reasonableness apply to Inclusionary Provisions
- Council has adopted fair and reasonable car parking standards for the Moonee Ponds Activity Centre
- Proponents that do not provide required parking spaces on site must supply them off site or deliver related facilities and services of an equivalent value
- Council has devised a cash-in-lieu option for improving active and sustainable transport options for Moonee Ponds.

Parking requirements as an Inclusionary Provision

Parking requirements represent a 'development standard'. Proponents will be expected to incorporate these facilities in their projects if these developments are to be deemed consistent with the orderly and proper planning of an area.

In this sense, parking provisions are no different from any other development standard, including, for example, height limits, prescribed setbacks and sustainability requirements (e.g. incorporation of stormwater tanks or solar panels).

Having said this parking standards fall within a subset of inclusionary provisions where there may be the opportunity to satisfy the specific standard off site through a cash-in-lieu payment. Open space provision requirements and some drainage management requirements also fall into this category.

Where they are made, these cash-in-lieu payments represent a form of 'development contribution'. It is important not to conflate these cash-in-lieu payments with other forms of development contribution, namely, pro-rata 'user pays' contributions for shared off site infrastructure (collected via Development Contribution Plans), impact mitigation levies (collected via case by case permit conditions) and value capture exactions (like the Growth Areas Infrastructure Charge). The figure below describes the key features of, and difference between, these four types (or 'frames') of development contribution. The Inclusionary Requirements frame is highlighted.

TABLE 1. CONCEPTUAL FRAMEWORK FOR DEVELOPMENT CONTRIBUTION TYPES

Type	USER PAYS CONTRIBUTIONS FOR OFF-SITE INFRASTRUCTURE	IMPACT MITIGATION LEVIES	VALUE CAPTURE EXTRACTIONS	INCLUSIONARY REQUIREMENTS/ DEVELOPMENT STANDARDS/ CASH-IN-LIEU
Purpose	Ensure the efficient supply of shared infrastructure.	Address externalities generated by new development that are either unforeseen or specific to the unique characteristics of the site in question.	Capture part of the 'unearned' value uplift.	To ensure successive developments are efficient and sustainable.
Apportionment principle	Proponents pay according to share of usage of planned infrastructure.	Proponents responsible for 100% of the cost of making good unanticipated off-site effects, including infrastructure impacts.	Proponents are required to share part of the uplift in land value occasioned by re-zoning or granting of a development approval.	Proponents must meet certain development standards on site or pay for these to be satisfied off site.
Example	DCPs for various infrastructure items, including open space.	Make good conditions on development approvals.	The Growth Areas Infrastructure Charge (GAIC).	Parking requirements and cash-in-lieu schemes. Open space requirements and cash-in-lieu schemes.

Source: SGS Economics & Planning Pty Ltd

Particular tests of reasonableness apply to Inclusionary Provisions

The tests of reasonableness regarding when cash-in-lieu payments may be taken from proponents who wish to satisfy inclusionary provisions off-site, and how these payments are deployed, are different from and, in our view, ought not be bound by the tests that apply to the other categories of contribution and, in particular, DCP charges.

DCP charges are premised on the user pays principle. Successive developments are 'charged' for planned infrastructure projects in their area according to their projected share of usage. Council is bound to supply the infrastructure projects in question within the life of the DCP.

Infrastructure projects nominated for funding via a DCP must be strategically justified according to the need/nexus principle. That is, it must be demonstrated that the infrastructure projects are truly required to support the development of an area, that they are designed to cost effective standards, and that they will actually be used by the developments being charged.

We are of the view that this type of need/nexus justification is not applicable for cash-in-lieu payments for the fulfilment of Inclusionary Provisions (despite the advice contained with Practice Note 57 to the contrary). Rather, the strategic justification for cash-in-lieu payments rests on:

- Demonstrating that the Inclusionary Provisions themselves are reasonable and directed at a proper planning objective,
- Demonstrating that the cash-in-lieu scheme will preserve, or augment, the net community benefit that would have been generated had development complied with the relevant development standards or Inclusionary Provisions, and
- Demonstrating that the cash-in-lieu payments will be directed to a planning purpose appropriately related to the objectives underpinning the Inclusionary Provisions.

Council has adopted fair and reasonable car parking standards for Moonee Ponds

We have taken as a given that Council has identified minimum acceptable parking ratios for different types of land use in the activity centre, taking into account the availability of public transport, on street parking, household structures and income distribution, car ownership rates, urban design and housing objectives.

Justification of these particular ratios is a matter for Council's engineering/urban design experts.

Proponents that do not provide required parking spaces on site must supply them off site or deliver related facilities and services of an equivalent value

Given that the parking standards are fair and reasonable, failure to provide the indicated number of car spaces in any given development project implies a loss of functionality and amenity in the area in question. We call this a loss of 'utility', 'amenity' or 'welfare' in the activity centre precinct. This could manifest in increased local traffic (and wasted time) as cars circulate for available on-street parking and illegal parking impeding access for local residents and visitors.

A cash-in-lieu scheme should ensure that alternative facilities and services are provided so that there is no loss of welfare in net terms. This could mean that an equivalent number of car spaces is supplied elsewhere in the neighbourhood at the expense of the development proponent. Alternatively, the proponent could help pay for other measures that address the same broad planning purpose, but which tackle the welfare loss in different ways. These alternative measures could include facilities and infrastructure which encourage active transport and suppress the demand for car parking in the area.

If these alternative measures generate sufficient utility per $ invested, the cost to a development proponent could be lower than if they were to deal with the utility loss via a cash-in-lieu payment for replacement car spaces elsewhere.

Facilitating alternative solutions via a cash-in-lieu scheme is warranted and efficient

Provided there is no net loss of amenity in the precinct as a result, it makes sense for Council to allow development proponents to discharge their obligations under the parking Inclusionary Provision for via contributions to alternative sustainable transport scheme.

If for no other reason, such a scheme is useful because it offers developers and the buyers/occupiers of their projects more choices.

The key question from a planning point of view is whether adoption of the scheme will actually lead to a net improvement in amenity/welfare/utility compared to the scenario where proponents fully meet their parking requirements on-site or off-site. The next chapter of this report addresses this issue.

3 NET COMMUNITY BENEFIT TEST

3.1 Requirement for cost benefit analysis

Under the mandate of the VPPs and the Planning and Environment Act more generally, it is incumbent upon Council to demonstrate that the cash for sustainable transport in lieu of parking scheme will generate a 'net community benefit' (ncb).

This ncb test is applied to all proposed regulations in Victoria, including Planning Scheme amendments. In the planning system, ncb is typically scrutinised via the Panel review process, whereas in other fields of government policy a formal regulatory impact statement (RIS) must be prepared for stakeholder review. The principles outlined in the State Government's guidelines for the preparation of RISs are equally applicable to the assessment of whether a ncb is likely to arise from a Planning Scheme amendment.

These principles relate to conventional cost benefit analysis, the key elements of which are:

- Comparing the marginal costs and benefits generated by the proposed changes (in this case, introduction of a cash for sustainable transport in lieu of parking scheme) versus a business as usual scenario (in this case, full compliance with on-site parking provision or cash in lieu for off-site provision)
- Considering both traded effects (e.g. costs of parking and sustainable transport infrastructure construction) and externalities (e.g. reduced emissions, a more pleasant pedestrian environment), and
- Expressing future costs and benefits in present value terms by applying an appropriate discount rate for public policy programs and urban infrastructure (typically around 6% real).

3.2 Overview of costs and benefits of the sustainable transport cash-in-lieu scheme

The costs and benefits versus the base case of compliance with the parking provision requirements are summarised in the following table.

TABLE 2. COST AND BENEFITS OF CASH-IN-LIEU OF PARKING SCHEME

Marginal costs (versus full provision of car parking)	Marginal benefits (versus full provision of car parking)
1. Foregone parking utility	1. Saved parking construction costs
2. More VKT in hunting for on-street car spaces	2. More engagement with active transport modes (health benefits)
3. Greater nuisance from illegal parking	3. Improved street amenity for pedestrians
4. Cost of constructing sustainable/active transport infrastructure	4. Reduced VKT due to reduced car ownership
	5. Earlier provision of infill housing (due to lower unit costs)

Source: SGS Economics & Planning Pty Ltd

3.3 Scenarios and assumptions

We have conducted a cost benefit analysis of the proposed cash-in-lieu scheme for the Moonee Ponds Activity Centre. The analysis uses data on dwellings capacity for the Moonee Ponds Activity Centre provided by Council and assumes that an additional 160 per annum for the 30 years of the assessment period (a total of 4,800 additional dwellings). This scenario tested in the CAB assumes that 33% of these additional dwellings make a contribution to sustainable transport rather than providing on-site car parking (or equivalent off-site parking). The other principal assumptions in this analysis are set out in the appendix to this report.

3.4 Findings

The cost benefit analysis shown in Table 3 indicates that on conservative assumptions, the cash for sustainable transport in lieu of parking scheme of Moonee Ponds is likely to generate a ncb of some $40 million in present value terms over a 30 year period at a discount rate of 6%. The cash in lieu scheme is estimated to have a benefit cost ratio of better than 2 to 1.

The major benefits generated by the scheme relate to improved health outcomes, with more people engaging in active transport, and reduced vehicle operating costs and externalities.

As the cash for sustainable transport in lieu of parking scheme in Moonee Ponds is appropriate from a planning principles point of view, and as it is most likely to deliver a net community benefit, it is strategically justified within the terms of the VPP and the Planning and Environment Act.

TABLE 3. COST BENEFIT ANALYSIS

	Marginal costs					Marginal benefits							
	1. Foregone parking utility	2a. VKT searching for parking (vehicle operating costs)	2b. VKT searching for parking (greenhouse, etc.)	3. Parking nuisance	4. Cost of constructing and maintaining sustainable/active transport infrastructures	5. Saved parking construction costs	6a. Health benefits (households with no car)	6b. Health benefits (all other households)	7. Improved street amenity	8a. Reduced vehicle operating costs	8b. Reduced greenhouse gas and other negative externalities	9. Earlier supply of infill housing
Year 1	-$ 1,672,000	-$ 1,000,000	-$ 204,490	-$ 48,371	-$ 1,000,000	$ 1,489,928	$ 1,245,582	$ 378,298	not quantified	$ 1,825,837	$ 261,983	$ 300,080
Year 2	-$ 1,672,000	-$ 1,000,000	-$ 204,490	-$ 48,371	-$ 1,000,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 3	-$ 1,672,000	-$ 1,000,000	-$ 204,490	-$ 48,371	-$ 1,000,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 4	-$ 1,672,000	-$ 1,000,000	-$ 204,490	-$ 48,371	-$ 1,000,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 5	-$ 1,672,000	-$ 1,000,000	-$ 204,490	-$ 48,371	-$ 1,000,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 6	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 7	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 8	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 9	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 10	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 11	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 12	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 13	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 14	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 15	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 16	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 17	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 18	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 19	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 20	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 21	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 22	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 23	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 24	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 25	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 26	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 27	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 28	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 29	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
Year 30	-$ 1,672,000	-$ 100,000	-$ 204,490	-$ 48,371	-$ 100,000	$ 1,489,928	$ 1,245,582	$ 378,298		$ 1,825,837	$ 261,983	$ 300,080
NPV	**-$23,014,798**	**-$5,167,611**	**-$2,814,768**	**-$665,813**	**-$5,167,611**	**$20,508,807**	**$17,145,228**	**$5,207,214**	**$0**	**$25,132,341**	**$3,606,149**	**$4,130,551**

Discount rate	6%
Total costs	-$36,830,600
Total benefits	$75,730,089
BCR	2.1
Total NPV	$38,899,489

Source: SGS Economics & Planning Pty Ltd

4 IMPLEMENTATION

This final chapter addresses a range of issues with regard to the implementation of the cash for sustainability transport in lieu of parking scheme.

4.1 Justification of waivers

Under the current practice of waiving parking requirements associated with a new development these waivers are 'awarded' based on a set of parameters outlined in the scheme regarding availability of public transport, availability of on-street car parking, etc.

The logic applied is this strategic justification is different from this. It is based on the assumption that the parking provision rates set out in 'Column B' already take into account these contextual factors. Therefore, proponents not providing the full amount of parking are impacting negatively on the community and this must be 'made up for' in some way, in this case, cash for sustainable transport infrastructure.

4.2 Application and monitoring

The scheme might work in much the same as the current waiver arrangements, except that proponents would not need to make a case for relaxation of parking requirements. Rather, proponents would apply for a discretionary waiver, which, if granted by Council, will require a cash-in-lieu contribution. Each successive application would be considered in the context of the current functioning of the centre in transport and traffic terms. If there is evidence that the functionality of the centre is beginning to suffer because of under-provision of parking, as evidenced in a higher incidence of illegal parking, greater traffic accidents, etc., Council may choose to ease back on the granting of waivers. On the other hand, if the centre continues to function well, with active transport taking over from car use, waivers would continue to be granted.

This approach would result in a 'first in first served' dynamic, but this is not problematic in our view. The marginal allocation process is more likely to lead to the optimal balance between waivers and on-site provision. Council could consider deciding in advance how many waivers might be issued across the centre, based on engineering advice, but this would be arbitrary in our view.

4.3 Amount of the cash-in-lieu contribution

The starting point here is that proponents should make up for the foregone utililty in the parking which they are no longer providing. This utility is conservatively proxied by the construction cost of alternative off-site car parking – say $15,000 per car space. However, it is reasonable for Council to provide a discount on this, because proponents will be generating collateral health and amenity benefits.

We would suggest an iterative approach whereby Council adopts an initial discounted figure, say $7,500 per space, then models the cash flow from this and compares it to the actual cost of the sustainable transport works plus a safety margin. If a surplus is indicated, the amount can be scaled back, if a shortage is indicated, it can be scaled up. Or, more simply, the cost of the sustainable transport works would be spread over the anticipated flow of waiver provisions with result compared to the $15k per space benchmark.

APPENDIX

Evidence and assumptions for CBA

Research, evidence and assumptions used to estimate costs

1. Foregone parking utility	The **average 'parking premium' paid for dwellings with car space in recent developments in Moonee Ponds was assumed to be $38,000** per space (based on findings of AECOM 2014 p. 19). This figure was used to estimate foregone parking utility. The **reduction in number of car spaces per year was calculated to be 44**, based on the rate of supply of dwellings (see below) and the assumption that 33% of dwellings will be constructed using the cash-in-lieu system.
2. VKT searching for parking	Research of downtown areas in cities across the world found that for each curbside parking space, cruising to find parking resulted in 30 extra minutes of vehicle travel per day (Shoup 2007). This figure was used to derive a conservative estimate for greater vehicle cruise time as a result of fewer parking spaces in the Moonee Ponds Activity Centre of **5 minutes per parking space per day**. **Vehicle operating costs were calculated to be $0.47 per kilometre travelled**, based on inflated estimates from Transport for New South Wales (TfNSW 2013: 241). AustRoads (2006) estimates of externality unit costs for passenger vehicles (including noise, air pollution, water pollution, greenhouse, nature and landscape and urban separation) were used to estimate **the cost of negative externalities associated with additional cruise time as $0.054 per VKT** (with adjustments for inflation). There are **3,323 existing and proposed parking spaces** in the Activity Centre (AECOM 2014) and an **average cruising speed of 30km/h** was assumed.
3. Nuisance parking	Nuisance parking (the incidence of people parking illegally in the search for a space) was proxied by estimates of parking fines in the Moonee Ponds Activity Centre. As per Council records, in 2014 a total **17,867 parking fines were issued across the suburb of Moonee Ponds**. It was estimated that **one half of these fines (8,934) could be attributed to the Moonee Ponds Activity Centre**. **The average parking fine in the Moonee Valley LGA in 2014 was $100.33**.
4. Cost of constructing and maintaining sustainable/active transport infrastructure	Council is in the process of identifying a range of appropriate sustainable/active transport infrastructure upgrade for The Moonee Ponds activity centre. The following is a draft list of projects that indicates the types and scale of projects envisaged: – Streetscape improvements (i.e. widening footpaths, street furniture and improved pedestrian amenity) – Laneway Improvements (i.e. improved pedestrian amenity/connectivity) – Bus Stop Upgrades (i.e. seating, rubbish bins, other amenities where not already provided) – Dean Street Underpass project (specific project included in Walking and Cycling Strategy, formalises access to Moonee Ponds Creek shared path) – Maintenance of Moonee Ponds Creek Path – Shared Paths (along Dean and Wilson Streets) – Wayfinding Signage – On-road bicycle lanes (along Mt Road and potentially Ascot Vale Road) – Intersection/roundabout improvements (this includes the Junction intersection) The costs of new and upgraded infrastructure were estimated as follows: – Capital costs: $1M per year for the first five years, and – Maintenance costs: $100,000 per year for the remaining 25 years. Note: These estimates are quite broad as Council is yet to undertake detailed costing of projects.

Research, evidence and assumptions used to estimate benefits

5.	Saved parking construction costs	The **build cost per parking space was estimated at $33,862** (AECOM 2014). The estimated reduction in parking spaces was calculated as above in 'Foregone parking utility'.
6.	Health benefits	Coogan, Karash, Adler and Sallis (2007) found that those living in households with less than one car per adult have a walk mode share of 19%, compared to a walk share of 8% for those in households with at least one car per adult. Using VISTA (2009) results it was calculated that residents of Moonee Valley spend an **average 22 minutes walking per day** at present. Given the findings of Coogan et al (2007), it was conservatively estimated that this would double for residents in households without a car space (and thus a car). Estimates from Profile ID (2015), based on 2011 Census data, show that there are approximately 2.4 persons per household in Moonee Ponds. It was assumed that the average would be lower in households within the Activity Centre, and thus an **estimate of 2 persons per household** was used. Adjusted for inflation, **reduced public health costs per hour of physical activity is estimated as $3.53** (Trubka et al 2008). It was estimated that **remaining households (ie. those owning one or more cars) would derive 10% of these health benefits**, given that the level of physical activity of these households would also likely increase in response to improved infrastructure in the area.
7.	Reduced vehicle operating costs, greenhouse gas and other negative externalities	The literature indicates that higher levels of car ownership are linked to an increase in vehicle kilometres travelled (VKT) per year in a particular region. Moreover, it has been asserted car ownership itself leads to an increase in travel by car owners, with travel trends showing that VKT has increased at a rate greater than the increase in car ownership. Battellino and Raimond (2000) found that on an average weekday in 1997, a person living in a zero car household travels 14 kilometres, compared to around 33 kilometres per day for each person in a 3 car household. This figure was approximately 21 and 28 kilometres respectively in a 1 car and 2 car household. Studies have also shown that people who participate in car-sharing schemes are likely to travel fewer vehicle kilometres per year than those who do not. In a US study on the impact of car sharing on greenhouse gas emissions, the average observed VKT of respondents declined from 6468km per year to 4729 km per year, with a proportional decline of 27% (Martin and Shaheen 2011). From this research it was estimated that there would be a **27% decline in annual VKT as a result of the reduction in car spaces and car ownership** from the BAU scenario. The cost of reducing vehicle operating, greenhouse gas and other negative externalities associated with car ownership per VKT was estimated using AustRoads 2006 and TfNSW 2013 findings (as above in 'VKT searching for parking').
8.	Earlier supply of infill housing	It is assumed that an additional **240 dwellings** (5% of the 'projected' supply for 30 years) might occur in Moonee Ponds as a result of reduced development costs. These additional dwellings would **reduce demand for greenfield dwellings by 62 dwellings per 100 infill dwellings** (SGS 2013). The benefit of additional infill development was monetised using the difference in infrastructure costs for infill and greenfield development of $60,500 (based on a 2013 Infraplan study for Adelaide).

Growth projections for the Moonee Ponds Activity Centre

The following growth projections were used to inform the CBA. They are derived from capacity figures provided by Council. The capacity includes approved developments, Council's 'Expected Development Scenario', and most current estimates for the Leighton's site and Moonee Valley Race Course master plans. Assumptions were introduced to estimate the rate of supply of this capacity over a 30 year period.

	CAPACITY	ANNUAL RATE OF SUPPLY (CAPACITY REALISED PER YEAR)	ANNUAL SUPPLY	TOTAL SUPPLY AFTER 30 YEARS
Dwellings				
1 bed	4,100	2.5%	100	3,060
2 bed	2,000	2.5%	50	1,500
3 bed	300	2.5%	10	240
TOTAL	**4,800**		**160**	**4,800**
Non-residential floor space (sqm)				
Shopfront	194,800	1.0%	1,950	58,440
Non-shopfront	167,200	1.0%	1,670	50,160
TOTAL	**362,000**		**3,620**	**108,600**

The assumed rate of parking provision for new dwellings was based on the proposed 'Column B' rates as follows:

1 bed dwelling	0.7	spaces
2 bed dwelling	1	spaces
3 bed dwelling	1.5	Spaces
Visitor parking	0.1	per dwelling over 5 dwellings

References

AECOM (2014) *Moonee Ponds Activity Centre Parking Plan - Revision F*, 17 December 2014.

AustRoads (2006). *Guide to Project Evaluation – Part 4: Project Evaluation Data*. Austroads Publications Online.

Battellino, H and Raimond, T (2000). *Measuring and understanding the demand for car travel*. Report prepared for the Transport Data Centre, NSW Department of Transport.

Coogan, MA, Karash, KH, Adler, T and Sallis, J (2007). 'The Role of Personal Values, Urban Form, and Auto Availability in the Analysis of Walking for Transportation'. *American Journal of Health Promotion*, vol. 21, no.4 Supplement, pp. 363-370.

Infraplan (2013). 'Urban infill vs greenfill development', available at <http://www.dpti.sa.gov.au/__data/assets/pdf_file/0009/123210/infraPlan_Report_Infill_versus_Greenfield_Development_Adelaide_-_Final_report.pdf>.

Martin, EW and Shaheen, SA (2011). 'Greenhouse Gas Emission Impacts of Carsharing in North America'. *IEEE Transactions on Intelligent Transportation Systems*, vol. 12, no. 4, pp. 1074.

Profile ID (2015). 'Moonee Ponds Household Size', available at <http://profile.id.com.au/moonee-valley/household-size?WebID=190>.

SGS (2013). 'Economic Appraial E-Gate Redevelopment Project'.

Shoup, D 2007. 'Cruising for Parking', *Access*, no. 30, Spring.

TfNSW 201., 'Principles and Guidelines for Economic Appraisal of Transport Investment and Initiatives: Economic parameters values and valuation methodologies', *Transport for New South Wales*, available at <http://www.transport.nsw.gov.au/sites/default/files/b2b/publications/tfnsw-principles-and-guidelines-for-economic-appraisal-of-transport-initiatives.pdf>.

Trubka, R, Newman, P and Bilsborough, D (2008). *Assessing the Costs of Alternative Development Paths in Australian Cities*. Fremantle: Curtin University Sustainability Policy Institute. Report commissioned by Parsons Brinckerhoff Australia.

VISTA (2009). 'VISTA Online Data (Stops v2)'.

Contact us

CANBERRA
Level 6, 39 London Circuit
Canberra ACT 2601
+61 2 6263 5940
sgsact@sgsep.com.au

HOBART
Unit 2, 5 King Street
Bellerive TAS 7018
+61 (0)439 941 934
sgstas@sgsep.com.au

MELBOURNE
Level 14, 222 Exhibition Street
Melbourne VIC 3000
+61 3 8616 0331
sgsvic@sgsep.com.au

SYDNEY
209/50 Holt Street
Surry Hills NSW 2010
+61 2 8307 0121
sgsnsw@sgsep.com.au

SGS Economics & Planning

Planning and Environment Act 1987

Panel Report

Moonee Valley Planning Scheme Amendment C132
Moonee Ponds Activity Centre Parking

8 July 2016

VICTORIA State Government | Planning Panels Victoria

Planning and Environment Act 1987

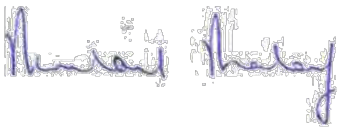
Panel Report pursuant to section 25 of the Act

Moonee Valley Planning Scheme Amendment C132

Moonee Ponds Activity Centre Parking

8 July 2016

Con Tsotsoros, Chair



Michael Malouf, Member

Contents

Page

Executive Summary **1**

1 Introduction **3**
1.1 The subject area 3
1.2 The Amendment 3
1.3 Background to the proposal 3
1.4 Authorisation 4
1.5 Terminology 4
1.6 Parking Overlay Schedule 1 versions 5
1.7 Issues dealt with in this report 5

2 Planning Context **6**
2.1 Policy framework 6
2.2 Parking Provisions 7
2.3 Ministerial Directions and Practice Notes 8
2.4 Planning strategies and policies 10
2.5 Planning Scheme Amendments 10

3 Strategic justification **12**
3.1 Methodology 12
3.2 Evidence and submissions 16
3.3 Discussion 18
3.4 Conclusions and recommendation 19

4 Parking Overlay Schedule 1 ..... **20**
4.1 Car parking rates and number of spaces 20
4.2 Financial contributions 23
4.3 Where Parking Overlay Schedule 1 should be applied 32

5 Other issues **35**
5.1 Car parking management 35
5.2 Drafting of the proposed planning scheme provisions 36

Appendix A **Document list**

Appendix B **Panel recommended Parking Overlay Schedule 1**

VICTORIA State Government | Planning Panels Victoria

List of Tables

		Page
Table 1	Policy Framework	6
Table 2	Cash-in-lieu rates methodology	14
Table 3	Metropolitan Melbourne cash-in-lieu payment rates examples	15
Table 4	Mr Spencer's response to Planning Practice Note 57 equity tests	17
Table 5	Non-accommodation financial contribution rate calculation	25
Table 6	Accommodation financial contribution rate calculation	26
Table 7	Comparison of the exhibited and revised PO1 provisions	36

List of Figures

		Page
Figure 1	Subject area	3
Figure 2	Using the car parking provisions	9

List of Abbreviations

Activity Centre	Moonee Valley Activity Centre
Cash-in-lieu Report	Strategic justification for cash-in-lieu of on-site parking provision report, SGS, September 2015
Council	Moonee Valley City Council
DELWP	Department of Environment, Land, Water and Planning
LPPF	Local Planning Policy Framework
Parking Plan	Moonee Ponds Activity Centre Parking Plan, Aecom, October 2015
PO1	Parking Overlay Schedule 1
Racing Club	Moonee Valley Racing Club
SPPF	State Planning Policy Framework

Overview

Amendment Summary	
The Amendment	Moonee Valley Planning Scheme Amendment C132
Common Name	Moonee Ponds Activity Centre Parking
Subject Site	Moonee Ponds Activity Centre land in the Activity Centre Zone Schedule 1, as shown in Figure 1
Planning Authority	Moonee Valley City Council
Authorisation	4 January 2016, subject to a condition shown in Section 1.4 of this report
Exhibition	4 February to 17 March 2016
Submissions	19 submissions were received from: Julie Vulin Francine Nicholson (withdrawn) Ian Wallis Fiona McIntyre John Ho Francesco Nesci Peter O'Meara Anonymous Bianca DeSensi Charles Sowerwine Caroline Chisholm Society SALT Moonee Valley Racing Club Rosanna Stepowy Kristen Bell Moonee Ponds Chamber of Commerce Heidi Fry Housing Industry Association Ltd Giovanni Gattini

Panel Process	
The Panel	Con Tsotsoros (Chair), Michael Malouf
Directions Hearing	Moonee Ponds, 28 April 2016
Panel Hearing	Moonee Ponds, 24 and 26 May 2016
Site Inspections	Unaccompanied, 11 May 2016
Appearances	Moonee Valley City Council represented by Ms Louise Hicks of Counsel and calling the following expert witness: - Mr Andrew Spencer of SGS Economics and Planning on Cash-in-lieu scheme and Development Contributions Moonee Valley Racing represented by Ms Emily Porter of Norton Rose Fulbright and calling the following expert witness: - Mr Chris Coath of GTA Consultants on traffic engineering Ms Kristen Bell
Date of this Report	8 July 2016

Executive Summary

(i) Summary

The Moonee Ponds Activity Centre is a large-scale centre located approximately seven kilometres from Melbourne's Central City Area. The Activity Centre is serviced by a train station, trams and buses and includes retail, commercial and residential land uses east of Mount Alexander Road and commercial, civic, recreational and residential land uses to the west.

Moonee Valley Planning Scheme Amendment C132 seeks to implement the Moonee Ponds Car Parking Plan. The *Strategic justification for cash-in-lieu of on-site parking provision report* was prepared because the Parking Plan did not include sufficient information required to support a separate accommodation financial contribution rate.

Key issues raised in submissions include strategic justification; methodology; car parking rates; degree of financial contributions; where Parking Overlay Schedule 1 should apply; and other issues such as car parking management and drafting of the provisions. The Panel considered all written submissions, as well as submissions presented to it during the Hearing.

The Panel concludes that the Amendment implements, and is supported by the relevant sections of the State and Local Planning Policy Framework subject to the Amendment. However, the Amendment has insufficient strategic justification, specifically in relation to:

- the mechanism for a financial contributions scheme
- the two financial contribution rates.

The Parking Plan and Maddocks' legal advice provide relevant and practical advice for implementing the car parking provisions. The Panel considers that following this advice may have resulted in a better prepared and better justified amendment. Council did not follow their advice.

In principal, the Panel acknowledges that financial contributions are an acceptable means to manage car parking requirements but found that the exhibited financial contribution rates were not sufficiently justified.

The Panel considered recommending Amendment C132 be abandoned because of the extent of the Amendment with insufficient justification. However, there is strategic justification for activating Column B rates found in Table 1 of Clause 52.06 through Parking Overlay Schedule 1.

The Panel agrees with Council's written submission that:

- Column B rates should be activated as a baseline for calculating the number of car parking spaces
- there should be the ability for a permit to reduce the number of car parking spaces.

The Panel finds Council's position on this matter confusing. The exhibited Parking Overlay Schedule 1 allows this flexibility and Council's written submission confirms that it seeks to

implement this flexibility. However, Council later tabled changes to Parking Overlay Schedule 1 that removed this flexibility.

The Parking Plan supports activating the Column B car parking rates through Parking Overlay Schedule 1. Allowing the ability for a permit to reduce the number of required car parking spaces addresses duplication issues associated between provisions in Parking Overlay Schedule 1 and Activity Centre Zone Schedule 1. This means that the Moonee Valley Racing Club land can remain in Parking Overlay Schedule 1 without the issues that would have resulted from what Council proposed through the Amendment.

Many issues raised by submitters relate to general car parking measures managed through a separate process beyond the *Planning and Environment Act 1987* and outside the Amendment process.

The Panel provides guidance on more specific issues raised in submissions, as discussed in the following chapters, to inform any future amendment that seeks to implement car parking in the Moonee Ponds Activity Centre.

(ii) Recommendation

The Panel recommends that Amendment C132 to the Moonee Valley Planning Scheme be adopted as exhibited subject to amending Parking Overlay Schedule 1, as shown in Appendix B, to:

a) replace the provisions under Clause 2.0 (Number of car parking spaces to be provided) with:

For all uses listed in Table 1 of Clause 52.06-5, the number of car parking spaces required for a use is calculated using the Rate in Column B of that Table.

b) delete Clause 3.0 (Financial contributions requirement)

c) replace all objectives in Clause 1.0 (Car parking objectives to be met) with:

To identify appropriate car parking rates for land uses in the Moonee Ponds Activity Centre.

1 Introduction

1.1 The subject area

The Amendment applies to Moonee Ponds Activity Centre land in the Activity Centre Zone Schedule 1 as shown in Figure 1. The Activity Centre is serviced by a train station, trams and buses and includes retail, commercial and residential land uses east of Mount Alexander Road and commercial, civic, recreational and residential land uses to the west.

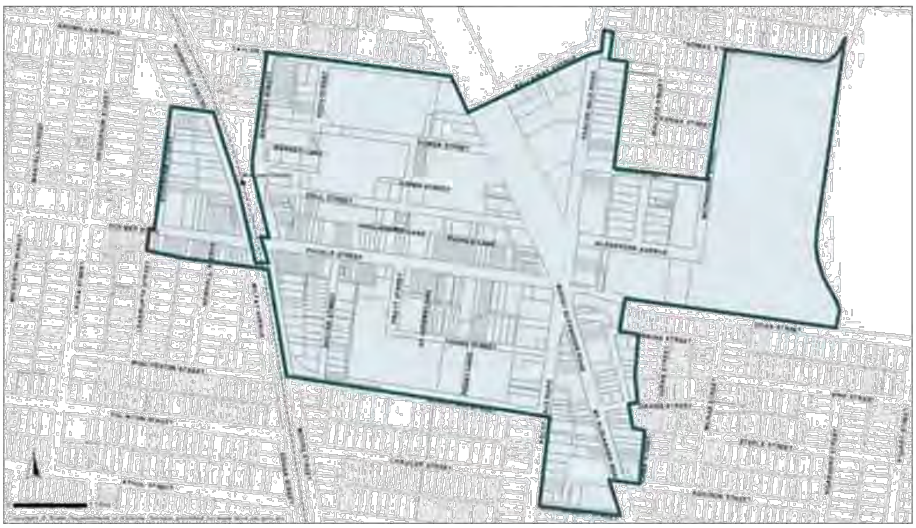


Figure 1 Subject area

1.2 The Amendment

The Amendment, as exhibited, seeks to implement the Moonee Ponds Car Parking Plan to provide improved statutory guidance for parking and transport in and around the activity centre by:

- introducing the Parking Overlay (Clause 45.09) into the Planning Scheme
- applying a new Parking Overlay Schedule 1 (PO1) to land in the Moonee Ponds Activity Centre.

1.3 Background to the proposal

20 December 2011	Council adopted the Municipal Parking Strategy
September 2013	Aecom was engaged to prepare the Moonee Ponds Activity Centre Parking Plan
4 June 2015	New standard car parking rates, parking provisions and a new Parking Overlay were introduced into the Victoria Planning Provisions [Amendment VC90]

July 2015	SGS Economics and Planning (SGS) was engaged to prepare strategic justification for cash-in-lieu of on-site parking provision
September 2015	Strategic justification for cash-in-lieu of on-site parking provision report was completed
1 October 2015	Moonee Ponds Activity Centre Parking Plan was completed
24 November 2015	Council endorsed the Moonee Ponds Activity Centre Parking Plan

1.4 Authorisation

The Amendment was authorised by the Minister for Planning on 4 January 2016 conditional to PO1 clearly stating the car parking objectives for the precinct under section 1. Council responded to this condition by adding the objectives shown in Section 2.2(iii) of this report before the Amendment was exhibited.

1.5 Terminology

The Panel found that parties were confused about how the proposed parking provisions are intended to operate and what was being sought. This confusion was predominantly due to the same terminology being applied with different interpretations and due to how the PO1 provisions were drafted.

The Panel has adopted the terminology in Planning Practice Note 22 (Using the car parking provisions) for the purposes of this report, as shown below.

Car parking spaces

This is the default number of car parking spaces that an applicant provides without the need for a permit. These spaces can be provided on the site or as a financial contribution. Unless specified otherwise in the schedule, a permit is required to reduce the default number.

Financial contribution

A financial contribution, previously known as a cash-in-lieu payment, is made in place of providing one or more of the obligated number of car park spaces.

Column A rates

Column A rates are the standard car parking rates specified in Column A of Table 1 in Clause 52.06 (Car parking) of the Victoria Planning Provisions and all planning schemes. The standard car parking rate that applies to all zones except where the Column B rates apply.

Column B rates

Column B rates are the standard car parking rates specified in Column B. They only apply when specified in a schedule to the Parking Overlay. 'Applying the Column B rates' means that the standard rates in Column B apply instead of the Column A rates. It allows the ability to reduce the number of car parking spaces through a planning permit process.

Reducing the number of car parking spaces

This is where Council has approved a permit to reduce the number of car parking spaces that an applicant is obliged to provide. The reduced number of spaces can be provided on the site or as a financial contribution. The Parking Overlay enables a schedule to specify that a planning permit must not be granted to reduce the number of car parking spaces.

1.6 Parking Overlay Schedule 1 versions

This report refers to the following versions of PO1:

- Exhibited version
- Version B – Post exhibited version included in Appendix F of Council's Part A Submission
- Version C – Version provided by Council in its closing submission that received comments from parties
- Version D – Council's revised version following 'without prejudice' discussion at the Hearing.

1.7 Issues dealt with in this report

The Panel considered all written submissions, as well as submissions presented to it during the Hearing. In addressing the issues raised in those submissions, the Panel has been assisted by the information provided to it as well as its observations from inspections of specific sites.

This report deals with the issues under the following headings:

- Planning context
- Strategic justification
- Parking Overlay Schedule 1
  - Car parking rates and number of spaces
  - Financial contributions
  - Where Parking Overlay Schedule 1 should be applied
- Other issues
  - Car parking management
    Drafting of the proposed planning scheme provisions.

2 Planning Context

Council provided a response to the Strategic Assessment Guidelines as part of the Explanatory Report.

The Panel has reviewed the policy context of the Amendment and made a brief appraisal of the relevant zone and overlay controls and other relevant planning strategies.

2.1 Policy framework

Council submitted that the Amendment supports State and local planning policy. Table 1 shows the clauses referenced in the Explanatory Report.

Table 1 Policy Framework

State Planning Policy Framework	
Clauses	
11	**Settlement**
	Council responded that the Amendment provides a framework to focus and control development in the Moonee Ponds Principal Activity Centre.
15	**Built Environment and Heritage**
	Council responded that the Amendment encourages improvements to the centre and high quality urban design for the streetscapes incorporating an efficient and attractive environment for users of the activity centre.
17	**Economic development**
	Council responded that the Amendment ensures that the centre has opportunities for commercial and residential growth, and providing a framework for the location and management of that growth within the activity centre in relation to managing car parking demand.
18	**Transport**
	Council responded that the Amendment encourages and facilitates development and growth within the activity centre, which is integrated with easy access to the existing sustainable transport system and ensures an adequate supply of car parking that is appropriately designed and located.
Local Planning Policy Framework	
Clauses	
21	**Municipal Strategic Statement**
21.07	**Activity centres**
	Vision: To develop the area into one of the region's most vibrant, pedestrian-centric, culturally diverse and historic areas. Objective: Ensure that any proposed use or development within the Moonee Ponds Activity Centre is generally consistent with the *Moonee Ponds Activity Centre Structure Plan 2010*. Policy guideline: Improve traffic management, car parking facilities and pedestrian networks within and surrounding the centre.
21.09	**Transport**
	The Explanatory Report specifies 'Transport and access' was changed to 'Transport' on 5 March 2015 through Amendment C134

2.2 Parking Provisions

(i) Parking Overlay

The Amendment proposes to apply Parking Overlay Schedule 1 and the purposes of the Parking Overlay are:

- To implement the State Planning Policy Framework and Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To facilitate an appropriate provision of car parking spaces in an area.
- To identify areas and uses where local car parking rates apply.
- To identify areas where financial contributions are to be made for the provision of shared car parking.

The Parking Overlay operates in conjunction with Clause 52.06 (Car parking).

(ii) Clause 52.06 (Car parking)

The purposes of Clause 52.06 are to:

- ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework.
- ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- support sustainable transport alternatives to the motor car.
- promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- ensure that car parking does not adversely affect the amenity of the locality.
- ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

Clause 52.06 specifies:

- standard parking rates that apply to all zones (Column A)
- lower standard car parking rates that apply if specified in a schedule to the Parking Overlay (Column B)
- the parking measure that applies to each rate (Column C).

(iii) Parking Overlay Schedule 1

The objectives of PO1 are to:

- appropriately manage the provision of car parking within the Moonee Ponds Activity Centre.
- improve both public car parking provision and sustainable transport infrastructure within the centre.
- provide for the collection of financial contributions in lieu of commercial car parking waivers to contribute to the construction of publicly accessible off-street parking facilities within the centre.

- provide for the collection of financial contributions in lieu of residential car parking waivers to contribute to the construction of sustainable transport improvements within the centre.

Parking Overlay Schedule 1:

- applies the lower standard car parking rates found in Column B of Table 1 in Clause 52.06
- specifies financial contribution rates in lieu of each car parking space being provided on-site
- specifies where all collected financial contributions will be spent.

2.3 Ministerial Directions and Practice Notes

(i) Ministerial Directions

Council submitted that the Amendment meets the relevant requirements of the following Ministerial Directions:

- Ministerial Direction No 11 - Strategic Assessment of Amendments
- The Form and Content of Planning Schemes (s7(5)).

The Panel concludes that the Amendment is consistent with these Ministerial Directions.

(ii) Planning Practice Notes

Writing schedules, May 2000 – Planning Practice Note 10

Planning Practice Note 10 provides guidance on how local schedules should be written. It includes eight principles for drafting and using local content in a schedule, irrespective of the task that the schedule is to perform:

1. *Schedules must be read with other planning controls.*
2. *Local content should help to implement State Planning Policy Framework (SPPF) objectives.*
3. *Local content should help to implement LPPF objectives.*
4. *Local content should not duplicate other provisions.*
5. *Local content can only do what its 'parent provision' enables it to do.*
6. *Local content should be strategically justified.*
7. *Local content should have a legally certain meaning.*
8. *Local content should be easy to read.*

Using the Car Parking Provisions, June 2015 – Planning Practice Note 22

Planning Practice Note 22 provides guidance about using the car parking provisions in Clause 52.06 and the Parking Overlay, including a summarised diagram, as shown in Figure 2. It explains how the car parking requirements are calculated and what information is required to be submitted with an application that includes car parking.

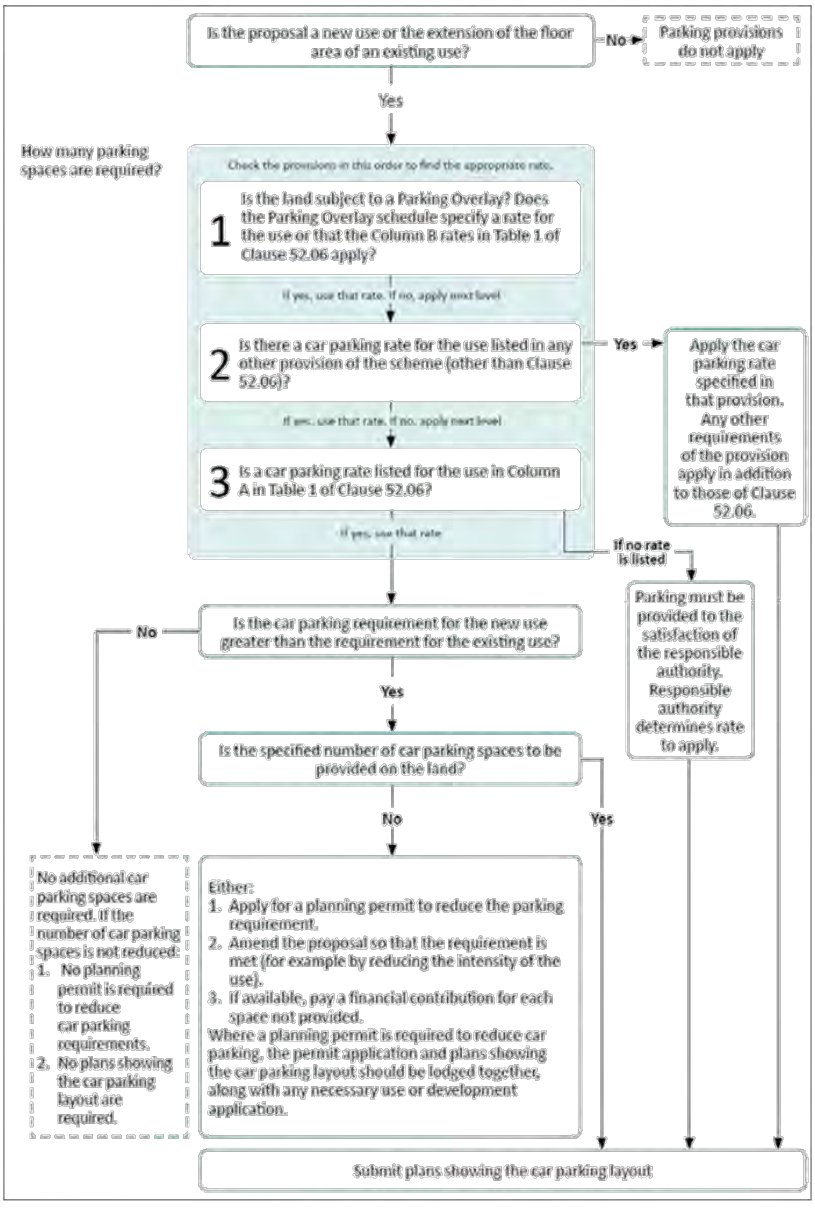


Figure 2 Using the car parking provisions

Strategic Assessment Guidelines, June 2015 – Planning Practice Note 46

Planning Practice Note 46 provides a consistent framework for preparing and evaluating a proposed planning scheme amendment and its outcomes.

The Parking Overlay, April 2013 – Planning Practice Note 57

Planning Practice Note 57 provides guidance to councils about preparing and applying the Parking Overlay. It explains what the Parking Overlay is, what it does, when and how to use it and how to complete a schedule to the overlay.

2.4 Planning strategies and policies

The *Moonee Ponds Activity Centre Parking Plan* (Parking Plan) prepared by Aecom and *Strategic justification for cash-in-lieu of on-site parking provision report* (Cash-in-lieu Report) prepared by SGS were prepared in 2015.

The Parking Plan includes 10 recommendations ranging from the extent of the Parking Overlay boundary and preparing a schedule to this overlay through to implementing and monitoring the Parking Plan.

Chapter 3 details the Parking Plan methodology.

Parking Plan

Regarding non-residential parking rates when compared to parking rates in Columns A and B in Table 1 of Clause 52.06, the Parking Plan states:

> *A review of the land use concentration characteristics in MPAC suggests that lower parking rates could potentially be adopted. Typically, if an area has a denser concentration of land uses, visitors will often go to more than a single destination during their visit. Accordingly, the demand for parking is shared by a number of land uses meaning that the overall parking demand for the location can be lower. In recognition of this, Clause 52.06 allows for the identification of rates to be adopted that better reflect the parking demands generated by the identified location.*

Regarding residential car parking rates, the Parking Plan states:

> *As shown from the derived empirical parking rates above for MPAC the parking rates for one or two bedroom dwellings is similar to those set out in both Column A and B of Clause 52.06 of the Planning Scheme inside the MPAC PP boundary, as follows:*
> - *0.7 cars to each one bedroom dwelling (although there was limited responders who owned a single bedroom*
> - *dwelling).*
> - *1.1 cars to each two bedroom dwelling.*
> - *1.5 cars to each three bedroom dwelling.*

2.5 Planning Scheme Amendments

(i) Moonee Valley Planning Scheme Amendments C120 and C124

An advisory committee was appointed by the Minister for Planning to report on the redevelopment of the Moonee Valley Racecourse and submitted its report with recommendations in December 2013. Amendments C120 and C124 introduced

associated changes to the Moonee Valley Planning Scheme on 25 September 2014. Amendment C120 introduced, among other changes:

- design and development provisions related to parking and access (Design and Development Overlay Schedule 12)
- transport management requirements and the need to prepare a Transport Assessment and Management Plan and Integrated Transport Plan to the satisfaction of the responsible authority, VicRoads and Public Transport Victoria before a permit can be granted (Comprehensive Development Zone Schedule 1)
- the need for any permit to be consistent with the approved Transport Assessment and Management Plan and Integrated Transport Plan.

Amendment C124 introduced heritage related provisions.

(ii) Amendment VC90

Amendment VC90 changed the parking provisions in the Victoria Planning Provisions and all planning schemes in June 2012 by:

- revising standard car parking rates in Table 1 of Clause 52.06 (Car parking) including:
  - Shop: Number of spaces for each 100 square metres of leasable floor area changed from eight to four (3.5 if specified in a Parking Overlay)
  - Supermarket: Number of spaces for each 100 square metres of leasable floor area changed from eight to five
  - Restaurant: Number of spaces for each patron changed from 0.6 to 0.4 (3.5 to each 100 square metres if specified in a Parking Overlay)
- introducing the ability for a Council to apply reduced standard parking rates (Column B in Table 1 of Clause 52.06) where specified in a Parking Overlay schedule
- introducing new parking provisions.

Amendment C132 applies the reduced Column B rates in Clause 2.0 of PO1.

3 Strategic justification

3.1 Methodology

Aecom was commissioned by Council to prepare a Parking Plan to understand and improve the parking conditions in the Activity Centre. This detailed Parking Plan was developed over a two-year period and completed in October 2015.

Council based its methodology on the 10 recommendations in the Parking Plan, as summarised below:

- Adopt through the Planning Overlay the boundary as outlined in Figure 2 of the Parking Plan.
- Prepare a Planning Overlay Schedule for the Activity Centre so that future land uses provide parking at Column B rates as set out in Clause 52.06 of the Planning Scheme.
- Establish a 'Parking &Sustainable Projects Fund' for the following:
  - Adopt a cash-in-lieu payment will be required in respect of each commercial car parking space or part thereof which is not provided on the land. Council should nominate the appropriate sum for each car parking space for commercial properties from the $13,500 to $19,000 range. Funds collected to be distributed towards the provision of additional car parking (as per outlined as part of Recommendation 4).
  - The amount of cash-in-lieu payments is to be adjusted annually from 1 July 2014 using Construction Industry Output Price Indexes.
- Consider, as part of the Integrated Transport Plan review, the following:
  - Sustainable transport measures that aim to reduce the reliance on private car transport and encourage greater use of sustainable transport options. This could allow an estimate of the potential shifts in transport usage within the area to be made, allowing Council to estimate the potential benefits to local users and any potential uplift in houses prices.
  - Continue to work with residential developments that have a sustainability focus to identify where co-investment in sustainable transport infrastructure may add value to new residential developments and the likely added value to the community from undertaking these investments.
  - A detailed review of the feasibility and costs involved in providing a multi-storey car park facility at Pascoe Vale Road, further to the high level investigation in the Parking Plan. Following which a detailed cost / benefit analysis should be undertaken to aid in determining if a multi-storey car park should be taken forward.
  - Establish a 'Parking & Sustainable Projects Fund' for which the car park would be funded through cash-in-lieu, detailed in subsequent parking strategy.
  - Investigate with key stakeholders the improvement of services serving Moonee Ponds on the bus, train and tram networks.
- Produce a consolidated sustainable projects plan with the suggested hierarchy of schemes for implementation to improve sustainable accessibility to the Activity

Centre. Establish a 'Parking & Sustainable Projects Fund' for which these projects would be either fully/or part of funded for.

- Adopt through the Parking Overlay schedule that all 'major developments' produce a Green Travel Plan in the Activity Centre. Uphold the implementation and reviewing process of Green Travel Plans by developers.
- Review the proposed improvement arrangements at the Milfay / Holmes Street Car Park and Penny Lane Car Park to increase the existing capacity (a cost benefit assessment would most likely be required in order to establish if such proposals are worthwhile). If the costs of which produce little benefit monies to be offset towards sustainable transport improvements.
- As part of the Disability Action Plan implementation:
  - Review the design and allocation of accessible car parking at key buildings and in activity centres, so that design offers safe access to footpath amenity and sufficient spaces are provided.
  - Embed transparent transport decision making criteria to ensure disability is considered and disabled stakeholders are consulted, in processes compliant with the *Transport Integration Act 2010*.
- Ensure that an appropriate level of directional signage is available to guide motorists to parking facilities in the Activity Centre by:
  - Preparing and implementing a signage strategy in line with guidance set out in the Parking Plan, including the possible use of VMS signage.
  - Installing / rationalising directional signage to each existing and new public car park containing over 50 parking spaces.
  - Ensuring that new developments containing over 50 publicly available parking spaces provide adequate parking guidance signage to their parking facility.
- Ensuring ongoing monitoring of the parking recommendations and undertake a comprehensive review every three to five years in conjunction with the Municipal Strategic Statement to ensure consistency of local conditions and policies.

Car parking supply and demand

A car parking supply and demand survey was conducted in October 2013 to support the Parking Plan. This survey was compared with previous studies conducted in April 2009 and March 2012 and concluded:

- 3,431 parking spaces exist, of which 3,000 are publically available.
- Activity Centre parking rates are operating lower than the Column B rates of Clause 52.06 of the Planning Scheme.
- Overall parking occupancy in the Activity Centre is still high with the effective capacity being reached in a number of on-street and off-street car parking areas. This suggests the need for more parking in these areas and/or better management to facilitate the competing usage of spaces by residents, workers, visitors and commuters in the Activity Centre.
- Most of the spaces are still provided at no cost, however, the paid spaces are not as well used in on-street and private off-street car parking areas on the surveyed

days. The public off-street paid spaces on the surveyed Saturday in 2013 were also not very well used.

- Friday occupancy continues to peak at lunch time in the core area of the Activity Centre.
- Saturday occupancy also peaks at lunch time however with a significantly lower overall car parking demand on the Activity Centre.
- Parking demand on Mt Alexander Road, Davies Street and Hinkins Street is still high.

The car parking survey was complemented by a questionnaire to 850 local patrons, residents and businesses, which identified:

- 79% of patrons expected to stay less than 2 hours with the majority intending to shop at one of the major supermarkets.
- 79% of local business respondents thought that parking was insufficient to cater for all staff and customers with 86% believing that public car parking is not adequate.
- Local residents identified visitor parking was a problem.

Financial contribution rates

The Parking Plan responds to each of the four core principles of need, nexus, accountability and equity that are outlined in Planning Practice Note 57. The Parking Plan calculates the non-accommodation financial contribution rate by using the methodology shown in Table 2.

Council commissioned SGS Economics and Planning to provide the strategic justification for the on-site parking financial contribution rates.

This Cash-in-lieu Report calculates the residential financial contribution rate by using the commercial financial contribution rate as a baseline. The report concluded that there is little nexus between long term car parking associated with accommodation uses and short-term public car parks so collected funds should be spent on sustainable transport infrastructure within the Activity Centre. The Report conducts a benefit-cost analysis of this approach and concluded that there would a benefit of greater than two to one. It therefore recommended a residential cash-in-lieu rate of $7,500 after applying a further 50 per cent discount to the $15,000 commercial rate.

Table 2 Cash-in-lieu rates methodology

	Seeking:	Calculated by:	Outcome
A	Land value	Source: Council	$16,670
B	Construction cost	Source: Rawlinson's Construction Handbook)	$15,310
C	Cost of providing a car parking space	Add A and B	**$31,980**
D	Estimated wider economic flow on benefits to the community:	Discount the cost of providing the car parking space (C) by 30 per cent	(C) minus $9,500 = **$22,480**

E	A high and low cash-in-lieu range	Recognise that infrastructure provided by new developments will also service present demand from existing business and will vary depending on the estimated percentage of users rated to the new development	Between 40 and 15 per cent
F	Estimated percentage of users relating to new development	Discount the rate at (D) by a further 33 per cent	(D) minus $7,480 = (G)
G	**Commercial cash-in-lieu rate**		**$15,000**
H	Estimated benefit-cost	Discount the commercial cash-in-lieu rate by a further 50 per cent	(G) minus $7,500 = (I)
I	**Residential cash-in-lieu rate**		**$7,500**

Council compared the proposed commercial and residential financial contribution rates with those in other Parking Overlays, as shown in Table 3.

Table 3 Metropolitan Melbourne cash-in-lieu payment rates examples

Municipality	Activity Centre	Cash-in-lieu amount (ex GST)	Quarterly Median House Price*
Monash	Glen Waverley	$11,000	$1,202,500
Monash	Oakleigh	$6,000	$1,090,000
Wyndham	Werribee	$12,500	$380,000
Casey	Berwick	$16,935	$425,000
Greater Dandenong	Springvale	$19,000	$635,000
Metropolitan Melbourne Average		*$13,087*	*$746,500*

Source: Council Submission Part A (Document 1) pp 12-13 * propertydata.com.au

Council received legal advice from Maddocks on 1 June 2015 on collecting financial contributions in place of car parking. In response to a Panel Direction, Council provided the advice to all parties on 17 May 2016 and is summarised as follows:

> *There is no reason, in principle, why the Parking Overlay cannot provide for different cash in lieu rates for different types of development for different purposes.*
>
> *There is scope for the schedule to a Parking Overlay to provide for the collection of financial contributions for the purpose of funding sustainable transport initiatives. The challenge will be demonstrating the strategic basis for the proposal.*
>
> *We do not recommend the use of a Development Contributions Plan to fund the proposed sustainable transport initiatives.*
>
> *Council does not necessarily need to cover any shortfall in funding to deliver the infrastructure for which the funds were collected. This issue should be*

addressed in any Car Parking Plan and any schedule to the Parking Overlay needs to be regularly reviewed.

The Car Parking Plan and schedule to the Parking Overlay need to address the matters outlined in Practice Note 57. These requirements seek to provide certainty about the objectives and strategies of the scheme rather than locking in detail about its implementation. Nevertheless, we consider the Economic Analysis of Commercial and Residential Parking Waivers prepared by Aecom does not provide Council with sufficient guidance or strategic justification to support the introduction of the Parking Overlay to the Moonee Ponds Activity Centre. We consider that this work needs to be reviewed or further work needs to be commissioned by Council.

3.2 Evidence and submissions

In its Part A submission, Council set out how the Amendment responded to the Strategic Assessment Guidelines as required by Ministerial Direction No 11 and the associated Planning Practice Note 46. Council submitted that the Activity Centre is currently experiencing a high level of development and the Amendment seeks to provide improved statutory guidance for parking and transport in and around the Activity Centre.

In its Part B Submission, Council responded to a Panel direction by expanding on reasons why need, nexus, accountability and equity are not appropriate for justifying inclusionary obligations. Council relied on expert evidence prepared by Mr Spencer of SGS Economics and Planning but highlighted that SGS also justified the Amendment by applying the four more commonly applied criteria.

During cross-examination, Mr Spencer acknowledged that the benefit-cost analysis applied a conceptual assessment prepared in-house by SGS. He added that he was not aware whether the conceptual framework has been relied on by a Panel, the Victorian Civil and Administrative Tribunal or by the Department of Environment, Land, Water and Planning.

In his evidence and in relation to Planning Practice Note 57, Mr Spencer stated:

> *18. In the Strategic Justification report Dr Spiller and I make the following statement: "We are of the view that this type of need/nexus justification is not applicable for cash-in-lieu payments for the fulfilment of Inclusionary Provisions" (emphasis added). In using the term 'need/nexus' the report is referring to the full list of criteria from the Practice Note.*
>
> *19. This comment was made on the basis of somewhat of a misinterpretation of the need/nexus criteria that were being referred to in the Practice Note. We had assumed that the Practice Note was referring to those specific tests that are routinely applied to Development Contribution Plans and described in the 2003 DCP guidelines.*

Having changed his view, Mr Spencer provided a response on the need, nexus, accountability and equity tests found in Planning Practice Note 57.

Having demonstrated the validity of the cash-in-lieu scheme in the Strategic Justification report I believe its validity in relation to criteria set out in the Practice Note can also be demonstrated. My assessment of the scheme against the criteria is provided in the table below.

Table 4 Mr Spencer's response to Planning Practice Note 57 equity tests

Criteria	Description	Response
Need	Is the cash-in-lieu scheme needed?	The scheme is needed to provide the opportunity for Council to seek due compensation for granting of parking waivers. Without compensation the utility and amenity of the Activity Centre will be negatively impacted.
Nexus	Is there a link between the proposals affected by the scheme and the infrastructure provision?	The affected proposals – those that seek waivers – will have a lower rate of parking provision. Residents of these developments will have reduced access to private vehicles. In particular, residents of dwelling without parking have transport needs that will be likely be satisfied through sustainable transport modes: walking, cycling and public transport. The transport needs of these residents will increase demand for sustainable transport infrastructure, providing a link between the affect proposals and infrastructure provision.
Accountability	What are the financial arrangements? How will the scheme be monitored and reviewed?	I would assume that contributions made under the two cash-in-lieu arrangements will be kept in separate accounts. Council can only use the contributions for the purposes described in the schedule to the Parking Overlay. I am not aware of the specifics of monitoring and reporting arrangements, however, there is no obstacle to Council institution regular reviews of the operation of the waiver scheme. Although it is difficult to predict the take up of the waivers, the notional of sustainable transport infrastructure costs and notional revenues are similar in magnitude. (This comparison is described in Section 1.6 of my evidence).
Equity	Is the scheme fair in terms of who is and who isn't required to	The scheme only requires those proponents of developments seeking access waivers to pay. As the rates are fixed in the schedules

Criteria	Description	Response
	pay? Would another method of collecting funds be more appropriate?	all proponents are equally impacted. The scheme provides compensation to the broader community by requiring proponents to provide compensation. Were it not for the scheme, the community would 'pay' through reductions in the amenity and utility of the activity centre.

Ms Porter for the Racing Club submitted that the methodology adopted for the other precincts in the Activity Centre should not be applicable to Precinct 9 (Racing Club) because:

- it is one of the largest precincts
- unlike other precincts, it is in sole ownership
- it will be developed as an entirely new community
- retail uses in this precinct will largely serve local walk up customers
- unlike the other precincts, this precinct requires a Transport Assessment and Management Plan and an Integrated Transport Plan with car parking rates, sustainable transport measures and infrastructure to be provided by way of a section 173 Agreement.

Ms Porter submitted that it would be very difficult to draft appropriate wording in the PO1 to prevent a potential 'double-dipping' scenario, as Precinct 9 is the only precinct where the zone control itself requires contribution.

3.3 Discussion

The Panel agrees that in principle, introducing a Parking Overlay for the entire Activity Centre is an appropriate strategic response to the car parking and transport challenges of the Activity Centre and that it implements, and is supported by the relevant sections of the State and Local Planning Policy Framework subject to the Amendment.

The Panel accepts the legal advice provided by Maddocks that there is no legal impediment to applying different financial contribution rates for the two proposed categories of accommodation and non-accommodation and that there is scope for PO1 to provide for funding of sustainable transport initiatives. As the legal advice suggests the major challenge for the Council will be to demonstrate the strategic basis for this proposal.

The Panel places significant weight on the Maddocks advice that the Parking Plan does not provide Council with sufficient guidance or strategic justification to support the introduction of the parking overlay. Maddocks recommended Council seek further work to meet this shortfall.

The Panel notes that Council relied upon the expert evidence of SGS, however, the Panel gives little weight to the methodology applied by SGS as set out in the Cash-in-lieu report. The Panel was not able to determine any prior use of this methodology in similar circumstances. The Panel considers the SGS expert evidence, which subsequently

assessed the validity of the financial contribution scheme against the four Practice Note criteria, to be insufficient in demonstrating support for PO1.

The Panel notes that the Cash-in-lieu report and evidence relates primarily to the accommodation scheme.

Council opted not to call an expert witness on traffic engineering or request its internal traffic engineer to support its submission. Instead, Council called Mr Spencer as an expert on accommodation car parking justification and development contributions, even though he has less than 10 years' experience in those fields and a predominantly urban design and planning background. Mr Spencer responding to a Panel question advised that although he had read the legal advice he did not believe that his evidence was responding to the Maddocks suggested further work.

The Panel considers that Council did not provide this recommended further work and therefore did not adequately provide sufficient guidance or the necessary strategic justification. Therefore, the Panel is not in a position to support the introduction of PO1.

The issues of parking rates and whether there should be an ability to reduce the number of car parking spaces through a permit are discussed in further detail in Chapter 4.1.

3.4 Conclusions and recommendation

The Panel concludes that the Amendment:

- implements, and is supported by, the relevant sections of the State and Local Planning Policy Framework subject to the Amendment.
- has insufficient strategic justification to implement most exhibited changes.

The Panel recommends that Amendment C132 to the Moonee Valley Planning Scheme be adopted as exhibited subject to changes recommended in this report.

The Panel provides guidance on more specific issues raised in submissions, as discussed in the following chapters, to inform any future amendment that seeks to implement the Parking Plan.

4 Parking Overlay Schedule 1

4.1 Car parking rates and number of spaces

The Amendment applies Column B car parking rates in the Activity Centre and removes the ability for a permit to reduce the number of parking spaces to align with an empirical assessment.

(i) The issue

The issues are:

- whether the proposed car parking rates are justified and appropriate for the Activity Centre
- whether there should be an ability to reduce the number of car parking spaces to align with an empirical assessment through a permit.

(ii) Evidence and submissions

In its submission, Council provided an overview of the Parking Plan. The Parking Plan notes that if the car parking rates outlined in Clause 52.06 were upheld for all development that currently exists, the required parking supply for Column A is 4,229 and for Column B is 3,676. There are 3,431 available existing parking spaces so the Parking Plan concludes:

> *Accordingly, this indicates that parking could be provided at either the Column B rate or lower.*

The Parking Plan reviewed the land use characteristics of the Activity Centre, which suggested lower parking rates could potentially be adopted. Higher density uses will require less parking because the demand for parking is shared by a number of land uses:

> *In recognition of this, Clause 52.06 allows for the identification of rates to be adopted that better reflect the parking demands generated by the identified location.*

Council's submission referred to the analysis in the Parking Plan and guidance in Planning Practice Note 57 when justifying the car parking rates:

> *It is noted that developers would still be able to apply to reduce the proposed Column B rates on a case by case basis, but that this would be subject to strategic justification through a car parking assessment.*[1]
>
> *Upon review of the above analysis, it was determined that there was no data derived which provided strong enough justification for the application of unique parking rates for the Moonee Ponds Activity Centre, and that the Column B rates provide an appropriate baseline for the assessment of car parking demand in future development proposals.*

Council also referred to the 2011 Car Parking Advisory Committee Report which states:

[1] Emphasis added by the Panel

> *... the Advisory Committee acknowledges that the assignment of parking rates is not an exact science, and notes that the proposed Clause 52.06 provides the opportunity for developers to present an argument for reducing these rates on a case by case basis.*

Ms Vulin, Ms Stepowy and Ms Fry sought higher car parking rates than what was proposed by the Amendment. Collectively, they considered applying the reduced Column B rates to be 'irresponsible' and 'short sighted' and were concerned that visitors and shoppers would go to other centres if easy access to parking was not provided.

Moonee Valley Racing Club (the Racing Club) and Salt considered the proposed car parking rates to be too high.

Ms Porter representing the Racing Club submitted that Precinct 9 is subject to a mix of height limits between 11 metres and 62 metres and that it will be intensively developed predominately for residential purposes with some retail. She added that a section 173 agreement is required before a permit to use, develop or subdivide land in Precinct 9 can be granted.[2] The section 173 agreement requires among other items, the provision of any identified transport mitigation measures and infrastructure identified in the Integrated Transport Plan. The Integration Transport Plan must include recommended car parking rates and the location of and layout of on-site parking areas.

Ms Porter submitted:

- Column B rates are generic state wide activity centre car parking rates which could have been applied without a Parking Plan.
- Council appear to have embarked on the kind of exercise to be expected if identifying locally specific rates.
- The Parking Plan did not recommend locally specific parking rates for this Activity Centre, and there is no sensible justification as to why not.
- The Parking Plan indicated that parking could be provided at either the Column B rate or lower and that there should be flexibility to consider various potential scenarios.
- Ms Porter summarised the Racing Club's position:

  So despite Aecom's recognition that the Activity Centre is currently providing car parking at less than Column B rates, and its recognition that future development within the Activity Centre is likely to result in more internally generated trips rather than external visitation, it ultimately recommended that Column B rates be adopted. However, it also recommended flexibility in the use of those rates – flexibility that is not to be found in proposed PO1.

Mr Coath of GTA Consultants was called as an expert on traffic engineering by the Racing Club and provided evidence that:

- Car parking within the Activity Centre is currently at 25 per cent below the Column B Rates.

[2] Activity Centre Zone Schedule 1, Clause 5.9-5

- The Parking Plan has empirically determined that the current parking requirements in the Activity Centre are lower than the Column B rates.
- The Amendment will result in an oversupply of car parking.
- The Activity Centre is highly accessible by public transport.

At the Hearing, Mr Coath stated that the Column B rates are more appropriate than the standard car parking rates, however, there should be an ability to apply for a permit to reduce the number of spaces if there is an empirical assessment to support a reduction.

(iii) Discussion

Council submitted that it endorsed the Parking Plan in November 2015. The Plan states that Activity Centre parking could be provided at either the Column B rates or lower in the current circumstances. The Panel considers that activating the Column B rates with the ability for a permit to reduce the required number of car parking spaces through an empirical assessment implements a fundamental aspect of the Parking Plan.

Council's submission and its expert witness did not provide sufficient strategic basis to prohibit a permit from reducing the required number of car parking spaces.

The Panel accepts that the current public car parking is at effective capacity and notes that activating Column B rates without a permit to reduce the number of required car parking spaces would result in a 25 per cent increase in capacity. The Panel acknowledges input from local patrons as expressed in the Parking Plan surveys that current parking is insufficient to cater for staff and customers and understands the impact of car parking availability on the economic capability of the Activity Centre, particularly in non-accommodation precincts.

The Parking Plan identifies that a vast majority of shoppers use short term two-hour car parking spaces. The Panel observed this itself during its site visit. While it is difficult to predict future parking demands for these shoppers without an analysis of the shopping catchment, the Panel considers that Column B rates are appropriate for the Activity Centre.

The Panel accepts that future car parking demand is likely to be less than current. For example, the Racing Club development will be predominately high-density residential which is different from the balance of the Activity Centre where commercial uses generate greater parking demand. This in itself will reduce parking demand.

Activating the Column B rates with the ability to consider reducing the number of car parking spaces to reflect an empirical assessment would be most effective to satisfy the current and potential range of future residential, retail and commercial uses. The Panel agrees with the Racing Club that Council could have sought to activate Column B rates only, which would have negated the need for a Parking Plan, as advised in Planning Practice Note 57. However, the Panel acknowledges that the Amendment seeks to implement other provisions in addition to Column B rates.

Requiring all proposals to provide the total number of calculated car parking spaces instead of numbers derived from empirical assessments is likely to result in Council receiving either more car parking spaces or financial contributions than the demand that

these developments will generate. Whether this results in an oversupply in car parking in the Activity Centre depends on how many financial contributions are collected in place of car parking spaces and the extent of existing parking issues in the Activity Centre.

Any car parking spaces and financial contributions that exceed future demand are therefore likely to be spent on addressing existing issues. The Panel considers it unfair and insufficiently justified to require future developments to provide more parking than the demand they would generate. The Panel would have taken a different view if the rates in the Parking Plan were similar or greater than the Column B rates.

The Panel therefore accepts Mr Coath's evidence that Column B rates are appropriate default standard rates for the Activity Centre.

(iv) Conclusion

The Panel concludes:

- The lower standard car parking rates in Column B of Table 1 in Clause 52.06 are appropriate and justified for the Activity Centre – an applicant can still apply to reduce the number of required car parking spaces through a permit.
- There is insufficient strategic basis to remove the ability for a permit to reduce the number of required car parking spaces that are calculated using Column B rates.
- More rigorous strategic justification is needed to demonstrate the exceptional circumstances for not allowing a permit to reduce the required number of car parking spaces.

(v) Recommendation

The Panel recommends:

1. **Amend Parking Overlay Schedule 1, as shown in Appendix B, to:**
   a) **replace the provisions under Clause 2.0 (Number of car parking spaces to be provided) with:**
      For all uses listed in Table 1 of Clause 52.06-5, the number of car parking spaces required for a use is calculated using the Rate in Column B of that Table

4.2 Financial contributions

The Parking Overlay specifies:

> *A schedule to this overlay may allow a responsible authority to collect a financial contribution in accordance with the schedule as a way of meeting the car parking requirements that apply under this overlay or Clause 52.06.*

PO1 allows a financial contribution to be collected and includes details about how it would operate.

(i) The issues

Chapter 3 considers the methodology for strategically justifying the financial contributions rates. This chapter focuses on issues with the proposed financial

contributions payments scheme. PO1 Clause 3.0 requires the following financial contributions in place of each car parking space not provided on the subject land:

- $7,500 (ex GST) for each car parking space associated with an accommodation use
- 15,000 (ex GST) for each car parking space not associated with an accommodation use.

Clause 3.0 specifies that funds collected from spaces associated with accommodation uses can be spent on the following projects within and around the activity centre:

- Streetscape improvements (for example widening footpaths, street furniture and improved pedestrian amenity).
- Laneway improvements (for example improved pedestrian amenity/connectivity).
- Public transport stop upgrades (for example seating, rubbish bins and other amenities not already provided).
- Dean Street underpass project (a specific project included in Council's Walking and Cycling Strategy, which formalises access to the Moonee Ponds Creek shared path).
- Maintenance of the Moonee Ponds Creek Path.
- Shared paths (for example along Dean and Wilson Streets).
- Way finding signage.
- On-road bicycle lanes (for example along Mt Alexander Road and potentially Ascot Vale Road).
- Intersection/roundabout improvements (this includes the Junction intersection).

It adds that funds collected from spaces associated with uses not associated with accommodation can only be spent on developing publicly-accessible off-street parking facilities in the Activity Centre.

The issues are whether the financial contribution provisions should be applied, whether the rates are appropriate and justified, and where collected funds should be spent.

(ii) Evidence and submissions

Financial contribution rates

Council's submission interpreted financial contributions in place of a car parking spaces as a reduction or waiver in the number of car parking spaces. This interpretation extends to the Explanatory Report and PO1 purposes. Council's expert, Mr Spencer, considered a financial contribution as compensation for not providing the space.

Council submitted that the financial contribution rates were developed through a robust methodology found in the Parking Plan and Cash-in-lieu report.

Council tabled correspondence from DELWP dated 31 March 2015 that was, to some extent, relied upon in Council's formulation of PO1 and its financial contributions.

The Parking Plan determined the non-accommodation financial contribution rates using a methodology that had been used to inform other similar financial contributions schemes. It firstly estimated the total cost for each parking space (including land and construction

costs) to be $31,980. It then estimated an appropriate discount to be applied to the financial contribution amount.

The *"estimated flow on benefits to businesses"* is the concept where money is spent at local businesses; these businesses spend with other nearby businesses. The Parking Plan suggests that a 30 per cent discount is therefore reasonable.

The *"estimated percentage of users relating to new development"* is the concept that future infrastructure will not solely support the demand created by the new developments but also service the present demand from existing developments. The Parking Plan states that 67 per cent is appropriate and aligns with other approved financial contribution schemes in Melbourne.

Applying these two concepts discounts the total cost of the car park to the financial contribution rate of $15,000 as shown in Table 5.

Table 5 Non-accommodation financial contribution rate calculation

Item	Amount (ex GST)
Estimated cost per parking space	$31,980
Estimated Flow-on benefits to businesses (Cost discounted 30%)	-$9,500
Estimated percentage of users relating to new development (Cost further discounted by 33%)	-$7,480
Cash-in-lieu waiver amount	$15,000

A methodology based on a combination of analysis from both the Parking Plan and Cash-in-lieu report was adopted to determine an appropriate accommodation financial contribution rate.

Council submitted that spending funds collected in place of accommodation parking on short-term consolidated public parking was not appropriate. It sought to spend these funds on improving sustainable transport infrastructure in the Activity Centre.

The Cash-in-lieu report stated that the accommodation financial contribution rate that would be used to fund sustainable transport projects should be less than the non-accommodation financial contribution rate because the improvements may deliver significant collateral benefits in the areas of health, environment, and amenity. SGS used a benefit-cost analysis to determine an appropriate discount. The analysis demonstrated a benefit-cost ratio of better than 2 to 1, which results in a financial contribution amount of $7,500 as shown in the table below.

Table 6 Accommodation financial contribution rate calculation

Item	Amount (ex GST)
Cash-in-lieu waiver amount	$15,000
Net community benefit discount (50%)	-$7,500
Residential cash-in-lieu waiver amount	$7,500

Council compared its proposed financial contribution rates with approved Parking Overlays in metropolitan Melbourne where the average financial contribution rate was calculated to be $13,087.

Ms Porter for the Racing Club submitted that for non-accommodation uses there is no need for a financial contribution to be paid in place of car parking at a rate that is not currently being generated and that a financial contribution should be payable in place of each parking space that is empirically required. The Parking Plan and PO1 do not adequately specify where or when the off-street parking will be constructed and whether the Council will fund any shortfalls. Ms Porter noted that there is a clear risk that financial contributions from Precinct 9 will fund car parking that will never be used by traders or visitors using Precinct 9.

Ms Porter referred to the accommodation uses in Aecom's comments contained in Appendix A of their report:

> *The methodology for residential waiver methodology* [sic] *will need to consider that there is little strong precedent to be absolutely confident in its successful adoption. The (unsuccessful) precedent that does exist points to the need to more clearly illustrate and justify the need, nexus, accountability and equity of a residential waiver...*
>
> *Council will need to demonstrate a clear link between the specific non-car parking based initiatives that will support a reduction in car parking need. Only this can in turn facilitate a change of transport mode to more sustainable ones over time.*
>
> *Any non-car parking initiatives must be implemented and the contributions spent within the Parking Overlay area and the demands of the principles of accountability and equity will require that an appropriate apportionment of these facilities will be funded through other (Council) means as both existing and future residents are likely to enjoy the benefits of these facilities.*

It was further submitted that there is no specific justification for the particular sustainable transport projects nominated in the PO1, how the projects support reduced car parking demand, and to what extent any of these projects are already funded.

Ms Bell submitted that Council has not justified the inclusion of the proposed requirements for financial contributions in PO1. She added that the financial contribution requirements in PO1 should be deleted so that only Column B rates apply to the Activity Centre. She submitted that pay parking should be extended as an alternative to financial

contributions and that no financial contributions for the off-street car parking apply until Council can demonstrate the feasibility of such a facility and fully commit to providing it.

Ms Bell submitted that a figure of $7,500 grossly underestimates the cost of providing a car park in the Activity Centre. Ms Bell referred to Mr Spencer's evidence, who in determining this amount, emphasised that, his assessment is not a calculation that is empirically justified in any way. While accepting that some discount can apply no justification has been provided for the applied discount of 50 per cent, and even if this is accepted an appropriate starting point has not been used. Ms Bell accepted as reasonable, the two step reduction applied by Aecom in determining the non-accommodation amount of $15,000 but questioned the first of these reductions being then made applicable in determining the accommodation amount of $7,500.

Ms Bell submitted:

- *However, to determine the appropriate rate within this range consideration would need to understand what proportion of new centrally provided car parking is expected to provide for new development compared to meeting latent demand for parking in the activity centre." The Maddocks Advice at 5.1 confirms that Council needs to seek further guidance from AECOM or another consultant on the selection of this rate, and that it should be justifiable. Council has provided no evidence of any further work to justify the figure of $15,000 proposed in this amendment, and has indicated that nothing further is available to the Panel to justify this figure. Based on Council's evidence it would appear that none of the relevant issues (location, size, time allowance and cost of the car parking facility) have been determined, and as such, an appropriate discount could not have been calculated.*
- *I additionally note in support of this point the Maddocks advice at 4.4 which states, "It is likely that a Planning Panel considering the merits of such a scheme would want to be satisfied that the projects for which the cash in lieu payments are being sought will ultimately be delivered.*
- *The car parking provisions are not drafted to allow financial contributions to be obtained as a trade off for reducing car parking requirements. They are an alternative way of providing the required car spaces.*

Mr Wallis supported financial contributions in place of parking spaces while Ms Fry and Mr Nesci supported them if funds were spent on new multi-level parking. Mr Nesci added that multi-level car parks should be provided to the east and west of the Activity Centre in advance. Moonee Ponds Chamber of Commerce, which provided conditional support to the Amendment, submitted:

> *... our preferred position is to have Council mandate that all development in the activity centre meet the guidelines in place in respect to the number of car spaces required for residential and commercial developments.*

It submitted that four existing car parking areas were funded through previous special rate levies from Puckle Street traders and sought guarantee that the car parking provided

by the commercial levies collected through the financial contributions would be in addition to the resultant existing 353 spaces.

Other submitters opposed financial contributions for different reasons. Ms Vulin and Ms Stepowy, did not support financial contributions because they consider the Activity Centre needs more parking spaces. Ms Stepowy submitted:

> *I would like to express my concerns about the waiving of car parking regulations for those developers who pay a "contribution" to the Council. Is it a contribution or a bribe? This sets a disturbing precedent for future transactions with the Council.*

Housing Industry Association submitted:

> *... financial contributions collected in lieu of car parking spaces amounts to yet another tax upon the development industry that due to the need to pass this cost onto home buyers has a negative impact upon housing affordability.*

Sensational Kids considered the financial contribution rate to be unfeasible because it intends to expand its operation where it cannot provide nine car parking spaces on its land. It submitted that a cash payment in lieu of nine parking spaces would be $135,000, equating to 7.5 times its monthly revenue. Ms McIntyre also considered the provisions to be unfeasible for commercial or residential developments while Mr Gattini submitted that the rates were *'over the top'* and would force businesses to leave the Activity Centre. Business owner, Mr Ho, was not convinced that Council's approach would solve the Activity Centre's traffic congestion.

Mr Sowerwine considered the cash-in-lieu rate to be too low and submitted that a higher rate should be applied so that it could be used on projects such as bicycle and pedestrian infrastructure and public transport improvements.

Funded projects

Much of the evidence and submissions of the previous section are relevant in this section.

As outlined above, some submitters sought to spend financial contributions on multi-level carparks while another considered they should be spent on bicycle and pedestrian infrastructure and public transport improvements.

Mr Coath, a traffic expert called by the Racing Club, stated:

> *I do not consider the current cash in lieu scheme for non-accommodation uses to be appropriately developed to ensure it suitably satisfies the financial contributions tests of need, equity or accountability. In this regard:*
> - *The starting point from which funds are collected must be revised to reflect the empirical demands of the centre (not Column B rates), and*
> - *The project to be funded must be further developed before funds are collected to ensure accountability and equity are satisfied.*

(iii) Discussion

Financial contribution rates

Planning Practice Note 57 defines a financial contribution as a payment in place of providing car parking spaces. The Parking Overlay specifies that a financial contribution is a way of meeting the car parking requirements that apply in a schedule to the overlay or Clause 52.06. A financial contribution therefore contributes towards the car parking requirement and it is not a reduction or waiver. It is certainly not compensation for not providing the spaces.

Planning Practice Note 57 states that the magnitude of the cash payments must be proportionate to the statutory right for which they are exchanged. The cost of the financial contribution must therefore reflect the cost of providing the parking space.

The Panel acknowledges the legal advice of 1 June 2015 from Maddocks that, in principle, there is no reason why different financial contribution rates can be provided for different types of development and that there is scope for PO1 to collect financial contributions to fund sustainable transport initiatives. It stated that the challenge was being able to demonstrate the strategic basis for the proposal. The Panel agrees with the legal advice and emphasises the importance of strategically justifying the proposal.

The Panel is not aware of any Parking Overlay schedule that includes two different financial contribution rates. However, it finds no issues with the broad-level logic behind this approach, where appropriate and justified.

The Parking Plan methodology for providing a non-accommodation financial contribution rate provides some basis for discounting the financial contribution rate. It provides a reasonable approach to discount the amount by allowing for an overflow of existing parking demand.

While the Panel is not entirely comfortable with the percentages arrived at by the Parking Plan to discount the financial contribution rate, the end result is an amount of $15,000 that is considered reasonable in the context of other similar scheme in metropolitan Melbourne where the average amount is $13,087.

The Panel agrees with Council that funds raised for non-accommodation uses should be set aside for a publically accessible centralised off-street car parking. This provides a clearer nexus between the development and the facilities provided and is a more practical, effective and efficient solution.

The Panel is more concerned with the accommodation financial contribution rate of $7,500. It agrees with Ms Bell that $15,000 is not an appropriate starting point to apply discounts for this use. The Panel does not consider the benefit-cost analysis in the Cash-in-lieu report to be an appropriate or accurate quantitative assessment to support discounting the accommodation financial contribution rate to half of the non-accommodation rate.

Funded projects

PO1 includes provision to construct publically accessible centralised off-street car parking but has provided no information as to when or where the facility will be constructed.

While Council's submission refers to potential locations, the Panel agrees with Mr Coath and considers the lack of specificity makes it difficult to satisfy the financial contributions tests of need, equity or accountability. It is in stark contrast to the example on page 13 of Planning Practice Note 57.

The Panel agrees that financial contributions from accommodation uses can, in principle, be appropriately used to reduce parking demand and improve health wellbeing by funding sustainable transport initiatives such as bicycle parking. However, the Cash-in-lieu report appears to have over-estimated the benefits, which has resulting in an unacceptably low accommodation financial contribution rate.

The Panel agrees with advice in the Parking Plan that the methodology will need to consider that there is little strong precedent for two different contribution rates in the same Activity Centre as proposed by the Amendment. Further, the (unsuccessful) precedent points should more clearly justify the need, nexus, accountability and equity of the accommodation contribution rate in particular. The Parking Plan concluded:

> *Council will need to demonstrate a clear link between the specific non-car parking based initiatives that will support a reduction in car parking need. Only this can in turn facilitate a change of transport mode to more sustainable ones over time*

Importantly, Maddocks' legal advice to Council advises that the Parking Plan does not provide Council with sufficient guidance or strategic justification to support the introduction of PO1 and states:

> *We consider that this work needs to be reviewed or further work need to be commissioned by Council.*

Maddocks' advice raised the issue of Council's contribution to the works:

> *Nevertheless, we would expect that where funds are being raised for a particular project, then the basis of the scheme would be that Council would cover any shortfall between the funds collected and the actual cost of delivering the project. It is likely that a Planning Panel considering the merits of such a scheme would want to be satisfied that the projects for which the cash in lieu payments are being sought will ultimately be delivered.*

Council provided advice received from DELWP dated 31 March 2015[3], which was useful to the Panel. DELWP qualified its advice by advising that it had not gone into the matter "*in any great depth*" and advised Council to take its own legal advice regarding the level of specificity required.

The Maddocks' advice as discussed above provided the Panel with a clear legal summary of the key matters in question.

Council subsequently engaged SGS to address some of the concerns raised. It is the Panel's view that the Cash-in-lieu report undertook this task with an unorthodox

[3] Council Submission Part A, Appendix B

approach that did not meet the advice expressed by Aecom or Maddocks. In his expert evidence, Mr Spencer belatedly addressed the four core principles of need, nexus, accountability and equity. This evidence was not substantive enough or in enough detail to convince the Panel that the accommodation financial contribution rate was justified.

The Council advised the Panel that it did not intend to undertake any further work in respect of this matter.

While it is appropriate to establish a financial contribution for accommodation to fund sustainable transport initiatives, neither the $7,500 rate nor the type of projects listed in PO1 have sufficient detailed information to justify their inclusion.

The Panel does not accept Council's comparison of other existing Parking Overlay schedules that showed limited project information to justify the lack of information in PO1.

Council did not demonstrate a clear link between the specific non-car parking based initiatives that will support a reduction in car parking need. Only this can in turn facilitate a change of transport mode to more sustainable ones over time.

For example, PO1 includes projects such as streetscape improvements and laneway improvements but provides no specifics as to the location of these works, whether council funds have been, or will be, allocated, nor even a general scope of the type of works required. Council was not therefore in a position to explain to the Panel's satisfaction how or to what extent car parking demand would be decreased.

Similarly, another PO1 project identifies "*intersection /roundabout improvements (including the Junction intersection)*"– while potentially a worthwhile and valid project to reduce car parking demand, it is lacking in sufficient specificity to enable the Panel to forecast its impacts. The Panel's site inspection observed the Junction and its exceptionally complex traffic engineering challenges, which reinforced its apprehension to accept this as an acceptable means of reducing car parking demand. Council, subsequently submitted PO1 Version C which qualified this project by relating it specifically to pedestrian /cyclist connectivity, which although an improvement did not significantly assist in the justification the Panel was seeking.

(iv) Conclusion

The Panel concludes:

- The principle of two differing financial contribution rates for accommodation and non-accommodation uses is acceptable but presents some practical issues.
- There is insufficient strategic basis to justify the $7,500 accommodation financial contribution rate based on the methodology provided, its uniqueness and its comparatively very low amount.
- It is appropriate to spend funds collected from accommodation developments on specifically identified sustainable transport initiatives.
- There is insufficient specificity provided in PO1 or any associated document to align the sustainable transport initiatives with the core principles in Planning Practice Note 57.

- The $15,000 non-accommodation financial contribution rate, while comparative to other similar schemes, is not justified.
- It is appropriate to spend collected funds from non-accommodation developments on specifically identified publically accessible off-street parking in the Activity Centre.
- There is insufficient specificity provided in PO1 or any associated document to align the off-street parking project with the core principles in Planning Practice Note 57.
- Deleting the financial contributions provisions will make the suite of PO1 objectives no longer be applicable.

(v) Recommendation

The Panel recommends:

2. Amend Parking Overlay Schedule 1, as shown in Appendix B, to:
- **a) delete Clause 3.0 (Financial contributions requirement)**
- **b) replace all objectives in Clause 1.0 (Car parking objectives to be met) with:**

To identify appropriate car parking rates for land uses in the Moonee Ponds Activity Centre.

4.3 Where Parking Overlay Schedule 1 should be applied

(i) The issue

The issue is whether PO1 should apply to Precinct 9 – a portion of the Racing Club land.

(ii) Evidence and submissions

The Racing Club submitted that its land should be excluded from PO1 because the parking requirements proposed by the Amendment might duplicate strategies in the Integrated Management Plan, as required by Activity Centre Zone Schedule 1. It added:

> *Given the uniqueness of the Moonee Valley Racecourse development and the requirement for the Integrated Transport Plan, it is appropriate that the MVRC be excluded from the Parking Overlay boundary.*

Precinct 9 will be predominately an intensively redeveloped residential development with some commercial and retail uses. The required Integrated Transport Plan must include among other things, recommended car parking rates and a contribution towards physical and community infrastructure.

The Racing Club therefore submitted that it was a most likely candidate for 'double dipping'.

The Racing Club also submitted that the Column B rates with no flexibility to reduce the number of calculated car parking spaces, as proposed by the PO1, would result in an overprovision of carparks for a demand that does not exist and investment that will not be used.

In its submission, Council disagreed that the Racecourse land was unique to the Activity Centre.

It pointed to examples approvals for high density mixed use development in Hall Street and Ascot Vale Road within the Activity Centre.

Council submitted that the Integrated Transport Plan is required to be prepared before any planning permit is lodged on the Racecourse land and that it does not give implicit approval for car parking provision on the site nor does it allow for waivers under clause 52.06.

The Council conceded that there could be some overlap in projects under the Integrated Transport Plan and PO1 but where this did occur Clause 52.06 would allow these contributions to be counted towards any required financial contribution under PO1.

(iii) Discussion

It is acknowledged that the Amendment implements a recommendation of the Parking Plan by applying PO1 to the Racing Club land. The Panel considers that the recommendation is based on a broad level logic without a detailed understanding on how the statutory provisions for both the Activity Centre and Racing Club land could operate together. The Panel accepts the Racing Club's submission that requirements in provisions proposed by the Amendment may inadvertently duplicate those in Activity Centre Zone Schedule 1.

As discussed at the Hearing, the Panel considers that there are two options that may address this issue:

1. Remove PO1 from the Racing Club land if a permit cannot be granted to reduce the number of car parking spaces and if it is not clear whether any contribution does not duplicate those required in Activity Centre Zone Schedule 1.
2. Apply PO1 to the Racing Club land if there is an ability to reduce the number of car parking spaces and recognise an empirical assessment and any contributions required through provisions in Activity Centre Zone Schedule 1.

The Panel has earlier recommended that PO1 provide the ability for a permit to reduce the number of car parking spaces calculated when applying Column B rates. The Panel considers that this resolves issues raised by the Racing Club by:

- implementing more realistic car parking spaces that align with an empirical assessment
- recognising its contribution (financial or otherwise) through Activity Centre Zone Schedule 1
- when taking the above into account, avoid contributions being duplicated between two different mechanisms.

By providing flexibility, the provisions in PO1 and Activity Centre Zone Schedule 1 could operate together without duplication or conflicts. This aligns with Option 2.

(iv) Conclusion

The Panel concludes that the Racecourse Land should remain in PO1 with the ability for a permit to reduce the number of car parking spaces that is supported by an empirical assessment.

5 Other issues

5.1 Car parking management

(i) The issue

The issue is the extent to which the Amendment can respond to general car parking management matters raised during the Panel Hearing.

(ii) Evidence and submissions

Ms DeSensi submitted that the way in which parking is managed around her salon in Eddy Street affects her clients and staff. She added that most of her clients park across the street at the Coles car park because it is free but are unable to find a parking space during peak times. Ms DeSensi sought free parking permits for her staff.

Caroline Chisholm Society also sought free parking for its volunteers and 'not too expensive' parking for its workers. It submitted that future developments in the Activity Centre will increase demand for two hour, three hour and all day car parking which its believes reach capacity during certain times. It sought car parking to meet the needs of those getting in and out of cars with infants in prams or walking with infants in prams from traffic from a car or public transport.

Ms Bell considered that paid parking could manage parking demand more effectively if it was introduced where parking demand exceeded 85% of parking spaces. This may reduce the parking demand to the extent that the principle of 'need' is not met. Ms Bell referred to the 2011 Advisory Committee on Car Parking Provisions report, which viewed parking fees as a direct alternative to financial contribution schemes readily available to Councils.

Ms Bell submitted therefore that the Panel should recommend that Council consider extending the use of paid parking in the Activity Centre as an alternative to requiring financial contributions. In its closing submission, Council said that it had no intention to start charging for existing free car parking spaces in the commercial core area.

(iii) Discussion

How car parking is managed, such as time restrictions and fees, can influence land use impacts. For example, providing free parking in the commercial core and paid parking on the periphery of centre may result in one area experiencing higher congestion and parking occupancy rates than another part of the centre.

On its unaccompanied site visit, the Panel particularly noticed the various parking areas of the Activity Centre and noted the location of the short and long-term zones, the areas of free parking and fee parking and the relative demand for parking to better understand the dynamics of the Activity Centre. It was noted that generally, much of the Activity Centre core parking was free and at effective capacity and that, parking in the paid parking zones was below capacity. The Panel questioned the Council as to its propensity to extend paid parking to reduce demand. Council clearly responded that this matter had been considered in the past and it does not intend to raise this matter again.

The Panel makes no further comment about this matter because how Council manages its car parking is ultimately subject to a separate process administered under a different Act to the *Planning and Environment Act 1987*.

(iv) Conclusion

The Panel concludes that car parking is managed through a separate process beyond the *Planning and Environment Act 1987* and outside the Amendment process.

5.2 Drafting of the proposed planning scheme provisions

The Panel identified drafting related issues throughout the Hearing and in response, Council presented PO1 Version C with tracked changes. The Panel asked Council to explain what it sought to achieve through PO1 because the way in which they were drafted made it difficult to understand. Council sought advice from DELWP and an email with DELWP's advice was tendered on the final day of the Hearing.

The changes are outlined in Table 7.

There was 'without prejudice' discussion about the revised changes and the Panel provided each party with an opportunity to comment on the revised draft by 3 June 2016. Council responded with some further minor wording changes (Version D).

Table 7 Comparison of the exhibited and revised PO1 provisions

Exhibited provisions	Version C provisions	Version D provisions
Car parking objectives to be achieved		
Uses the term 'waivers'	Replaces 'waivers' with 'reductions'	Same as Version C
Clauses 2.0 and 3.0		
The lower standard car parking rates found in Column B of Table 1 in Clause 52.06 apply.	Moved to a new Clause 2.0 (Number of car parking spaces to be provided)	Replaced this provision with: The lower standard car parking rates found in Column B of Table 1 in Clause 52.06 are required, unless the following apply: - The number of car parking spaces required in this schedule for a new use of land is less than or equal to the number of car parking spaces required under this schedule for the existing use of the land; and - The number of car parking spaces currently provided in connection with the existing use is not reduced after the new use commences.
Nil	New Clause 3.0 (Permit requirement) A permit must not be granted to reduce (including reduced to zero)	Same as Version C

Exhibited provisions	Version C provisions	Version D provisions
	the number of car parking spaces required under this overlay unless financial contributions are provided in lieu of each space reduced.	
Financial contributions requirement		
A financial contribution of $7,500 (ex GST) is required in lieu of... A financial contribution of $15,000 (ex GST) is required in lieu of ...	The responsible authority may accept a financial contribution of ...	Replaced 'in lieu of each car parking space...' with: In-lieu of one or more car parking spaces being provided on-site ...
Maintenance of the Moonee Ponds Creek Path	Improvements to the Moonee Ponds Creek Path	Deleted: Improvements to the Moonee Ponds Creek Path
Intersection/roundabout improvements (this includes the Junction intersection)	Intersection/roundabout improvements which relate to pedestrian/cyclist connectivity (this includes the Junction intersection)	Same as Version C
Nil	Added: Other financial contributions received which are considered by the responsible authority to be for the same planning purpose will be applied as credit for car parking spaces.	Revised to: Other financial or in kind contributions may at the discretion of the responsible authority be offset against the financial requirements if they are to the satisfaction of the responsible authority.

(i) Discussion

During the Hearing, it became evident that Council did not appear to understand that a financial contribution can be made without a planning permit process. The Panel agrees with Ms Bell's observation that Council appears to have confused the fact that the car parking provisions are not drafted to allow financial contributions to be obtained as a trade-off for reducing car parking requirements. They are an alternative way of providing the required car spaces.

As shown in Figure 2 of this report, Planning Practice Note 22 states that if the specified number of spaces cannot be provided on the land, an applicant can either:

1. Apply for a planning permit to reduce the parking requirement.
2. Amend the proposal so that the requirement is met (for example by reducing the intensity of the use).
3. If available, pay a financial contribution for each space not provided.

Only one of the three options involves a permit process. The third option allows a financial contribution to be made as an alternative way of providing the required car parking spaces. It appeared to the Panel that Council misunderstood that a permit is required whenever a financial contribution is obtained. This confusion extended to Council's email to DELWP that shows that Council did not understand the Panel's query, and more importantly, did not appear to understand how Clause 52.06 operated.

With respect to the exhibited provision *"The lower standard car parking rates found in Column B of Table 1 in Clause 52.06 apply"*, a reasonable person would interpreted this as meaning that the Column B rates are activated but can be reduced through a permit process. Council's revised provision (PO1 Version C) which specifies that a permit cannot be granted to reduce the number of car parking spaces is a different provision. The latter may have been what Council intended but a reasonable person is unlikely to have been aware of this when considering the Amendment during its exhibition.

The Panel considers that the revised draft of PO1 provided during Council's closing submission continues to have drafting issues that may affect its operation. An example is the introduction of a car parking credit scheme for the Racing Club land. The new provision provides no definitions or relevant provisions that would support its implementation. This provision would not necessary if the Racing Club land was able to apply for a permit to reduce the Column B rates to acknowledge an empirical assessment and associated circumstances.

(ii) Conclusion

The Panel concludes:

- PO1 has serious drafting issues that resulted in misinterpretation and would have affected its operation.
- Any future amendment that changes PO1 should apply drafting principles such as those contained in Planning Practice Note 10 (Writing schedules) to address interpretation issues.

Appendix A Document list

No	Description	Presented by
17 May 2016		
1	Part A submission	Council
24 May 2016		
2	Submission – including Part B submission, appendices, and other relevant documents	Council
26 May 2016		
3	Parking Overlay Schedule 1 – Revised	Council
4	Submission on behalf of the Moonee Valley Racing Club	Ms E Porter
5	Submission	Ms K Bell
6	Explanatory Report – Revised	Council
7	Email dated 25 May 2016 advice from DELWP on interpretation of Clause 52.06	the Panel

Appendix B Panel recommended Parking Overlay Schedule 1

SCHEDULE 1 TO THE PARKING OVERLAY

Shown on the planning scheme map as **PO1**.

MOONEE PONDS ACTIVITY CENTRE

1.0 Car parking objectives to be achieved

To identify appropriate car parking rates for land uses in the Moonee Ponds Activity Centre.

2.0 Number of car parking spaces to be provided

For all uses listed in Table 1 of Clause 52.06-5, the number of car parking spaces required for a use is calculated using the *Rate* in Column B of that Table.

Maddocks

Maddocks Lawyers

Review of the Strategic Basis for the Introduction of a Parking Overlay at the Moonee Ponds Activity Centre incorporating a car parking contributions scheme - 3 November 2016

Prepared for Moonee Valley City Council

Terry Montebello
Partner
Maddocks

[6946671: 17903124_1]

Maddocks

INTRODUCTION

1. Maddocks has been asked to review the Panel Report for Amendment C132 with a view to providing the information which the Panel addressed in its report. This relates primarily to what the Panel identified as the strategic basis of certain information.

2. For the purpose of responding to our instructions and to give the reader a better appreciation of the issues and responding to the Panel's concerns, we propose to set out the proposal which is at the heart of Amendment C132 and provide some further context.

3. We will then address the key concerns as raised by the panel. It is the intent of this report to respond to the concerns.

The Proposal

4. At the heart of Amendment C132 is a proposal to introduce a Parking Overlay Schedule 1 (PO1) into the Moonee Valley Planning Scheme. (Scheme)

5. The purpose of PO1[1] is described as follows:

   - To appropriately manage the provision of car parking within the Moonee Ponds Activity Centre.
   - To improve both public car parking provision and sustainable transport infrastructure within the centre.
   - To provide for the collection of financial contributions in lieu of commercial car parking waivers to contribute to the construction of publicly-accessible off-street parking facilities within the centre.
   - To provide for the collection of financial contributions in lieu of residential car parking waivers to contribute to the construction of sustainable transport improvements within the centre.

6. The purposes are clear and concise. The purpose of PO1 is immediately evident from reading the provisions. To give effect to PO1, the following mechanisms are put in place:

   1. The rates in Column B of clause 52.06 are adopted as the standard rates for the purposes of the area to which PO 1 applies.

[1] Reference is made to the exhibited version of PAO1.

Maddocks

2. In accordance with amendments made at the commencement of the panel, the provisions of PO1 were to be further amended to make it clear that the Column B rates could not be reduced by an empirical assessment.

3. In lieu of the provision of the actual car parking spaces required by the application of the (mandatory) Column B rates, a development proponent is able to satisfy the obligation by either making the space available or by making a payment in kind. The relevant provisions are as follows:

> A financial contribution of $7,500 (ex GST) is required in lieu of each car parking space associated with an accommodation use (as required under Column B of Table 1 in Clause 52.06) being provided on-site.
>
> A financial contribution of $15,000 (ex GST) is required in lieu of each car parking space associated with a use other than accommodation (as required under Column B of Table 1 in Clause 52.06) being provided on-site.
>
> The amount of financial contributions specified above is to be adjusted annually from 1 July 2015 using the CPI (all groups) as the index.

4. The funds received as payments in kind on account of accommodation proposal are specified as able to be spend on a list of defined projects namely:

- Streetscape improvements (e.g. widening footpaths, street furniture and improved pedestrian amenity).
- Laneway improvements (e.g. improved pedestrian amenity/connectivity).
- Public transport stop upgrades (e.g. seating, rubbish bins and other amenities not already provided).
- Dean Street underpass project (Action 1.6 within Council's Walking and Cycling Strategy which formalises access to the Moonee Ponds Creek shared path).
- Shared paths (e.g. along Dean and Wilson Streets).
- Wayfinding signage.
- On-road bicycle lanes (e.g. along Mt Alexander Road and potentially Ascot Vale Road).

Maddocks

- Intersection/roundabout improvements which relate to pedestrian/cyclist connectivity (this includes the Junction intersection).

5. The funds received as payment in kind on account of non-accommodation proposals are to be spent on an unspecified public car parking project. The relevant provision states:

> All financial contributions collected in lieu of car parking spaces associated with a use other than accommodation can only be spent on the development of publicly-accessible off street parking facilities within the activity centre.

7. The methodology employed by the PO1 is similar to the methodology of Parking Overlays employed in other municipalities to some extent. That said, it is different in that the Moonee Valley PO1 seeks to raise funds for

   - a range of non-motorised transport initiatives designed to bring about mode shift away from the motor vehicle; and
   - publicly accessible off-street car parking facilities that will provide short term car parking.

8. The first of these purposes has not, as far as I am aware, been the subject of a Parking Overlay elsewhere although it has been the subject of commentary as to what is desirable on several occasions, as further outlined within this review.

9. The second of these purposes is a common approach as indicated in Table 2 of Council's Part B Submission repeated below for completeness

Maddocks

Extract from Council's Part B submission:

Table 2 – Level of Detail within existing Parking Overlays

Parking Overlay	LGA	Location	# of Spaces	Timeframe
Bendigo	Greater Bendigo	Not specified	Not specified	Not specified
Bridge Street	Greater Bendigo	Not specified	Not specified	Not specified
Springvale	Greater Dandenong	Balmoral Avenue Car Park	80 spaces	Not specified
Leongatha	South Gippsland	Public car park for the Leongatha Town Centre area	Not specified	To be reviewed no later than 5 years from the date of gazettal
Glen Waverley	Monash	Not specified	260 spaces	Not specified
Oakleigh	Monash	Not specified	195 spaces	Not specified
Werribee	Wyndham	Public parking projects within the Werribee City Centre or adjacent to the Werribee City Centre in accordance with the Consolidated Parking Master Plan as shown in Figure 1, including (where appropriate) multi storey facilities and provision of bicycle parking facilities.	Not specified	Not specified
Berwick	Casey	Not specified	246 spaces	Not specified

10. Amendment C132 was supported principally by a number of pieces of strategic work carried out by Council. These are:

    - The Moonee Ponds Car Parking Plan (**MPCPP**) by AECOM
    - The Strategic Justification For Cash in Lieu of On-Site Parking Provision Report by SGS Economics and Planning.

Maddocks

- Moonee Ponds Car parking Supply and Demand Surveys April 2009
- Moonee Ponds Car Parking Supply and Demand Surveys March 2012
- Moonee Ponds Car Parking Supply and Demand Surveys October 2013
- Moonee Ponds Activity Centre Structure Plan
- Moonee Valley Walking and Cycling Strategy

11. Furthermore, the Amendment was supported by the further evidence of Mr Andrew Spencer of SGS Economics and Planning.

WHAT IS THE STRATEGIC ISSUE?

12. On several occasions, in the course of the Panel Report, the Panel expressed concern at the lack of what it described as the strategic basis of the Amendment. For example:

> **3.4 Conclusions and recommendation[2]**
>
> The Panel concludes that the Amendment:
>
> - implements, and is supported by, the relevant sections of the State and Local Planning Policy Framework subject to the Amendment.
> - has insufficient strategic justification to implement most exhibited changes.

13. and further

> **(iv) Conclusion[3]**
>
> The Panel concludes:
>
> - The lower standard car parking rates in Column B of Table 1 in Clause 52.06 are appropriate and justified for the Activity Centre – an applicant can still apply to reduce the number of required car parking spaces through a permit.
> - There is insufficient strategic basis to remove the ability for a permit to reduce the number of required car parking spaces that are calculated using Column B rates.

[2] Panel Report Page 19
[3] Panel Report Page 23

Maddocks

- More rigorous strategic justification is needed to demonstrate the exceptional circumstances for not allowing a permit to reduce the required number of car parking spaces.

14. and further:

(iv) Conclusion[4]

The Panel concludes:

- There is insufficient strategic basis to justify the $7,500 accommodation financial contribution rate based on the methodology provided, its uniqueness and its comparatively very low amount.
- There is insufficient specificity provided in PO1 or any associated document to align the sustainable transport initiatives with the core principles in Planning Practice Note 57.
- The $15,000 non-accommodation financial contribution rate, while comparative to other similar schemes, is not justified. It is appropriate to spend collected funds from non-accommodation developments on specifically identified publically accessible off-street parking in the Activity Centre.
- There is insufficient specificity provided in PO1 or any associated document to align the off Street parking project with the core principles in Planning Practice Note 57.

15. From the above extracts from the Panel Report, it can be seen that the Panel's primary concerns related to lack of what it describes as the lack of "strategic" justification for the following:
    - The removal of discretion in relation to further reductions beyond the Column B rates (which the panel found to be appropriate); and
    - The adoption of $7500 as the rate for the spaces required but not provided for accommodation uses.

16. A third issue which arises is the relationship between the Sustainable Transport Works and the reductions in the number of car parking spaces provided for accommodation uses.

[4] Panel Report Page 31

Maddocks

17. We deal with each of these issues below.

ISSUE 1 – LACK OF STRATEGIC BASIS FOR THE REMOVAL OF THE DISCRETION

18. In my opinion, the removal of the discretion from the PO1 concerning the further reduction of Column B rates is not a matter that calls for strategic justification so much as it requires a rigorous understanding of statutory planning and how contribution schemes work. For instance, in other examples within similar contexts where contributions schemes apply, one will invariably find that where accompanied by a requirement to make a monetary contribution, there is no discretion available to avoid the requirement.

19. The two obvious examples are:

- Development Contribution Plans; and
- Public Open Space Contributions Strategies.

20. In the case of Development Contribution Plans the drafting of the VPP[5] provision states:

> A permit granted must:
>
> – Be consistent with the provisions of the relevant development contributions plan.
>
> – Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.

21. Importantly, there is no discretion to try and avoid the contribution by arguing that your development does not benefit from the works financed by the Development Contributions Plan.

22. In the case of Public Open Space Contributions, the drafting of the VPP[6] provision states:

> A person who proposes to subdivide land **must make** a contribution to the council for public open space in an amount specified in the schedule to this clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both). If no amount is specified, a contribution for public open space may still be required under section 18 of the Subdivision Act 1988.

[5] At clause 45.06 of the VPPs
[6] At clause 52.01 of the VPPs

Maddocks

23. Again, the requirement is mandatory. You cannot try and argue that your land is in an area that has adequate public open space.
24. In neither case does the provision admit of any discretion.

25. To illustrate the point further, in the case of the Monash Planning Scheme[7] which also implements a monetary cash in lieu scheme via the Parking Overlay Schedule 1, the drafting is as follows:

> Unless car parking credits exist, a permit cannot be granted to reduce the car parking requirement for:

26. Similarly for Parking Overlay Schedule 2, (which was heard by a panel [8]) the drafting is as follows:

> Unless car parking credits exist, a permit cannot be granted to reduce the car parking requirement for:

27. Similarly to the Casey Planning Scheme, in respect of Parking Overlay Schedule 1:

> A permit cannot be granted to reduce the car parking requirement for any other use determined by undertaking an empirical analysis under Clause 52.06, except in accordance with this Schedule.

28. The above provisions are all consistent in that they each remove the discretion available to adopt a site by site assessment of car parking where there is a contributions scheme involved.

29. Accordingly, the notion that one could implement a car parking contributions scheme in the context of a discretionary provision is challenging from a statutory planning perspective.

30. The proposition in relation to the need to remove discretion is more strategic in nature; namely the objective to avoid a case by case approach to car parking within a centre where the objective is to adopt a centre wide approach. In this regard, the MPCPP advises[9] that:

---

[7] The Car Parking Provisions Advisory Committee notes at page 27 that:
A total of nine Councils currently have cash-in-lieu schemes implemented through local policy or a schedule to Clause 52.06:

- Two Councils have local car parking policies included at Clause 22 that introduce cash-in-lieu schemes for a particular area;
- Seven of 12 Councils that have Parking Precinct Plans (Schedules to Clause 52.06 and include Incorporated Documents at Clause 81) have included cash-in-lieu schemes. Each scheme is for a nominated area but the schedules do not specify details of the number of spaces required for the scheme or any Council contribution.

[8] Panel Hearing Amendment C60 and C71 Monash Planning Scheme December 2007
[9] Page 1 Executive Summary

Maddocks

AECOM developed the PP according to the requirements and guidelines of the Department of Transport, Planning and Local Infrastructure's 'The Parking Overlay' practice note 57 (April 2013).

The PP for MPAC has been produced with consideration of wider sustainable transport impacts to ensure consistency with MVCC, Plan Melbourne (and Melbourne@5million) and Victoria Transport Plan policy objectives which include the reduction on car dependency, increased use of public transport and the enhancement of pedestrianised areas in activity centres.

Importantly, AECOM advise that the requirements of the MPCPP were:

In accordance with MVCC requirements of the study this PP has:

- Assessed the existing and projected car parking supply and demand for the MPAC.
- More accurately reflected the actual demand rates for MPAC therefore restricting the case by case approach to car parking supply and provision.
- Outlined a cash in lieu contribution strategy for car parking provision to be validly imposed on planning permits.
- Planned to achieve an enduring balance between the demand and supply of parking spaces while allowing new uses and developments that generate new car parking demand to proceed.
- Sought to fund the cost of car parking infrastructure equitably.
- Determined sustainable transport projects that will reduce the demand for car parking (via MVCC consultation).

(our underlining for emphasis)

31. The advice provided by AECOM is consistent with the commonly referred to whole of centre approach to car parking. In an activity centre, the purpose of a Parking Overlay which implements a contributions scheme is to avoid a site by site assessment in preference for a whole of centre approach. This whole of centre approach to car parking is an underlying principle of activity centre planning. For example in the Car Parking Provisions Advisory Committee Report January 2012, the committee commented as follows[10]:

[10] Page 16 Car Parking Provisions Advisory Committee January 2012.

Maddocks

Whole of centre approach

The 2008 Advisory Committee commented that parking provision needs to be viewed on a whole of activity centre basis and that this should ideally be done as part of an integrated planning approach that considers all modes.

There are practical limitations in applying the parking provisions to individual development proposals as a centre-wide strategy may not exist and if it does there may be a time lag between the development and the supply of car parking, or development of other modes, to support the development. Integrated Transport Plans can require a considerable effort and not all Councils have the resources to do this level of strategic work. In this context the parking rates in Clause 52.06 become a useful 'default' rate to be used as a starting point for assessing the appropriate car parking requirements for a particular change of use or development proposal.

Submissions varied on this issue with some submitters arguing that car parking requirements should never be varied or waived, and others arguing that car parking requirements should not get in the way of encouraging local business. Some submitters described allowing car parking to restrict development as 'having the tail wag the dog'.

In practice, planning authorities will need to balance policies relating to economic development and supporting local business against the sometimes expensive requirements on a developer to provide parking. Individual site decisions will need to consider: the existing under or over supply of car parking; the history of the site (what is fair to other land owners); and a range of other matters in determining the appropriate response. Clause 52.06 sets out factors to consider in assessing any reduction in car parking requirements for a particular location.

The Advisory Committee agrees that car parking requirements should, ideally, be set on the basis of a 'centre-wide' analysis and concludes that this is best achieved by having the base or 'fallback' rates set in Clause 52.06, and providing the opportunity for Councils to further support 'centre-wide' policy and strategy via an overlay.

32. The Advisory Committee further commented: 11

Parking provision should be looked at holistically on an activity centre wide basis with an emphasis on ensuring centre viability and encouraging market based development. Tribunal decisions have consistently advocated a centre based approach and suggested that the car parking provisions in the scheme should reflect this approach;

[11] Page 22 Car Parking Provisions Advisory Committee January 2012.

Maddocks

33. With the above in mind, it is to be noted that the C132 Panel made the following observations[12]:

> Council submitted that it endorsed the Parking Plan in November 2015. The Plan states that Activity Centre parking could be provided at either the Column B rates or lower in the current circumstances. The Panel considers that activating the Column B rates with the ability for a permit to reduce the required number of car parking spaces through an empirical assessment implements a fundamental aspect of the Parking Plan.
>
> Council's submission and its expert witness did not provide sufficient strategic basis to prohibit a permit from reducing the required number of car parking spaces.

34. And further, the Panel comments:

> The Parking Plan identifies that a vast majority of shoppers use short term two-hour car parking spaces. The Panel observed this itself during its site visit. While it is difficult to predict future parking demands for these shoppers without an analysis of the shopping catchment, the Panel considers that Column B rates are appropriate for the Activity Centre.
>
> The Panel accepts that future car parking demand is likely to be less than current. For example, the Racing Club development will be predominately high- density residential which is different from the balance of the Activity Centre where commercial uses generate greater parking demand. This in itself will reduce parking demand.
>
> Activating the Column B rates with the ability to consider reducing the number of car parking spaces to reflect an empirical assessment would be most effective to satisfy the current and potential range of future residential, retail and commercial uses. The Panel agrees with the Racing Club that Council could have sought to activate Column B rates only, which would have negated the need for a Parking Plan, as advised in Planning Practice Note 57. However, the Panel acknowledges that the Amendment seeks to implement other provisions in addition to Column B rates.
>
> Requiring all proposals to provide the total number of calculated car parking spaces instead of numbers derived from empirical assessments is likely to result in Council receiving either more car parking spaces or financial contributions than the demand that these developments will generate. Whether this results in an oversupply in car parking in the Activity Centre depends on how many financial contributions are collected in place of car parking spaces and the extent of

[12] Page 22 Panel Report

Maddocks

existing parking issues in the Activity Centre. Any car parking spaces and financial contributions that exceed future demand are therefore likely to be spent on addressing existing issues. The Panel considers it unfair and insufficiently justified to require future developments to provide more parking than the demand they would generate. The Panel would have taken a different view if the rates in the Parking Plan were similar or greater than the Column B rates.

35. It is respectfully submitted that the above admits of an incorrect understanding of how a contributions scheme operates. As noted above, the issue of the mandatory application of the Column B rates can be seen to be traced back to the MPCPP by AECOM. One of the requirement of the MPCPP is:

    - More accurately reflected the actual demand rates for MPAC therefore restricting the case by case approach to car parking supply and provision.

36. The case by case approach to car parking supply and provision is a perennial issue. Permit applicants each essentially seek to persuade the responsible authority and on review the Tribunal that there is adequate provision of car parking in the public pool to accommodate the one extra use. We sometimes see this with applicants contesting permit conditions regarding public open space on a case by case basis.

37. In relation to car parking and the case by case contest to the required car parking, this is particularly of concern noting the following Parking Survey Results in Moonee Ponds, namely:

    The traffic surveys indicated a total parking supply of some 3,431 parking spaces, 3,000 of which were publicly available, i.e. not permit, loading bays etc. Following parking demand analysis of publicly available parking bays the following peak occupancies were found over the three surveyed days of each respective parking provision type as follows:

    - 76% (513) of on-street parking spaces occupied at 12:00pm on Friday 18 October 2013.
    - 88% (928) of off-street public parking spaces occupied at12:00pm on Tuesday 22 October 2013.
    - 92% (1,166) of off-street private parking spaces occupied at 12:00pm on Friday 18 October 2013.

38. The Survey results show that it would be possible on a case by case basis to always show vacant spaces in the centre to justify a reduction on any given lot. On the other hand, the obvious purpose of the MPCPP is to apply a centre wide approach to

Maddocks

- in relative terms, (relative to the increase in activity and floorspace as development occurs) maintain not less than the current vacancy rates in the centre and
- improve the traffic conditions in the centre by deviating car based movements to other forms of movement through improvements to the public realm and sustainable transport infrastructure.

39. The insistence by the Panel to removing the fixed nature of the Column B rates is not consistent with the avoidance of a case-by-case approach to car parking supply and provision.

40. Furthermore, the maintenance of discretion in relation to the Column B rates ensures that the objective of the PO1, namely to raise funds for the provision of transport initiatives and a new consolidated car parking facility, will fail. The flow on effects to that absent other funding sources is a continual deterioration in the walkability and public realm of the activity centre due to the proliferation of traffic.

41. Given the currently adequate provision of car parking in Moonee Ponds Activity Centre we doubt whether any insistence on the Column B parking rates would be successful. We opine that on a case by case basis, development proponents would successfully argue that rates could be reduced below the Column B rates thus chipping away at the contributions scheme. In truth, it would suffer death by a thousand cuts as it were.

42. This insistence on making the Column B rates discretionary in the context of a contributions scheme, undermines the purpose of PO1 which is to, from this point forward, maintain the supply of car parking at a relative level somewhat similar to the current levels. As we have demonstrated above, similar schemes at Monash's Glen Waverley Activity Centre and Casey's Berwick Activity Centre, adopt mandatory measures where one of the objectives of the Parking Overlay is to raise funds for specific projects.

43. Accordingly, we respectfully submit that there is ample strategic justification and a statutory planning imperative for the removal of the discretion to reduce rates below the Column B rates.

Maddocks

ISSUE 2 – LACK OF STRATEGIC BASIS FOR THE $7500 RESIDENTIAL RATE

44. The second of the two major issues identified by the Panel is the lack of strategic justification for the $7500 residential rate. It must be kept in mind that the collection of the $7500 per residential car parking space not provided is to be expended entirely on the sustainable transport initiatives expressly set out in the Parking Overlay. These are:

- Streetscape improvements (e.g. widening footpaths, street furniture and improved pedestrian amenity).
- Laneway improvements (e.g. improved pedestrian amenity/connectivity).
- Public transport stop upgrades (e.g. seating, rubbish bins and other amenities not already provided).
- Dean Street underpass project (Action 1.6 within Council's Walking and Cycling Strategy which formalises access to the Moonee Ponds Creek shared path).
- Shared paths (e.g. along Dean and Wilson Streets).
- Wayfinding signage.
- On-road bicycle lanes (e.g. along Mt Alexander Road and potentially Ascot Vale Road).
- Intersection/roundabout improvements which relate to pedestrian/cyclist connectivity (this includes the Junction intersection).

45. In its report, the Panel concluded[13]:

- There is insufficient strategic basis to justify the $7500 accommodation financial contribution rate based on the methodology provided, its uniqueness and its comparatively low amount.

46. The Panel commented about the striking of the $7500 at page 30 as follows:

> The Panel agrees that financial contributions from accommodation uses can, in principle, be appropriately used to reduce parking demand and improve health wellbeing by funding sustainable transport initiatives such as bicycle parking. However, the Cash-in-lieu report appears to have over-estimated the benefits,

[13] Panel Report Page 31

Maddocks

which has resulting in an unacceptably low accommodation financial contribution rate.

47. Curiously, the Panel's concern here is that the $7500 rate is too little, not that it is too much.

48. In contrast to the above, it is useful to observe what the Monash Amendment C 60 and C71 Panel said about the conservative approach of Council to fixing a cash-in-liue rate that was substantially below the cost of providing a car parking space:[14]

> **The indicative cost per car space is determined**
>
> Justification of test: The cost of spaces needs to be known to determine the appropriateness of the charge to be applied.
>
> Council is only seeking to recover a relatively small portion of the cost of the spaces. The likely cost is in the order of $18,000 to $24,000 per space.
>
> **Appropriate financial management arrangements are established by Council**
>
> Justification of test: It is important that the proper documentation is maintained.
>
> Council has kept good records of previous schemes – we anticipate that this will continue.
>
> Council has taken a conservative approach to the cash-in-lieu scheme. The scheme:
>
> - will cater for only a part of anticipated growth – Council is not proposing a scheme for development that is unlikely to eventuate,
> - the site has been identified and plans have been prepared – Council is seeking to fund a project, not just a pot of money, and
> - only part of the cost of spaces will be recovered.
>
> Had Council taken a less conservative approach we might have needed to consider some of these issues further.
>
> There is a strong policy position in the planning scheme for shared parking. Council has taken a conservative approach to responding to this need. The scheme is clearly justified.

[14] Car Parking Provisions Advisory Committee at Page 12

Maddocks

49. As one would have expected, the fact that Moonee Valley City Council took a very conservative approach to the cash-in-lieu payment for car parking spaces not being provided would normally have suggested that the rate would not be challenged. It is curious to note that the Panel expressed concern that the rate was insufficient to finance car parking costs. This is so because:

    - it is not consistent with established panel practice; and
    - the levy is not to be used to fund the construction of residential car parking but rather to fund the cost of works to improve pedestrian and other non-vehicle movements throughout the centre.

50. In any event, it is quite apparent from the Panel Report that the $7500 rate for residential car parking not provided was determined based on the methodology set out in the SGS expert evidence advanced by Mr Andrew Spencer. The evidence was uncontested save in cross-examination. The evidence of Mr Spencer further advanced and relied upon the earlier SGS report authored by both Mr Spencer and Dr Spiller of SGS Economics and Planning. The calculation of the $7500 rate was explained in detail in the Part A submission by Council.

51. The Council's Part A submission gave the following explanation in response to submissions that:

    - The cash-in-lieu amount is too low; and
    - The cash-in-lieu amount is too high.

52. The proposed cash-in-lieu amounts were developed through the use of a robust methodology. The methodology for the commercial component was developed by AECOM and has been used to inform other cash-in-lieu schemes currently in operation, including that for the Leongatha Central Business District. The methodology for the residential component was developed by a combination of analysis from both AECOM and SGS. The details of the methodology are as follows:

    Estimating the cost of providing a car space in a multi-storey facility

53. This is to develop the baseline figure of what it would cost a developer to provide a car parking space on their land within MPAC in a multi-level facility.

Maddocks

Item	Estimated Cost (ex GST)	Source
Construction Costs	$15,310	Rawlinson's Construction Cost Guide
Land Value	$16,670	Moonee Valley City Council Land Valuation Database
Total Cost Per Space	$31,980	

Applying appropriate discounts to cash-in-lieu amount

54. Once the baseline cost of constructing a carpark is established, that figure needs to be discounted according to the expected benefit the funded public infrastructure would provide to the new development. The starting point is to determine an appropriate contribution figure, taking into account factors which quantify the benefit received by the subject development to which the contribution applies.

55. The 'estimated flow-on benefit to businesses' is the concept that when money is spent at local businesses, these businesses purchase labour, goods and services from other nearby businesses. AECOM's recommended ratio is that for every $1 of expenditure at a business in MPAC, an estimated $0.30 increase in output is generated in other businesses in Moonee Valley.

56. The 'estimated percentage of users relating to new development' is the concept that the future infrastructure will not solely support the demand created by new developments, but rather also service the present demand from existing development. AECOM provided a range of percentages that they consider appropriate, from 60% to 85%. Considering factors such as the existing car parking facilities within the centre, the level of development that has already occurred within the centre and a preference for a figure in the middle of the range which generally aligns with other approved cash-in-lieu schemes around Metropolitan Melbourne, a 67% figure was determined to be appropriate.

Maddocks

Item	Amount (ex GST)
Estimated cost per parking space	$31,980
Estimated Flow-on benefits to businesses (Cost discounted 30%)	-$9,500
Estimated percentage of users relating to new development (Cost further discounted by 33%)	-$7,480
Cash-in-lieu waiver amount	$15,000

Applying further discount for residential cash-in-lieu amount

57. As it was determined by Council that collecting cash-in-lieu funds for reductions of long-term residential parking for the purposes of providing short-term consolidated public car parking facilities was not appropriate, as there is little nexus between the long-term car parking associated with accommodation uses and short-term public car parking facilities (to cater primarily for visitors to the centre). It was therefore decided to instead collect funds for the purposes of improving sustainable transport infrastructure within the activity centre.

58. As outlined in the Strategic Justification for Cash-in-Lieu of On-Site Parking Provision report, SGS determined that the cash-in-lieu amount for residential reductions to improve sustainable transport infrastructure should be reduced from the cost of supplying replacement off-site car parking, because the sustainable transport improvements may deliver significant collateral benefits in the areas of health, environment and public domain amenity.

59. SGS then quantified these collateral benefits through a detailed cost benefit analysis of both the marginal costs (e.g. foregone parking utility and greater nuisance from illegal parking) and marginal benefits (e.g. improved street amenity for pedestrians and more engagement with active transport modes) of using funds for sustainable transport improvements. The results of the analysis demonstrated a benefit cost ratio of better than 2 to 1.

60. Council have determined that an appropriate discount for the proposed residential cash-in-lieu amount is 50% of the commercial cash-in-lieu amount, based on the significant external benefits to the activity centre (as outlined in the cost benefit analysis developed by SGS).

Maddocks

Item	Amount (ex GST)
Cash-in-lieu waiver amount	$15,000
Net community benefit discount (50%)	-$7,500
Residential cash-in-lieu waiver amount	$7,500

61. The proposed cash-in-lieu amounts are based on a methodology which seeks to balance the needs to offset reductions of car parking and fund public infrastructure with maintaining equity for new developers, considering the flow on benefits of the new infrastructure for existing residents, businesses and the overall function of the activity centre.

62. The proposed cash-in-lieu amounts generally align with the average of approved cash-in-lieu schemes for other Metropolitan Municipalities, as detailed below:

Comparison against Metropolitan Melbourne examples

63. When compared with approved Parking Overlays containing cash-in-lieu schemes around Metropolitan Melbourne, Council's proposed amount is generally aligned with the average.

Municipality	Activity Centre	Cash-in-lieu amount (ex GST)	Quarterly Median House Price (propertydata.com.au)
Monash	Glen Waverley	$11,000	$1,202,500
Monash	Oakleigh	$6,000	$1,090,000
Wyndham	Werribee	$12,500	$380,000
Casey	Berwick	$16,935	$425,000
Greater Dandenong	Springvale	$19,000	$635,000
Average		$13,087	$746,500

64. Although Moonee Valley City Council's proposed cash-in-lieu amount for commercial reductions in the Moonee Ponds Activity Centre Parking Overlay is slightly higher than the Metropolitan average, this can be accounted for through the higher property values within Moonee Ponds as compared to the average amongst the example suburbs, which is incorporated when calculating the estimated cost per space (according to AECOM's methodology).

Maddocks

65. There is no other existing or proposed residential cash-in-lieu scheme in Victoria with which to compare this amendment.

66. In coming to the conclusion that the rate of $7500 was too low, the Panel relied on the submissions of a submitter Ms Bell. For instance[15]:

> Ms Bell submitted that a figure of $7,500 grossly underestimates the cost of providing a car park in the Activity Centre. Ms Bell referred to Mr Spencer's evidence, who in determining this amount, emphasised that, his assessment is not a calculation that is empirically justified in any way. While accepting that some discount can apply no justification has been provided for the applied discount of 50 per cent, and even if this is accepted an appropriate starting point has not been used. Ms Bell accepted as reasonable, the two step reduction applied by Aecom in determining the non-accommodation amount of $15,000 but questioned the first of these reductions being then made applicable in determining the accommodation amount of $7,500.

67. After taking this into account, the Panel concluded in its discussion[16]:

> While the Panel is not entirely comfortable with the percentages arrived at by the Parking Plan to discount the financial contribution rate, the end result is an amount of $15,000 that [sic] is considered reasonable in the context of other similar scheme in metropolitan Melbourne where the average amount is $13,087.
>
> The Panel agrees with Council that funds raised for non-accommodation uses should be set aside for a publically accessible centralised off-street car parking. This provides a clearer nexus between the development and the facilities provided and is a more practical, effective and efficient solution.
>
> The Panel is more concerned with the accommodation financial contribution rate of $7,500. It agrees with Ms Bell that $15,000 is not an appropriate starting point to apply discounts for this use. The Panel does not consider the benefit-cost analysis in the Cash-in-lieu report to be an appropriate or accurate quantitative assessment to support discounting the accommodation financial contribution rate to half of the non-accommodation rate.
>
> [underlining ours for emphasis]

68. From the above, we make the following observations. First, the Panel appears to have given credence to Ms Bell's submissions in relation to the rate of $7500 being insufficient to

[15] Panel Report at Page 27.
[16] Panel Report at Page 29

purchase car parking spaces. However, it is evident from the Amendment and PO1 that the purpose of the $7500 contribution for residential car parking spaces not provided was not to provide car parking spaces. Rather it was as a contribution towards the cost of undertaking the various pedestrian related transport initiative projects each of which was aimed at reducing the demand for car parking by reducing the demand for car ownership.

69. Secondly, it is apparent that notwithstanding the conclusions that the $7500 rate was "too low", the Panel had earlier accepted that the rate of $7500 was "considered reasonable" in the context of other similar schemes across Melbourne where the rates varied from between $6000 to as high as $19000.

70. A similar observation can be made in respect of the Panel's conclusion in relation to the non-accommodation rate and its commentary on the non-accommodation rate. For instance:

> **The conclusion**
>
> The $15000 non-accommodation finance contribution rate, while comparative to other similar schemes is not justified.
>
> **The analysis**
>
> While the Panel is not entirely comfortable with the percentages arrived at by the parking Plan to discount the financial contribution rate, the end result is an amount of $15,000 that is considered reasonable in the context of other similar scheme in metropolitan Melbourne where the average amount is $13,087.

71. From a strategic planning perspective, the above analysis as contained in the panel's report does not provide adequate justification to found a recommendation to not proceed with the rate. Indeed, the Monash Panel Report adopted the complete opposite approach to a conservative rate notwithstanding that in that case it was to be applied to the construction of car parking at a much higher cost than the rate levied.

72. As a further matter, it is evident from the Panel's report that it was concerned with the evidence of SGS concerning the tests to be applied. For instance, the Panel comments:

> The Panel notes that Council relied upon the expert evidence of SGS, however, the Panel gives little weight to the methodology applied by SGS as set out in the Cash in lieu report. The Panel was not able to determine any prior use of this methodology in similar circumstances.

Maddocks

73. In so far as the SGS evidence also included an assessment of cost benefits, it should be noted that SGS undertook as similar methodology in the Stonnington Panel Hearing that sought to introduce (for the first time) vertical zoning in the Chapel Street Activity Centre.

74. The concern with the SGS report appears to be the methodology. The key issue related to the opinion held by SGS Economics and Planning that with car parking contributions (and for that matter public open space contributions) the provisions of need, nexus, accountability and equity were not strictly speaking the only considerations due to the inclusory nature of the requirement. For instance[17]:

> In its Part B Submission, Council responded to a Panel direction by expanding on reasons why need, nexus, accountability and equity are not appropriate for justifying inclusionary obligations. Council relied on expert evidence prepared by Mr Spencer of SGS Economics and Planning but highlighted that SGS also justified the Amendment by applying the four more commonly applied criteria.
>
> During cross-examination, Mr Spencer acknowledged that the benefit-cost analysis applied a conceptual assessment prepared in-house by SGS. He added that he was not aware whether the conceptual framework has been relied on by a Panel, the Victorian Civil and Administrative Tribunal or by the Department of Environment, Land, Water and Planning.
>
> In his evidence and in relation to Planning Practice Note 57, Mr Spencer stated:
>
> *18. In the Strategic Justification report Dr Spiller and I make the following statement: "We are of the view that this type of need/nexus justification is not applicable for cash-in-lieu payments for the fulfilment of Inclusionary Provisions" (emphasis added). In using the term 'need/nexus' the report is referring to the full list of criteria from the Practice Note.*
>
> *19. This comment was made on the basis of somewhat of a misinterpretation of the need/nexus criteria that were being referred to in the Practice Note. We had assumed that the Practice Note was referring to those specific tests that are routinely applied to Development Contribution Plans and described in the 2003 DCP guidelines.*
>
> Having changed his view, Mr Spencer provided a response on the need, nexus, accountability and equity tests found in Planning Practice Note 57.

75. There is some difference of views among experts about what test is the right test to apply when dealing with contribution schemes such as this. For instance, in the Car Parking Provisions Advisory Committee Report, the Advisory Committee took legal advice from the

[17] Panel Report page 16.

Maddocks

General Counsel to the Department of Planning and Community Development and he advised as follows:

Legal advice

The Advisory Committee sought legal advice from DPCD Legal Counsel on the legal validity of cash-in-lieu schemes. A copy of the response provided by the General Counsel is attached as Appendix F.

In summary the advice is that the kind of cash-in-lieu schemes contemplated by the proposed overlay:

- Are likely to be within the power of the *Planning and Environment Act* 1987;
- Are within the range of matters that may legitimately be dealt with in planning schemes under Section 6 of the Act; and
- Are likely to be characterised as a "fee for service" rather than a tax.

These conclusions are qualified at paragraph 11 as follows:

> *11. Our conclusion that the kind of cash-in-lieu scheme being contemplated may, in principle, be legally valid is subject to qualifications. In order to be legally valid, a particular scheme must:*
>
> *i. only require contributions in relation to a use (or change in use) or development of land;*
>
> *ii. designate the area to which the cash-in-lieu scheme applies;*
>
> *iii. require contributions which are proportionate (in a value sense) to the statutory right for which they are exchanged (ie the right to change the use of, or develop, land);*
>
> *iv. identify a proper planning purpose to be funded by the cash-in-lieu scheme (the provision of public car parking facilities, or other measures which reduce the demand for parking, would generally be regarded as proper planning purposes); and*
>
> *v. require the responsible authority collecting the contributions to spend the funds for the purposes outlined in the cash-in-lieu scheme (and only those purposes).*

The advice goes on to say that in order to minimise the risk of legal challenge, planning scheme controls relating to cash-in-lieu schemes should reflect these principles. The advice also comments that whilst not legally essential, such schemes would also be less vulnerable to legal challenge if they met the standards of the "Eddie Barron principles" of need, equity, accountability and nexus.

Maddocks

76. To be clear, the legal advice of General Counsel to the Advisory Committee[18] confirms that there is no legal requirement to use the Eddie Barron principles.

> 12 We further conclude that:
>
> (i) Cash in lieu schemes do not necessarily need to meet the requirements set out in *Eddie Barron Constructions Pty Ltd v Shire of Pakenham* (1991) 6 AATR 10 of need, equity, accountability and nexus (the **Eddie Barron principles**) in order to be legally valid[19].

77. This accords with my own opinion that there is no exclusive test as explained in the Panel Report set out below.

78. In the case of Monash Planning Scheme Amendment C60 and C71, the Panel used yet a different test. For instance [20]:

> The report of the Advisory Committee on the *Review of Parking Provisions in the Victoria Planning Provisions* identified a number of possible tests for the introduction of a cash-in-lieu scheme. Mr Montebello addressed these tests.
>
> These tests have no formal status but can be considered as useful summary of the principles that might to be considered when assessing a cash-in-lieu scheme. Having considered the Advisory Committee's work (and noting that it has not been finalised) we have considered the proposal against the following tests.
>
> - An area is clearly identified.
> - An estimate is made of the development potential of the area.
> - The car parking requirement of the proposed use and development is determined.
> - A timeframe is identified for when development is likely to occur and when car parking would be supplied
> - The indicative cost per car space is determined.
> - There is a reasonable prospect of providing the car parking within the timeframe envisaged in the scheme.
> - Appropriate financial management arrangements (parking and access fund) are established by Council.

---

[18] At Appendix F of the Advisory Committee Report

[19] The Eddie Barron principles have been developed by the courts to constrain the broad powers of responsible authorities to impose permit conditions. They do not constrain other powers under the Act (such as the power of a planning authority to make planning controls).

[20] Car Parking Provisions Advisory Committee Report page 10

79. Notwithstanding the above, it seems that because Mr Spencer sought to justify the Amendment primarily on the basis of the reasonably well known SGS inclusory approach, but also perhaps as a back stop, carried out an assessment based on the common principles of need, nexus accountability and equality, the Panel lost confidence because Mr Spencer "changes his view".

80. Putting aside questions of fairness it is clear that from a legal perspective there is no one correct test to be applied and it would be wrong to dismiss a view simply because it different from one's own understanding of what the test should be.

81. SGS in giving evidence expressed what they consider to be the correct view, but also explaining the basis of an Amendment on the Eddie Barron basis.

82. It is important to note that, SGS Economics and Planning has expressed their view about the correctness of the inclusory approach to contributions in the context of another form of (but similar) contributions scheme. For instance the Stonnington Planning Scheme Amendment C186 concerned a (mandatory clause 52.01) Public Open Space contribution scheme. In that planning amendment the Panel observed:

> ***(v) Inclusionary Approach***
>
> Dr Spiller, Council's expert on the contribution rate, explained the methodology adopted in the Assessment Report and examined the consequences of the application of existing rates into the future, along with the possibility of increasing rates.
>
> Dr Spiller found that a continuation of the current sliding scale contribution suggests that only about 25% of the cost of the projected **open space** acquisition and development works would be recouped over the period 2013 to 2033. In considering what the rate should be, SGS applied various contribution scenarios of between 5% and 10% over a 20-year period to gauge what might be required to cover the cost of proposed **open space** works and the purchase of additional **open space** through the schedule to Clause 52.01. Dr Spiller emphasised under cross-examination that:
>
> *To recover the complete cost of implementing the **open space** strategy via public **open space** contributions alone would require a rate much higher than 10 %. Even with a rate as high as 10% a public **open space** contribution under clause 52.01 would collect only 87% of projected expenditure.*
>
> According to Dr Spiller, the *Creating **Open Spaces** Strategy* suggests that the city could lower its **open space** aspirations aim to provide only the passive **open space** component of the State Government Guidelines, namely 10 square metres

per person. [14] Mr **Finanzio** argued that the excess would be greater still if Dr Spiller's '*implied **open space** inclusionary requirement for lower density development*' was adopted at 9 square metres per person.

Dr Spiller outlined that the sliding scale approach currently used by Council is not equitable in that need and demand should be the basis for the contribution as opposed to the size of development operation that is delivering the need and demand. It was noted that *8% is probably at the upper end of what is achievable in terms of amendment Clause 52.01.* Dr Spiller reiterated the view that **Stonnington** is forecast to experience strong and transformative population growth. He defined the term ***open space** services* relating to the flow of recreation and amenity services conceptually; a function of the area of **open space** and its quality. Council either improves the flow by providing more land or more investment.

Dr Spiller clearly articulated that the 'inclusionary requirements' for development standards was the appropriate mechanism for **open space** . He drew comparisons with other mechanisms, namely:

User pays contributions for off-site infrastructure;

Impact mitigation; and

Value capture.

Dr Spiller argued that the inclusionary requirements were:

- consistent with original mandate in Subdivision Act;
*- provides for flexibility in the development of **open space** contributions; whilst council has a plan, it has flexibility in prioritizing and responding to opportunities that may not have arisen. So long as it spends the dollars on **open space** it enjoys this flexibility.*
*- mitigates deterioration in **open space** levels as a result of new development; and*
- its administratively straightforward and transparent.

83. And further:

Dr Spiller's rationale for adopting the 'inclusionary requirements' approach in determining public **open space** requirements was stronger for areas experiencing (or expected to experience) transformative growth. It was somewhat perplexing to the Panel that this argument seemingly weakens in areas not undergoing transformative growth and, as such, a variable rate would seemingly run stronger with this line of argument.

> The Panel notes and accepts the need to be careful with inclusionary assumptions as demonstrated by Mr Chessell, however, Council needed to form a starting platform and this approach formed the basis of the Amendment.

84. It is evident from the above, that the inclusory assessment model that was dismissed by the Panel for want of having been used previously had in fact been used previously and had formed the basis of a planning scheme amendment which had a successful outcome.

85. Putting the above to one side, we have reviewed the Moonee Valley Planning Scheme Amendment C132 to test the methodology against the principles of:

    - Need,
    - Nexus,
    - Accountability and
    - Equity

86. In doing so, we have drawn from prior panel reports to sustain and support the conclusions expressed to provide a more robust review. The assessment is found in the attachment to this report.

87. It is evident from that review that the contributions scheme easily meets the Eddie Barron test.

88. To bring the above all together, the following observations can be made. The $7500 rate for residential spaces which are required and not provided on site:

    - Is a conservative rate having regard to the actual cost of providing a car parking space.
    - Will be put towards reducing the need for car parking rather than towards the provision of car parking.
    - The range of works that the funds are to be spent on compare favourably with examples identified by an expert Advisory Committee set up to consider the specific issue of car parking;
    - The rate of $7500 is a fair and reasonable rate having regard to the basis upon which it was determined by SGS.
    - The rate is comparable albeit lower than similar rates in other councils. It is neither the lowest nor the highest rate.

Maddocks

- SGS are experts at conducting the benefit – cost analysis referred which they undertook in this case to discount the rate by 50%. The firm's expertise was accepted by the Panel in the Stonnington C186 Amendment in which a member of the firm gave expert evidence of the firm's expertise in conducting cost benefit analysis.

- The car parking scheme was assessed by SGS on two basis, both the inclusory approach and on the commonly referred to Eddie Barron approach and found to comply on either basis.

- Maddocks assessment of the contributions scheme on the Eddie Barron approach shows that the proposal easily satisfies the Eddie Barron tests.

ISSUE 3 – RELATIONSHIP BETWEEN THE SUSTAINABLE TRANSPORT WORKS AND THE REDUCTION IN CAR PARKING FOR ACCOMMODATION USES

89. In the Car Parking Provisions Advisory Committee Report, it is apparent that after having conducted a literature review, the Advisory Committee identified a number of ways of influencing traffic and parking, among them being making physical changes to streets. For instance[21]:

> **Examples of physical design responses:**
>
> Changing street geometry – many European cities have changed the geometry of streets to slow traffic or create protected cycling paths, sometimes using parked cars to create chicanes or barriers;
>
> Shared spaces – the removal of on street car parking in favour of pedestrian zones is commonplace;
>
> Physical restrictions – bollards have been used extensively in Paris and Madrid to prevent parking on footpaths and blocking of narrow streets.

90. The various sustainable transport initiatives which are expressly identified in the PO1 are clearly of the same kind as the initiatives identified in the Advisory Committee's literature review. The singular purpose of the various works is to make movement in and around the activity centre on foot or by bike more safe, efficient and convenient. The objective, as we understand it, is to encourage a shift in mode from motor car to active transport.

91. It is in this regard, difficult to find a direct numeric or quantitative relationship between the number of car parking spaces not provided and the extent of works undertaken. Frankly, we

[21] Car Parking Provisions Advisory Committee Report Page 18

doubt that there is any direct relationship in numerical terms. Rather, the philosophy behind the scheme is that for every car park not provided, this results in a lesser level of car ownership in the centre which places a higher level of reliance on ensuring that there are adequate facilities for pedestrians and cyclists, and access to public transport, for those who are now required (or encouraged) to walk or ride to destinations. Every space not provided (cumulatively) requires the Council to make expenditure on the improvement on pedestrian and cycling facilities including access to public transport. Thus, there is a direct relationship between the reduction in car parking spaces provided and the need to undertake the various sustainable transport works described in PO1.

92. Council's Part A submission, noted that the list of sustainable transport projects was derived from both Council's adopted Moonee Ponds Activity Centre Structure Plan and adopted Moonee Valley Walking and Cycling Strategy. Both of these strategic documents were prepared following extensive analysis and research into the needs of the centre. They focused on what was required to make the municipality (including the Moonee Ponds Activity Centre) more walkable and accessible.

93. The list of sustainable transport initiatives was derived following an internal Council workshop to determine a list of infrastructure categories, based on the following criteria:

    - Must be a type of project included in either the *Moonee Ponds Activity Centre Structure Plan* or *Moonee Valley Walking and Cycling Strategy*.
    - Must relate to the local sustainable transport network within and around the Moonee Ponds Activity Centre.
    - Must be a type of project that Council can fund and deliver in the life of the plan (10 years).
    - Must directly assist in improving sustainable transport access for future residents of Moonee Ponds.
    - Must be a capital works improvement (other types of projects such as car share spaces and travel behaviour programs were deemed too difficult to administer).

94. A list of infrastructure categories was then developed which aligned with all of the relevant projects within both the Moonee Ponds Activity Centre Structure Plan and Moonee Valley Walking and Cycling Strategy, but was not restricted to the content of those plans should they be revised and/or another relevant strategy be created.

95. It was further noted that prior to implementation, Council would undertake further consultation with the community and other stakeholders regarding the exact location and design detail of any projects funded through the PO1 contributions. Accordingly, it appears that the various

sustainable transport initiatives are considered, logical, and will be the subject of further particularisation through the detailed planning stage.

96. The above analysis establishes that the range of works proposed by Council are similar to the type of works considered in the literature review of the Car Parking Provisions Advisory Committee. The objective of each of the works is to make it easier, safer and more efficient for people to move by active transport rather than by motor vehicle.

97. To the extent that there is any residual concern regarding the numerical or quantitative relationship between the ongoing payment of levies consequent upon the reduction of car parking spaces, we would observe that:

    - The payment of funds is not obligatory. That is to say, those that provide the required number of car parking spaces are not required to pay the levy.
    - It is very likely that developers would seek to pay the levy rather than incur the full cost of providing car parking spaces given the significant discount involved.

98. It would presumably be possible to estimate the total cost of the sustainable transport works and provide for a maximum number of accommodation-related financial contributions so that the actual amount collected is roughly equal to the cost of the works involved. This might be regarded as a way of providing a more direct quantitative relationship between the extent of the levies raised by accepting financial contributions in lieu of car parking reductions and the cost of the various works. However, this would tend to disproportionately favour the early developers of accommodation who would be able to take advantage of the cash-in-lieu scheme whereas later developers would presumably not be able to once the quota is met. We regard this as potentially unfair. Thus, this suggests that the levy should not be limited based on a number of financial contributions accepted by Council.

99. As a final observation, we note that Parking Practice Note 57 is heavily focussed on the provision of car parking or enabling reductions in car parking rather than the overall transport implications of higher levels of car ownership. We would suggest that a future review of Practice Note 57 should ideally turn its focus to the matters that were discussed in the Car Parking Provisions Advisory Committee in relation to how the Parking Overlay could be used to encourage mode shift. At present, it does not provide much assistance in that regard and consequently is of little assistance in considering the strategy adopted by Council in the formulation of PO1. This is clear when one has regard to the five functions of the Parking Overlay as referenced in Planning Practice Note 57, namely:

> The car parking provisions in Clause 52.06 and the Parking Overlay provide five functions. They:

1. Outline when car parking spaces must be provided and how those spaces can be provided.

2. Determine the number of car parking spaces to be provided.

3. Explain the requirements for reducing the provision of car parking spaces.

4. Require that new car parking spaces are designed and constructed to certain standards.

5. Provide for precinct based provisions that:

- establish local rates in identified areas
- provide a mechanism for financial contributions in lieu of providing car spaces
- set local requirements, such as the design and layout of car parking spaces.

100. What the Practice Note does not do is to illustrate and emphasise the important role that changing parking provisions can have on mode shift and the improved operation of local road networks.

101. In this regard, it is worth noting the observations of a recent VCAT case in Caydon Cremorne No.1 Development Pty Ltd v Yarra CC (Red Dot) [2016] VCAT 423 (18 March 2016) where the issue concerned endeavouring to limit the number of car parking spaces provided in a large redevelopment site due to the lack of road capacity on the local network. In that case, the VCAT criticised the responsible authority for not having undertaken a Parking Overlay. The Tribunal noted:

> 74 In this case, the major dispute between the Council and the applicant in relation to traffic management and car parking relates to the quantum of car parking provided for this proposal[15]. The Council submits that excessive parking is proposed and the provision of car parking should be reduced and greater emphasis placed on encouraging sustainable transport options such as the use of bicycles and scooters, walking and public transport.
>
> 79 With respect to public policy, it is Ms Dunstan's evidence that there is support in the planning scheme at a broad policy level, for limiting car parking supply as a component of encouraging sustainable transport options and managing traffic generation impacts generally[17]. Clause 21.06 of the Municipal Strategic Statement (MSS) is relevant in this respect. It states that:
>
> > Parking availability is important for many people, however in Yarra unrestricted car use and parking is neither practical nor achievable. Car parking will be managed to optimise its use and to encourage sustainable transport options.
>
> 80 Clause 21.06-3 of the MSS states that new large developments are required to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport use.

> 86 There is a wide range of initiatives needed to address the traffic congestion issues in Cremorne . Most of these initiatives are beyond the control of the applicant in this case, and are the responsibility of the Council and VicRoads. Limitations on the provision of car parking is however one component of a wider strategy necessary to address traffic congestion generally and, in Cremorne specifically, that does fall within the ambit of the applicant's responsibility. Notwithstanding our reservations about the Council's lack of detailed policy analysis and development on this issue, the existing levels of congestion in Cremorne calls for an approach that at least begins the process of reducing the reliance on car dependency and encouraging increased use of alternative transport methods. The review site is one site where this approach can be usefully employed.
>
> [Underlining for emphasis]

102. We think that in this regard, PO1 does, or at least endeavours to do exactly what the Tribunal was seeking be done in a highly built up environment where significant levels of additional housing (and congestion) are likely to occur.

Conclusions

103. It is apparent from the analysis that:

- There is a clear strategic basis for the removal of the discretion in the drafting of the Parking Overlay; and
- The rate of $7500 for each residential car parking space required by not provided on site is a fair and reasonable rate and is conservative. Furthermore, it will be used to reduce the demand for car parking by improving walkability and other non-car based transport methods design to bring about a mode shift in personal transport. The rate is therefore strategically sound.
- There is a direct, strategic relationship between the reduction in car parking spaces and the need to improve the amenity of the centre for pedestrians, cyclists and public transport users through the carrying out of works such as the sustainable transport works.

MADDOCKS

Maddocks

Appendix A – Maddocks assessment against Eddie Barron principles

Criteria	Description	Response
Need	**Is the cash in lieu scheme needed?**	**The Car Parking Plan prepared by AECOM clearly establishes the need to address the issue of car parking and movement in the activity centre.** **The parking surveys clearly illustrate the current car parking scenario in the activity centre.** **The provision of reduced (Column B) rates in the activity centre must be met by a commensurate effort to:** • **ensure the whole of activity centre approach to the provision of car parking supply; and** • **reduce the demand for car parking spaces in the activity centre by reducing the level of traffic in the activity centre.** **The initiatives outlined in the Parking Overlay involve:** • **Constructing a new parking station in the activity centre; and** • **Undertaking the various transport initiatives described in the Parking Overlay.** **Council is now subject to a rate capping regime. The undertaking of specific place making and urban design initiatives is a costly process and it is fair and reasonable for part of the funds to be contributed by the users on a user pays basis to some extent.** **The tying of the levy to car parking spaces required but not provided creates a direct link between the activity and the levy. Evidently, car parking is required for commercial (visitors) and the reduction of traffic is a key policy imperative for activity centre planning to make the place more liveable and user friendly.** **It is clear that the activity of developing land for either commercial or residential creates a direct need for car parking spaces and streets and pedestrian movement which is safe, efficient, convenient and accessible.**
Nexus	**Is there a link between the proposals affected by the scheme and the**	There is a direct nexus between the levy and development. Land which is not developed cannot be levied. Land which is developed requires car parking. To the extent that car parking is not provided on site it still must be

Maddocks

	infrastructure provision?	provided in some place or the demand for it must be reduced. Both schemes, namely the provision of public space and the works to facilitate pedestrian movement both relate directly to the activity of development. Secondly, the location of the works is directly related to the activity centre within which development being levied exists. We accept that the location of the car parking provision for commercial visitors will be conveniently located to the activity centre.
Accountability	**What are the financial arrangements.** **How will the scheme be monitored and reviewed?**	In the Monash Panel Hearing concerning a contribution Scheme, the Panel Commented on this issue as follows: a) **Appropriate financial management arrangements are established by Council** Justification of test: It is important that the proper documentation is maintained. Council has kept good records of previous schemes – we anticipate that this will continue. In addition, Council's accounts are audited annually. Funds that are collected for particular projects are only used for the projects for which they are collected. Under the *Planning and Environment Act 1987*, a planning scheme must be reviewed from time to time. The Parking Overlay is part of the Scheme and will be reviewed at the same intervals that the scheme is reviewed. Each year, Council is also required to place bids for funds as part of the Capital Works Programme generally planned over a five year period. Fund contained in the account will be called upon year to year to implement the various projects for which the funds are collected. Proper accounts must be kept and are assumed to be kept to ensure that will ensure that funds from residential contributions will be put to the various works while funds from the commercial contributions will only be used to finance the cost of providing car parking spaces in the relevant area. In respect of similar schemes, concerning public open space contributions, panels have always accepted the representations made by Councils that they will adopt proper financial management practices to the collection and use of funds.
Equity	**Is the scheme fair in terms of who is**	The contributions scheme only requires those proponents of developments seeking waivers or reductions in car

Maddocks

	and who is not required to pay? **Would another method of collecting funds be more appropriate?**	parking spaces from the Column B rates to pay. As rates are fixed in the schedules all proponents are equally impacted. It is fair and equitable that access to waivers and reductions should not be dependent on the capacity to undertake car parking surveys in the activity centre so as to justify a site by site reduction. Instead, the claim on the pool of car parking should be equal across the centre. A centre wide approach to car parking and provision of car parking rather than a site by site approach is more equitable. The scheme charges significantly reduced rates for provision of car parking both commercial visitor and residential. Assuming you cannot avoid the need to provide Column B rates, the cost of providing the car parking under the contributions scheme is significantly less than actually providing the car parking on your own land. The contribution rates of $15,000 for commercial and $7500 per space for residential as against an actual provision cost of some $39,000 is undoubtedly equitable. It also enables land which might other have to be used to provide car parking to be developed with Net Saleable Space.

END