



# **Ordinary Meeting of Council**

Tuesday, 22 March 2016 at 7.00pm

**Separately Circulated Appendices**

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# Moonee Valley City Council Draft Annual Budget

2016/17



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This Budget Report has been prepared with reference to Chartered Accountants ANZ "Victorian City Council Model Budget 2016/2017" a best practice guide for reporting local government budgets in Victoria.



### Mayor's introduction

On behalf of the Councillors and staff of Moonee Valley City Council I am pleased to release our Proposed Budget for the 2016/17 financial year for community comment and public submissions.

This budget is focused on enabling us to deliver on the community's priorities identified in our four-year Council Plan 2013-17. The Council Plan is one of the most important documents a council can develop. It identifies the needs, aspirations and priorities of the community and sets the strategic direction of the council as we go about delivering on our community's vision.

Council's annual budget is directly influenced by the Council Plan and each year our officers and councillors work together over an extensive period of time to develop a budget that reflects these priorities. The services we provide to our 120,000 residents and several

thousand business operators – whether they be through our libraries, maternal and child health services, kindergartens, home help services for older residents and people with disabilities, our sports facilities, parks and walking and cycling paths, or our support for businesses – make a big difference in our citizens' lives. Importantly we are committed to delivering these services in a financially responsible and prudent way.

Our prudent financial management puts us in a sound position in the short-term to manage the move to rate capping. However, in the longer-term we will see a loss of revenue of around \$180 million over a 10-year period. This is money that would normally go to support the delivery of aged-care and disability services, programs to ensure the health and wellbeing of children and young people and money to build and upgrade important community assets.

We will work very hard to protect these important areas and we are keen to hear from our community about any innovative ideas they may have to help prioritise services and facilities. Among some of the highlights in this year's draft budget include \$25 million in capital works. These include:

- \$5.43 million to upgrade our local road network and improve traffic flow and safety
- \$5.44 million for parks, open space and streetscapes
- \$3.85 million to build a new joint use sports and community pavilion at Fairbairn Park
- \$746,000 for new books and library resources, including new furniture for patrons
- \$705,000 to improve our aquatic facilities
- \$1.1 million for footpaths and walking and cycling paths, and
- \$460,000 to improve recreational, leisure and community facilities.

I encourage you to read this document and provide your feedback on our 2016/17 Proposed Budget. Feedback can be made in writing, addressed to the Chief Executive Officer, Moonee Valley City Council, PO Box 126, Moonee Ponds 3039 or by emailing [council@mvcc.vic.gov.au](mailto:council@mvcc.vic.gov.au).

**Cr Andrea Surace**  
**Mayor**

### Executive summary

Council has prepared a Budget for 2016/17 which is aligned to the vision in the Council Plan 2013-17. It seeks to maintain and improve services and infrastructure as well as deliver projects and services that are valued by our community, and do this within the rate increase mandated by the State Government.

This Budget projects a surplus of \$9.2m for 2016/17, however, it should be noted that the adjusted underlying result is a surplus of \$7.1m after adjusting for capital grants and non-cash contributions (refer Sections 5 and 10.1).

#### 1. Key things we are funding

1. Ongoing delivery of services to the Moonee Valley community funded by a budget of \$76.0m. These services are summarised in Section 2.1.
2. Continued investment in Infrastructure assets (\$16.2m) primarily for renewal works. This includes roads (\$5.4m); bridges (\$0.06m); footpaths and bicycle paths (\$1.8m); drainage (\$2.0m); recreational, leisure and community facilities (\$0.5m); parks, open space and streetscapes (\$6.3m); and other infrastructure (\$0.03m). The Statement of Capital Works can be found in Section 3 and further details on the capital works budget can be found in Sections 6 and 12.

#### Strategic Objective Theme 1: Friendly and Safe

3. Abecedarian Approach Australia Pilot Project - In partnership with the University of Melbourne, implement a pilot project to train early years' educators on the Abecedarian approach. The project will focus on language, conversational reading, learning games and enriched caregiving. The project will also improve the quality of teaching and learning practices in alignment with the National Quality Framework. (\$0.01 million net cost).
4. Moonee Valley Biannual Grants Program - Increase local resilience and capacity building of community organisations through improving access to Council's Funding Programs. (\$0.34 million net cost)

#### Strategic Objective Theme 2: Green, Clean and Beautiful

5. Greening The West 1 Million Trees project - Planting of 30,000 indigenous trees along the Maribyrnong River corridor including, Fairbairn Park, Thompsons Reserve, Steele Creek Reserve and Moonee Ponds Creek in partnership with LeadWest and western region council's. The project will focus on increasing local biodiversity, habitat for local fauna and expanding habitat corridors through the creation of an urban forest. This will create a more sustainable local environment and improve the quality of our waterways. (\$0.19 million total project cost).
6. Airport West Green Spine - Urban renewal of an open space corridor in Airport West. The project will include stormwater harvesting to improve the quality of local waterways, upgrading the landscape, picnic facilities and increase opportunities for local engagement and play. (\$1.90 million net cost)

#### Strategic Objective Theme 3: Sustainable Living

7. Moonee Valley Planning Scheme Review – Commence a review of the Moonee Valley Planning Scheme to guide best practice in strategic planning, land use and development within our City. (\$0.05 million net cost).
8. Riverside Park Upgrade – Improvements to car parking, playspaces, picnic and barbeque areas, paths, planting and drainage in Riverside Park, Maribyrnong River. (\$0.86 million net cost).
9. Pridham Plaza Landscape Upgrade, Racecourse Road Flemington - In partnership with Department of Justice and Regulation, redevelop a landscaped plaza in Racecourse Road



Flemington that will revitalise the area and improve community safety. (\$0.50 million total project cost)

10. Integrated Transport Plan Review - Review the Integrated Transport Plan to guide the direction of transport planning in Moonee Valley. (\$0.13 million net cost)

**Strategic Objective Theme 4: Vibrant and Diverse**

11. Fairbairn Park Middle Pavilion - Increase participation in sport and improve community health and wellbeing, through the construction program of the Fairbairn Park middle pavilion. Pavilion will provide a safe and fit for purpose home to soccer, football and cricket in Moonee Valley. (\$3.85 million total project cost)

12. Living Green in the Valley program - Coordinate, implement and grow the Living Green in the Valley program. This is inclusive of the My Smart Garden program, workshops and forums to help residents live sustainably, a solar bulk buy process for residents and support of the Schools Environment Network. (\$0.04 million net cost).

**Strategic Objective Theme 5: Excellence in Governance**

13. Building Efficiency Program - Implementing resource efficiency works across Council's building's including solar panel installations (\$0.30 million total project cost)
14. Community Engagement Framework - Develop the Community Engagement Framework to improve community consultation and engagement opportunities leading to better participatory Council planning with the community. (\$0.02 million net cost).

**2. The Rate Rise**

- a. The total rate will rise by 2.5% in line with the order by the Minister for Local Government on 14 December 2015 under the Fair Go Rates System.
- b. Key drivers
- i. To fund ongoing service delivery – business as usual (balanced with greater service demands from residents)
  - ii. To fund renewal of infrastructure and community assets
  - iii. To cope with growth in the population of Moonee Valley residents (2.5% in the last year)
  - iv. To cope with cost shifting from the State Government (refer **Paragraph 7**)
  - v. To cope with a reduction in funding from the Commonwealth Government via the Victoria Grants Commission caused by their freezing of indexation of the grant
- c. This will be a revaluation year. Valuations will be as per the General Revaluation dated 1 January 2016 (as amended by supplementary valuations).
- d. The garbage charge incorporating kerbside collection and recycling will increase by 1.2% per property.
- e. Note that for every \$100 in taxes paid by Victorian residents, rates make up approximately \$3.50. The other \$96.50 goes to the State and Federal Governments.
- f. Refer Section 7 for further Rates and Charges details.

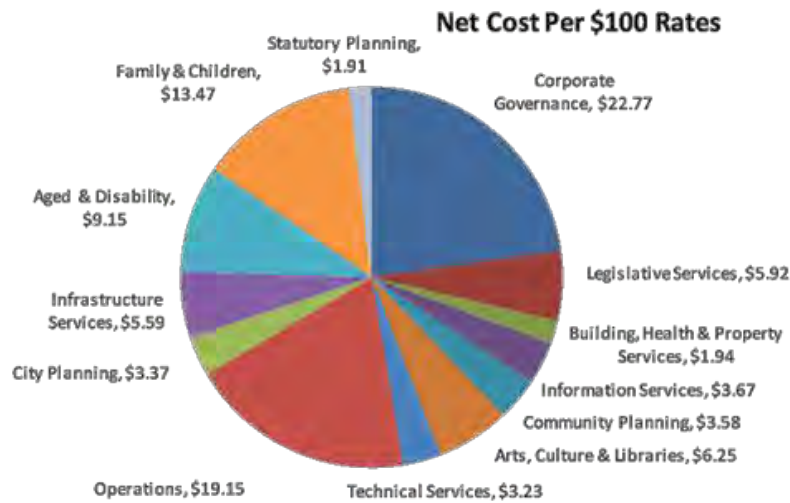
**3. Key Statistics**

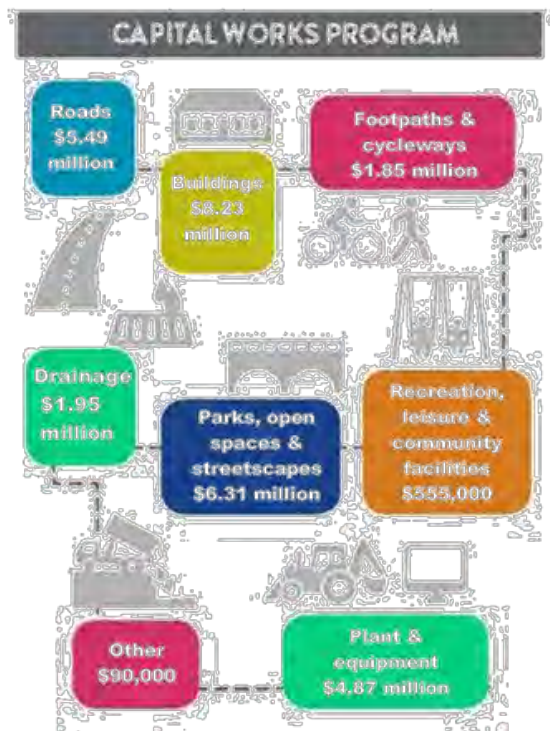
- Total Revenue: \$150.7M (2015/16 = \$147.3M)
- Total Expenditure: \$141.5M (2015/16 = \$134.5M)
- Accounting Result: \$9.1M Surplus (2015/16 = \$12.8M Surplus)

(Refer Income Statement in Section 3)

(Note: Based on total income of \$150.7M which includes capital grants and contributions)

- Underlying operating result: Surplus of \$7.1M (2015/16 = Surplus of \$11.0M)  
 (Refer Analysis of operating Budget in Section 10.1)  
 (Note: Underlying operating result is an important measure of financial sustainability as it excludes income which is to be used for capital, from being allocated to cover operating expenses)
- Cash result: \$49.3M Surplus (2015/16 = \$43.6M Surplus)  
 (Refer Statement of Cash Flows in Section 3)  
 This is the net funding result after considering the funding requirements to meet loan principal repayments and the reserve transfers.
- Total Capital Works Program of \$29.34M
  - \$19.7M from Council operations (rates funded)
  - \$1.0M from asset sales
  - \$2.0M from external grants & contributions
  - \$6.6M from cash and reserves





#### 4. Budget Influences

##### External Influences

The preparation of the budget is influenced by the following external factors:

- The Victorian State Government has introduced a cap on rate increases from 2016/17. The cap for 2016/17 has been set at 2.5%.
- State-wide CPI is forecast to be 2.5% for the 2016/17 year.
- The Victorian Wage Price Index is projected to be 3.25% in 2016/17.
- Council must renegotiate a new Enterprise Bargaining Agreement during the 2016/17 year for commencement on 1 December 2017.
- Increases of 3.3% (or \$2.02 per tonne) in the levy payable to the State Government upon disposal of waste into landfill, resulting in additional waste tipping costs of \$0.20 million. The levy has increased from \$9 per tonne in 2008/09 to \$60.52 per tonne in 2016/17 (572% increase in 8 years).
- Ongoing cost shifting. This occurs where Local Government provides a service to the community on behalf of the State and Federal Government. Over time the funds received by local governments do not increase in line with real cost increases. More information and examples are shown in the section below.
- Councils across Australia raise approximately 3.5% of the total taxation collected by all levels of Government in Australia. In addition Councils are entrusted with the maintenance of more than 30% of the all Australian public assets including roads, bridges, parks, footpaths and public buildings. This means that a large proportion of Council's income must be allocated to the maintenance and replacement of these valuable public assets in order to ensure the quality of public infrastructure is maintained at satisfactory levels.

- The Fire Services Property Levy will continue to be collected by Council on behalf of the State Government with the introduction of the *Fire Services Property Levy Act 2012*.

#### **Internal Influences**

As well as external influences, there are also a number of internal influences which are expected to have a significant impact on the preparation of the 2016/17 Budget. These matters have arisen from events occurring in the 2015/16 year resulting in variances between the forecast actual and budgeted results for that year and matters expected to arise in the 2016/17 year. These matters and their financial impact are set out below:

- Preschools are expected to increase employee costs by \$409K due to the new Education and Care Services National Regulations that require an increase in educator qualifications and also an increase in educator to child ratio.

#### **5. Cost Shifting**

Cost shifting occurs when Commonwealth and State programs transfer responsibilities to local government with insufficient funding or grants, which don't keep pace with delivery costs.

##### **Type 1: Cost Shifting for Specific Services**

###### **Examples:**

1. Home and Community Care (HACC)
2. Library Services
3. Maternal and Child Health
4. School Crossing Supervision
5. Administration of the state wide temporary Food registration system 'Stretrader'

##### **Type 2: Loss of funding in General**

###### **Examples:**

6. A freeze on indexation of the federal financial assistance grants. The Commonwealth announced in its 2014-15 Budget that it will pause indexation of the total national pool of financial assistance grants to local government for three years (2014-15, 2015-16, 2016-17).
7. Discontinuance of the Community Support Program (CSP) Fund for Family Day Care program from 1 July 2015

##### **Type 3: Statutory fee that prohibits full cost recovery**

###### **Examples:**

8. Planning fees (set by the State and have been frozen for most of the past 14 years)

##### **Type 4: Levies**

###### **Examples:**

9. State Government landfill levy has increased from \$9 per tonne in 2008/09 to \$60.52 per tonne in 2016/17. The increase from 2015/16 to 2016/17 is 3.3%.
10. Animal registration levy
11. Congestion levy (off street car parks)

##### **Type 5: Statutory requirements lead to increased costs**

###### **Examples:**

12. Line clearance (cutting back tree branches around power lines)
13. New national policy of 15 hours kinder for four-year olds.



6. Population Growth



***How are we travelling against population projections?***

The new Estimated Resident Population (ERP) data for Moonee Valley to June 2016 have just been released. The new figure is 120,837, which is a net increase of 2,920 people since June 2015 or an increase of 2.5% for the year.

### **Budget Reports**

The following reports include all statutory disclosures of information and are supported by the analysis contained in sections 8 to 15 of this report.

This section includes the following reports and statements in accordance with the Local Government Act 1989 and the Local Government Model Financial Report.

- 1 Links to Council Plan
- 2 Services and service indicators
- 3 Financial statements
- 4 Financial performance indicators
- 5 Grants and borrowings
- 6 Detailed list of capital works
- 7 Rates and charges

## 1. Linkage to the Council Plan

This section describes how the Annual Budget links to the achievement of the Council Plan within an overall planning and reporting framework. This framework guides the Council in identifying community needs and aspirations over the long term (Moonee Valley Next Generation 2035), medium term (Council Plan) and short term (Annual Budget) and then holding itself accountable (Annual Report).

### 1.1 Planning and accountability framework

The Strategic Resource Plan, part of and prepared in conjunction with the Council Plan, is a rolling four year plan that outlines the financial and non-financial resources that Council requires to achieve the strategic objectives described in the Council Plan. The Annual Budget is framed within the Strategic Resource Plan, taking into account the services and initiatives which contribute to achieving the strategic objectives specified in the Council Plan. The diagram below depicts the planning and accountability framework that applies to local government in Victoria.



Source: Department of Environment, Land, Water and Planning (formerly Department of Transport, Planning and Local Infrastructure)

In addition to the above, Council has a long term plan (Moonee Valley Next Generation 2035) which articulates a community vision, mission and values. The Council Plan is prepared with reference to Council's long term community plan.

The timing of each component of the planning framework is critical to the successful achievement of the planned outcomes. The Council Plan, including the Strategic Resource Plan, is required to be completed by 30 June following a general election and is reviewed each year in advance of the commencement of the Annual Budget process.

### 1.2 Our purpose

#### Our vision

Moonee Valley City Council endeavours to achieve the best outcomes for the local community having regard to the long term and cumulative effects of decisions.

#### Our mission

Moonee Valley City Council will engage in partnership with the community to lead and develop a city that is:

- Friendly and Safe
- Green, clean and beautiful
- Sustainable living
- Vibrant and diverse
- Excellence in governance

**Our values “the way we promise to work with you”**

Moonee Valley City Council has a clear strength in the bond and affinity between its Councillors, the community and staff. Staff supports the community leadership and governance role of Councillors, and work together to achieve the commitments set out in the Council Plan. Council is committed to the following set of values which guide the work of departments and staff:

- **Accountability:** taking responsibility for our actions, reporting accurately on our activities.
- **Communication:** sharing the information and listening to each other so that we can better serve our citizens.
- **Teamwork:** helping each other is everyone's job to achieve the best outcome for citizens.

**1.3 Strategic objectives**

The Council delivers services and initiatives under 23 major service categories. Each contributes to the achievement of Council's Strategic Objectives grouped into five themes as set out in the Council Plan for the years 2013-17.

Moonee Valley's Council Plan consists of five themes, each with a number of strategic objectives;

**THEME 1 - FRIENDLY AND SAFE:** A community where people feel connected and safe.

- 1.1 Support the community in becoming healthier and more physically active
- 1.2 Increase opportunities for social connection by designed services and programs that facilitate participation
- 1.3 Build a community where people feel safe in both public and private spaces
- 1.4 Deliver high quality contemporary community services that are good value for money
- 1.5 Support other organisations in contributing to community wellbeing

**THEME 2 - GREEN, CLEAN AND BEAUTIFUL:** A sustainable environment for future generations.

- 2.1 Protect and enhance the quality and health of local waterways for conservation and community enjoyment
- 2.2 Make the city more attractive through maximising opportunities for greening the public realm
- 2.3 Lift the level of functionality and sustainability of the municipality's infrastructure
- 2.4 Continually improve current waste diversion rates through community education and other initiatives
- 2.5 Protect and enhance the quality and scale of open space for conservation and community enjoyment

**THEME 3 - SUSTAINABLE LIVING:** Clear direction for growth and development of the city.

- 3.1 Ensure there is clear direction for growth and proactive management of development in the city
- 3.2 Facilitate the provision of a broad range of safe, accessible and sustainable transport modes across the municipality
- 3.3 Encourage housing development that is environmentally sustainable and caters for our diverse existing and future population
- 3.4 Enhance the look and feel of the city through good design

**THEME 4 - VIBRANT AND DIVERSE:** Opportunities for all.

- 4.1 Support economic growth and development in the municipality
- 4.2 Facilitate and encourage access to diverse, affordable and enjoyable leisure and learning opportunities
- 4.3 Ensure all council services cater for the diverse communities within the city
- 4.4 Partner with the community to reduce its environmental impact

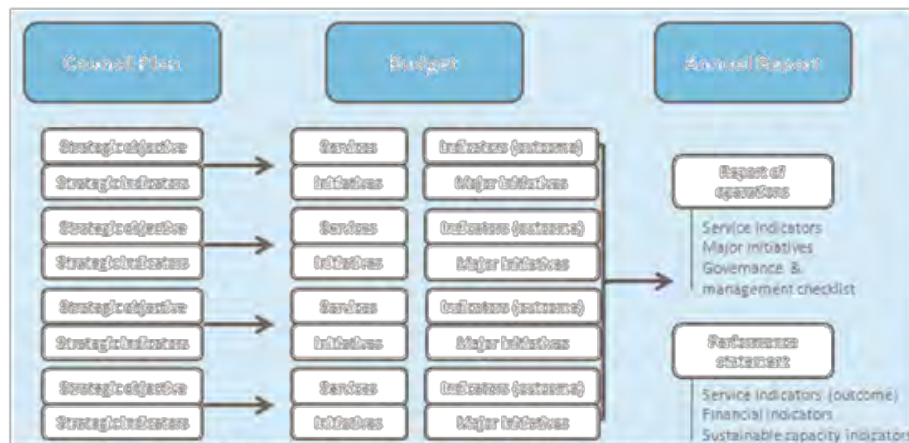
**THEME 5 - EXCELLENCE IN GOVERNANCE:** Dynamic, effective and accountable.

- 5.1 Demonstrate to ratepayers that Moonee Valley is financially sustainable

- 5.2 Build a culture of governance that instills a high level of community respect and confidence in Council decision-making
- 5.3 Provide the community with meaningful and genuine opportunities to contribute to Council planning
- 5.4 Create a high performance organisation
- 5.5 Reduce the environmental impact of Council operations

## 2. Services, initiatives and service performance indicators

This section provides a description of the services and initiatives to be funded in the Budget for the 2016/17 year and how these will contribute to achieving the strategic objectives outlined in the Council Plan. It also describes a number of major initiatives, initiatives and service performance outcome indicators for key areas of Council's operations. Council is required by legislation to identify major initiatives, initiatives and service performance outcome indicators in the Budget and report against them in their Annual Report to support transparency and accountability. The relationship between these accountability requirements in the Council Plan, the Budget and the Annual Report is shown below.



Source: Department of Environment, Land, Water and Planning (formerly Transport, Planning and Local Infrastructure)

Services for which there are prescribed performance indicators to be reported on in accordance with the Regulations are shown in **bold** and underlined in the following sections.

## 2.1 Theme 1: Friendly and Safe

To achieve our objective of a city that is friendly and safe, we will continue to plan, deliver and improve high quality, cost effective, accessible and responsive services. The services, initiatives, major initiatives and service performance indicators for each business area are described below.

### Services

Business Area	Description of services provided	Expenditure (Revenue) Net Cost \$'000
Environmental Health	Council offers services and programs to protect the general health of the Moonee Valley community and visitors. The Environmental Health services include food safety, immunisation and public health and safety.	1,121 (606) <b>515</b>
Community Planning and Development	Community Development contributes towards building strong, inclusive communities through the provision of programs to strengthen community capacity and facilitate local based community organisations to deliver and develop relevant services.  Community Development encompasses social planning, community consultation, community buildings, community grants, youth services and Flemington neighbourhood renewal.	4,348 (537) <b>3,811</b>
Aged and Disability	Aged and Disability services have a community capacity building focus that promotes access, inclusion and embraces community diversity. Aged and disability services provide a diverse range of healthy ageing and disability programs which aim to build upon the physical capacity of older adults and those with a disability, these services also include the provision of community care packages and community meals.	12,158 (7,760) <b>4,398</b>
Family and Children	Council provides family and children support services to ensure the health of the youngest members of our community, by empowering families to raise happy and healthy children. Council manages the operation of five long day care centres, two occasional care services, Family Day Care (home-based care), and 13 kindergartens.  We provide information, guidance and support to parents to enable them to feel confident and competent in their parenting. We also offer family support services which support families with children under 17 who live, work or study in Moonee Valley.	19,066 (14,581) <b>4,485</b>



**Initiatives**

1. Abecedarian Approach Australia Pilot Project - In partnership with the University of Melbourne, implement a pilot project to train early years' educators on the Abecedarian approach. The project will focus on language, conversational reading, learning games and enriched caregiving. The project will also improve the quality of teaching and learning practices in alignment with the National Quality Framework. (\$0.01 million net cost).
2. Moonee Valley Biannual Grants Program - Increase local resilience and capacity building of community organisations through improving access to Council's Funding Programs. (\$0.34 million net cost)

**Service Performance Outcome Indicators**

Service	Indicator	Performance Measure	Computation
Home and Community Care	Participation	Participation in HACC service (Percentage of the municipal target population that receive a HACC service)	[Number of people that received a HACC service / Municipal target population for HACC services] x100
		Participation in HACC service by CALD people (Percentage of the municipal target population in relation to CALD people that receive a HACC service)	[Number of CALD people who receive a HACC service / Municipal target population in relation to CALD people for HACC services] x100
Maternal and Child Health	Participation	Participation in MCH key ages and stages visits (Percentage of children attending the MCH key ages and stages visits)	[Number of actual MCH visits / Number of expected MCH visits] x100
		Participation in MCH key ages and stages visits by Aboriginal children (Percentage of Aboriginal children attending the MCH key ages and stages visits)	[Number of actual MCH visits for Aboriginal children / Number of expected MCH visits for Aboriginal children] x100
Environmental Health	Health and safety	Critical and major non-compliance notifications (Percentage of critical and major non-compliance notifications that are followed up by Council)	[Number of critical non-compliance notifications and major non-compliance notifications about a food premises followed up / Number of critical non-compliance notifications and major non-compliance notifications about food premises] x100

## 2.2 Theme 2: Green, Clean and Beautiful

To achieve our objective of a clean, green and beautiful city, we will continue to plan, deliver and improve high quality, cost effective, accessible and responsive services. The services, initiatives, major initiatives and service performance indicators for each business area are described below.

### Services

Business Area	Description of services provided	Expenditure (Revenue) Net Cost \$'000
Infrastructure Management	Infrastructure Management coordinates the planning, design and implementation of capital works and infrastructure maintenance projects, including works on roads, car parks, footpaths, shared paths, storm water drainage and traffic management devices.	5,946 (750) <b>5,196</b>
Operations	Council provides for the collection of household refuse, recyclables and green waste, and manages and operates the Refuse Transfer Station. These services protect people's health and our environment by minimising the production of waste and promoting recycling and reuse.  The Operations service ensure streets in the area are clean by providing street sweeping, collection of dumped rubbish, weed control in laneways and graffiti removal services. This service also maintain Council's facilities and assets within public road reserves including traffic control devices, line marking, street signage, street seats and barriers.	19,009 (1,577) <b>17,432</b>
Parks and Gardens	Council maintains 220 parks, gardens and reserves throughout the city to offer the community space for sport, recreation and leisure, enhance the urban ecology through the development of a green network, and enrich the green landscape of the city. The Parks and Gardens service also maintains the streetscapes.	6,789 (80) <b>6,709</b>

### Initiatives

3. Greening The West 1 Million Trees project - Planting of 30,000 indigenous trees along the Maribyrnong River corridor including, Fairbairn Park, Thompsons Reserve, Steele Creek Reserve and Moonee Ponds Creek in partnership with LeadWest and western region council's. The project will focus on increasing local biodiversity, habitat for local fauna and expanding habitat corridors through the creation of an urban forest. This will create a more sustainable local environment and improve the quality of our waterways. (\$0.19 million total project cost).
4. Airport West Green Spine - Urban renewal of an open space corridor in Airport West. The project will include stormwater harvesting to improve the quality of local waterways, upgrading the landscape, picnic facilities and increase opportunities for local engagement and play. (\$1.90 million net cost)



**Service Performance Outcome Indicators**

Service	Indicator	Performance Measure	Computation
Infrastructure Maintenance	Satisfaction	Satisfaction with sealed local roads (Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads)	Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads.
Waste Management	Waste diversion	Kerbside collection waste diverted from landfill (Percentage of garbage, recyclables and green organics collected from kerbside bins that is diverted from landfill)	[Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100

**2.3 Theme 3: Sustainable Living**

To achieve our objective of sustainable living, we will continue to plan, deliver and improve high quality, cost effective, accessible and responsive services. The services, initiatives, major initiatives and service performance indicators for each business area are described below.

**Services**

Business Area	Description of services provided	Expenditure (Revenue) Net Cost \$'000
Strategic and Statutory Planning	Council's Strategic and Statutory Planning teams administer the <i>Planning and Environment Act 1987</i> , the <i>Subdivision Act 1988</i> and the Moonee Valley Planning Scheme, including incorporated documents to protect Moonee Valley's unique environment and residents' quality of life as the city grows and develops.  They provide professional advice and leadership to Council, the community and the development industry, to facilitate the planned and sustainable growth of Moonee Valley that recognises the importance of the amenity of its existing and future citizens and acknowledges the challenge of achieving appropriate and sustainable development.	4,595
		(904)
		<b>3,691</b>
Transport and Traffic Management	Traffic and Transport provide for the ongoing management of the operation, maintenance, growth and development of the city's transportation network. Our transportation teams work to efficiently manage the network to ensure it is safe, effective, sustainable and integrates all modes of transport including driving, public transport, walking and cycling.	3,942
		(118)
		<b>3,824</b>

Business Area	Description of services provided	Expenditure (Revenue) Net Cost \$'000
Urban Design	The Urban Design service prepares open space and urban design strategy and policy, master plans, concept and construction documentation for infrastructure upgrades to park and streetscape improvement projects. They also have a focus on environmentally sustainable and water sensitive urban design solutions.	466 0 466

#### Initiatives

5. Moonee Valley Planning Scheme Review – Commence a review of the Moonee Valley Planning Scheme to guide best practice in strategic planning, land use and development within our city. (\$0.05 million net cost).
6. Riverside Park Upgrade – Improvements to car parking, playspaces, picnic and barbeque areas, paths, planting and drainage in Riverside Park, Maribyrnong River. (\$0.86 million net cost).
7. Pridham Plaza Landscape Upgrade, Racecourse Road Flemington - In partnership with Department of Justice and Regulation, redevelop a landscaped plaza in Racecourse Road Flemington that will revitalise the area and improve community safety. (\$0.50 million total project cost)
8. Integrated Transport Plan Review - Review the Integrated Transport Plan to guide the direction of transport planning in Moonee Valley. (\$0.13 million net cost)

#### Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Statutory planning	Decision making	Council planning decisions upheld at VCAT (Percentage of planning application decisions subject to review by VCAT and that were upheld in favour of the Council)	[Number of VCAT decisions that upheld Council's decision in relation to a planning application / Number of decisions in relation to planning applications subject to review by VCAT] x100

#### 2.4 Theme 4: Vibrant and Diverse

To achieve our objective of a city that is vibrant and diverse, we will continue to plan, deliver and improve high quality, cost effective, accessible and responsive services. The services, initiatives, major initiatives and service performance indicators for each business area are described below.

#### Services

Business Area	Description of services provided	Expenditure (Revenue) Net Cost \$'000
Arts and Culture	Council is involved in arts and cultural activities to support a fun and creative city and increase access for residents to experience and participate in creative and artistic activities. As part of this activity Council supports performing and visual arts, helps plan and run festivals and events, and maintains and operates the Clocktower Centre and Incinerator Gallery.	3,366 (1,118) <b>2,248</b>
Library and Learning	Library and learning services delivers a contemporary library and learning service to the community at five locations across the municipality (Ascot Vale, Avondale Heights, Flemington, Niddrie and Moonee Ponds). This includes delivery of regular programs, access to collections and technology, information services, informal and lifelong learning, and training/meeting room hire.	5,217 (939) <b>4,278</b>
Environmental Sustainability	Council has an advisory and educational role to play to raise awareness within the community about environmental issues and enable members of the community to take action to create sustainable ways to live. This service develops environmental policy to contribute to a sustainable, environmentally enhanced and vibrant city and delivers a number of community sustainability programs. Council also undertakes a number of environmental projects to improve our own environmental performance.	574 0 <b>574</b>
Leisure	Council provides a number of leisure facilities to facilitate and encourage access to diverse, affordable and enjoyable leisure opportunities. As part of this service Council manages and operated Ascot Vale and East Keilor Leisure Centres, Queens Park swimming pool, Riverside golf and tennis centre, Essendon traffic school, and a number of community halls.	1,327 (1,080) <b>247</b>
Recreation	This service prepares strategy and policy for sport and recreation and provides a range of recreational, fitness and sporting opportunities to ensure active citizen participation and promotion of healthy lifestyle choice. Activities under this service include sports club management, sports and recreation grants, Moonee Valley Athletics Centre, event and personal training permits, parks and reserve bookings, leisure and recreation activities.	637 (166) <b>471</b>

Business Area	Description of services provided	Expenditure (Revenue) Net Cost \$'000
Economic Development	Economic Development provides support to local businesses to ensure a prosperous and vibrant local economy. This is achieved by promoting and marketing the city of Moonee Valley, providing business support, education and training through workshops, events and regular newsletters.	909 (30) <b>879</b>

**Initiatives**

9. Fairbairn Park Middle Pavilion - Increase participation in sport and improve community health and wellbeing, through the construction program of the Fairbairn Park middle pavilion. Pavilion will provide a safe and fit for purpose home to soccer, football and cricket in Moonee Valley. (\$3.85 million total project cost)
10. Living Green in the Valley program - Coordinate, implement and grow the Living Green in the Valley program. This is inclusive of the My Smart Garden program, workshops and forums to help residents live sustainably, a solar bulk buy process for residents and support of the Schools Environment Network. (\$0.04 million net cost).

**Service Performance Outcome Indicators**

Service	Indicator	Performance Measure	Computation
Library and Learning Services	Participation	Active library members (Percentage of the municipal population that are active library members)	[Number of active library members / municipal population] x100
Leisure Facilities	Utilisation	Utilisation of pool facilities (The number of visits to pool facilities per head of municipal population)	Number of visits to pool facilities / Municipal population
Economic Development	Economic activity	Change in number of businesses (Percentage change in the number of businesses with an ABN in the municipality)	[Number of businesses with an ABN in the municipality at the end of the financial year less the number of businesses at the start of the financial year / Number of businesses with an ABN in the municipality at the start of the financial year] x100

## 2.5 Theme 5: Excellence in Governance

To achieve our objective of excellence in governance, we will continue to plan, deliver and improve high quality, cost effective, accessible and responsive services. The services, initiatives, major initiatives and service performance indicators for each business area are described below.

### Services

Business Area	Description of services provided	Expenditure (Revenue) Net Cost \$'000
Building and Property Services	Council provides Building Control and Enforcement services to ensure that building work is safe and durable for users, by administering and enforcing the requirements of the Building Act and Regulations, and the Moonee Valley Planning Scheme. Council also provide advisory and educational services to the building and development industry to achieve acceptable standards for the health and safety of building users in the municipality.	1,413
		(924)
		<b>489</b>
Communications	The Communications department provides support to the organisation to assist with the development of information to promote Council's services, events, programs and decisions to the community.	3,021
		(90)
		<b>2,931</b>
Corporate Planning	Corporate Planning coordinates the business planning, monitoring and performance reporting of the organisation in order to meet both the strategic objectives and legislative compliance requirements of Council.	483
		0
		<b>483</b>
Citizen and Information services	Citizen and Information Services capture and disseminate incoming and outgoing correspondence, and manage the storage of Council records. This service also manages corporate applications to support the organisation.	5,020
		0
		<b>5,020</b>
Finance	This service ensures financial management, accountability of Council's finances and support and advice to internal departments. The finance department also ensures Council's financial obligations under the <i>Local Government Act 1989</i> are met within statutory timeframes.	3,468
		(514)
		<b>2,954</b>
Governance	Governance enables democratic decision-making through the coordination of Council and Committee meetings, maintenance of public records and information, and provision of corporate support services. This service also provides support to the nine elected Councillors.	3,760
		(163)
		<b>3,597</b>



Business Area	Description of services provided	Expenditure (Revenue) Net Cost \$'000
Human Resources	Human Resources administers services for the recruitment and employment of staff. The organisational development component of this service delivers organisational development and continuous improvement consistent with Council Values through review, development and delivery of training and education programs.	2,439
		0
		2,439
Local Laws	Council provides the monitoring, inspection and enforcement of local laws (including parking enforcement) and other statutory controls to minimise risks to public health and safety. As part of this service Council also promotes responsible pet ownership, provides support to schools for the crossing supervision program as required, and administers emergency management.	4,457
		(5,628)
		(1,171)

#### Initiatives

11. Building Efficiency Program - Implementing resource efficiency works across Council's building's including solar panel installations (\$0.30 million total project cost)
12. Community Engagement Framework - Develop the Community Engagement Framework to improve community consultation and engagement opportunities leading to better participatory Council planning with the community. (\$0.02 million net cost).

#### Service Performance Outcome Indicators

Service	Indicator	Performance Measure	Computation
Governance	Satisfaction	Satisfaction with Council decisions (Community satisfaction rating out of 100 with how Council has performed in making decisions in the interests of the community)	Community satisfaction rating out of 100 with how Council has performed in making decisions in the interests of the community
Local Laws, Animal and Parking Control	Health and safety	Animal management prosecutions (Number of successful animal management prosecutions)	Number of successful animal management prosecutions

## 2.6 Performance Statement

The service performance indicators detailed in the preceding pages will be reported on in the Performance Statement which is prepared at the end of the year as required by Section 132 of the Act and included in the 2016/17 Annual Report. The Performance Statement will also include reporting on prescribed indicators of financial performance (outlined in Section 8) and sustainable capacity, which are not included in this budget report. The prescribed performance indicators contained in the Performance Statement are audited each year by the Victorian Auditor General who issues an audit opinion on the Performance Statement. The major initiatives detailed in the preceding pages will be reported in the Annual Report in the form of a statement of progress in the Report of Operations.

**2.7 Reconciliation with budgeted operating result**

	Net Cost (Revenue) \$'000	Expenditure \$'000	Revenue \$'000
Friendly and Safe	13,210	36,694	23,483
Clean, Green and Beautiful	29,338	31,745	2,406
Sustainable Living	7,981	9,003	1,022
Vibrant and Diverse	8,698	12,030	3,333
Excellence in Governance	16,744	24,061	7,317
<b>Total services &amp; initiatives</b>	<b>75,971</b>	<b>113,533</b>	<b>37,562</b>
Other non-attributable	20,834		
<b>Deficit before funding sources</b>	<b>96,805</b>		
<b>Funding Sources</b>			
Rates & Charges	103,950		
Capital Grants	2,027		
<b>Total funding sources</b>	<b>105,977</b>		
<b>Surplus for the year</b>	<b>9,172</b>		

### 3. Financial statements

This section presents information in regard to the Financial Statements and Statement of Human Resources. The budget information for the years 2017/18 to 2019/20 has been extracted from the Strategic Resource Plan.

This section includes the following financial statements in accordance with the Local Government Act 1989 and the Local Government Model Financial Report:

- 3.1 Comprehensive Income Statement
- 3.2 Balance Sheet
- 3.3 Statement of Changes in Equity
- 3.4 Statement of Cash Flows
- 3.5 Statement of Capital Works
- 3.6 Statement of Human Resources



**Comprehensive Income Statement**  
For the four years ending 30 June 2020

	Forecast Actual 2015/16 \$'000	Budget 2016/17 \$'000	Strategic Resource Plan Projections		
			2017/18 \$'000	2018/19 \$'000	2019/20 \$'000
<b>Income</b>					
Rates and charges	101,542	103,950	106,300	108,952	111,670
Statutory fees and fines	6,320	6,277	6,235	6,223	6,282
User fees	16,197	17,979	18,618	19,235	19,918
Grants - Operating	14,862	15,252	15,189	15,340	15,445
Grants - Capital	1,817	2,027	1,000	1,000	1,000
Contributions - monetary	3,691	2,600	2,700	2,800	2,900
Contributions - non-monetary	30	0	0	0	0
Net gain/(loss) on disposal of property, infrastructure, plant and equipment	(111)	0	0	0	132
Other income	2,892	2,610	2,313	2,586	2,433
<b>Total income</b>	<b>147,240</b>	<b>150,695</b>	<b>152,355</b>	<b>156,136</b>	<b>159,780</b>
<b>Expenses</b>					
Employee costs	66,922	73,325	76,724	79,586	82,258
Materials and services	47,418	47,443	47,295	47,744	48,461
Bad and doubtful debts	333	337	341	345	345
Depreciation and amortisation	18,982	19,757	20,534	21,314	22,096
Borrowing costs	289	0	0	0	0
Other expenses	519	550	560	570	575
Net gain/(loss) on disposal of property, infrastructure, plant and equipment		111	82	93	
<b>Total expenses</b>	<b>134,463</b>	<b>141,523</b>	<b>145,536</b>	<b>149,652</b>	<b>153,735</b>
<b>Surplus/(deficit) for the year</b>	<b>12,777</b>	<b>9,172</b>	<b>6,819</b>	<b>6,484</b>	<b>6,045</b>
<b>Other comprehensive income</b>					
<b>Items that will not be reclassified to surplus or deficit in future periods:</b>					
Net asset revaluation increment	0	0	0	0	0
Share of other comprehensive income of	0	0	0	0	0
<b>Items that may be reclassified to surplus or deficit in future periods (detail as appropriate)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total comprehensive result</b>	<b>12,777</b>	<b>9,172</b>	<b>6,819</b>	<b>6,484</b>	<b>6,045</b>

### Balance Sheet

For the four years ending 30 June 2020

	Forecast Actual 2015/16 \$'000	Budget 2016/17 \$'000	Strategic Resource Plan Projections		
			2017/18 \$'000	2018/19 \$'000	2019/20 \$'000
<b>Assets</b>					
<b>Current assets</b>					
Cash and cash equivalents	43,602	49,281	51,949	54,442	56,441
Trade and other receivables	10,663	10,812	10,885	10,955	11,034
Other financial assets	0	0	0	0	0
Inventories	0	0	0	0	0
Non-current assets classified as held for	0	0	0	0	0
Other assets	574	574	574	574	574
<b>Total current assets</b>	<b>54,839</b>	<b>60,667</b>	<b>63,407</b>	<b>65,971</b>	<b>68,049</b>
<b>Non-current assets</b>					
Other financial assets	245	245	245	245	245
Investments in associates and joint vent.	0	1	2	3	4
Property, infrastructure, plant & equipment	1,251,063	1,275,114	1,279,941	1,305,566	1,310,283
Investment property	2,878	2,878	2,878	2,878	2,878
Intangible assets	357	357	357	357	357
<b>Total non-current assets</b>	<b>1,254,543</b>	<b>1,278,595</b>	<b>1,283,423</b>	<b>1,309,049</b>	<b>1,313,767</b>
<b>Total assets</b>	<b>1,309,383</b>	<b>1,339,262</b>	<b>1,346,831</b>	<b>1,375,020</b>	<b>1,381,816</b>
<b>Liabilities</b>					
<b>Current liabilities</b>					
Trade and other payables	9,697	9,525	9,723	9,522	9,522
Trust funds and deposits	1,508	1,680	1,484	1,685	1,685
Provisions	12,323	12,993	13,664	14,334	15,005
<b>Total current liabilities</b>	<b>23,528</b>	<b>24,198</b>	<b>24,870</b>	<b>25,540</b>	<b>26,211</b>
<b>Non-current liabilities</b>					
Provisions	1,621	1,701	1,781	1,861	1,941
<b>Total non-current liabilities</b>	<b>1,621</b>	<b>1,701</b>	<b>1,781</b>	<b>1,861</b>	<b>1,941</b>
<b>Total liabilities</b>	<b>25,149</b>	<b>25,899</b>	<b>26,651</b>	<b>27,401</b>	<b>28,152</b>
<b>Net assets</b>	<b>1,284,234</b>	<b>1,313,362</b>	<b>1,320,180</b>	<b>1,347,619</b>	<b>1,353,664</b>
<b>Equity</b>					
Accumulated surplus	488,397	495,859	499,928	503,562	506,657
Reserves	795,837	817,502	820,252	844,057	847,007
<b>Total equity</b>	<b>1,284,234</b>	<b>1,313,362</b>	<b>1,320,180</b>	<b>1,347,619</b>	<b>1,353,664</b>

**Statement of Changes in Equity**  
For the four years ending 30 June 2020

	Total \$'000	Accumulated Surplus \$'000	Revaluation Reserve \$'000	Other Reserves \$'000
<b>2017</b>				
Balance at beginning of the financial year	1,284,234	488,397	780,288	15,549
Surplus/(deficit) for the year	9,172	9,172	-	-
Net asset revaluation increment/(decrement)	19,956	-	19,956	-
Transfer to other reserves	0	(3,350)	-	3,350
Transfer from other reserves	0	1,640	-	(1,640)
<b>Balance at end of the financial year</b>	<b>1,313,362</b>	<b>495,859</b>	<b>800,244</b>	<b>17,259</b>
<b>2018</b>				
Balance at beginning of the financial year	1,313,362	495,859	800,244	17,259
Surplus/(deficit) for the year	6,819	6,819	-	-
Net asset revaluation	0	-	0	-
Transfer to other reserves	0	(3,450)	-	3,450
Transfer from other reserves	0	700	-	(700)
<b>Balance at end of the financial year</b>	<b>1,320,180</b>	<b>499,928</b>	<b>800,244</b>	<b>20,009</b>
<b>2019</b>				
Balance at beginning of the financial year	1,320,180	499,928	800,244	20,009
Surplus/(deficit) for the year	6,484	6,484	-	-
Net asset revaluation	20,955	-	20,955	-
Transfer to other reserves	0	(3,550)	-	3,550
Transfer from other reserves	0	700	-	(700)
<b>Balance at end of the financial year</b>	<b>1,347,619</b>	<b>503,562</b>	<b>821,199</b>	<b>22,859</b>
<b>2020</b>				
Balance at beginning of the financial year	1,347,619	503,562	821,199	22,859
Surplus/(deficit) for the year	6,045	6,045	-	-
Net asset revaluation	0	-	0	-
Transfer to other reserves	0	(3,650)	-	3,650
Transfer from other reserves	0	700	-	(700)
<b>Balance at end of the financial year</b>	<b>1,353,664</b>	<b>506,656</b>	<b>821,199</b>	<b>25,809</b>

**Statement of Cash Flows**  
For the four years ending 30 June 2020

	Forecast Actual 2015/16 \$'000	Budget 2016/17 \$'000	Strategic Resource Plan Projections		
			2017/18 \$'000	2018/19 \$'000	2019/20 \$'000
	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)	Inflows (Outflows)
<b>Cash flows from operating activities</b>					
Rates and charges	101,327	103,801	106,228	108,882	111,590
Statutory fees and fines	6,952	6,905	6,859	6,845	6,910
User fees	17,817	19,777	20,480	21,159	21,910
Grants - operating	14,862	15,252	15,189	15,340	15,445
Grants - capital	1,817	2,027	1,000	1,000	1,000
Contributions - monetary	3,691	2,690	2,700	2,800	2,900
Interest received	1,000	860	870	920	950
Dividends received	0	0	0	0	0
Trust funds and deposits taken	0	0	0	0	0
Other receipts	1,892	1,750	1,443	1,666	1,483
Net GST refund / payment	5,098	4,804	4,879	4,928	4,986
Employee costs	(66,172)	(72,575)	(75,974)	(78,836)	(81,508)
Materials and services	(53,097)	(53,163)	(53,016)	(53,525)	(54,319)
Trust funds and deposits repaid	0	0	0	0	0
Other payments	0	0	0	0	0
<b>Net cash provided by/(used in) operating activities</b>	<b>35,187</b>	<b>32,037</b>	<b>30,657</b>	<b>31,178</b>	<b>31,347</b>
<b>Cash flows from investing activities</b>					
Payments for property, infrastructure, plant and equipment	(29,479)	(28,617)	(28,704)	(29,442)	(30,354)
Proceeds from sale of property, infrastructure, plant and equipment	1,617	2,259	715	757	1,005
Payments for investments	0	0	0	0	0
Proceeds from sale of investments	0	0	0	0	0
Loan and advances made	0	0	0	0	0
Payments of loans and advances	0	0	0	0	0
<b>Net cash provided by/ (used in) investing activities</b>	<b>(27,862)</b>	<b>(26,359)</b>	<b>(27,989)</b>	<b>(28,685)</b>	<b>(29,349)</b>
<b>Cash flows from financing activities</b>					
Finance costs	(289)	0	0	0	0
Proceeds from borrowings	0	0	0	0	0
Repayment of borrowings	(3,857)	0	0	0	0
<b>Net cash provided by/(used in) financing activities</b>	<b>(4,146)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Net increase/(decrease) in cash &amp; cash equivalents</b>	<b>3,178</b>	<b>5,678</b>	<b>2,668</b>	<b>2,493</b>	<b>1,999</b>
Cash and cash equivalents at the beginning of the financial year	40,424	43,602	49,281	51,949	54,442
<b>Cash and cash equivalents at the end of the financial year</b>	<b>43,602</b>	<b>49,281</b>	<b>51,949</b>	<b>54,442</b>	<b>56,441</b>

### Statement of Capital Works

For the four years ending 30 June 2020

	Forecast Actual 2015/16 \$'000	Budget 2016/17 \$'000	Strategic Resource Plan Projections		
			2017/18 \$'000	2018/19 \$'000	2019/20 \$'000
<b>Property</b>					
Land	-	-	-	-	-
Land improvements	-	-	-	-	-
<b>Total land</b>	-	-	-	-	-
Buildings	9,114	1,671	-	-	-
Heritage buildings	-	-	-	-	-
Building improvements	-	6,555	6,702	6,873	7,028
Leasehold improvements	-	-	-	-	-
<b>Total buildings</b>	9,114	8,226	6,702	6,873	7,028
<b>Total property</b>	9,114	8,226	6,702	6,873	7,028
<b>Plant and equipment</b>					
Heritage plant and equipment	-	-	-	-	-
Plant, machinery and equipment	3,337	3,440	3,517	3,607	3,688
Fixtures, fittings and furniture	659	215	220	225	231
Computers and telecommunications	442	575	567	582	595
Library books	631	841	655	672	687
<b>Total plant and equipment</b>	5,069	4,871	4,960	5,087	5,201
<b>Infrastructure</b>					
Roads	6,249	5,489	5,555	5,697	5,825
Bridges	229	60	61	63	64
Footpaths and cycleways	1,105	1,849	1,130	1,159	1,185
Drainage	1,814	1,952	1,084	1,111	1,136
Recreational, leisure and community	1,373	555	470	482	493
Waste management	-	-	-	-	-
Parks, open space and streetscapes	4,560	6,305	5,572	5,714	5,842
Aerodromes	-	-	-	-	-
Off street car parks	20	-	-	-	-
Other infrastructure	30	30	31	31	32
<b>Total infrastructure</b>	15,380	16,241	13,903	14,257	14,578
<b>Total capital works expenditure</b>	<b>29,563</b>	<b>29,338</b>	<b>25,566</b>	<b>26,217</b>	<b>26,807</b>
<b>Represented by:</b>					
New asset expenditure	581	-	-	-	-
Asset renewal expenditure	15,304	14,060	13,453	13,796	14,106
Asset expansion expenditure	2,919	6,269	6,210	6,369	6,512
Asset upgrade expenditure	10,759	9,009	5,903	6,053	6,190
<b>Total capital works expenditure</b>	<b>29,563</b>	<b>29,338</b>	<b>25,566</b>	<b>26,217</b>	<b>26,807</b>



**Statement of Human Resources**  
For the four years ending 30 June 2020

	Forecast	Budget	Strategic Resource Plan		
	Actual		Projections		
	2015/16	2016/17	2017/18	2018/19	2019/20
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Staff expenditure</b>					
Employee costs - operating	66,922	73,325	76,724	79,586	82,258
Employee costs - capital	0	0	0	0	0
<b>Total staff expenditure</b>	<b>66,922</b>	<b>73,325</b>	<b>76,724</b>	<b>79,586</b>	<b>82,258</b>
	EFT	EFT	EFT	EFT	EFT
<b>Staff numbers</b>					
Employees	754.0	765.1	765.1	765.1	765.1
<b>Total staff numbers</b>	<b>754.0</b>	<b>765.1</b>	<b>765.1</b>	<b>765.1</b>	<b>765.1</b>

A summary of human resources expenditure categorised according to the organisational structure of Council is included below:

Directorate	Budget	Comprises		
	2016/17	Permanent	Permanent	Casuals/
	\$'000	Full Time	Part Time	Other
		\$'000	\$'000	\$'000
Chief Executive	5,331	3,424	1,623	283
Corporate & Community	37,491	31,248	4,816	1,427
Planning & Development	10,941	5,835	4,801	305
City services	19,563	16,445	2,076	1,042
<b>Total permanent staff expenditure</b>	<b>73,325</b>	<b>56,952</b>	<b>13,316</b>	<b>3,057</b>
Capitalised Labour costs	-			
<b>Total expenditure</b>	<b>73,325</b>			

A summary of the number of full time equivalent (FTE) Council staff in relation to the above expenditure is included below:

Directorate	Budget	Comprises		
	FTE	Permanent	Permanent	Casuals/
		Full Time	Part Time	Other
Chief Executive	45	29	14	2
Corporate & Community	214	178	27	8
Planning & Development	403	215	177	11
City services	104	87	11	6
<b>Total permanent staff expenditure</b>	<b>765</b>	<b>510</b>	<b>229</b>	<b>27</b>
Capitalised Labour costs	-			
<b>Total staff</b>	<b>765</b>			

#### 4. Financial performance indicators

The following table highlights Council's current and projected performance across a range of key financial performance indicators. These indicators provide a useful analysis of Council's financial position and performance and should be interpreted in the context of the organisation's objectives.

Indicator	Measure	Notes	Actual 2014/15	Forecast Actual 2015/16	Budget 2016/17	Strategic Resource Plan Projections			Trend
						2017/18	2018/19	2019/20	+/-
<b>Operating position</b>									
Adjusted underlying result	Adjusted underlying surplus (deficit) / Adjusted underlying revenue	1	10.4%	7.4%	4.7%	3.8%	3.5%	3.2%	-
<b>Liquidity</b>									
Working Capital	Current assets / current liabilities	2	200.2%	233.1%	250.7%	255.0%	258.3%	259.6%	+
Unrestricted cash	Unrestricted cash / current liabilities		92.0%	120.2%	154.3%	152.8%	150.4%	145.7%	+
<b>Obligations</b>									
Loans and borrowings	Interest bearing loans and borrowings / rate revenue	3	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Loans and borrowings	Interest and principal repayments on interest bearing loans and borrowings / rate revenue		4.0%	3.1%	0.0%	0.0%	0.0%	0.0%	-
Indebtedness	Non-current liabilities / own source revenue		2.0%	1.2%	1.2%	1.3%	1.3%	0.0%	-
Asset renewal	Asset renewal expenditure / depreciation	4	49.4%	80.6%	71.2%	65.5%	64.7%	63.8%	+
<b>Stability</b>									
Rates concentration	Rate revenue / adjusted underlying revenue	5	77.0%	77.7%	77.9%	78.1%	77.9%	78.0%	+
Rates effort	Rate revenue / CIV of rateable properties in the municipality		0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	-
<b>Efficiency</b>									
Expenditure level	Total expenditure / no. of property assessments		\$2,473	\$2,537	\$2,623	\$2,697	\$2,773	\$2,847	+
Revenue level	Residential rate revenue / No. of residential property assessments		\$1,433	\$1,492	\$1,547	\$1,554	\$1,589	\$1,625	+
Workforce turnover	No. of permanent staff resignations & terminations / average no. of permanent staff for the financial year		5.7%	6.3%	6.3%	6.3%	6.3%	6.3%	+

Key to Forecast Trend:

- + Forecasts improvement in Council's financial performance/financial position indicator
- o Forecasts that Council's financial performance/financial position indicator will be steady
- Forecasts deterioration in Council's financial performance/financial position indicator

**Notes to indicators**

**1 Adjusted underlying result** – An indicator of the sustainable operating result required to enable Council to continue to provide core services and meet its objectives. Declining financial performance expected over the period, however continued profit means a reduced reliance on Council's cash reserves or debt to maintain services.

**2 Working Capital** – The proportion of current liabilities represented by current assets. Working capital is forecast to increase over the four year period due to an increase in cash reserves.

**3 Debt compared to rates** - Trend indicates Council has reduced its reliance on debt against its annual rate revenue through redemption of long term debt.

**4 Asset renewal** - This percentage indicates the extent of Council's renewals against its depreciation charge (an indication of the decline in value of its existing capital assets). A percentage greater than 100 indicates Council is maintaining its existing assets, while a percentage less than 100 means its assets are deteriorating faster than they are being renewed and future capital expenditure will be required to renew assets. It is important to note that the Materials and Services operational budget includes maintenance allocations for Council assets (buildings/ roads/ drains/ footpaths etc.). These items are not capitalised and are therefore affecting this ratio.

**5 Rates concentration** - Reflects extent of reliance on rate revenues to fund all of Council's on-going services. Trend indicates Council will become more reliant on rate revenue compared to all other revenue sources.



## **5. Other budget information**

This section presents other budget related information required by the Regulations

This section includes the following statements and reports:

- 5.1.1 Grants operating
- 5.2.1 Grants capital
- 5.1.3 Statement of borrowings

**5.1.1 Grants - operating (\$0.39 million increase)**

Operating grants include all monies received from State and Federal sources for the purposes of funding the delivery of Council's services to ratepayers. Overall, the level of operating grants is projected to increase by 2.6% or \$0.39 million compared to 2015/16. A list of operating grants by type and source, classified into recurrent and non-recurrent, is included below.

	Forecast		
	Actual	Budget	Variance
Operating Grants	2015/16	2016/17	
	\$'000	\$'000	\$'000
<i>Recurrent - Commonwealth Government</i>			
Victoria Grants Commission	2,229	2,460	231
Roads to Recovery	657	657	0
Complex Care	113	113	0
Childrens Centers	272	35	(237)
Preschool Services	6	0	(6)
<i>Recurrent - State Government</i>			
Parking Control	221	220	(1)
Social Planning & Wellbeing	10	0	(10)
Community Development	174	55	(119)
Youth Services	123	125	2
Library & Learning Services	730	740	10
Operations	16	16	0
Waste Mgmt & Street Cleansing	19	19	0
Traffic & Transport	10	0	(10)
Environment	51	0	(51)
Environmental Health	138	61	(77)
Sport & Recreation	5	0	(5)
Home & Community Care	3,719	3,795	75
Healthy Ageing & Disability	639	652	13
Complex Care	1,503	1,536	33
Community Meals & Transport	448	456	8
Family Services	238	242	4
Childrens Centers	632	780	148
Preschool Services	2,160	2,453	293
Maternal & Child Health	749	727	(22)
Education and Planning	0	111	111
<b>Total recurrent grants</b>	<b>14,862</b>	<b>15,252</b>	<b>389</b>
<i>Non-recurrent - State Government</i>			
<b>Total non-recurrent operating grants</b>	<b>0</b>	<b>0</b>	<b>(0)</b>
<b>Total operating grants</b>	<b>14,862</b>	<b>15,252</b>	<b>389</b>

Increases in specific operating grant funding reflect expected increased demand for these services. The level of VGC grants to Victorian Councils has been effected by Commonwealth Government's decision to pause indexation for three years commencing in 2015-16. The VGC analysis indicates that Victorian Councils will be impacted by \$200 million during the pause as well as lowering the base from which indexation will be resumed by approximately 12.5%

#### 5.1.2 Grants - capital (\$0.21 million increase)

Capital grants include all monies received from State, Federal and community sources for the purposes of funding the capital works program. Overall the level of capital grants has increased by 11.6% or \$0.21 million compared to 2015/16 due mainly to specific funding for some large capital works projects. Section 6. "Analysis of Capital Budget" includes a more detailed analysis of the grants and contributions expected to be received during the 2016/17 year. A list of capital grants by type and source, classified into recurrent and non-recurrent, is included below.

	Forecast Actual 2015/16 \$'000	Budget 2016/17 \$'000	Variance \$'000
<b>Capital Grants</b>			
<i>Recurrent - Commonwealth Government</i>			
Roads to Recovery	922	1,065	143
<i>Recurrent - State Government</i>	16	16	0
<b>Total recurrent capital grants</b>	<b>938</b>	<b>1,081</b>	<b>143</b>
<i>Non-recurrent - State Government</i>			
Roads	-	28	28
Recreational, leisure and community facilities	125	-	(125)
Parks, open space and streetscapes	494	268	(226)
Buildings	260	650	390
<b>Total non-recurrent capital grants</b>	<b>879</b>	<b>946</b>	<b>67</b>
<b>Total capital grants</b>	<b>1,817</b>	<b>2,027</b>	<b>210</b>

#### 5.1.3 Statement of Borrowings

The table below shows information on borrowings specifically required by the Regulations.

	2015/16 \$	2016/17 \$
Total amount borrowed as at 30 June of the prior year	3,857,054	-
Total amount to be borrowed	-	-
Total amount projected to be redeemed	(3,857,054)	-
Total amount proposed to be borrowed as at 30 June	-	-

## **6. Detailed list of Capital Works**

This section presents a listing of the capital works projects that will be undertaken for the 2016/17 year.

The capital works projects are grouped by class and include the following:

- New works for 2016/17
- Works carried forward from the 2015/16 year.

**Capital works program**  
For the year ending 30 June 2017

**6.1 New works**

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources			
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>PROPERTY</b>										
<b>Building Improvements</b>										
Ascot Vale Leisure Centre Improvements	Works to supplement the current management contract and in accordance with the centre's renewal program.	150	-	150	-	-	-	-	150	-
Ascot Vale Leisure Centre Aquatics Renewal and Upgrade Works	Completion of works currently underway.	350	-	175	175	-	-	-	350	-
Buildings Renewals & Upgrades	Works relating to recommendations in condition audit reports.	250	-	-	250	-	-	-	250	-
Civic Centre Renewal & Improvements	Modifications to facility including mechanical and essential services.	150	-	75	75	-	-	-	150	-
Clocktower Centre - Chilled Water Plant Replacement	Replacement of the existing chilled water plant and equipment	400	-	400	-	-	-	-	400	-
Clocktower Centre Renewal & Improvements	Improvements to maintain the facility at an appropriate standard.	70	-	35	35	-	-	-	70	-
East Keilor Leisure Centre Renewal Works	Renewal works and part of management contract contribution for capital works.	150	-	105	45	-	-	-	150	-
Facilities Related Air-conditioning and Heating Unit Replacements	Replacement of plant and units, which are at the end of their useful life and efficiency.	50	-	50	-	-	-	-	50	-

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	
Facilities Related Renewable Energy and Efficiencies	Greenhouse reduction works in accordance with the Greenhouse Implementation Plan for Council buildings.	320	-	-	320	-	-	-	320	-	
Fairbairn Park (Middle) Pavilion Improvements	Construction of a joint-use sports and community pavilion, replacing two existing pavilions and demolition of one pavilion.	3,850	-	-	-	3,850	650	-	3,200	-	State
Master Key System Upgrade	Completion of installing system to remaining buildings. Clocktower and Incinerator.	50	-	25	25	-	-	-	50	-	
Office Accommodation	Planning and works related to current and future office and service centre accommodation.	500	-	-	500	-	-	-	500	-	
Pavilion Development and Design	Final design, documentation, planning and permit approvals for Cross Keys Reserve Pavilion, Essendon, Ormond Park Cricket and Football Pavilion and Overland Reserve Pavilion, Keilor East.	150	-	15	135	-	-	-	150	-	
Queens Park Pool Renewal and Improvements	Works to maintain the centre in operational condition.	65	-	13	52	-	-	-	65	-	
Signage Renewals	Update and standardise signage of facilities and placement of ANTAR plaques.	50	-	25	25	-	-	-	50	-	
<b>Total Buildings</b>		<b>6,555</b>	<b>-</b>	<b>1,068</b>	<b>1,637</b>	<b>3,850</b>	<b>650</b>	<b>-</b>	<b>5,905</b>	<b>-</b>	
<b>TOTAL PROPERTY</b>		<b>6,555</b>	<b>-</b>	<b>1,068</b>	<b>1,637</b>	<b>3,850</b>	<b>650</b>	<b>-</b>	<b>5,905</b>	<b>-</b>	



Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	
<b>PLANT AND EQUIPMENT</b>											
<b>Plant, Machinery and Equipment</b>											
Mobile Bin Renewals	Replacement and new bins for the household waste collection.	140	-	70	-	70	-	-	140	-	
Plant and Equipment	Replacement of plant and fleet of Council operations.	3,300	-	3,300	-	-	-	1,000	2,300	-	Trade-Ins
<b>Total Plant, Machinery and Equipment</b>		<b>3,440</b>	<b>-</b>	<b>3,370</b>	<b>-</b>	<b>70</b>	<b>-</b>	<b>1,000</b>	<b>2,440</b>	<b>-</b>	
<b>Fixture, Fittings and Furniture</b>											
Family & Children's Services Facilities Furniture & Fittings	Purchase of furniture and fittings for facilities.	50	-	-	50	-	-	-	50	-	
Library External Signage	New signage at Ascot Vale Library, Flemington Library, Niddrie Library, and Sam Merrifield Library in Moonee Ponds.	15	-	15	-	-	-	-	15	-	
Library Furniture and Shelving Renewal	Replacement of visitor chairs, tables, lounge chairs, desks, shelving, children's furniture, etc. on an ongoing regular basis that will be in line with the useable life of each piece of furniture.	105	-	105	-	-	-	-	105	-	
Whitegoods, Furniture, Small Plant Replacements	Replacement of assets at the end of useful life.	45	-	23	23	-	-	-	45	-	
<b>Total Fixture, Fittings and Furniture</b>		<b>215</b>	<b>-</b>	<b>143</b>	<b>73</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>215</b>	<b>-</b>	
<b>Computers and Telecommunications</b>											

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				Source
			New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contributions \$'000	Council Cash \$'000	Borrowings \$'000	
Asset Management System Implementation	Enhancements to the asset management system and reporting of data.	20	-	20	-	-	-	-	20	-	
Corporate Applications		60	-	60	-	-	-	-	60	-	
End User Improvements	Replacement and upgrades to copiers and printers.	20	-	20	-	-	-	-	20	-	
Infrastructure Replacement Program	Replacement of ageing network infrastructure including network switches and routers, which connect personal computers and telephones to the network servers.	15	-	15	-	-	-	-	15	-	
Mobile Technologies Implementation	Replacement of mobile devices as they reach end of useful life.	60	-	60	-	-	-	-	60	-	
Network Link Upgrades	Improvement to network links and upgrade network links for remote sites.	130	-	130	-	-	-	-	130	-	
Server Applications Upgrade	Replacement of network servers and new servers to meet business needs.	100	-	100	-	-	-	-	100	-	
Server Hardware Replacement	Replacement and upgrade of server blades, racks and air conditioning.	150	-	150	-	-	-	-	150	-	
<b>Total Computers and Telecommunications</b>		<b>555</b>	-	<b>555</b>	-	-	-	-	<b>555</b>	-	
<b>Library books</b>											

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	
Library Audio Visual Resources	Purchase of appropriate, updated and relevant collection of audio-visual material, including DVDs, audio/talking books and language kits to the diverse community of library members, in line with the Library and Learning Strategy.	125	-	125	-	-	-	-	125	-	
Library Books and Other Resources	Purchase of up to date library books and reference material.	500	-	500	-	-	-	-	500	-	
Premiers Reading Challenge - Books	Purchase of books in support of the State Government Premiers Reading Challenge.	16	-	16	-	-	16	-	-	-	State
<b>Total Library books</b>		<b>641</b>	<b>-</b>	<b>641</b>	<b>-</b>	<b>-</b>	<b>16</b>	<b>-</b>	<b>625</b>	<b>-</b>	
<b>TOTAL PLANT AND EQUIPMENT</b>		<b>4,851</b>	<b>-</b>	<b>4,709</b>	<b>73</b>	<b>70</b>	<b>16</b>	<b>1,000</b>	<b>3,835</b>	<b>-</b>	
<b>INFRASTRUCTURE</b>											
<b>Roads</b>											
Albert Street	Pavement rehabilitation.	40	-	40	-	-	-	-	40	-	
Allan Street	Pavement rehabilitation.	85	-	85	-	-	-	-	85	-	
Alma Street	Pavement rehabilitation.	180	-	180	-	-	-	-	180	-	
Alma Street	Pavement rehabilitation.	90	-	90	-	-	-	-	90	-	
Alma Street	Pavement rehabilitation.	80	-	80	-	-	-	-	80	-	
Aspen Street	Pavement rehabilitation.	10	-	10	-	-	-	-	10	-	
Aspen Street	Pavement rehabilitation.	15	-	15	-	-	-	-	15	-	

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	
Bowden Street	Pavement rehabilitation.	20	-	20	-	-	-	-	20	-	
Bowen Street	Pavement rehabilitation.	50	-	50	-	-	-	-	50	-	
Branch Street	Pavement rehabilitation.	10	-	10	-	-	-	-	10	-	
Brewster Street	Pavement rehabilitation.	10	-	10	-	-	-	-	10	-	
Browning Crescent	Pavement rehabilitation.	85	-	85	-	-	-	-	85	-	
Brunel Court	Pavement rehabilitation.	55	-	55	-	-	-	-	55	-	
Buckley Street	Pavement rehabilitation.	30	-	30	-	-	-	-	30	-	
Canning Street	Pavement rehabilitation.	100	-	100	-	-	-	-	100	-	
Caroline Street	Pavement rehabilitation.	75	-	75	-	-	-	-	75	-	
Carrington Road	Pavement rehabilitation.	85	-	85	-	-	-	-	85	-	
Collins Street	Pavement rehabilitation.	110	-	110	-	-	-	-	110	-	
Cudmore Street	Pavement rehabilitation.	40	-	40	-	-	-	-	40	-	
Curtis Street	Pavement rehabilitation.	50	-	50	-	-	-	-	50	-	
Dublin Avenue	Pavement rehabilitation.	100	-	100	-	-	-	-	100	-	
Fitzgerald Road	Pavement rehabilitation.	50	-	50	-	-	-	-	50	-	
Florence Street	Pavement rehabilitation.	160	-	160	-	-	-	-	160	-	
Gamet Street	Pavement rehabilitation.	35	-	35	-	-	-	-	35	-	
Glenview Court	Pavement rehabilitation.	35	-	35	-	-	-	-	35	-	
Gracedale Court	Pavement rehabilitation.	10	-	10	-	-	-	-	10	-	

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	
Grandison Street	Pavement rehabilitation.	80	-	80	-	-	-	-	80	-	
Kalimna Street	Pavement rehabilitation.	85	-	85	-	-	-	-	85	-	
Kingston Avenue	Pavement rehabilitation.	40	-	40	-	-	-	-	40	-	
Knight Street	Pavement rehabilitation.	25	-	25	-	-	-	-	25	-	
Knight Street	Pavement rehabilitation.	25	-	25	-	-	-	-	25	-	
Lake Street	Rehabilitation.	80	-	80	-	-	-	-	80	-	
Loch Crescent	Pavement rehabilitation.	55	-	55	-	-	-	-	55	-	
Magdala Avenue	Pavement rehabilitation.	145	-	145	-	-	-	-	145	-	
May Street	Pavement rehabilitation.	90	-	90	-	-	-	-	90	-	
McNamara Avenue	Pavement rehabilitation.	105	-	105	-	-	-	-	105	-	
Park Street	Pavement rehabilitation.	30	-	30	-	-	-	-	30	-	
Peerless Court	Pavement rehabilitation.	20	-	20	-	-	-	-	20	-	
Pitches Street	Pavement rehabilitation.	20	-	20	-	-	-	-	20	-	
Queen Street	Pavement rehabilitation.	55	-	55	-	-	-	-	55	-	
Right of Way Renewal and Reactive Works	Resurfacing and repairs to the paved right of way network.	100	-	100	-	-	-	-	100	-	
River Avenue	Pavement rehabilitation.	45	-	45	-	-	-	-	45	-	
Riverview Road	Pavement rehabilitation.	55	-	55	-	-	-	-	55	-	

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				Source
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	
Road Renewals and Reactive Works	Asphalt resurfacing and repairs, crack sealing, kerb and channel works, signage, traffic management service, and line marking to locations identified through implementation of Road Management Plan and Road Asset Management Plan.	405	-	405	-	-	-	-	405	-	
Roslyn Street	Pavement rehabilitation.	50	-	50	-	-	-	-	50	-	
Rothwell Street	Pavement rehabilitation.	30	-	30	-	-	-	-	30	-	
St Kinnord Street	Pavement rehabilitation.	55	-	55	-	-	-	-	55	-	
The Parade	Pavement rehabilitation.	-	-	-	-	-	-	-	-	-	
Tregunter Street	Pavement rehabilitation.	15	-	15	-	-	-	-	15	-	
Woolart Street	Pavement rehabilitation.	15	-	15	-	-	-	-	15	-	
<b>Integrated transport plan</b>											
Local Area Traffic Management ("LATM") Studies implementation	Design of treatments proposed for Buckley Park Traffic Management Plan and implementation of Parking Management Plan (\$25,000) ; Hoffmans/Forrester - Install crossing treatments - Construction (\$75,000)	100	-	-	100	-	-	-	100	-	



Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Local Area Traffic Management ("LATM") Studies implementation	Salisbury Street, between Tennyson Street to Capulet Street - Installation of one Road Hump ( \$5,000); McPherson Street, between Buckley Street to Salisbury Street - Installation of 1 Road Hump (\$5,000); Blair Street / Kernan Street / Robinson Street local roads - Installation of 40km/h speed zone area ( \$5,000); Wilson Street, between Capulet Street and Juliet Street - Modify school speed zone to apply at school peaks only ( \$3,000); Pattison Street, between Holberg Street to Steele Street - Installation of 1 Road Hump (\$5,000); Local roads south of Dean Street and between Pattison Street, Ormond Rd and Mt Alexander Road - Installation of 40km/h speed zone area (\$7,000).	30	-	-	30	-	-	-	30	-	-

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Local Area Traffic Management ("LATM") Studies implementation	Puckle Street Activity Centre - Installation of 40km/h speed zone area (\$10,000); Sherbourne Street - Installation of 2 Road Humps, 40km/h speed zone and signage and linemarking (\$15,000); Derby Street, between York Street to Grace Street - Removal of Traffic Islands ( \$15,000); Derby Street, between Sussex Street to Mantell Street - Installation of 3 Road Humps ( \$15,000); Mantell Street / Ardmillan Road - Installation of contrasting road surface on Ardmillan Road approaches and installation of another stop sign on west approach ( \$10,000); Taylor Street, between Eddy Street and Mt Alexander Road - Installation of 1 Road Hump ( \$5,000); Park Street, between Parry Street to Mt Alexander Road - Replace 3 Existing Rubber Speed Cushions (\$16,000); Stanley Street / Sherbourne Street / Leslie Road local roads - Installation of 40km/h speed zone area (\$3,000); Stanley Street - Installation of 2 Road Humps ( \$10,000); Laneway, between Riverview Road and Leven Street - Installation of pedestrian warning signage at exit onto Riverview Road (\$1,000)	100	-	-	100	-	-	-	100	-	-
Local Area Traffic Management ("LATM") Studies implementation	Lincoln Road/Miller Street - Detailed design & consultation for crossing treatments.	10	-	-	10	-	-	-	10	-	-

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Local Area Traffic Management Precinct Plan Implementation	Glass Street, between Napier Street and Mt Alexander Road - Linemarking Improvement Works at 3 Median Openings ( \$2,000); Glass Street, between Napier Street and Mt Alexander Road - Installation of 3 Flat Top Road Humps (\$15,000); Brewster Street / Grice Crescent, between Glen Street and Mackay ST - Installation of 1 Flat Top Road Hump ( \$5,000); Albion Street - Installation of RRPMS at Lawson Street (\$1,000); Napier Street, between Woodland Street and Fletcher Street - Installation of 50km/h speed zone signage ( \$2,000); Napier Crescent, between Pascoe Vale Rd and Napier St - Installation of 2 Flat Top Road Humps (\$10,000).	35	-	-	35	-	-	-	35	-	-

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	
Reactive Traffic Management Works	Urgent safety works in response to community identified issues. Priorities: Church Street and Bignell Street, Flemington - Traffic Island. Design Only (\$10,000); Tilba Street, Aberfeldie - Road Safety, Bus Stop and Bus Layover Construction Works (\$50,000); Archibald Lane, Ascot Vale West - Installation of One Road Hump (\$5,000); Brosnan Crescent, Strathmore - Installation of Two Road Humps (\$10,000); Vincent Lane, Avondale Heights - Installation of Linemarking, Signage and Two Road Humps (\$5,000); The Avenue, Niddrie - Installation of Two Speed Cushions (\$10,000) Other works may be undertaken according to priority list in the event of the above projects being completed under estimated cost or in the event that any of the projects above are deferred due to unforeseen circumstances (\$138,000).	228	-	-	-	228	-	28	200	-	PTV
Pedestrian Safety Better Moves Around Schools Program Implementation	Priorities: Our Lady's of Nativity, Aberfeldie; Essendon Primary, Essendon; Ave Maria College, Aberfeldie; Strathmore North Primary School. Implement Active Paths at these schools.	55	-	-	55	-	-	-	55	-	
Roads to Recovery May Street	Pavement rehabilitation.	90	-	90	-	-	90	-	-	-	R2R

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contributions \$'000	Council Cash \$'000	Borrowings \$'000	Source
Morton Street	Pavement rehabilitation.	235	-	235	-	-	235	-	-	-	R2R
McIntosh Street	Pavement rehabilitation.	350	-	350	-	-	350	-	-	-	R2R
Mirams Street	Pavement rehabilitation.	215	-	215	-	-	215	-	-	-	R2R
Rosehill Road	Pavement rehabilitation.	175	-	175	-	-	175	-	-	-	R2R
<b>Traffic Investigations</b>											
Accessible Parking Review Implementation	Implementation of actions within the adopted review. Design, consultation and implementation of top 20 sites over two years.	100	-	-	50	50	-	-	100	-	
Integrated Transport Plan Implementation	Work with VicRoads to investigate reducing speed limits to 40km/h in areas with high pedestrian flow ( \$10,000); Review existing roundabouts along bike routes to ensure cyclist safety is catered for and complete functional and detailed design as per upgrades recommended in 2013 report ( \$25,000); Buckley St - Off Road Bicycle Path from Milleara Road to The Crossway South - Construction ( \$250,000).	285	-	-	143	143	-	-	285	-	
<b>Local roads</b>											
Arterial Road Issues	To support advocacy to VicRoads by progressing analysis of improvements to sections of Mt Alexander Road, as identified through the structure plans and	20	-	-	20	-	-	-	20	-	

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources			
			New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contributions \$'000	Council Cash \$'000	Borrowings \$'000
	local area traffic management plans.									
Road Safety Plan Implementation	Develop a risk map of the local road network to be used to proactively address road safety issues (\$25,000); Review and design of 5 high risk locations as identified in the adopted Transport Safety Strategy (\$40,000); Stop look listen and think footpath signage (\$5,000); Trails and track improvement program (\$30,000)	100	-	-	-	100	-	-	100	-
Traffic Management Asset Renewal Works	York Street, Strathmore - Four Speed Cushions (\$30,000) ; Templewood Crescent & Tea Gardens Drive, Avondale Heights - Road Treatment replacement (\$40,000)	70	-	-	-	70	-	-	70	-
<b>Total Roads</b>		<b>5,433</b>	<b>-</b>	<b>4,300</b>	<b>543</b>	<b>591</b>	<b>1,065</b>	<b>28</b>	<b>4,340</b>	<b>-</b>
<b>Bridges</b>										
Bridge Remedial/Renewal Works	Renewal works according to the recommendations of the regular bridge inspections.	60	-	60	-	-	-	-	60	-
<b>Total Bridges</b>		<b>60</b>	<b>-</b>	<b>60</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>60</b>	<b>-</b>
<b>Footpaths and Cycleways</b>										



Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Walking and Cycling Strategy Implementation	Montague Street Boardwalk, upgrade the bridge - Detailed Design (\$20,000); Bloomfield Road / The Crescent Intersection, Raised Intersection Treatment & Path Upgrade - Construct (\$95,000); Ascot Vale Road, Middle Street POS - Detailed Design (\$20,000); Maribyrnong Road POS near Edgar Street / Bayview Terrace - Detailed Design (\$25,000); Retrofit 2 roundabouts with zebra crossings - Construct (\$135,000); Dinah Parade - Milleara Road to Rachelle Road. Investigate feasibility and potential catchment for on road bike lanes - consultation and detailed design ( \$5,000); Racecourse Road – eastbound on road lane, off-road shared path on north side, improvement and extension of on-road bicycle lanes through shopping strip (both sides between Rankins Road and Eastwood Street and under rail overpass near Eastwood Street) - Consultation, feasibility, functional design (\$25,000); Install bicycle parking at locations nominated by traders and cyclists (\$10,000); Providing way finding signage on Moonee Ponds Creek Trail and Maribyrnong River Trail - Design / Construct (\$40,000); Updating linemarking on Maribyrnong River Trail( \$10,000); Municipal Wide - Safety audits and small works for shared paths ( \$10,000).	405	-	-	162	243	-	-	405	-	

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contributions \$'000	Council Cash \$'000	Borrowings \$'000	Source
Footpath Replacement and Renewal Works	Renewal of pedestrian paths identified through cyclic condition audits.	600	-	600	-	-	-	-	600	-	
Pedestrian Paths Accessibility and Mobility Improvements	Replacement of pram crossings, ramps and disability accesses where footpaths intersect with roads.	100	-	-	100	-	-	-	100	-	
<b>Total Footpaths and Cycleways</b>		<b>1,105</b>	-	<b>600</b>	<b>262</b>	<b>243</b>	-	-	<b>1,105</b>	-	
<b>Drainage</b>											
Albert Street Drainage Improvements	These works are related to the Kelvin Close Diversion drain which is being undertaken in 2015-16. The works need to be undertaken during the 2016-17 Christmas holiday period, due to school access being impacted.	550	-	-	550	-	-	-	550	-	
Alfred Road Drainage Improvements	Upgrade of pipe capacity and provision of grated pits within this area.	350	-	175	175	-	-	-	350	-	
Drainage Pit Repairs	Repair of damaged pit lids identified in the Drainage Improvement Study.	60	-	60	-	-	-	-	60	-	
Works to Rectify Defective Drains	Construction of additional drainage pits and upgrades to defective drainage assets based on routine inspections.	100	-	50	50	-	-	-	100	-	
<b>Total Drainage</b>		<b>1,060</b>	-	<b>285</b>	<b>775</b>	-	-	-	<b>1,060</b>	-	
<b>Recreational, Leisure &amp; Community Facilities</b>											

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Nets Renewal Program	Replacement and renewal of cricket nets and related structures. Priority: Buckley Park lower.	65	-	65	-	-	-	-	65	-	-
Sports Field Renewal Program	Replacement and renewal of sport field structures including: basketball courts, BMX tracks, bocce courts etc, cricket pitches, skate parks, oval surfaces and oval irrigation. Priorities: Debney Reserve tennis court fence, Bocce court at Nancy Kirchner, synthetic wicket replacements at Doyle Street, Overland 3 and Strathnaver Reserve, various sites as recommended from rebound wall audit, goal replacements at Fairbairn 2, JH Allan and Doyle Street.	335	-	335	-	-	-	-	335	-	-
Riverside Golf and Tennis Centre Renewal Works	Improvement works to the Centre to complement the Contractor's commitments under the current agreement.	60	-	6	54	-	-	-	60	-	-
<b>Total Recreational, Leisure &amp; Community Facilities</b>		<b>460</b>	<b>-</b>	<b>406</b>	<b>54</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>460</b>	<b>-</b>	<b>-</b>
<b>Parks, Open Space and Streetscapes</b>											
Settler's Cottage Relocation	Relocation of the cottage to a permanent location as determined by Council.	100	-	100	-	-	-	-	100	-	-
Afton Street Conservation Park Master Plan Implementation	Renewal works within parkland.	50	-	-	50	-	-	-	50	-	-

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	
Airport West Green Spine Project Implementation	Works to rejuvenate an underutilised piece of open space in Airport West through harvesting stormwater for use to irrigate planting, lawn and orchards.	1,200	-	-	1,200	-	-	-	1,200	-	
Barbeque Renewal Program	Replacement and renewal of barbeques. Priorities: Woodlands Park.	26	-	26	-	-	-	-	26	-	
Drinking Fountain Renewal Program	Replacement and renewal of drinking fountains.	18	-	18	-	-	-	-	18	-	
Edging Renewal Program	Replacement and renewal of edging along paths. Priority locations: Boeing Reserve, Clifton Park (West), JA Moushall Reserve (Muriel), Neil Heinz Reserve, PA Kirchner Reserve HW Cousins Reserve Ascot Vale.	20	-	20	-	-	-	-	20	-	
Fence Renewal Program	Replacement and renewal of fencing. Types include: timber bollards, recycled fence bollards, galvanised steel, cyclone wire, post and rail fencing, planter boxes. Priority locations: Woorite Place, Woodlands Park, Woodlands Street Drainage Reserve, Treadwell Reserve, Judith Street Reserve, Maribyrnong Park around Boathouse, San Remo Reserve, Derby Street Reserve, Cannes Avenue Reserve, Cannes Avenue/Buckley Street Easement.	83	-	83	-	-	-	-	83	-	
Fencing for Dogs Off-Leash Areas	Fencing and infrastructure for dog off leash areas as approved by Council.	70	-	-	70	-	-	-	70	-	

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contributions \$'000	Council Cash \$'000	Borrowings \$'000	Source
Five Mile Creek Land Management Plan Implementation	Prepare and implement management plan, including revegetation, erosion control and habitat creation.	30	-	-	30	-	-	-	30	-	
Gate Renewal Program	Replacement and renewal of gates. Priorities: Hansen Reserve (Behind Eastern Goals), AJ Davis Reserve (Entrance off Fullarton Road), LT Thompson Reserve (Queen Street), Quinn Grove Reserve (Rachelle Road).	14	-	14	-	-	-	-	14	-	
Green the West with Trees Implementation	Planting of 30,000 indigenous 'trees' to enhance the habitat values of the Maribymong River corridor. Priority locations: Thompson Reserve, AJ Davis Reserve (rear Moorna Drive), Steele Creek Reserve.	50	-	-	-	50	-	-	50	-	
Maribymong River Master Plan Implementation - Riverside Park	Improvements to car parking, playspaces, picnic and bbq areas, paths, planting and drainage.	860	-	-	-	860	-	-	860	-	
Master and Landscape Plan Preparation	Master Plan development for AJ Davis Reserve (\$20,000). Landscape Plans for: Clifton Park (\$10,000); Overland Reserve (\$10,000); Buckley Park (\$10,000)	50	-	-	50	-	-	-	50	-	
Moonee Ponds Creek Master Plan Development	Landscape upgrades including revegetation, erosion control and habitat creation throughout the Moonee Ponds Creek Corridor.	30	-	-	30	-	-	-	30	-	

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Napier Park Management Plan Implementation	Works according to Management Plan including revegetation, weed eradication, habitat creation and erosion control. Works will also continue to remediate swale.	30	-	-	30	-	-	-	30	-	-
Neighbourhood and Local Parks Greening	Greening of neighbourhood and local parks at: Monte Carlo Reserve; Mountain View Avenue Reserve (Deutscher); Elm Grove Reserve; Strathaird Reserve; Drainage Reserve Kernan Street to Woodland Street; Collier Park; St Raphael Reserve Avondale Heights and Clarinda Park.	80	-	-	80	-	-	-	80	-	-
Path (soft paths) Renewal Program	Replacement and renewal of paths. Surface types include: crushed rock, granitic sand, Lilydale toppings, timber and timber stairs. Priority locations: Emergency repairs at Five Mile, Rosehill, Aberfeldie and Riverside if required prior to master plan works Thompson Street Reserve, Sterling Drive - Heatherlea Reserve Linear Links, Hansen/ Etzel Street stairs.	128	-	128	-	-	-	-	128	-	-
Playground Renewal Program	Replacement and renewal of playgrounds within neighbourhood, district and regional parks: Muriel Street Playground, Clarinda Park, Debneys Park West, KT Smith Reserve, Cliff Allison Reserve, Weather Station Reserve, HW Cousins Reserve, Albert Wallis Reserve, Hansen Etzel Reserve (north).	550	-	550	-	-	-	-	550	-	-



Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Queens Park Master Plan Implementation	Memorial wall at the Mt. Alexander Road/Kellaway Avenue entrance to the park.	58	-	58	-	-	-	18	40	-	
Remnant Grassland Vegetation	Revegetation and rehabilitation of remnant grasslands at several locations. Priority locations: Strathnaver grassland, JH Allen Reserve, The Crossway South Reserve, Canning Street Reserve, Afton Street Conservation Park Grassland.	70	-	-	70	-	-	-	70	-	
Seating Renewal Program	Replacement and renewal of seating including: benches, interchange benches, picnic tables and seating. Priority locations: Aberfeldie Park x 2, Albert Wallis Reserve, Ashkanasy Reserve, Boeing Reserve (Picnic Table), Boeing Reserve x 3, Bowes Reserve (Picnic Table), Bowes Reserve x 2, Canterbury Street Reserve (Bench), Clarinda Park, Clifton Park x 3, Derby Street Reserve, Farnham Street Reserve, Kerferd Street Reserve.	94	-	94	-	-	-	-	94	-	
Shelter Renewal Program	Replacement and renewal of shelter structures including: gazebos, pergolas, scoreboard shelters, shade sails and sound shells. Priority locations: Debnays Park shade sail, FJ Davies Reserve shade sail and bandstand, Woodlands Park shade sails and rotunda.	153	-	153	-	-	-	-	153	-	

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Sign Renewal Program	Replacement and renewal of park signs. Priorities: Arthur Calwell Park ( Banner Only ), Ashkanasy Reserve ( Banner Only), Avondale Heights Reserve (Doyle Street Banner Only) Benaud Close Reserve (Banner Only), Boeing Reserve x 2, Cliff Allison Reserve, Clifton Park x 3 (Banner Only)	13	-	13	-	-	-	-	13	-	-
Steele Creek Master Plan Implementation	Revegetation and rehabilitation of conservation sites. Priority locations: AJ Davis Reserve, PA Kirchner Reserve, Spring Gully Reserve, Rollover Reserve, Steele Creek Reserve.	75	-	-	75	-	-	-	75	-	-
Urban Forest Renewal	Major tree planting to rejuvenate drought affected parks, in particular locations where trees are in excess of 50 years in age (e.g.. Maribymong Park, Queens Park, Lincoln Park, Woodlands Park/Salmon Reserve etc.) and have died or are severely drought affected. Works in response to Hazard assessments on High Risk and High Use open space i.e. Bulla Road Median and centre, Maribymong River (Cypress replacement).	80	-	80	-	-	-	-	80	-	-
Water Assets Renewal Program	Replacement and renewal of water tanks and water sensitive urban design structures. Vegetation and soil profile upgrades WSUD elements according to asset audit 2016.	12	-	12	-	-	-	-	12	-	-

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contributions \$'000	Council Cash \$'000	Borrowings \$'000	Source
Christmas Decorations Renewal	Installation or replacement of decorations in shopping centres.	100	-	90	-	10	-	-	100	-	
Flags, Banners and Decorations	Renewal or replacement according to Council's Branding Strategy.	10	-	10	-	-	-	-	10	-	
Pridham Plaza Landscape Upgrade	Public Safety Infrastructure works in partnership with the Department of Justice and Regulation.	500	-	-	250	250	250	-	250	-	State
Retail Shopping Centres Improvement Program	Design for improvements to functionality and appearance of smaller retail centres to Wallis Mall design for civil and structural work (\$10,000). Union Road intersection designs (\$35,000)	45	-	-	45	-	-	-	45	-	
Street Furniture Renewals	Replacement of paths, bins, seats, bicycle racks, signage and other furniture.	100	-	50	50	-	-	-	100	-	
Union Road Streetscape Upgrade	Construction works at the intersection of St Leonards Road.	350	-	-	350	-	-	-	350	-	
Family & Children's Services Facilities Outdoor Playspace Improvements	Improvements to outdoor play space areas to meet appropriate standards and regulations.	100	-	50	50	-	-	-	100	-	
<b>Trees</b> Tree Planting & Replacement	Planting of trees along significant roads. Sites as per 10 year tree planting plan and resident petitions.	300	-	150	-	150	-	-	300	-	
<b>Total Parks, Open Space and Streetscapes</b>		<b>5,449</b>	<b>-</b>	<b>1,699</b>	<b>2,430</b>	<b>1,320</b>	<b>250</b>	<b>18</b>	<b>5,181</b>	<b>-</b>	

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contributions \$'000	Council Cash \$'000	Borrowings \$'000	Source
<b>Other Infrastructure</b>											
Public Art Renovations	Renovations to public art assets.	30	-	30	-	-	-	-	30	-	
<b>Total Other Infrastructure</b>		<b>30</b>	<b>-</b>	<b>30</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30</b>	<b>-</b>	
<b>TOTAL INFRASTRUCTURE</b>		<b>13,597</b>	<b>-</b>	<b>7,380</b>	<b>4,064</b>	<b>2,154</b>	<b>1,315</b>	<b>46</b>	<b>12,236</b>	<b>-</b>	
<b>TOTAL NEW CAPITAL WORKS 2016/17</b>		<b>25,003</b>	<b>-</b>	<b>13,157</b>	<b>5,773</b>	<b>6,074</b>	<b>1,981</b>	<b>1,046</b>	<b>21,976</b>	<b>-</b>	

#### 6.2 Works carried forward from the 2015/16 year

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contributions \$'000	Council Cash \$'000	Borrowings \$'000	Source
<b>PROPERTY</b>											
<b>Buildings</b>											
Ascot Vale Leisure Centre Aquatics Renewal and Upgrade Works	Stage 1 of 2: renewal works of the 25 metre pool concourse floor, and the water circulation structure. Install 'water play' features, and increase 25 metre pool swimming area. The proposed commencement of the works is March 2016. Council intends to award a contract for these works in 2015-16 and will include in the 2016-17 budget, the balance of the total project cost to complete stages 1 and 2 in 2016-17.	1,500	-	750	750	-	-	-	1,500	-	0

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contributions \$'000	Council Cash \$'000	Borrowings \$'000	Source
East Keilor Leisure Centre Renewal Works	Renewal works and part of management contract contribution for capital works.	58	-	41	17	-	-	-	58	-	0
Lebanon Reserve Pavilion Improvements	Construction of change room facilities and other amenities.	113	-	-	113	-	-	-	113	-	0
<b>TOTAL PROPERTY</b>		<b>1,671</b>	-	<b>791</b>	<b>880</b>	-	-	-	<b>1,671</b>	-	
<b>PLANT AND EQUIPMENT</b>											
<b>Computers and telecommunications</b>											
End User Improvements	Replacement and upgrades to copiers and printers.	20	-	20	-	-	-	-	20	-	0
<b>TOTAL PLANT AND EQUIPMENT</b>		<b>20</b>	-	<b>20</b>	-	-	-	-	<b>20</b>	-	
<b>INFRASTRUCTURE</b>											
<b>Roads</b>											
Road Safety Plan Implementation	Priorities: Implement actions from pedestrian crossing facilities audit, (\$25,000), Kindergarten audits at five sites, (\$5,000). Apply a range of suitable road surfaces textures and colours to warn drivers of pedestrians and cyclists in activity centres, (\$25,000). Safe pedestrian conditions at night - lighting upgrades, (\$10,000).	38	-	-	-	38	-	-	38	-	0
<b>Integrated transport plan</b>											

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Integrated Transport Plan Implementation	Implementation of the Integrated Transport Plan, which includes initiatives to improve accessibility to public transport. Priorities: Implementation of upgrade of roundabouts at Glass Street and Napier Street, Essendon and Fletcher Street and Nicholson Street, Essendon (ref Roundabout Study, 2012) (\$50,000). Implementation of DDA compliance of council bus-stops as a result of audit (\$50,000). Way finding signage - design - Union Road, Racecourse Rd (\$60,000). Design and printing of Smart Travel Map, for distribution to schools, businesses etc. - (\$20,000).	18	-	-	9	9	-	-	18	-	0
<b>Footpaths and Cycleways</b>											
Craigieburn Rail Corridor Bicycle Lanes	Installation of on road bike lanes	42	-	-	-	42	-	-	42	-	0
Travancore Park Shared Path Feasibility & Implementation	Construction of shared pathway and landscape works.	532	-	-	532	-	-	-	532	-	0



Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contributions \$'000	Council Cash \$'000	Borrowings \$'000	Source
Walking and Cycling Strategy Implementation	<p>Craigieburn Rail route treatments (works to include final design and commencing installation of crossing treatments for Ascot Vale Road and Kent Street, separated bicycle lane for Queens Avenue) - (\$95,000). Stage 2 - Mt Alexander Road, between Glass St and Dean St: Collection and analysis of additional traffic data for Mt Alexander Road on-road bike lanes for a network fit assessment and advocacy campaign with VicRoads (\$35,000).</p> <p>Stage 2 - Detailed design, safety audit, consultation and priority implementation plan of 8 roundabouts for pedestrian and cycling improvements (\$50,000).</p> <p>Stage 2 - Detailed design and consultation for pedestrian and cycling improvements on Buckley Street, from Moonee Ponds Creek to Maribymong River. (\$75,000), based on consultation from Fletcher LATM.</p> <p>- Safety Audits and small works for shared path in Aberfeldie Park, shared path from Maribymong Road to Monte Carlo Reserve, and on the Tullamarine Freeway Shared Path (\$35,000).</p> <p>Installation of Bicycle Parking on public land where there is a demonstrated need (\$10,000).</p> <p>Further progression of replacement of Montague Street boardwalk. (\$45,000).</p>	170	-	-	68	102	-	-	170	-	0

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	Source
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
<b>Drainage</b>											
Clifton Street Easement Drainage Improvements	Drainage improvements at the rear of properties.	130	-	65	65	-	-	-	130	-	0
Brees Road Drainage Improvements	Increase underground drainage capacity and provision of grated side entry pits.	288	-	-	288	-	-	-	288	-	0
Pascoe Vale Road Drainage Improvements	Feasibility, design, service authority considerations and planning approvals for proposed works within this catchment.	50	-	-	50	-	-	-	50	-	0
Kelvin Close Street Diversion Drainage Works	Construction of a stormwater diversion drain and modifications to the existing drainage network.	424	-	-	424	-	-	-	424	-	0
<b>Recreational, Leisure &amp; Community Facilities</b>											
Airport West Tennis Club Court Improvements	Reconstruction of two tennis courts with air cushion resurfacing, full perimeter fencing and lighting.	95	-	-	95	-	-	-	95	-	0
<b>Parks, Open Space and Streetscapes</b>											
Bicycle Path Audit Actions	Maribymong River Valley Trail Path reconstruction to eliminate drain over path near Riverside Golf Course at Maribymong River Trail near Riverside Park (\$90,000). Construction of a retaining wall and barrier fencing near Holmes Road, Moonee Ponds (\$90,000).	77	-	-	77	-	-	-	77	-	0

Capital Works Area	Description	Project Cost \$'000	Asset expenditure types				Funding sources				
			New \$'000	Renewal \$'000	Upgrade \$'000	Expansion \$'000	Grants \$'000	Contributions \$'000	Council Cash \$'000	Borrowings \$'000	Source
Fairbairn Park Master Plan Implementation	Southern pathway and tree planting according to Master Plan.	100	-	20	80	-	-	-	100	-	0
Airport West Green Spine Project Implementation	Commencement of staged works to rejuvenate open space in Airport West through harvesting stormwater for use to irrigate planting, lawn and orchards. Council intends to award a contract for these works in 2015-16 and to provide an additional budget for the works to be completed.	654	-	-	654	-	-	-	654	-	0
Gate Renewal Program	Replacement and renewal of gates and structures according to an inspection and condition assessment program. The municipality has 234 gates and structures, which have an average useful life of 40 years. Priorities: AJ Davis Reserve, Airport West. Hanover Court Reserve, Avondale Heights. PA Kirchner Reserve, Niddrie. Talbot Road Wallace Crescent Reserve, Essendon.	3	-	3	-	-	-	-	3	-	0
Steele Creek Master Plan Implementation - Rachelle Road		13	-	-	13	-	-	-	13	-	0
Tree Planting & Replacement	Planting of trees along significant roads.	9	-	4	-	4	-	-	9	-	0
<b>TOTAL INFRASTRUCTURE</b>		<b>2,644</b>	-	<b>93</b>	<b>2,356</b>	<b>195</b>	-	-	<b>2,644</b>	-	
<b>TOTAL CARRIED FORWARD WORKS 2015/16</b>		<b>4,335</b>	-	<b>903</b>	<b>3,236</b>	<b>195</b>	-	-	<b>4,335</b>	-	

### 6.3 Summary

Capital Works Area	Description	Project Cost	Asset expenditure types				Funding sources				Source
			New	Renewal	Upgrade	Expansion	Grants	Contributions	Council Cash	Borrowings	
			\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	
PROPERTY		8,226	-	1,859	2,517	3,850	650	-	7,576	-	
PLANT AND EQUIPMENT		4,871	-	4,729	73	70	16	1,000	3,855	-	
INFRASTRUCTURE		16,241	-	7,473	6,419	2,349	1,315	46	14,880	-	
<b>TOTAL</b>		<b>29,338</b>	<b>-</b>	<b>14,060</b>	<b>9,009</b>	<b>6,269</b>	<b>1,981</b>	<b>1,046</b>	<b>26,311</b>	<b>-</b>	

## 7. Rates and charges

This section presents information about rates and charges which the Act and the Regulations require to be disclosed in the Council's annual budget.

### Rates and charges

In developing the Strategic Resource Plan (referred to in Section 14.), rates and charges were identified as an important source of revenue, accounting for 69.0% of the total revenue received by Council annually. Planning for future rate increases has therefore been an important component of the Strategic Resource Planning process. The State Government have introduced the *Fair Go Rates System (FGRS)* which sets out the maximum amount councils may increase rates in a year. For 2016/17 the FGRS cap has been set at 2.5%. The cap applies to both general rates and municipal charges and is calculated on the basis of council's average rates and charges.

The level of required rates and charges has been considered in this context, with reference to Council's other sources of income and the planned expenditure on services and works to be undertaken for the Moonee Valley community.

In order to achieve these objectives while maintaining service levels and a strong capital expenditure program, the total general rate and the municipal charge will increase by 2.5% in line with the rate cap, the garbage charge by 1.5%, the green waste charge by 5.1% and the green waste charge (pensioner) by 5.0%. This will raise total rates and charges for 2016/17 of \$103.95 million, including \$0.51 million generated from supplementary rates. Council's garbage and green waste charges have increased by more than the general rate due renegotiation of council's collection services contract.

7.1 The rate in the dollar to be levied as general rates under Section 158 of the Act for each type or class of land compared with the previous financial year

Type or class of land	2015/16 cents/\$CIV	2016/17 cents/\$CIV	Change
General rate for rateable residential properties	0.230226	0.205719	-10.64%
General rate for rateable non residential properties	0.282026	0.252006	-10.64%
General rate for rateable non residential properties (vacant land)	0.920900	N/A	-100.00%
General rate for rateable Cultural and recreational Properties	0.230226	0.205719	-10.64%

7.2 The estimated total amount to be raised by general rates in relation to each type or class of land, and the estimated total amount to be raised by general rates, compared with the previous financial year

Type or class of land	2015/16 \$	2016/17 \$	Change
Residential	73,671,087	76,379,150	3.68%
Non-Residential	9,004,150	8,744,101	-2.89%
CR & L (Residential)	401,846	444,143	10.53%
Non-Residential - Vacant Land	401,580	N/A	-100.00%
<b>Total amount to be raised by general rates</b>	<b>83,478,663</b>	<b>85,567,394</b>	<b>2.50%</b>

7.3 The number of assessments in relation to each type or class of land, and the total number of assessments, compared with the previous financial year

Type or class of land	2015/16	2016/17	Change
Residential	49,619	50,507	1.79%
Non residential	3,335	3,416	2.43%
Cultural and Recreational	33	37	12.12%
Non residential vacant land	57	N/A	-100.00%
<b>Total number of assessments</b>	<b>53,044</b>	<b>53,960</b>	<b>1.73%</b>

7.4 The basis of valuation to be used is the Capital Improved Value (CIV)

7.5 The estimated total value of each type or class of land, and the estimated total value of land, compared with the previous financial year

Type or class of land	2015/16 \$	2016/17 \$	Change
Residential	31,949,666,000	37,127,906,000	16.21%
Non residential	3,098,635,000	3,469,802,000	11.98%
Cultural and Recreational	174,545,000	215,898,000	23.69%
Non residential vacant land	54,585,000	N/A	-100.00%
<b>Total</b>	<b>35,277,431,000</b>	<b>40,813,606,000</b>	<b>15.69%</b>

7.6 The municipal charge under Section 159 of the Act compared with the previous financial year

Type of Charge	2015/16 \$ Per Property	2016/17 \$ Per Property	Change
Municipal	135.70	139.10	2.50%

7.7 The estimated total amount to be raised by municipal charges compared with the previous financial year

Type of Charge	2015/16 \$	2016/17 \$	Change
Municipal	7,299,750	7,505,296	2.82%

7.8 The rate or unit amount to be levied for each type of service rate or charge under Section 162 of the Act compared with the previous financial year

Type of Charge	2015/16 \$ Per Property	2016/17 \$ Per Property	Change
Garbage charge	\$138.00	\$140.00	1.45%
Green waste services charge	\$65.10	\$68.40	5.07%
Green waste services charge (Pensioner)	\$40.10	\$42.10	4.99%

7.9 The estimated total amount to be raised by each type of service rate or charge, and the estimated total amount to be raised by service rates and charges, compared with the previous financial year



Type of Charge	2015/16 \$	2016/17 \$	Change
Garbage charge	6,769,697	6,850,480	1.19%
Green waste services charge	1,378,655	1,437,768	4.29%
Green waste services charge (Pensioner)	254,074	261,946	3.10%
<b>Total</b>	<b>8,402,426</b>	<b>8,550,194</b>	<b>1.76%</b>

7.10 The estimated total amount to be raised by all rates and charges compared with the previous financial year

	2015/16 \$	2016/17 \$	Change
General Rates	83,478,663	85,567,394	2.50%
Supplementary Valuations	609,131	510,000	-16.27%
Charges	15,702,176	16,055,490	2.25%
Ex-Gratia	1,387,430	1,422,116	2.50%
Special	365,000	395,000	8.22%
<b>Total</b>	<b>101,542,400</b>	<b>103,950,000</b>	<b>2.37%</b>

7.11 Any significant changes that may affect the estimated amounts to be raised by rates and charges

There are no known significant changes which may affect the estimated amounts to be raised by rates and charges. However, the total amount to be raised by rates and charges may be affected by:

- The making of supplementary valuations (2016/17: estimated \$510,000 and 2015/16 forecast: \$609,131)
- The variation of returned levels of value (e.g. valuation appeals)
- Changes in use of land such that rateable land becomes non-rateable land and vice versa
- Changes in use of land such that residential land becomes business land and vice versa.

## Differential rates

### 7.2.1 Rates to be levied

The rate and amount of rates payable in relation to land in each category of differential are:

- A general rate of 0.205719% (0.205719 cents in the dollar of CIV) for all rateable residential properties
- A general rate of 0.252006% (0.252006 cents in the dollar of CIV) for all rateable non-residential properties
- A general rate of 0.205719% (0.205719 cents in the dollar of CIV) for all rateable cultural and recreational properties

Each differential rate will be determined by multiplying the Capital Improved Value of rateable land (categorised by the characteristics described below) by the relevant percentages indicated above.

Council believes each differential rate will contribute to the equitable and efficient carrying out of council functions. Details of the objectives of each differential rate, the types of classes of land which are subject to each differential rate and the uses of each differential rate are set out below.

### 7.2.2 Residential Land (including Residential Vacant Land)

Residential Land is any land, which is:

- occupied or adapted to be occupied for residential purposes but excluding any land which is used as or for a boarding house, hostel or similar purpose.

Residential Vacant land is any land:

- and includes any land on which no building has been erected; and
- which is located within the Residential 1 zone under the Moonee Valley Planning Scheme.

The objective of this differential rate is to ensure that all rateable land makes an equitable financial contribution to the cost of carrying out the functions of Council, including (but not limited to) the:

- Construction and maintenance of infrastructure assets;
- Development and provision of health and community services; and
- Provision of general support services.

The types and classes of rateable land within this differential rate are those having the relevant characteristics described above. The money raised by the differential rate will be applied to the items of expenditure described in the Budget by Council. The level of the rate for land in this category is considered to provide for an appropriate contribution to Council's Budgeted expenditure, having regard to the characteristics of the land.

The geographic location of the land within this differential rate is wherever located within the municipal district, without reference to ward boundaries. The use of the land within this differential rate, in the case of improved land, is any use of land.

The characteristics of planning scheme zoning are applicable to the determination of vacant land, which will be subject to the rate applicable to residential land. The vacant land affected by this rate is that which is zoned residential under the Moonee Valley Planning Scheme. The classification of land which is improved will be determined by the occupation and use of that land and have reference to the planning scheme zoning.

The types of buildings on the land within this differential rate are all buildings which are now constructed on the land or which are constructed prior to the expiry of the 2016/17 financial year.

#### **7.2.3 Non-Residential Land**

Non-Residential Land is any land which is:

- not Residential Land;
- not Residential Vacant Land; and

includes land occupied or adapted to be occupied for commercial or industrial purposes.

The objective of this differential rate is to ensure that all rateable land makes an equitable financial contribution to the cost of carrying out the functions of Council, including (but not limited to) the:

- Construction and maintenance of infrastructure assets;
- Development and provision of health and community services; and
- Provision of general support services.

The types and classes of rateable land within this differential rate are those having the relevant characteristics described above. The money raised by the differential rate will be applied to the items of expenditure described in the Budget by Council. The level of the rate for land in this category is considered to provide for an appropriate contribution to Council's Budgeted expenditure, having regard to the characteristics of the land.

The geographic location of the land within this differential rate is wherever located within the municipal district, without reference to ward boundaries. The use of the land within this differential rate, in the case of improved land, is any use of land. The classification of land which is improved will be determined by the occupation and use of that land and have reference to the planning scheme zoning.

The types of buildings on the land within this differential rate are all buildings which are now constructed on the land or which are constructed prior to the expiry of the 2016/17 financial year.

#### **7.2.4 Cultural & Recreational Use Land Rates**

Rateable assessments that receive a Cultural & Recreational Land rebate will be classified as Residential Land. Council allows a Cultural & Recreational Land rebate for each of the 2 classifications under Council's Cultural & Recreational Land Policy – Category 1 receive 0% rebate and Category 2 receive 95% rebate from both the general rate and the municipal charge.

### **Budget Analysis**

The following reports provide detailed analysis to support and explain the budget reports in the previous section.

This section includes the following analysis and information:

- 8 Summary of financial position
- 9 Budget influences
- 10 Analysis of operating budget
- 11 Analysis of budgeted cash position
- 12 Analysis of capital budget
- 13 Analysis of budgeted financial position
- 14 Strategic resource plan
- 15 Summary of other strategies
- 16 Rating strategy

## 8. Summary of financial position

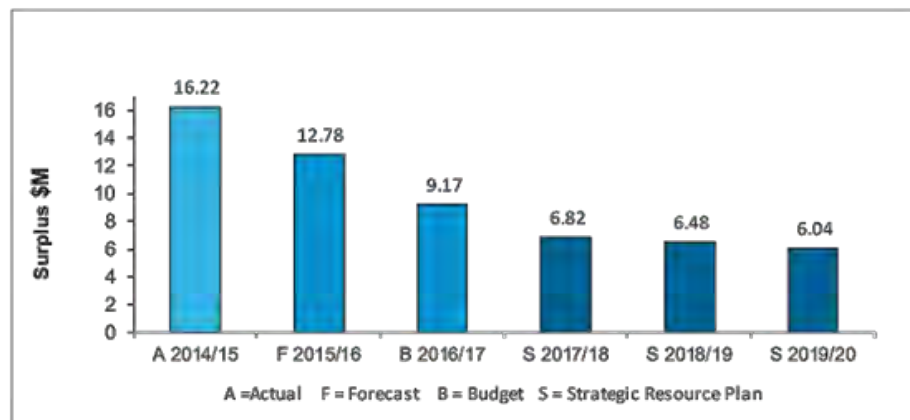
Council has prepared a Budget for the 2016/17 financial year which seeks to balance the demand for services and infrastructure with the community's capacity to pay. Key budget information is provided below about the rate increase, operating result, services, cash and investments, capital works, financial position, financial sustainability and strategic objectives of the Council.

### 8.1 Total rates and charges



It is proposed that the total rate increase by 2.5% for the 2016/17 year, raising total rates of \$103.95 million, including \$0.51 million generated from supplementary rates. The increase will go toward maintaining service levels and meeting the cost of a number of external influences affecting the operating budget. This rate increase is in line with rate cap set by the Minister for Local Government. (The rate increase for the 2015/16 year was 5.0%). Refer also Sections 7 and 10 for more information.

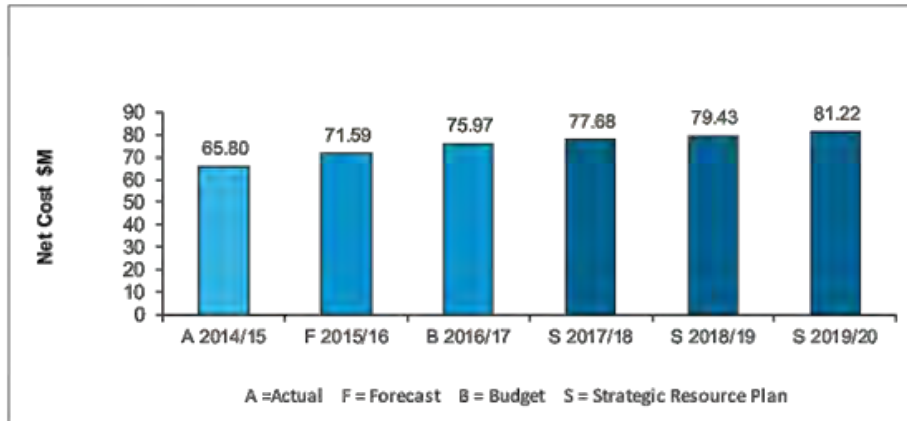
### 8.2 Operating result



The expected operating result for the 2016/17 year is a surplus of \$9.17 million, which is a decrease of \$3.61 million over 2015/16. The reduced operating result is due mainly to employee costs which are forecast to increase by \$6.40 million to \$73.33 million. The adjusted underlying result, which excludes items such as non-recurrent capital grants and non-cash contributions is a surplus of \$7.15 million,

which is an decrease of \$3.82 million over 2015/16 – refer to Section 7 of this summary for further information. (The forecast operating result for the 2015/16 year is a surplus of \$12.78 million).

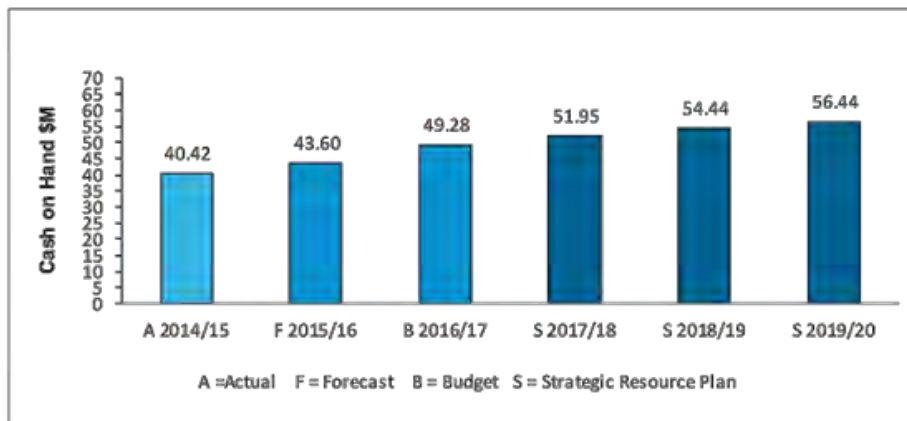
### 8.3 Services



The net cost of services delivered to the community for the 2016/17 year is expected to be \$75.97 million which is an increase of \$4.38 million over 2015/16. A key influencing factor in the development of the 2016/17 budget has been the recently released results of the community satisfaction survey conducted by Council. The survey results show that while there is a relatively high level of satisfaction with most services provided by Council, there are some areas of concern where there is a clear message that ratepayers want improved service levels. For the 2016/17 year, service levels have been maintained and a number of initiatives proposed. (The forecast net cost for the 2015/16 year is \$71.59 million).

Refer Section 2 for a list of services.

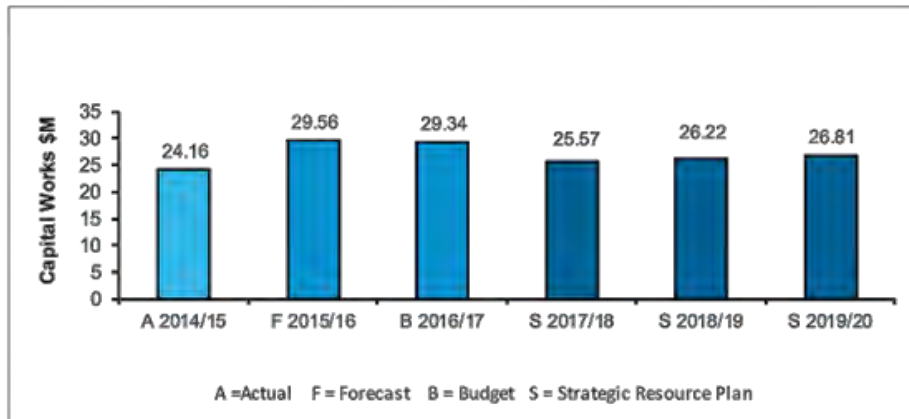
### 8.4 Cash and investments



Cash and investments are expected to increase by \$5.68 million during the year to \$49.28 million as at 30 June 2017. This is due mainly to the carried forward component of the 2015/16 capital works program and a number of major building projects. The increase in cash and investments is in line with

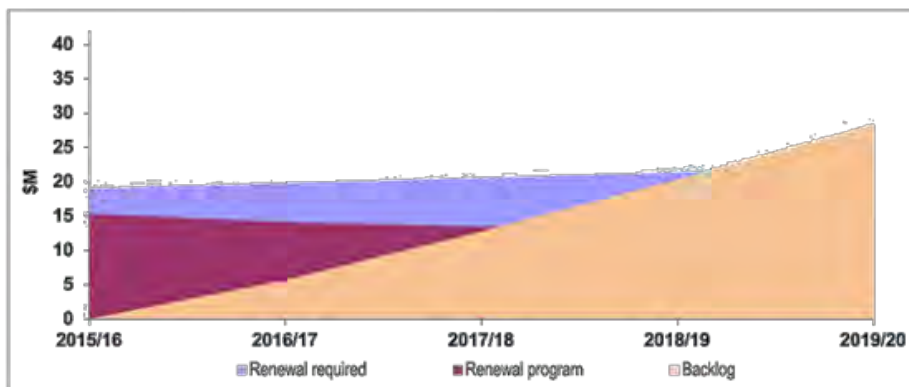
Council's Strategic Resource Plan. (Cash and investments are forecast to be \$43.60 million as at 30 June 2016). Refer also Section 4 for the Statement of Cash Flows and Section 11 for an analysis of the cash position.

### 8.5 Capital works



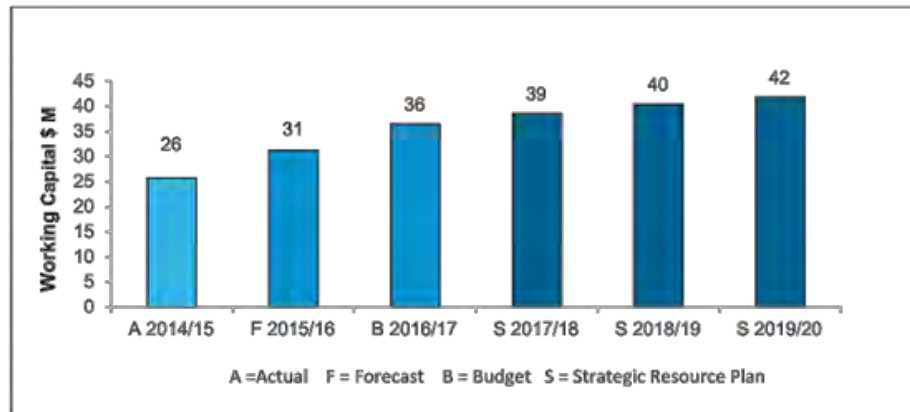
The capital works program for the 2016/17 year is expected to be \$29.34 million of which \$4.34 million relates to projects which will be carried forward from the 2015/16 year. The carried forward component is fully funded from the 2015/16 budget. Of the \$29.34 million of capital funding required, \$2.03 million will come from external grants and contributions with the balance of \$27.31 million from Council cash. The Council cash amount comprises asset sales (\$2.26 million), cash held at the start of the year (\$6.65 million) and cash generated through operations in the 2016/17 financial year (\$18.40 million). The capital expenditure program has been set and prioritised based on a rigorous process of consultation that has enabled Council to assess needs and develop sound business cases for each project. This year's program includes a number of major parks, open space and streetscapes projects, including the Airport West green spine implementation (\$1.2 million) and Maribyrnong River master plan implementation (\$0.86 million). (Capital works is forecast to be \$29.56 million for the 2015/16 year).

The graph below sets out the required and actual asset renewal over the life of the current Strategic Resource Plan and the renewal backlog.



The asset renewal program has been increased to \$14.06 million in the 2016/17 year, which is not sufficient to reduce the backlog. Refer also Section 4 for the Statement of Capital Works and Section 12 for an analysis of the capital budget.

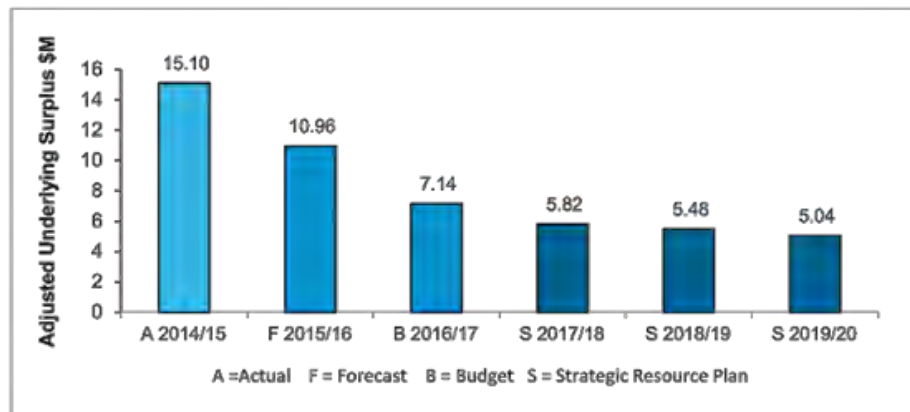
### 8.6 Financial position



The financial position is expected to improve with net assets (net worth) to increase by \$29.13 million to \$1,313.36 million and net current assets (working capital) increasing by \$5.16 million to \$36.47 million as at 30 June 2017. This is mainly due to the use of cash reserves to fund the capital works program. (Net assets is forecast to be \$1,284.23 million as at 30 June 2016).

Refer also Section 4 for the Balance Sheet and Section 13 for an analysis of the budgeted financial position.

### 8.7 Financial sustainability

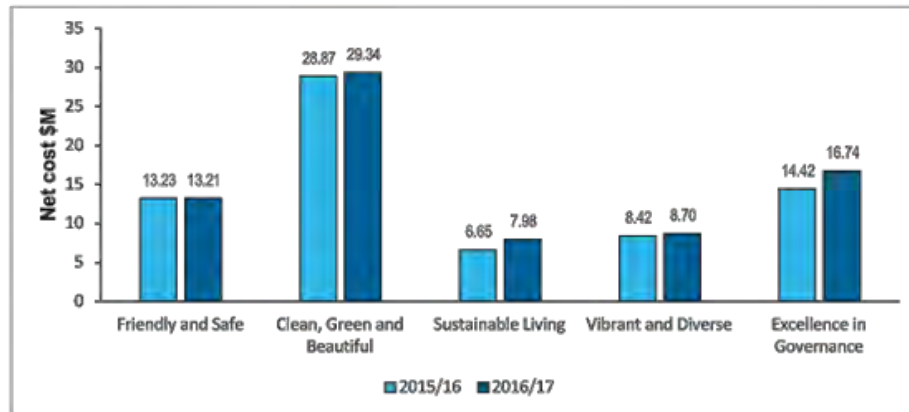


A high level Strategic Resource Plan for the years 2016/17 to 2019/20 has been developed to assist Council in adopting a budget within a longer-term prudent financial framework. The key objective of the Plan is financial sustainability in the medium to long term, while still achieving the Council's strategic objectives as specified in the Council Plan. The adjusted underlying result, which is a measure of financial sustainability, shows a decreasing surplus over the four-year period.



Refer Section 14 for more information on the Strategic Resource Plan.

### 8.8 Strategic objectives

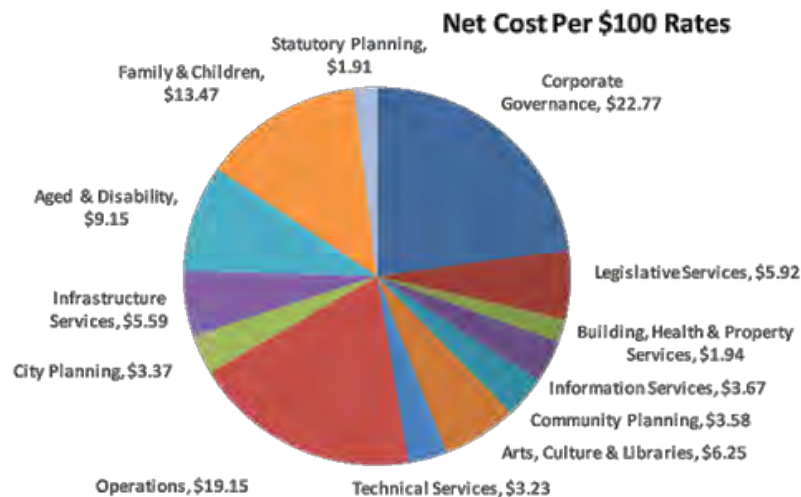


The Annual Budget includes a range of services and initiatives to be funded that will contribute to achieving the strategic objectives specified in the Council Plan. The above graph shows the level of funding allocated in the budget to achieve the strategic objectives as set out in the Council Plan for the 2016/17 year.

The services that contribute to these objectives are set out in Section 2.

### 8.9 Council expenditure allocations

The chart below provides an indication of how Council allocates its expenditure across the main services that it delivers. It shows how much is allocated to each service area for every \$100 that Council spends. Council overheads, governance costs and administrative costs are allocated to our external facing services using an internal overhead allocation model.



## 9. Budget influences

This section sets out the key budget influences arising from the internal and external environment within which the Council operates.

### 9.1 Snapshot of Moonee Valley City Council

Moonee Valley City Council is located between four and 13 kilometres north-west of Melbourne's CBD and covers a total land area of 43 square kilometres. It is a diverse, primarily residential municipality. Complementing the residential uses, are a number of retail strips and centres combined with offices and some industrial pockets.

The municipality was formed in 1996 out of an amalgamation of parts of the City of Kew and the City of Essendon.

#### Population

The population of 120,837 which is expected to grow to 149,000 in 2036. Whereas previously the dominant household type was families with children, there is now strong growth in lone person households and group households. Already 25 per cent of households are people living alone. There is also a relatively high turnover in the resident population – 20 per cent of those now residing in Moonee Valley did not live in the city five years ago and another 10 per cent have moved residence but stayed within the municipality.

#### Ageing population

The age profile is changing too. Moonee Valley now has a lower proportion of children than greater Melbourne and a higher proportion of people aged 60 plus. The older population will continue to increase both in number and as a proportion of the total population and there will be a significant increase in the very old.

#### Births

Despite an ageing population, approximately 1,500 babies have been born each year since 2010. In the 2014/15 financial year, 1,454 babies were born in the municipality (Source: Maternal and Child Health database).

#### Cultural diversity

Moonee Valley residents are a highly diverse group with 30 per cent speaking another language other than English at home. Whereas in the past, those from other countries came primarily from Italy, Greece and Great Britain, new arrivals are more likely to come from Asia and Arabic speaking countries. While the community has absorbed and celebrated many new cultures over the last 50 years, there is an ongoing challenge to ensure new arrivals can access services and find the same welcome mat and open door across the community.

#### Housing

The existing housing stock in Moonee Valley is not well aligned with the coming change in community demographics. Much of the city's housing was developed after the war for families with children but the need now is for smaller properties for lone person households, downsizing senior couples and smaller families.

#### Education and occupation

Retention rates of year 10 to 12 students in government schools across the North-Western region, which includes Moonee Valley has been steadily increasing. The retention rate in 2007 was 83.1 per cent and increased to 96.0 per cent in 2015 (Source: Department of Education and Training, Summary Statistics Victorian Schools).

Moonee Valley residents are becoming more educated, 42 per cent of residents having no qualifications in 2011, compared with 46 per cent in 2006. A higher proportion of residents have completed a bachelor degree or higher than for the Melbourne Statistical Division (27 per cent compared with 24 per cent). (Source: Australian Bureau of Statistics, Census of Population and Housing).

Moonee Valley has significant economic potential as a premier location for business and investment. Its attraction includes a skilled workforce, ease of access to business nodes, good transport infrastructure and its reputation for liveability. However, investment capital is now highly mobile and Moonee Valley is in competition for business investment with other locations across Greater Melbourne, the state, the country and even internationally. For many residents, work is no longer nine to five but involves longer hours, shift work, work from home, continuing education, change of employer, relocation and more.

#### **Budget implications**

As a result of the City's demographic profile there are a number of budget implications in the short and long term as follows:

- Cultural and linguistic diversity means that Council needs to use a variety of media in languages other than English for mass communication with citizens, and use interpreting services for interpersonal communication with citizens.
- The municipality covers a relatively small geographic area therefore has reduced transport costs when compared to rural Shires or growth area Councils. Services can be centralised as most citizens are able to reach Council facilities without extensive travel.
- A total of 16% of ratepayers are entitled to the pensioner rebate. With an ageing population, this proportion may increase in future years. As pensioners are often asset rich but income poor, the adoption of significant rate increases has a real impact on the disposable income of a significant proportion of our community. Council has hardship provisions in place but these can impact on cash balances when large volumes of ratepayers are involved. An ageing population will also put additional pressure on the services Council offers to its ageing residents.
- The City is substantially developed and while it is experiencing a small increase in property numbers, these mainly arise from higher density developments. The budget implications arise in Council having to cope with replacement of infrastructure such as drains which cannot cope with the higher density. These costs cannot be passed on to the developer and are paid for from rates. The rates received from new dwellings do not offset the significant infrastructure costs.

#### **9.2 External influences**

- Consumer Price Index (CPI) increases on goods and services of 1.7% through the year to December quarter 2015 (ABS release 28 January 2015). State-wide CPI is forecast to be 2.5% for the 2016/17 year (Victorian Budget Papers 2015/16).
- Australian Average Weekly Earnings (AWE) growth for Public Sector full-time adult ordinary time earnings in the 12 months to May 2015 was 1.7% (ABS release 13 August 2015). The wages price index in Victoria is projected to be 3.25% per annum in 2016/17 and the subsequent two years (Victorian Budget Papers 2015/16). Council must renegotiate a new Collective Agreement during the 2016/17 year for commencement on 1 July 2017.
- Reduction of \$0.40 million in Victoria Grants Commission funding compared to the prior year.
- Increases of 3.3% (or \$2.02 per tonne) in the levy payable to the State Government upon disposal of waste into landfill, resulting in additional waste tipping costs of \$0.20 million. The levy has increased from \$9 per tonne in 2008/09 to \$60.52 per tonne in 2016/17 (572% increase in 8 years).
- Cost Shifting occurs where Local Government provides a service to the community on behalf of the State and Federal Government. Over time the funds received by local governments do not increase in line with real cost increases. Examples of services that are subject to Cost Shifting include school crossing supervision, Library services and Home and Community Care for aged residents. In all these services the level of payment received by Council from the State Government does not reflect the real cost of providing the service to the community.
- Councils across Australia raise approximately 3.5% of the total taxation collected by all levels of Government in Australia. In addition Councils are entrusted with the maintenance of more than 30% of the all Australian public assets including roads, bridges, parks, footpaths and public buildings. This means that a large proportion of Council's income must be allocated to the maintenance and replacement of these valuable public assets in order to ensure the quality of public infrastructure is maintained at satisfactory levels.
- The Fire Services Property Levy will continue to be collected by Council on behalf of the State Government with the introduction of the *Fire Services Property Levy Act 2012*.

### 9.3 Internal influences

As well as external influences, there are also a number of internal influences which are expected to have a significant impact on the preparation of the 2016/17 Budget. These matters have arisen from events occurring in the 2015/16 year resulting in variances between the forecast actual and budgeted results for that year and matters expected to arise in the 2016/17 year. These matters and their financial impact are set out below:

- Preschools are expected to increase employee costs by \$409K due to the new Education and Care Services National Regulations that require an increase in educator qualifications and also an increase in educator to child ratio.

### 9.4 Budget principles

In response to these influences, guidelines were prepared and distributed to all Council officers with budget responsibilities. The guidelines set out the key budget principles upon which the officers were to prepare their budgets. The principles included:

- Existing fees and charges to be increased in line with CPI or market levels.
- Grants to be based on confirmed funding levels.
- New revenue sources to be identified where possible.
- Service levels to be maintained at 2015/16 levels with the aim to use less resources with an emphasis on innovation and efficiency.
- Salaries and wages to be increased in line with Average Weekly Earnings.
- Contract labour to be minimised.
- Construction and material costs to increase in line with the Engineering Construction Index (refer 'Rawlinsons Australian Construction Handbook')
- New initiatives or employee proposals to be justified through a business case.
- Real savings in expenditure and increases in revenue identified in 2015/16 to be preserved
- Operating revenues and expenses arising from completed 2015/16 capital projects to be included.

### 9.5 Long term strategies

The budget includes consideration of a number of long term strategies and contextual information to assist Council to prepare the Budget in a proper financial management context. These include a Strategic Resource Plan for 2016/17 to 2019/20 (Section 14.), Rating Information (Section 15.) and Other Long Term Strategies (Section 16.) including borrowings, infrastructure and service delivery.

## 10. Analysis of operating budget

This section analyses the operating budget including expected income and expenses of the Council for the 2016/17 year.

### 10.1 Budgeted income statement

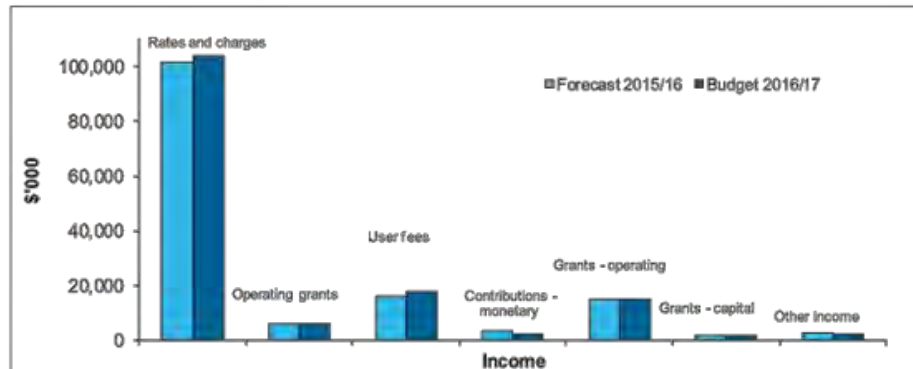
	Ref	Forecast	Budget	Variance
		Actual 2015/16 \$'000	2016/17 \$'000	
Total income	10.2	147,351	150,695	3,344
Total expenses	10.3	(134,574)	(141,523)	(6,949)
<b>Surplus (deficit) for the year</b>		<b>12,777</b>	<b>9,172</b>	<b>(3,605)</b>
Grants – capital non-recurrent	10.2.6	(1,684)	(1,981)	(298)
Contributions - non-monetary assets		(30)		30
Capital contributions - other sources	10.2.4	(141)	(48)	95
<b>Adjusted underlying surplus (deficit)</b>		<b>10,923</b>	<b>7,145</b>	<b>(3,778)</b>

#### 10.1.1 Adjusted underlying surplus (\$3.78 million decrease)

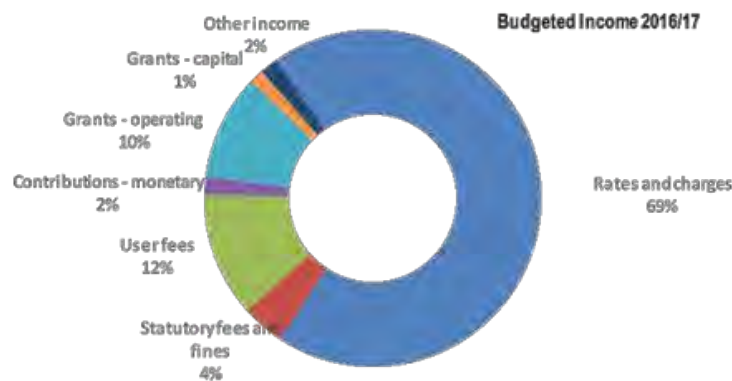
The adjusted underlying result is the net surplus for the year adjusted for non-recurrent capital grants, non-monetary asset contributions, and capital contributions from other sources. It is a measure of financial sustainability and Council's ability to achieve its service delivery objectives as it is not impacted by capital income items which can often mask the operating result. The adjusted underlying result for the 2016/17 year is a surplus of \$7.14 million which is a decrease of \$3.78 million from the 2015/16 year. In calculating the adjusted underlying result, Council has excluded grants received for capital purposes which are non-recurrent and capital contributions from other sources. Contributions of non-monetary assets are excluded as the value of assets assumed by Council is dependent on the level of development activity each year.

### 10.2 Income

Income Types	Ref	Forecast	Budget	Variance
		Actual 2015/16 \$'000	2016/17 \$'000	
Rates and charges	10.2.1	101,542	103,950	2,408
Statutory fees and fines	10.2.2	6,320	6,277	(43)
User fees	10.2.3	16,197	17,979	1,782
Contributions - monetary	10.2.4	3,691	2,600	(1,091)
Grants - operating	5.1.1	14,862	15,252	390
Grants - capital	5.1.2	1,817	2,027	210
Other income	10.2.5	2,892	2,610	(282)
Contributions - non-monetary assets		30	0	(30)
<b>Total income</b>		<b>147,351</b>	<b>150,695</b>	<b>3,344</b>



Source: Section 3



#### 10.2.1 Rates and charges (\$2.41 million increase)

It is proposed that income raised by all rates and charges be increased by 2.37% or \$2.41 million over 2015/16 to \$103.95 million. This includes increases in general rates of 2.50%; Municipal Charge of 2.50%; garbage charge of 1.45%, green waste services charge of 5.07% and green waste services charge (pensioner) by 4.99%; and forecasts supplementary rates to decrease by \$0.09 million over 2015/16 to \$0.51 million.

Section 7 – Rates and Charges – includes a more detailed analysis of the rates and charges to be levied for 2016/17 and the rates and charges information specifically required by the Regulations.

#### 10.2.2 Statutory fees and fines (\$0.04 million decrease)

Statutory fees relate mainly to fees and fines levied in accordance with legislation and include animal registrations, *Public Health and Wellbeing Act 2008* registrations and parking fines. Increases in statutory fees are made in accordance with legislative requirements.

Statutory fees are forecast to decrease by 0.7% or \$0.04 million compared to 2015/16. A detailed listing of statutory fees is included in Appendix A.

#### 10.2.3 User fees (\$1.78 million increase)

User charges relate mainly to the recovery of service delivery costs through the charging of fees to users of Council's services. These include separate rating schemes, use of leisure, entertainment and other community facilities and the provision of human services such as family day care and home help services. In setting the budget, the key principle for determining the level of user charges has been to ensure that increases do not exceed CPI increases or market levels.

User charges are projected to increase by 11.0% or \$1.78 million over 2015/16. Council plans to increase user charges for all areas by 4.0% in line with expected inflationary trends over the budget period to maintain parity between user charges and the costs of service delivery.

A detailed listing of fees and charges is included in Appendix A.

#### 10.2.4 Contributions - monetary (\$1.09 million decrease)

Contributions relate to monies paid by developers in regard to public resort and recreation, drainage and car parking in accordance with planning permits issued for property development.

Contributions are projected to decrease by \$1.09 million or 29.6% compared to 2015/16 due mainly to the completion of a number of major property developments within the municipality during the 2015/16 year.

#### 10.2.5 Other income (\$0.28 million decrease)

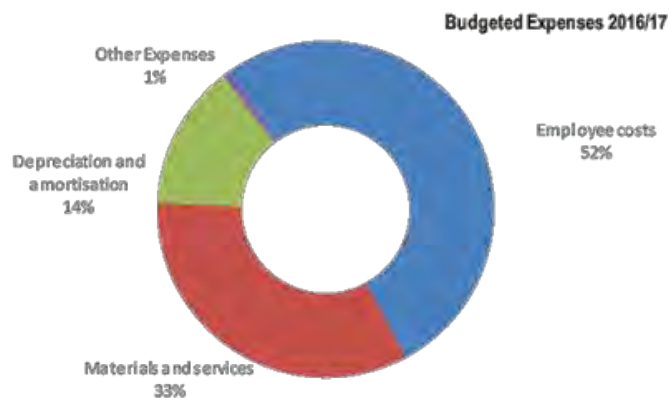
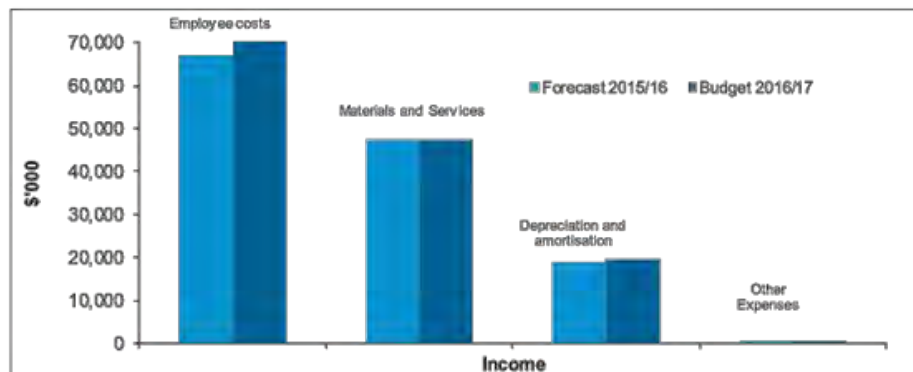
Other income relates to a range of items such as private works, cost recoups and other miscellaneous income items. It also includes interest revenue on investments and rate arrears.

Other income is forecast to decrease by 10.3% or \$0.28 million compared to 2015/16. Interest on investments is forecast to decline by 14.0% or \$0.14 million compared to 2016/17. This is mainly due to a forecast reduction in Council's available cash reserves during 2016/17 to fund major infrastructure projects. Interest on unpaid rates is forecast to decrease by \$0.14 million compared to 2015/16 following an expected decrease in the level of unpaid rates during 2016/17.

### 10.3 Expenses

Expenditure Types	Ref	Forecast		
		Actual 2015/16	Budget 2016/17	Variance
		\$'000	\$'000	\$'000
Employee costs	10.3.1	66,922	73,325	(6,403)
Materials and services	10.3.2	47,418	47,443	(25)
Bad and doubtful debts	10.3.3	333	337	(4)
Depreciation and amortisation	10.3.4	18,982	19,757	(775)
Finance costs	10.3.5	289	0	289
Other Expenses	10.3.6	519	550	(31)
(Profit) / Loss on disposal of assets	10.3.7	111	111	(0)
<b>Total operating expenditure</b>		<b>134,574</b>	<b>141,523</b>	<b>(6,949)</b>





Source: Section 3

#### 10.3.1 Employee costs (\$6.40 million increase)

Employee costs include all labour related expenditure such as wages and salaries and on-costs such as allowances, leave entitlements, employer superannuation, rostered days off, etc.

Employee costs are forecast to increase by 9.6% or \$6.40 million compared to 2015/16. This increase relates to three key factors:

- Council's Enterprise Bargaining Agreement (EBA).
- Preschools are expected to increase employee costs by \$409K
- Employee benefits for 2016/17 have been prepared on approved positions. However, it is worth noting that the 2015/16 forecasts have been reduced to reflect a number of vacancies throughout the organisation.

A summary of planned human resources expenditure categorised according to the organisational structure of Council is included below:

Directorate	Budget 2016/17 \$'000	Comprises		
		Permanent Full Time \$'000	Permanent Part Time \$'000	Casuals/ Other \$'000
Chief Executive	5,331	3,424	1,623	283
Corporate & Community	37,491	31,248	4,816	1,427
Planning & Development	10,941	5,835	4,801	305
City services	19,563	16,445	2,076	1,042
<b>Total permanent staff expenditure</b>	<b>73,325</b>	<b>56,952</b>	<b>13,316</b>	<b>3,057</b>
Capitalised Labour costs	-			
<b>Total expenditure</b>	<b>73,325</b>			

A summary of the number of full time equivalent (FTE) Council staff in relation to the above expenditure is included below:

Directorate	Budget FTE	Comprises		
		Permanent Full Time	Permanent Part Time	Casuals/ Other
Chief Executive	45	29	14	2
Corporate & Community	214	178	27	8
Planning & Development	403	215	177	11
City services	104	87	11	6
<b>Total permanent staff expenditure</b>	<b>765</b>	<b>510</b>	<b>229</b>	<b>27</b>
Capitalised Labour costs	-			
<b>Total staff</b>	<b>765</b>			

The most significant increases in employee costs by service unit are summarised below:

Directorate	Forecast Actual 2015/16 \$'000	Budget 2016/17 \$'000	Variance \$'000
Chief Executive	4,972	5,331	(358)
Corporate & Community	33,476	37,491	(4,015)
Planning & Development	10,239	10,941	(702)
City services	18,234	19,563	(1,329)
<b>Total</b>	<b>66,922</b>	<b>73,325</b>	<b>(6,404)</b>

#### 10.3.2 Materials and services (\$0.03 million increase)

Materials and services include the purchases of consumables, payments to contractors for the provision of services and utility costs. Materials and services are forecast to increase by 0.1% or \$0.03 million compared to 2015/16.

#### 10.3.3 Bad and doubtful debts (minimal change)

Bad and doubtful debts is forecast to maintain the same levels of funding for 2016/17.

#### 10.3.4 Depreciation and amortisation (\$0.78 million increase)

Depreciation is an accounting measure which attempts to allocate the value of an asset over its useful life for Council's property, plant and equipment including infrastructure assets such as roads and drains. The increase of \$0.78 million for 2016/17 is due mainly to the completion of the 2015/16 capital works program and the full year effect of depreciation on the 2015/16 capital works program. Refer to Section 6, 'Analysis of Capital Budget' for a more detailed analysis of Council's capital works program for the 2016/17 year.

**10.3.5 Borrowing costs (\$0.29 million decrease)**

Borrowing costs relate to interest charged by financial institutions on funds borrowed. The reduction in borrowing costs results from the repayment of loans in 2015/16.

**10.3.6 Other items of expense (\$0.31 million increase)**

Other items of expense relate to a range of unclassified items including contributions to community groups, advertising, insurances, motor vehicle registrations and other miscellaneous expenditure items. Other expenses are forecast to decrease by 6.0% or \$0.31 million compared to 2015/16.

**10.3.7 Net gain on disposal of property, infrastructure, plant and equipment (minimal change)**

Proceeds from the disposal of Council assets is forecast to be \$2.26 million for 2016/17 and relate mainly to the planned cyclical replacement of part of the plant and vehicle fleet (\$1.00 million) and sale of properties (\$1.20 million). The written down value of assets sold is forecast to be \$2.37 million.

## 11. Analysis of budgeted cash position

This section analyses the expected cash flows from the operating, investing and financing activities of Council for the 2016/17 year. Budgeting cash flows for Council is a key factor in setting the level of rates and providing a guide to the level of capital expenditure that can be sustained with or without using existing cash reserves.

The analysis is based on three main categories of cash flows:

- **Operating activities** - Refers to the cash generated or used in the normal service delivery functions of Council. Cash remaining after paying for the provision of services to the community may be available for investment in capital works, or repayment of debt
- **Investing activities** - Refers to cash generated or used in the enhancement or creation of infrastructure and other assets. These activities also include the acquisition and sale of other assets such as vehicles, property and equipment
- **Financing activities** - Refers to cash generated or used in the financing of Council functions and include borrowings from financial institutions and advancing of repayable loans to other organisations. These activities also include repayment of the principal component of loan repayments for the year.

### 11.1 Budgeted cash flow statement

	Ref	Forecast Actual 2015/16 \$'000	Budget 2016/17 \$'000	Variance (Outflow) \$'000
<b>Cash flows from operating activities</b>	11.1.1			
<i>Receipts</i>				
Rates and charges		101,327	103,801	2,474
User fees & fines		24,769	28,682	1,913
Grants - operating		14,862	15,252	390
Grants - capital		1,817	2,027	210
Contributions - monetary		3,691	2,600	(1,091)
Interest received		1,000	880	(140)
Trust funds and deposits taken		0	0	0
Other receipts		1,892	1,750	(142)
		<b>149,358</b>	<b>152,971</b>	<b>3,614</b>
<i>Payments</i>				
Employee costs		(66,172)	(72,575)	(6,403)
Other payments		(47,999)	(48,359)	(361)
		<b>(114,171)</b>	<b>(120,934)</b>	<b>(6,764)</b>
<b>Net cash used in operating activities</b>		<b>35,187</b>	<b>32,037</b>	<b>(3,150)</b>
<b>Cash flows from investing activities</b>	11.1.2			
Proceeds from sales of property, infrastructure, plant and equipment		1,617	2,259	642
Payments for property, infrastructure, plant and equipment		(29,479)	(28,617)	862
Payments for investments		0	0	0
<b>Net cash provided by investing activities</b>		<b>(27,862)</b>	<b>(26,359)</b>	<b>1,504</b>
<b>Cash flows from financing activities</b>	11.1.3			
Finance costs		(289)	0	289
Proceeds from borrowings		0	0	0
Repayment of borrowings		(3,857)	0	3,857
<b>Net cash provided by financing activities</b>		<b>(4,146)</b>	<b>0</b>	<b>4,146</b>
<b>Net increase in cash and cash equivalents</b>		<b>3,178</b>	<b>5,678</b>	<b>2,500</b>
Cash and cash equivalents at the beginning of the period		40,424	43,802	3,178
<b>Cash and cash equivalents at end of the year</b>	11.1.4	<b>43,602</b>	<b>49,281</b>	<b>5,678</b>

Source: Appendix A

#### 11.1.1 Operating activities (\$3.15 million decrease)

The decrease in cash inflows from operating activities is due mainly to a \$6.40 million increase in employee costs and a \$1.09 million reduction in monetary contributions. These unfavourable variances are partially offset by a \$2.47 million increase in rates and charges and user fees \$1.91 million.

The net cash flows from operating activities does not equal the surplus for the year as the expected revenues and expenses of the Council include non-cash items which have been excluded from the Cash Flow Statement. The budgeted operating result is reconciled to budgeted cash flows available from operating activities as set out in the following table.

	Forecast		
	Actual	Budget	Variance
	2015/16	2016/17	
	\$'000	\$'000	\$'000
<b>Surplus for the year</b>	<b>12,777</b>	<b>9,172</b>	<b>(3,605)</b>
Depreciation	18,982	19,757	(775)
Loss (gain) on sale of assets	111	111	(0)
Net movement in current assets and liabilities	3,317	2,997	320
<b>Cash flows available from operating activities</b>	<b>35,187</b>	<b>32,037</b>	<b>(3,150)</b>

#### 11.1.2 Investing activities (\$1.19 million decrease)

The decrease in payments for investing activities represents the planned decrease in capital works expenditure disclosed in Section 10 of this budget report. Proceeds from sale of assets are forecast to increase by \$0.64 million due proposed property sales.

#### 11.1.3 Financing activities (\$4.15 million decrease)

For 2016/17 the total of principal repayments and finance charges is projected to be nil.

#### 11.1.4 Cash and cash equivalents at end of the year (\$5.67 million increase)

Overall, total cash and investments is forecast to increase by \$5.67 million to \$49.57 million as at 30 June 2017, reflecting Council's strategy of using excess cash and investments to enhance existing and create new infrastructure. This is consistent with Council's Strategic Resource Plan (see Section 8), which forecasts a significant reduction in the capital works program from 2016/17 onwards to balance future cash budgets.

### 11.2 Restricted and unrestricted cash and investments

Cash and cash equivalents held by Council are restricted in part, and not fully available for Council's operations. The budgeted cash flow statement above indicates that Council is estimating at 30 June 2016 it will have cash and investments of \$49.57 million, which has been restricted as shown in the following table.

		Forecast		
	Ref	Actual	Budget	Variance
		2015/16	2016/17	(Outflow)
		\$'000	\$'000	\$'000
<b>Total cash and investments</b>		<b>43,602</b>	<b>49,281</b>	<b>5,678</b>
Restricted cash and investments				
- Statutory reserves	11.2.1	(10,984)	(11,943)	(960)
- Cash held to fund carry forward capital works	11.2.2	(4,335)	0	4,335
- Trust funds and deposits				
<b>Unrestricted cash and investments</b>	<b>11.2.3</b>	<b>28,284</b>	<b>37,337</b>	<b>9,054</b>
- Discretionary reserves	11.2.3	(4,565)	(5,315)	(750)
<b>Unrestricted cash adjusted for discretionary reserves</b>	<b>11.2.4</b>	<b>23,719</b>	<b>32,022</b>	<b>8,304</b>

#### 11.2.1 Statutory reserves (\$11.94 million)

These funds must be applied for specified statutory purposes in accordance with various legislative requirements. While these funds earn interest revenues for Council, the funds are not available for other purposes.

#### 11.2.2 Cash held to fund carry forward capital works

There is no amount shown as cash held to fund carry forward works at 30 June 2016, as it is expected that the capital works budget in the 2016/17 financial year will be fully expended. An amount of \$4.34

million is forecast to be held at 30 June 2016 to fund capital works budgeted but not completed in the financial year. Section 6.2 contains further details on capital works funding.

**11.2.3 Unrestricted cash and investments (\$37.62 million)**

The amount shown is in accordance with the definition of unrestricted cash included in the Section 3 of the Regulations. These funds are free of statutory reserve funds and cash to be used to fund capital works expenditure from the previous financial year.

**11.2.4 Discretionary reserves (\$5.32 million)**

These funds are shown as discretionary reserves as, although not restricted by a statutory purpose, Council has made decisions regarding the future use of these funds and unless there is a Council resolution these funds should be used for those earmarked purposes. The decisions about future use of these funds has been reflected in Council's Strategic Resource Plan and any changes in future use of the funds will be made in the context of the future funding requirements set out in the plan.

**11.2.5 Unrestricted cash adjusted for discretionary reserves (\$32.31 million)**

These funds are free of all specific Council commitments and represent funds available to meet daily cash flow requirements, unexpected short term needs and any budget commitments which will be expended in the following year such as grants and contributions. Council regards these funds as the minimum necessary to ensure that it can meet its commitments as and when they fall due without borrowing further funds.



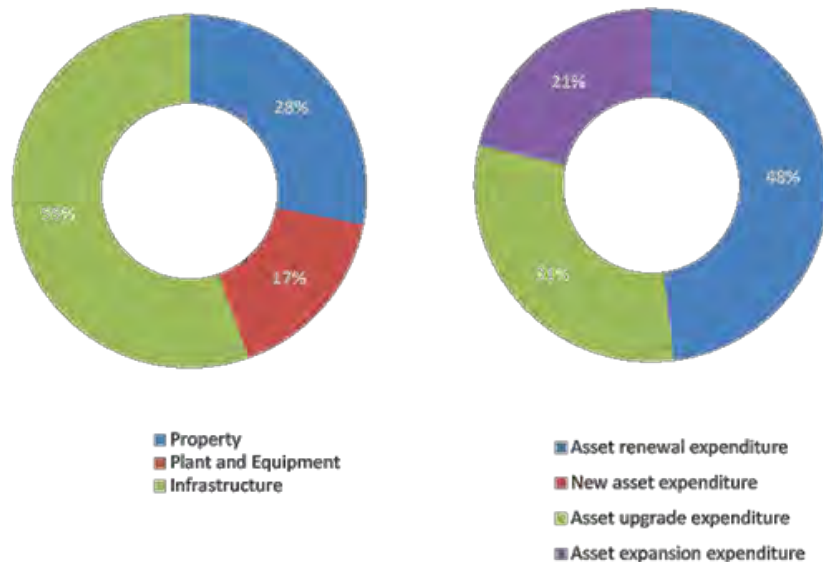
## **12. Analysis of capital budget**

This section analyses the planned capital works expenditure budget for the 2016/17 year and the sources of funding for the capital budget. Further detail on the capital works program can be found in Section 6.

### **12.1 Capital works expenditure**

Capital Works Areas	Ref.	Forecast Actual 2015/16 \$'000	Budget 2016/17 \$'000	Variance \$'000
<b>Works carried forward</b>	12.1.1			
<b>Property</b>				
Buildings		4,257	1,671	(2,586)
Total buildings		4,257	1,671	(2,586)
<b>Total property</b>		4,257	1,671	(2,586)
<b>Plant and equipment</b>				
Plant, machinery and equipment		527	-	(527)
Fixtures, fittings and furniture		24	-	(24)
Computers and telecommunications		26	20	(6)
<b>Total plant and equipment</b>		577	20	(557)
<b>Infrastructure</b>				
Roads		469	56	(413)
Bridges		41	0	(41)
Footpaths and cycleways		439	744	305
Drainage		1,158	892	(266)
Recreational, leisure and community facilities		175	95	(80)
Parks, open space and streetscapes		1,347	856	(491)
Other infrastructure		11	0	(11)
<b>Total infrastructure</b>		3,640	2,644	(996)
<b>Total works carried forward</b>		8,474	4,335	(4,139)
<b>New Works</b>				
<b>Property</b>	12.1.2			
Buildings		4,857	0	(4,857)
Building improvements		-	6,555	6,555
<b>Total buildings</b>		4,857	6,555	1,698
<b>Total property</b>		4,857	6,555	1,698
<b>Plant and equipment</b>	12.1.3			
Plant, machinery and equipment		2,810	3,440	630
Fixtures, fittings and furniture		635	215	(420)
Computers and telecommunications		416	555	139
Library books		631	641	10
<b>Total plant and equipment</b>		4,492	4,851	359
<b>Infrastructure</b>	12.1.4			
Roads		5,780	5,433	(347)
Bridges		188,069	60	(128)
Footpaths and cycleways		666	1,105	439
Drainage		656	1,080	404
Recreational, leisure and community facilities		1,198	460	(738)
Parks, open space and streetscapes		3,213	5,449	2,236
Other infrastructure		39	30	(9)
<b>Total infrastructure</b>		11,740	13,597	1,857
<b>Total new works</b>		21,089	25,003	3,914
<b>Total capital works expenditure</b>		29,563	29,338	(226)
<b>Represented by:</b>				
Asset renewal expenditure	12.1.5	15,304	14,060	(1,245)
New asset expenditure	12.1.5	581	0	(581)
Asset upgrade expenditure	12.1.5	10,759	9,009	(1,750)
Asset expansion expenditure	12.1.5	2,919	6,269	3,349
<b>Total capital works expenditure</b>		29,563	29,338	(226)

### Budgeted Capital Works



Source: Section 3. A more detailed listing of the capital works program is included in Section 6.

#### 12.1.1 Carried forward works (\$4.34 million)

At the end of each financial year there are projects which are either incomplete or not commenced due to factors including planning issues, weather delays and extended consultation. For the 2015/16 year it is forecast that \$4.34 million of capital works will be incomplete and be carried forward into the 2016/17 year. The more significant projects include the Ascot Vale Leisure Centre Aquatics Renewal and Upgrade Works (\$1.5 million) and the Airport West Green Spine Project Implementation (\$0.65 million).

#### 12.1.2 Property (\$6.56 million)

The property class comprises buildings and building improvements including community facilities, municipal offices, sports facilities and pavilions.

For the 2016/17 year, \$6.56 million will be expended on building and building improvement projects. The more significant projects include the Fairbairn Park (Middle) Pavilion Improvements (\$3.85 million), office accommodation (\$0.50 million) and the Clocktower - chilled water plant replacement (\$0.40 million).

#### 12.1.3 Plant and equipment (\$4.85 million)

Plant and equipment includes plant, machinery and equipment, computers and telecommunications, and library books.

For the 2016/17 year, \$4.85 million will be expended on plant, equipment and other projects. The more significant projects include ongoing cyclical replacement of the plant and vehicle fleet (\$3.44 million), upgrade and replacement of information technology (\$0.55 million) and library material purchases (\$0.64 million).

#### 12.1.4 Infrastructure (\$13.60 million)

Infrastructure includes roads, bridges, footpaths and cycleways, drainage, recreation, leisure and community facilities, parks, open space and streetscapes, off street car parks and other structures.

For the 2016/17 year, \$5.43 million will be expended on road projects. The more significant projects include local road reconstructions (\$3.24 million), federally funded Roads to Recovery projects (\$1.07 million), road resheeting (\$0.23 million), road safety (\$0.16 million), and Integrated Transport Plan (\$0.56 million).

\$1.06 million will be expended on drainage projects. The more significant of these include drainage improvements at Albert Road (\$0.55 million) and Alfred Road (\$0.35 million).

\$5.45 million will be expended on parks, open space and streetscapes, including \$1.20 million for the Airport West green spine project.

Other new infrastructure expenditure includes \$0.06 million on bridges, \$1.11 million on footpaths and cycleways, \$0.46 million on recreational, leisure and community facilities, \$0.08 million on car parks and \$0.03 million on other infrastructure.

#### 12.1.5 Asset renewal (\$14.06 million), upgrade (\$9.01 million) and expansion (\$6.27 million)

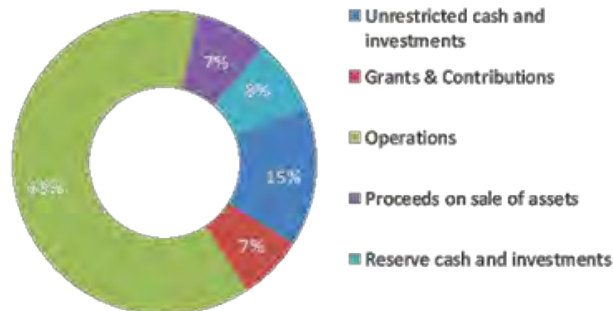
A distinction is made between expenditure on new assets, asset renewal, upgrade and expansion. Expenditure on asset renewal is expenditure on an existing asset, or on replacing an existing asset that returns the service of the asset to its original capability. Expenditure on new assets does not have any element of expansion or upgrade of existing assets but will result in an additional burden for future operation, maintenance and capital renewal.

The major projects included in the above categories, which constitute expenditure on asset renewal, include ongoing cyclical replacement of the plant and vehicle fleet (\$3.44 million), footpath replacement works (\$0.60 million) and playground renewals (\$0.55 million). The remaining capital expenditure represents renewals and expansion/upgrades of existing assets.

### 12.2 Funding sources

Sources of Funding	Ref	Forecast	Budget	Variance
		Actual 2015/16 \$'000	2016/17 \$'000	
<b>Works carried forward</b>				
<b>Current year funding</b>				
Council cash				
- unrestricted cash and investments		8,474	4,335	(4,139)
<b>Total works carried forward</b>	12.2.1	<b>8,474</b>	<b>4,335</b>	<b>(4,139)</b>
<b>New works</b>				
<b>Current year funding</b>				
Grants	12.2.2	1,684	1,981	298
Contributions	12.2.3	134	46	(88)
Council cash				
- operations	12.2.4	16,575	18,402	1,827
- proceeds on sale of assets	12.2.5	850	2,259	1,409
- reserve cash and investments	12.2.6	1,848	2,315	467
- unrestricted cash and investments		-	-	-
<b>Total new works</b>		<b>21,090</b>	<b>25,003</b>	<b>3,913</b>
<b>Total funding sources</b>		<b>29,563</b>	<b>29,338</b>	<b>(226)</b>

**Budgeted total funding sources 2016/17**



Source: Section 6

#### **12.2.1 Carried forward works (\$4.34 million)**

At the end of each financial year there are projects which are either incomplete or not commenced due to factors including planning issues, weather delays and extended consultation. For the 2015/16 year it is forecast that \$4.34 million of capital works will be incomplete and be carried forward into the 2016/17 year. Significant funding includes include the Ascot Vale Leisure Centre Aquatics Renewal and Upgrade Works (\$1.5 million), Airport West Green Spine Project Implementation (\$0.65 million) and the Travancore Park Shared Path Feasibility & Implementation (\$0.53 million).

#### **12.2.2 Grants (\$1.98 million)**

Capital grants include all monies received from State and Federal sources for the purposes of funding the capital works program. Significant grants and contributions are budgeted to be received for the Roads to Recovery projects (\$1.07 million), Fairbairn Park (Middle) Pavilion Improvements (\$0.65 million) and Pridham Plaza Landscape Upgrade (\$0.25 million).

#### **12.2.3 Contributions (\$0.05 million)**

Contributions include all monies received from other sources for the purpose of funding the capital works program. Contributions are budgeted to be received from Public Transport Victoria (\$0.03 million) to fund Reactive Traffic Management Works as well as Essendon Historic Society for Queens Park Master Plan Implementation (\$0.03).

#### **12.2.4 Council cash - operations (\$19.66 million)**

Council generates cash from its operating activities, which is used as a funding source for the capital works program. It is forecast that \$19.66 million will be generated from operations to fund the 2016/17 capital works program.

#### **12.2.5 Council cash - proceeds from sale of assets (\$1.00 million)**

Proceeds from sale of assets include motor vehicle sales in accordance with Council's fleet renewal policy of \$1.00 million.

#### **12.2.6 Council cash - reserve cash and investments (\$2.32 million)**

Council has significant cash reserves, which it is currently using to fund its annual capital works program. The reserves include monies set aside for specific and non-specific purposes. For 2016/17 \$2.32 million will be used to fund part of the new capital works program including the Airport West Green Spine Project Implementation (\$1.20 million), Maribyrnong River Master Plan Implementation (\$0.86 million) and Steele Creek Master Plan Implementation (\$0.08 million).

### 13. Analysis of budgeted financial position

This section analyses the movements in assets, liabilities and equity between 2015/16 and 2016/17. It also considers a number of key financial performance indicators.

#### 13.1 Budgeted balance sheet

	Ref	Forecast		Variance
		Actual 2015/16 \$'000	Budget 2016/17 \$'000	
<b>Current assets</b>	<b>13.1.1</b>			
Cash and cash equivalents		43,602	48,281	5,678
Trade and other receivables		10,663	10,612	149
Financial assets		0	0	0
Other assets		574	574	0
<b>Total current assets</b>		<b>54,839</b>	<b>60,667</b>	<b>5,827</b>
<b>Non-current assets</b>	<b>13.1.1</b>			
Financial assets		245	245	0
Property, infrastructure, plant and equipment		1,251,063	1,275,114	24,050
Investment property		2,878	2,878	0
Intangible assets		357	357	0
<b>Total non-current assets</b>		<b>1,254,543</b>	<b>1,278,594</b>	<b>24,050</b>
<b>Total assets</b>		<b>1,309,383</b>	<b>1,339,261</b>	<b>29,878</b>
<b>Current liabilities</b>	<b>13.1.2</b>			
Trade and other payables		9,697	9,525	172
Interest-bearing loans and borrowings		(0)	0	(0)
Provisions		12,323	12,993	(670)
Trust funds and deposits		1,508	1,680	(172)
<b>Total current liabilities</b>		<b>23,528</b>	<b>24,198</b>	<b>(670)</b>
<b>Non-current liabilities</b>	<b>13.1.2</b>			
Trade and other payables		0	0	0
Interest-bearing loans and borrowings		0	0	0
Provisions		1,621	1,701	(80)
<b>Total non-current liabilities</b>		<b>1,621</b>	<b>1,701</b>	<b>(80)</b>
<b>Total liabilities</b>		<b>25,149</b>	<b>25,899</b>	<b>(750)</b>
<b>Net assets</b>		<b>1,284,234</b>	<b>1,313,362</b>	<b>29,128</b>
<b>Equity</b>	<b>13.1.3</b>			
Accumulated surplus		488,397	495,859	7,462
Asset revaluation reserve		780,288	800,244	19,956
Other reserves		15,549	17,258	1,710
<b>Total equity</b>		<b>1,284,234</b>	<b>1,313,362</b>	<b>29,128</b>

Source: Section 3

#### 13.1.1 Current Assets (\$5.83 million increase) and Non-Current Assets (\$24.05 million increase)

Cash and cash equivalents include cash and investments such as cash held in the bank and in petty cash and the value of investments in deposits or other highly liquid investments with short term maturities of three months or less.

Trade and other receivables are monies owed to Council by ratepayers and others. Short term debtors are not expected to change significantly in the budget.



Other assets includes items such as prepayments for expenses that Council has paid in advance of service delivery, inventories or stocks held for sale or consumption in Council's services and other revenues due to be received in the next 12 months.

Property, infrastructure, plant and equipment is the largest component of Council's worth and represents the value of all the land, buildings, roads, vehicles, equipment, etc. which has been built up by Council over many years. The \$24.05 million increase in this balance is attributable to the net result of the capital works program (\$23.85 million of new assets) as well as the result of revaluations, (\$19.96 million) less depreciation of assets (\$19.76 million)

**13.1.2 Current Liabilities (\$0.67 million increase) and Non-Current Liabilities (\$0.08 million increase)**

Trade and other payables are those to whom Council owes money as at 30 June. These liabilities are budgeted to remain consistent with 2015/16 levels.

Provisions include accrued long service leave, annual leave and rostered days off owing to employees. These employee entitlements are only expected to increase marginally due to more active management of entitlements despite factoring in an increase for Enterprise Bargaining Agreement outcomes.

Interest-bearing loans and borrowings are borrowings of Council.

**13.1.3 Working Capital (\$5.16 million increase)**

Working capital is the excess of current assets above current liabilities. This calculation recognises that although Council has current assets, some of those assets are already committed to the future settlement of liabilities in the following 12 months, and are therefore not available for discretionary spending.

Some of Council's cash assets are restricted in that they are required by legislation to be held in reserve for specific purposes or are held to fund carry forward capital works from the previous financial year.

	Forecast		
	Actual	Budget	Variance
	2015/16	2016/17	(Outflow)
	\$'000	\$'000	\$'000
<b>Current assets</b>	54,839	60,667	5,827
<b>Current liabilities</b>	23,528	24,198	670
<b>Working capital</b>	31,311	36,469	5,158
Restricted cash and investment current assets			
- Statutory reserves	10,984	11,943	960
- Discretionary reserves	4,565	5,315	750
- Trust funds and deposits			
<b>Unrestricted working capital*</b>	<b>15,762</b>	<b>19,211</b>	<b>3,448</b>

In addition to the restricted cash shown above, Council is also projected to hold \$5.32 million in discretionary reserves at 30 June 2016. Although not restricted by a statutory purpose, Council has made decisions regarding the future use of these funds and unless there is a Council resolution these funds should be used for those earmarked purposes.

**13.1.4 Equity (\$29.13 million increase)**

Total equity always equals net assets and is made up of the following components:

- Asset revaluation reserve which represents the difference between the previously recorded value of assets and their current valuations. The \$19.96 million increase is due to the impact of the revaluations of properties scheduled for 2015/16.
- Other reserves that are funds that Council wishes to separately identify as being set aside to meet a specific purpose in the future and to which there is no existing liability. These amounts are transferred from the Accumulated Surplus of the Council to be separately disclosed.
- Accumulated surplus which is the value of all net assets less Reserves that have accumulated over time. \$9.17 million of the \$7.46 million increase in accumulated surplus results directly from the surplus for the year. An amount of \$1.71 million (net) is budgeted to be transferred from other



reserves to accumulated surplus. This reflects the usage of investment cash reserves to partly fund the capital works program. This is a transfer between equity balances only and does not impact on the total balance of equity.

### **13.2 Key assumptions**

In preparing the Balance Sheet for the year ending 30 June 2016 it was necessary to make a number of assumptions about assets, liabilities and equity balances. The key assumptions are as follows:

- A total of 98.5% of total rates and charges raised will be collected in the 2016/17 year (2015/16: 97.8% forecast actual)
- Trade creditors to be based on total capital and operating expenditure less written down value of assets sold, depreciation and employee costs. Payment cycle is 30 days
- Other debtors and creditors to remain consistent with 2015/16 levels
- Employee entitlements to be increased by the Collective Agreement outcome offset by the impact of more active management of leave entitlements of staff
- Repayment of loan principal to be nil
- Total capital expenditure to be \$29.34 million
- A total of \$1.85 million to be transferred from reserves to accumulated surplus, representing the internal funding of the capital works program for the 2016/17 year.

### **Long Term Strategies**

This section includes the following analysis and information

- 14 Strategic resource plan
- 15 Rating information
- 16 Other long term strategies

## 14. Strategic resource plan

This section includes an extract of the adopted Strategic Resource Plan (SRP) to provide information on the long term financial projections of the Council.

### 14.1 Plan development

The Act requires a SRP to be prepared describing both financial and non-financial resources (including human resources) for at least the next four financial years to achieve the strategic objectives in the Council Plan. In preparing the SRP, Council must take into account all other plans and strategies in regard to services and initiatives which commit financial and non-financial resources for the period of the SRP.

Council has prepared a SRP for the four years 2016/17 to 2019/20 as part of its ongoing financial planning to assist in adopting a budget within a longer term framework. The SRP takes the strategic objectives and strategies as specified in the Council Plan and expresses them in financial terms for the next four years.

The key objective, which underlines the development of the SRP, is financial sustainability in the medium to long term, while still achieving Council's strategic objectives as specified in the Council Plan. The key financial objectives, which underpin the SRP, are:

- Maintain existing service levels
- Achieve a breakeven operating result within five to six years
- Maintain a capital expenditure program of at least \$16 million per annum
- Achieve a balanced budget on a cash basis.

In preparing the SRP, Council has also been mindful of the need to comply with the following Principles of Sound Financial Management as contained in the Act:

- Prudently manage financial risks relating to debt, assets and liabilities
- Provide reasonable stability in the level of rate burden
- Consider the financial effects of Council decisions on future generations
- Provide full, accurate and timely disclosure of financial information.

The SRP is updated annually through a rigorous process of consultation with Council service providers followed by a detailed sensitivity analysis to achieve the key financial objectives.

### 14.2 Financial resources

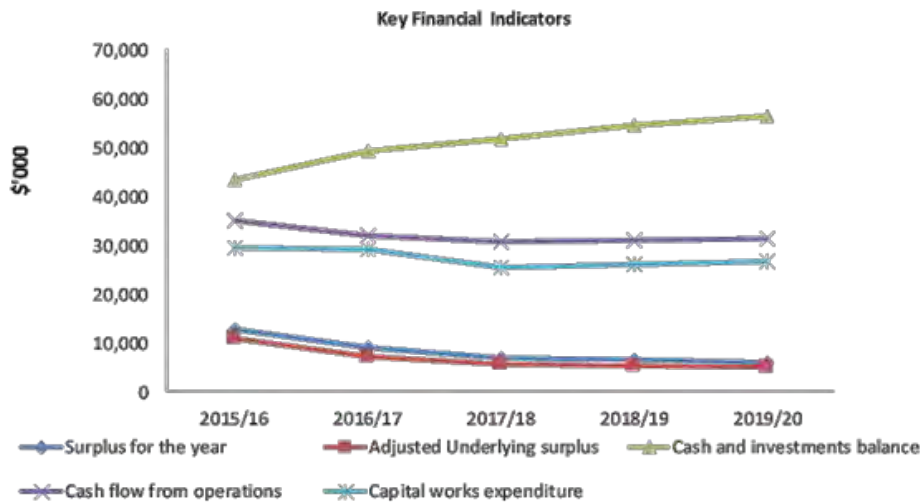
The following table summarises the key financial results for the next four years as set out in the SRP for years 2016/17 to 2019/20. Section 3 includes a more detailed analysis of the financial resources to be used over the four year period.

Indicator	Forecast		Strategic Resource Plan			Trend +/-/-
	Actual	Budget	Projections			
	2015/16	2016/17	2017/18	2018/19	2019/20	
	\$'000	\$'000	\$'000	\$'000	\$'000	
Surplus for the year	12,777	9,172	6,819	6,484	6,045	-
Adjusted Underlying surplus	10,960	7,145	5,819	5,484	5,045	-
Cash and investments balance	43,602	49,281	51,949	54,442	56,441	+
Cash flow from operations	35,187	32,037	30,657	31,178	31,347	-
Capital works expenditure	29,563	29,338	25,566	26,217	26,807	-

Key to Forecast Trend:

- + Forecasts improvement in Council's financial performance/financial position indicator
- o Forecasts that Council's financial performance/financial position indicator will be steady
- Forecasts deterioration in Council's financial performance/financial position indicator

The following graph shows the general financial indicators over the four year period.



The key outcomes of the SRP are as follows:

- **Financial sustainability (Section 11)** - Cash and investments is forecast to increase over the four year period from \$49.28 million to \$56.44 million, which indicates a balanced budget on a cash basis in each year
- **Rating levels (Section 15)** – Modest rate increases are forecast over the four years at an average of 2.50%.
- **Service delivery strategy (Section 16)** – Service levels have been maintained throughout the four year period. Decreasing operating surpluses are forecast over the four year period. Excluding the effects of capital items such as capital grants and contributions, the adjusted underlying result is also a surplus reducing over the four year period. The adjusted underlying result is a measure of financial sustainability and is an important measure as once-off capital items can often mask the operating result.
- **Borrowing strategy (Section 16)** – Borrowings are forecast to remain constant at nil over the four year period.
- **Infrastructure strategy (Section 16)** - Capital expenditure over the four year period will total \$107.93 million at an average of \$26.98 million.

## 15. Rating information

This section contains information on Council's past and foreshadowed rating levels along with Council's rating structure and the impact of changes in property valuations. This section should be read in conjunction with Council's Rating Strategy which is available on Council's website.

### 15.1 Rating context

In developing the Strategic Resource Plan (referred to in Section 14.), rates and charges were identified as an important source of revenue, accounting for 56.8% of the total revenue received by Council annually. Planning for future rate increases has therefore been an important component of the Strategic Resource Planning process. The level of required rates and charges has been considered in this context, with reference to Council's other sources of income and the planned expenditure on services and works to be undertaken for the Victorian community.

However, it has been necessary to balance the importance of rate revenue as a funding source with community sensitivity to increases, particularly recent changes in property valuations and subsequently rates for some properties in the municipality. To ensure that deliberations about future rate increases have been made on an informed basis, comparisons of historical rate increases were made between Council and other similar sized councils. The following table shows a comparison of the last five years and the average rates per capita for the 2016/17 year.

Year	Moonee City Council	Average Large Council
2011/12	4.9%	5.0%
2012/13	6.0%	4.8%
2013/14	6.1%	4.8%
2014/15	6.0%	5.2%
2015/16	5.0%	5.7%
<b>Average increase</b>	<b>5.6%</b>	<b>5.1%</b>
<b>Average per capita 2015/16</b>	<b>\$861</b>	<b>\$576</b>

Source: Council's Strategic Resource Plan 2016/17 to 2019/20

The table indicates that over the past five years Council's general rate increases have been 0.6% lower than the average of other comparative councils and the average rate per capita was \$60 lower than the average of comparative councils in 2015/16.

### 15.2 Current year rates and charges

The following table sets out future proposed increases in revenue from rates and charges and the total rates to be raised, based on the forecast financial position of Council as at 30 June 2016.

Year	General Rate Increase %	Municipal Charge Increase %	Garbage Charge Increase %	Green Waste Charge Increase %	Green Waste Chg (Pension) Increase %	Total Rates Raised \$'000
2015/16	5.00%	4.95%	-8.55%	4.97%	4.78%	101,542
2016/17	2.50%	2.50%	1.45%	5.07%	4.99%	103,990
2017/18	2.50%	2.50%	2.50%	2.50%	2.50%	106,300
2018/19	2.50%	2.50%	2.50%	2.50%	2.50%	108,952
2019/20	2.50%	2.50%	2.50%	2.50%	2.50%	111,670

### 15.3 Rating structure

Council has established a rating structure which is comprised of three key elements. These are:

- Property values, which form the central basis of rating under the Local Government Act 1989
- A 'user pays' component to reflect usage of certain services provided by Council
- A fixed municipal charge per property to cover some of the administrative costs of the Council.

Striking a proper balance between these elements provides equity in the distribution of the rate burden across residents.

Council makes a further distinction within the property value component of rates based on the purpose for which the property is used, that is, whether the property is used for residential or commercial purposes. This distinction is based on the concept that business should pay a fair and equitable contribution to rates, taking into account the benefits those commercial properties derive from the local community.

Having reviewed the various valuation bases for determining the property value component of rates, Council has determined to apply a Capital Improved Value (CIV) basis on the grounds that it provides the most equitable distribution of rates across the municipality. There are currently no plans to change that basis, but Council does review its rating structure every four years.

The existing rating structure comprises two differential rates (residential and commercial), and a rate concession for recreational land. These rates are structured in accordance with the requirements of Section 161 'Differential Rates' of the Act. Under the Cultural and Recreational Lands Act 1963, provision is made for a Council to levy the rate for recreational lands at "such amount as the municipal council thinks reasonable having regard to the services provided by the municipal council in relation to such lands and having regard to the benefit to the community derived from such recreational lands". The rate for recreational land is set at the residential rate and Council's Cultural and Recreational Land Policy provides a rebate for each defined category. Council has reaffirmed its intention to maintain the existing rating relativities. Council also levies a municipal charge, a kerbside collection charge and a recycling charge as allowed under the Act.

The following table summarises the rates to be determined for the 2016/17 year. A more detailed analysis of the rates to be raised is contained in Section 7 'Statutory Disclosures'.

Rate type	How applied	2015/16	2016/17	Change
Residential rates	Cents/\$ CIV	0.230226	0.205719	-10.64%
Non-residential	Cents/\$ CIV	0.262026	0.252006	-10.64%
Non-residential (vacant land)	Cents/\$ CIV	0.920900	N/A	-100.00%
Cultural and recreational land	Cents/\$ CIV	0.230226	0.205719	-10.64%
Municipal charge	per	\$135.70	\$139.10	2.50%
Garbage charge	per	\$138.00	\$140.00	1.45%
Green waste services charge	per service	\$65.10	\$68.40	5.07%
Green waste services charge (Pensioner)	per service	\$40.10	\$42.10	4.99%

Council has adopted a formal *Rating Strategy* that contains expanded information on Council's rating structure and the reasons behind its choices in applying the rating mechanisms it has used.

### 15.4 General revaluation of properties

During the 2015/16 year, a revaluation of all properties within the municipality was carried out and will apply from 1 July 2016 for the 2016/17 year. The outcome of the general revaluation has been a significant change in property valuations throughout the municipality. Overall, property valuations across the municipal district have increased by 14%. Of this increase, residential properties have increased by 16%, and commercial properties by 10%.



The following table summarises the valuation changes between the 2014 and 2016 general revaluations for residential properties by suburb, together with the rating changes between the 2015/16 and 2016/17 years based on a 2.5% average rate increase and the valuation movements listed.

Residential		Non - Residential	
Suburb	Valuation Change (Decrease)	Suburb	Valuation Change (Decrease)
Aberfeldie	15.86%	Aberfeldie	18.92%
Airport West	17.82%	Airport West	6.27%
Ascot Vale	12.69%	Ascot Vale	12.37%
Avondale Heights	17.52%	Avondale Heights	7.70%
East Keilor	17.52%	East Keilor	8.18%
Essendon	13.12%	Essendon	12.91%
Flemington	9.69%	Flemington	9.76%
Kensington	26.05%	Kensington	7.91%
Moonee Ponds	14.59%	Moonee Ponds	7.65%
Niddrie	15.01%	Niddrie	3.90%
North Essendon	11.26%	North Essendon	8.06%
Strathmore	16.60%	Strathmore	13.32%
Strathmore Heights	16.05%	Strathmore Heights	N/A
Travancore	4.94%	Travancore	11.62%
West Essendon	15.86%	West Essendon	7.38%
<b>Total Residential</b>	<b>16.04%</b>	<b>Total Non-Residential</b>	<b>9.71%</b>

In deliberating over the setting of the differential rate structure for the 2016/17 year, Council has been mindful of the greater increase in residential property valuations compared to those in the business sector. If no changes were made to the rate differential, the change in property values would result in an overall increase of 16% in residential rates and 10% in business rates for the 2016/17 year.

In view of the outcomes of the general revaluation of all properties within the Council's municipal district during the 2015/16 year, Council has chosen not to make any changes to the existing rate differential. In aggregate, total rates and charges will increase by 2.4% compared to 2015/16. This will be achieved by reducing the rate in the dollar to offset the 14% increase in property valuations across the municipal district following the general revaluation.



## 16. Summary of other strategies

This section sets out summaries of the strategies that have been developed and incorporated into the Strategic Resource Plan including borrowings, infrastructure and service delivery.

### 16.1 Borrowings

In developing the Strategic Resource Plan (SRP) (see Section 8), borrowings were considered as a funding source for capital works programs. In the past, Council has borrowed to finance large infrastructure projects. Council has now settled all debts which has resulted in a reduction in debt servicing costs, but has meant that cash and investment reserves have been used as an alternate funding source to maintain robust capital works programs. Council reserves now forecast to be \$17.26 million at 30 June 2016.

For the 2016/17 year, Council has decided not take out any new borrowings to fund the capital works program. The following table sets out future proposed borrowings, based on the forecast financial position of Council as at 30 June 2016.

Year	New Borrowings \$'000	Principal Paid \$'000	Interest Paid \$'000	Balance 30 June \$'000
2015/16	0	3,857	289	0
2016/17	0	0	0	0
2017/18	0	0	0	0
2018/19	0	0	0	0
2019/20	0	0	0	0

The table below shows information on borrowings specifically required by the Regulations.

	2015/16	2016/17
	\$	\$
Total amount borrowed as at 30 June of the prior year	3,857,054	-
Total amount to be borrowed	-	-
Total amount projected to be redeemed	(3,857,054)	-
Total amount proposed to be borrowed as at 30 June	-	-

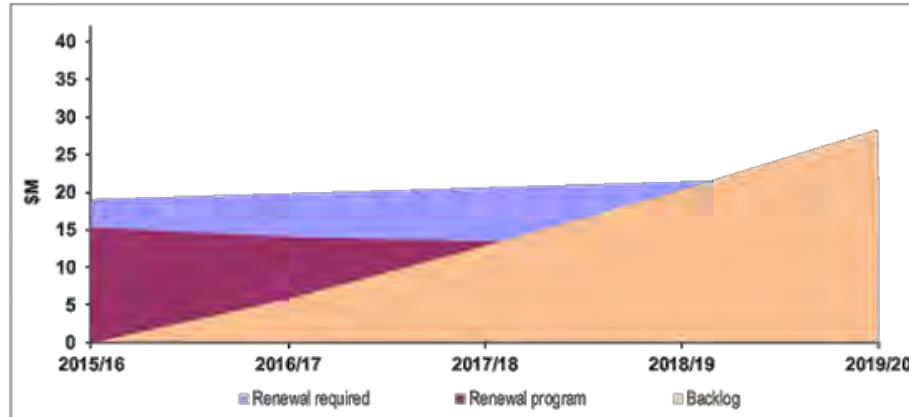
### 16.2 Infrastructure

The Council has developed an Infrastructure Strategy based on the knowledge provided by various Asset Management Plans, which sets out the capital expenditure requirements of Council for the next 10 years by class of asset, and is a key input to the SRP. It predicts infrastructure consumption, renewal needs and considers infrastructure needs to meet future community service expectations. The Strategy has been developed through a rigorous process of consultation and evaluation. The key aspects of the process are as follows:

- Long term capital planning process which integrates with the Council Plan, Strategic Resource Plan and Annual Budget processes
- Identification of capital projects through the preparation of asset management plans
- Prioritisation of capital projects within classes on the basis of evaluation criteria
- Methodology for allocating annual funding to classes of capital projects
- Business Case template for officers to document capital project submissions.

A key objective of the Infrastructure Strategy is to maintain or renew Council's existing assets at desired condition levels. If sufficient funds are not allocated to asset renewal then Council's investment in those assets will reduce, along with the capacity to deliver services to the community.

The graph below sets out the required and actual asset renewal over the life of the current SRP and the renewal backlog.



At present, Council is similar to most municipalities in that it is presently unable to fully fund asset renewal requirements identified in the Infrastructure Strategy. While the Infrastructure Strategy is endeavouring to provide a sufficient level of annual funding to meet ongoing asset renewal needs, the above graph indicates that in later years the required asset renewal is not being addressed creating an asset renewal gap and increasing the level of backlog. Backlog is the renewal works that Council has not been able to fund over the past years and is equivalent to the accumulated asset renewal gap. In the above graph the backlog at the beginning of the five year period was \$5.00 million and \$6.61 million at the end of the period.

The following table summarises Council's forward outlook on capital expenditure including funding sources for the next four years.

Year	Summary of funding sources				
	Total Capital program	Grants	Contributions	Council Cash	Borrowing
	\$'000	\$'000	\$'000	\$'000	\$'000
2015/16	29,583	1,817	-	27,746	-
2016/17	29,338	1,981	46	27,311	-
2017/18	25,566	1,000	-	24,566	-
2018/19	25,217	1,000	-	25,217	-
2019/20	26,807	1,000	-	25,807	-

In addition to using cash generated from its annual operations, borrowings and external contributions such as government grants, Council has significant cash or investment reserves that are also used to fund a variety of capital projects. These reserves are either 'statutory' or 'discretionary' cash reserves. Statutory reserves relate to cash and investments held by Council that must be expended on a specific purpose as directed by legislation or a funding body, and include contributions to car parking, drainage and public resort and recreation. Discretionary cash reserves relate to those cash and investment balances that have been set aside by Council and can be used at Council's discretion, even though they may be earmarked for a specific purpose.

### 16.3 Service delivery

The key objectives in Council's Strategic Resource Plan (referred to in Section 14.) which directly impact the future service delivery strategy are to maintain existing service levels and to achieve a breakeven operating result within five to six years. The Rating Information (see Section 15.) also refers to modest rate increases into the future. With these key objectives as a basis, a number of internal and external

influences have been identified through discussions with management which will have a significant impact on the scope and level of services to be provided over the next four years.

The general influences affecting all operating revenue and expenditure include the following:

	2016/17	2017/18	2018/19	2019/20
	%	%	%	%
Consumer Price Index	2.50	2.50	2.50	2.50
Average Weekly Earnings	4.50	4.50	4.50	4.50
Engineering Construction Index	3.20	3.20	3.20	3.20
Non-Residential Building Index	3.50	3.50	3.50	3.50
Rate increases	2.50	2.50	2.50	2.50
Property growth	1.00	1.00	1.00	0.60
Wages growth	3.60	3.80	3.60	3.60
Government funding	2.00	2.00	2.00	2.00
Statutory fees	2.00	2.00	2.00	2.00
Investment return	2.60	2.70	2.80	2.90

The service delivery outcomes measured in financial terms are shown in the following table.

Year	Net Surplus (Deficit) \$'000	Underlying Surplus (Deficit) \$'000	Net Service (Cost) \$'000
2015/16	12,777	10,960	71,586
2016/17	9,172	7,145	75,971
2017/18	6,819	5,819	77,680
2018/19	6,484	5,484	79,428
2019/20	6,045	5,045	81,215

Service levels have been maintained throughout the four year period. Decreasing operating surpluses are forecast over the four year period. Excluding the effects of capital items such as capital grants and contributions, the adjusted underlying result is also a surplus reducing over the four year period. The adjusted underlying result is a measure of financial sustainability and is an important measure as once-off capital items can often mask the operating result.

## Appendices

This section includes the following analysis and information

- A Fees and charges schedule
- B Budget processes

## **Appendix A**

### **Fees and charges schedule**

This appendix presents the fees and charges of a statutory and non-statutory nature which will be charged in respect to various goods and services provided during the 2016/17 year. It should be noted that statutory fees are correct at the time of printing, but are subject to change.

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
<b>Communications &amp; Customer Service</b>					
Residential Parking - 3rd Permit	per year	Non-Statutory	No	99.00	104.00
3rd Permit - Pensioner Concession	per year	Non-Statutory	No	49.50	52.00
3rd Permit - 4 star vehicle rating concession	per year	Non-Statutory	No	49.50	52.00
3rd Permit - Pensioner with 4 star vehicle rating	per year	Non-Statutory	No	24.75	26.00
Residential Parking - 4th Permit	per year	Non-Statutory	No	150.00	158.00
4th Permit - Pensioner Concession	per year	Non-Statutory	No	75.00	79.00
4th Permit - 4 star vehicle rating concession	per year	Non-Statutory	No	75.00	79.00
4th Permit - Pensioner with 4 star vehicle rating	per year	Non-Statutory	No	37.50	39.50
Visitor Permit - 2nd Permit	per year	Non-Statutory	No	66.00	70.00
Visitor Permit - 2nd Permit Pensioner concession	per year	Non-Statutory	No	33.00	35.00
10 x Daily Parking Permits	per unit	Non-Statutory	No	22.00	24.00
10 x Daily Parking Permits Pensioner concession	per unit	Non-Statutory	No	11.00	12.00
Wallis Street Car Park Permit	per year	Non-Statutory	No	385.00	405.00
Car Share Permit - signage installation	per year	Non-Statutory	No	583.00	615.00
Car Share Permit - annual maintenance	per year	Non-Statutory	No	165.00	175.00
Community Service Organisation Permit	per unit	Non-Statutory	No	16.50	17.50
Parking Permit - Replacement Visitor Permit	per unit	Non-Statutory	No	58.00	61.00
1st Event Parking Permit	per unit	Non-Statutory	No	0.00	70.00
2nd Event Parking Permit	per unit	Non-Statutory	No	0.00	70.00
<b>Finance</b>					
Land Information Certificate	each	Statutory	No	20.00	24.80
Land Information Certificate - Urgent	each	Non-Statutory	No	50.00	50.00
Debt Collection Administrative Fee	each	Non-Statutory	No	140.00	140.00
<b>Legislative Services &amp; Support</b>					



<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Parking Infringement - Non - Discretionary (type 1)	each	Statutory	No	91.00	93.00
Parking Infringement - Non - Discretionary (type 2)	each	Statutory	No	151.00	154.00
Parking Infringement - Discretionary	each	Non-Statutory	No	76.00	76.00
Parking - Metered	per day	Non-Statutory	Yes	16.00	17.00
Parking - Metered	per hour	Non-Statutory	Yes	3.50	3.70
Dog - Full Fee	per year	Non-Statutory	No	110.00	117.00
Dog - Pension Concession	per year	Non-Statutory	No	55.00	58.50
Dog - Desexd	per year	Non-Statutory	No	39.00	39.00
Cat - Full Fee	per year	Non-Statutory	No	89.00	94.00
Cat - Pension Concession	per year	Non-Statutory	No	44.00	47.00
Cat - Desexd	per year	Non-Statutory	No	23.00	24.00
Dog - Declared menacing and Restricted breeds	per year	Non-Statutory	No	180.00	190.00
Registered Breeder - Large	per year	Non-Statutory	No	328.00	347.00
Domestic Animal Business Registration Fee	per year	Non-Statutory	No	200.00	210.00
Impounded Vehicle Release Fee	each	Non-Statutory	No	475.00	500.00
Fire Hazard Removal (Council's administration cost only . This item excludes Contractor labour costs)	minimum	Non-Statutory	No	243.00	256.00
Shopping Trolley Recovery	each	Non-Statutory	No	53.00	56.00
Skips/Hops permit	each	Non-Statutory	No	68.00	72.00
Footpath Activity - Children's rides	per year	Non-Statutory	No	125.00	130.00
Footpath Activity - Fruit and Veg or Plant and Flower	per year	Non-Statutory	No	500.00	520.00



<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Footpath Activity - Advertising signs and other small structures and displays	per year	Non-Statutory	No	170.00	177.00
Footpath Activity - Nightclubs queues	per year	Non-Statutory	No	205.00	214.00
Footpath Activity - Tables and chairs	per year	Non-Statutory	No	500.00	520.00
Dogs at Large -Day Time	each	Statutory	No	226.00	230.00
Dog at Large - Night Time	each	Statutory	No	302.00	308.00
Failure to Apply to Register Dog/Cat	each	Statutory	No	302.00	308.00
Additional Animal Permit	each	Non-Statutory	No	31.00	32.50
Contravening Council Order to Dogs & Cats	each	Statutory	No	151.00	154.00
No Dog/Cat Identification Marker	each	Statutory	No	75.50	77.00
Non-Serious Injury Caused by Dog Attack	each	Statutory	No	377.00	384.00
Local Laws Permit Application Fee	each	Non-Statutory	No	11.00	11.50
Dogs Over 10 Years Old	per year	Non-Statutory	No	32.00	33.00
Cats Over 10 Years Old	per year	Non-Statutory	No	21.00	22.00
Dog - Commercial Guard Dog (Declared Dangerous)	per year	Non-Statutory	No	0.00	117.00
Community Hall Hire - Public Liability Insurance	per booking	Non-Statutory	Yes	22.00	22.00
FOI Information Request	each	Statutory	No	27.40	27.70
<b>Aged &amp; Disability Services</b>					
Neighbourhood Centre - Private Hire, maximum 8 hours per booking session	day/night inclusive	Non-Statutory	Yes	450.00	468.00
Neighbourhood Centre Hire - regular user booking Community Group/Not for Profit Organisation	per hour	Non-Statutory	Yes	13.00	13.50
Neighbourhood Centre Hire - Casual Rate Community Group/non-profit organisation, minimum 3 hour booking	per hour	Non-Statutory	Yes	32.00	33.30
Personal Care - Full Cost Recovery	per hour	Non-Statutory	Yes	49.90	51.90
Personal Care - HACC Pensioner Eligible Low (Single)	per hour	Non-Statutory	No	5.65	5.90
Personal Care - HACC Eligible High (Single)	per hour	Non-Statutory	No	41.10	42.75

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Respite Care - Full Cost Recovery Rate	per hour	Non-Statutory	Yes	48.55	50.50
Respite Care - HACC Pensioner Eligible Low (Single)	per hour	Non-Statutory	No	5.15	5.35
Respite Care - HACC Eligible High (Single)	per hour	Non-Statutory	No	39.85	41.45
Home Care - Full Cost Recovery	per hour	Non-Statutory	Yes	42.95	44.65
Home Care - HACC Pensioner Eligible Low (Couple)	per hour	Non-Statutory	No	7.10	7.40
Home Care - HACC Pensioner Eligible Low (Single)	per hour	Non-Statutory	No	5.65	5.90
Home Care - HACC Eligible High (Single)	per hour	Non-Statutory	No	39.85	41.45
Home Maintenance - HACC Eligible	per hour	Non-Statutory	No	10.85	11.30
Home Maintenance - HACC Eligible with Seniors Health Care Card	per hour	Non-Statutory	No	21.65	22.50
Home Maintenance - Full Cost Recovery Rate 8am to 5pm Mon-Fri	per hour	Non-Statutory	Yes	81.10	84.35
Home Maintenance - Full Cost Recovery Rate After Hours	per hour	Non-Statutory	Yes	162.25	168.75
Disco Inferno	per session	Non-Statutory	No	6.90	7.20
Home Care - HACC Eligible Medium (Single)	per hour	Non-Statutory	No	10.70	11.15
Home Care - HACC Eligible Medium (Couple)	per hour	Non-Statutory	No	14.35	14.95
Home Care - HACC Eligible High (Couple)	per hour	Non-Statutory	No	44.70	46.50
Personal Care - HACC Eligible Medium (Single)	per hour	Non-Statutory	No	5.65	5.90
Personal Care - HACC Eligible Medium (Couple)	per hour	Non-Statutory	No	5.65	5.90
Personal Care - HACC Eligible Low (Couple)	per hour	Non-Statutory	No	5.65	5.90
Personal Care - HACC Eligible High (Couple)	per hour	Non-Statutory	No	14.35	14.95
Respite Care - HACC Eligible Medium (Single)	per hour	Non-Statutory	No	5.20	5.40
Respite Care - HACC Eligible Medium (Couple)	per hour	Non-Statutory	No	5.20	5.40
Respite Care - HACC Eligible Low (Couple)	per hour	Non-Statutory	No	5.20	5.40
Respite Care - HACC Eligible High (Couple)	per hour	Non-Statutory	No	14.35	14.90

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Saturday Night Live 13 - 18	per session	Non-Statutory	No	11.90	12.40
Saturday Night Live 18 - 30	per session	Non-Statutory	No	11.90	12.40
Healthy Ageing Exercise Programs - HACC eligible	per session	Non-Statutory	No	6.20	6.45
Adventures R Us - School Holiday Program	per day	Non-Statutory	No	17.60	18.35
Moonee Valley Men's Shed - annual membership HACC eligible	annually	Non-Statutory	Yes	56.20	58.45
Moonee Valley Men's Shed - Resident HACC eligible casual use	per session	Non-Statutory	Yes	5.15	5.40
Flexible Respite - Morning Music Road Show	per session	Non-Statutory	No	17.60	18.35
Disability Social Connection Program	per session	Non-Statutory	No	17.60	18.35
Vic Flicks HACC Eligible with Direct Care Support	per session	Non-Statutory	No	5.15	5.40
Cooking for One - resident HACC Eligible (8 WEEKS)	per term	Non-Statutory	No	54.00	56.20
Healthy Ageing Exercise Program Semester 1, January - June HACC Eligible	per semester	Non-Statutory	No	223.00	232.00
Healthy Ageing Exercise Programs Semester 2, July - December HACC Eligible	per semester	Non-Statutory	No	223.00	232.00
Healthy Ageing Exercise Programs Semester 1, January - June HACC Eligible non resident	per semester	Non-Statutory	No	446.00	464.00
Healthy Ageing Exercise Programs Semester 2 July - December HACC Eligible non resident	per semester	Non-Statutory	No	446.00	464.00
Healthy Ageing Exercise Program - non-resident fee HACC eligible	per session	Non-Statutory	No	10.85	11.30
Cooking For One - Non-resident HACC eligible fee (8 weeks)	per term	Non-Statutory	No	94.50	98.30
Moonee Valley Men's Shed - annual membership non-resident HACC eligible fee	annually	Non-Statutory	No	104.00	109.00
Moonee Valley Men's Shed - annual membership non-resident fee - non HACC Eligible	annually	Non-Statutory	No	130.00	136.00
Moonee Valley Men's Shed - annual membership resident non HACC	annually	Non-Statutory	No	69.70	72.50

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Moonee Valley Men's Shed - Resident not HACC eligible casual use	per session	Non-Statutory	No	6.50	6.75
Moonee Valley Men's Shed - Non Resident HACC eligible casual use	per session	Non-Statutory	No	9.70	10.10
Moonee Valley Men's Shed - Non Resident not HACC eligible casual use	per session	Non-Statutory	No	12.15	12.65
Cooking for One - resident non HACC eligible (8 weeks)	per term	Non-Statutory	No	68.00	70.75
Cooking for one - non-resident non HACC eligible (8 weeks)	per term	Non-Statutory	No	108.00	112.35
Vic's Flicks HACC Eligible Transport	per session	Non-Statutory	No	4.40	4.60
Disco Inferno - Program Eligible resident	per session	Non-Statutory	No	6.90	7.20
Disco Inferno - Program Eligible non resident	per session	Non-Statutory	No	12.80	13.35
Flexible Respite Carers Support Lunch	per session	Non-Statutory	No	17.60	18.35
Adventures R Us - non-resident program eligible	per session	Non-Statutory	No	31.70	33.00
Saturday night live - resident program eligible	per session	Non-Statutory	No	11.90	12.40
Saturday night live - non-resident program eligible fee	per session	Non-Statutory	No	22.00	22.90
Christmas Carol - Resident HACC eligible	per session	Non-Statutory	No	17.60	18.35
Christmas Carol - Resident non HACC eligible	per session	Non-Statutory	No	22.00	23.00
Christmas Carol - Non-resident HACC eligible	per session	Non-Statutory	No	32.90	34.25
Christmas Carol - Non-resident non HACC eligible	per session	Non-Statutory	No	41.10	42.75
Christmas Lights - Resident HACC eligible	per session	Non-Statutory	No	17.60	18.35
Christmas Lights - Resident non HACC eligible	per session	Non-Statutory	No	22.00	22.90
Christmas Lights - Non-resident HACC eligible	per session	Non-Statutory	No	32.90	34.25
Christmas Lights - Non-resident Non HACC eligible	per session	Non-Statutory	No	41.10	42.75
Men's Shed Art Workshop - resident HACC eligible (8 sessions)	per term	Non-Statutory	No	42.00	43.70
Men's Shed Art Workshop - resident non HACC eligible (8 sessions)	per term	Non-Statutory	No	52.00	54.10



<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Men's Shed Art Workshop - non-resident HACC eligible (8 sessions)	per term	Non-Statutory	No	78.00	82.00
Men's Shed Art Workshop - non-resident, non HACC eligible (8 sessions)	per term	Non-Statutory	No	97.50	101.40
Healthy Ageing - Programs with Direct Care Worker Support	per session	Non-Statutory	No	5.15	5.40
Disability Access and Support Programs with Direct Care Worker	per session	Non-Statutory	No	5.15	5.40
Healthy Ageing Programs with Transport	per session	Non-Statutory	No	4.40	4.60
Disability Access and Support Program with Transport	per session	Non-Statutory	No	4.40	4.60
Social Enterprise: Crown St Stables First Floor Full day Private hire (maximum 8 hours) - Private Function	day/night inclusive	Non-Statutory	No	450.00	468.00
Social Enterprise: Crown St Stables First Floor Non profit/community group regular hire	per hour	Non-Statutory	No	13.00	13.55
Social Enterprise: Crown St Stables First Floor Commercial regular hire	per hour	Non-Statutory	No	32.25	33.55
Social Enterprise: Crown St Stables First Floor Commercial/Private Casual Hire (min 3 hours)	per hour	Non-Statutory	No	58.25	60.60
Neighbourhood Centre and Crown St Stables hire public liability insurance		Non-Statutory	No	22.00	22.90
Social Enterprise: Crown St Stables First Floor Non-profit/Community group Casual Hire	per hour	Non-Statutory	No	32.00	33.30
Neighbourhood Centre Commercial regular hire	per hour	Non-Statutory	No	32.00	33.30
Neighbourhood Centre Commercial casual hire (minimum 3 hrs)	per hour	Non-Statutory	No	58.00	60.35
Home Care Packages, Level Two	per day	Non-Statutory	No	3.00	3.10
Home Care Packages, Level Three	per day	Non-Statutory	No	3.00	3.10
Home Care Packages, Level Four	per day	Non-Statutory	No	3.00	3.10
Bus Hire - Full Cost Recovery with Driver Mon to Fri between 9.00am & 4.00pm	four hour	Non-Statutory	Yes	77.60	80.70

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Bus Hire - Full Cost Recovery with Driver Mon to Fri between 9.00am & 4.00pm	eight hour	Non-Statutory	Yes	323.00	335.95
Bus Hire - Without Driver - HACC Eligible & Community Groups	four hour	Non-Statutory	Yes	56.45	58.70
Bus Hire - Without Driver - HACC Eligible & Community Groups	eight hour	Non-Statutory	Yes	125.20	130.20
Community Bus - Fixed Run - HACC Eligible	one way	Non-Statutory	No	2.95	3.10
Community Bus - Fixed Run - HACC Eligible	return trip	Non-Statutory	No	4.35	4.55
Community Bus - Assisted appointment - out of the municipality	one way	Non-Statutory	No	5.40	5.65
Community Bus - Fixed Run - HACC Eligible	multi-trip	Non-Statutory	No	14.00	14.60
Community Meals - Full Cost Recovery	per meal	Non-Statutory	Yes	16.20	16.85
Community Meals - Centre Based	per meal	Non-Statutory	No	7.15	7.45
Community Meals - Linkages MOE	per meal	Non-Statutory	No	10.95	11.40
Community Meals - Delivered HACC Eligible	per meal	Non-Statutory	No	7.60	7.90
Vic Flicks HACC Eligible with Community Meals Centre Based	per session	Non-Statutory	No	7.20	7.50
Vic Flicks HACC Eligible with Community Transport	per session	Non-Statutory	No	5.85	6.10
Bus Hire - Without Driver - HACC Eligible & Community Groups (beyond 12.00am)	24 hours	Non-Statutory	No	250.00	260.00
Community Meals - Delivered HACC Eligible - Low (Financial Hardship)	per meal	Non-Statutory	No	1.10	1.15
Community Meals - Centre Based - Low (Financial Hardship)	per meal	Non-Statutory	No	1.10	1.15
Community Meals - Delivered HACC Eligible - Medium	per meal	Non-Statutory	No	3.80	4.00
Community Meals - Centre Based - Medium	per meal	Non-Statutory	No	3.60	3.75
Community Meals - Soup Only	per item	Non-Statutory	No	1.25	1.30
Community Meals - Main Meal Only	per main meal	Non-Statutory	No	5.05	5.25
Community Meals - Sweets only	per item	Non-Statutory	No	1.45	1.55

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Community Meals - Soup and sweets only	per items	Non-Statutory	No	2.70	2.85
Community Meals - Soup and main only	per items	Non-Statutory	No	5.65	5.90
Community Meals - Centre Based Soup Only	per item	Non-Statutory	No	1.15	1.20
Community Meals - Centre Based Main Meal Only	per item	Non-Statutory	No	4.75	4.95
Community Meals - Centre Based Soup and sweets only	per items	Non-Statutory	No	2.55	2.65
Community Meals - Centre Based Soup and main only	per items	Non-Statutory	No	5.35	5.60
Community Meals - Centre Based Sweets only	per item	Non-Statutory	No	1.40	1.50
Community Meals - Centre Based Main and sweets only	per items	Non-Statutory	No	6.15	6.40
Community Meals - Main and sweets only	per items	Non-Statutory	No	6.50	6.80
Community Meals - Home Care Packages & Maintenance of Effort - Delivered Meal	per meal	Non-Statutory	No	7.60	7.90
Community Meals - Home Care Packages & Maintenance of Effort - Centre Based	per meal	Non-Statutory	No	7.20	7.50
<b>Family &amp; Children Services</b>					
Occasional Care - Shuter Street	per hour	Non-Statutory	No	12.40	13.00
Occasional Care - Flemington CC	per hour	Non-Statutory	No	8.30	8.65
Occasional Care - Flemington CC Health Care Card	per hour	Non-Statutory	No	5.85	5.85
Child Care - Hopetoun Children's Centre	per day	Non-Statutory	No	100.00	105.00
Child Care - Hopetoun Children's Centre	per week	Non-Statutory	No	475.00	505.00
Child Care - Hopetoun Children's Centre -Health Care Card Concession fee	per day	Non-Statutory	No	92.00	97.00
Child Care - Flemington Street Children's Centre	per day	Non-Statutory	No	100.00	105.00
Child Care - Flemington Street Children's Centre	per week	Non-Statutory	No	475.00	505.00
Child Care - Flemington Street Children's Centre -Health Care Card Concession fee	per day	Non-Statutory	No	92.00	97.00
Child Care - Strathmore Childcare Centre	per day	Non-Statutory	No	100.00	105.00



<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Child Care - Strathmore Childcare Centre	per week	Non-Statutory	No	475.00	505.00
Child Care - Strathmore Childcare Centre -Health Care Card Concession fee	per day	Non-Statutory	No	92.00	97.00
Milleara daily fee	per day	Non-Statutory	No	100.00	105.00
Milleara weekly fee	weekly	Non-Statutory	No	475.00	505.00
Level 1 MILD meeting room (not for profit group)	per hour	Non-Statutory	Yes	13.25	13.90
Level 1 MILD meeting room ( for profit group)	per hour	Non-Statutory	Yes	57.75	60.60
Level 1 MILD Public Liability	per booking	Non-Statutory	Yes	23.25	24.40
Level 1 MILD equipment hire (not for profit group)	per booking	Non-Statutory	Yes	6.15	6.40
Level 1 MILD equipment hire (for profit group)	per booking	Non-Statutory	Yes	11.60	12.10
Hopetoun Fee 4 yr old kinder 15 hrs July-December	per year	Non-Statutory	No	1,500.00	1,590.00
Hopetoun Fee 4 yr old kinder 15 kindergarten January-June	yearly	Non-Statutory	No	1,590.00	1,680.00
Milleara Health Care Card Holders- Daily	per day	Non-Statutory	No	92.00	97.00
Child Care - Montgomery Park Childcare Centre January - June	per day	Non-Statutory	No	103.00	105.00
Child Care - Montgomery Park Childcare Centre July - December	per day	Non-Statutory	No	98.00	103.00
Child Care - Montgomery Park Childcare Centre January - June	per week	Non-Statutory	No	505.00	530.00
Child Care - Montgomery Park Childcare Centre July - December	per week	Non-Statutory	No	475.00	505.00
Montgomery Park Health Care Card Holder Daily	per day	Non-Statutory	No	92.00	97.00
Kindergarten 3 year old Program - 4 hours July - December	per year	Non-Statutory	No	1,285.00	1,362.00
Kindergarten 3 year old Program - 4 hours January - June	per year	Non-Statutory	No	1,362.00	1,440.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Kindergarten 3 year old Program - 6 hours July - December	per year	Non-Statutory	No	1,928.00	2,043.00
Kindergarten 3 year old Program - 6 hours January - June	per year	Non-Statutory	No	2,043.00	2,150.00
Kindergarten 4 year old program - 15 hours July - December	per year	Non-Statutory	No	1,500.00	1,590.00
Kindergarten 4 year old program - 15 hours January - June	per year	Non-Statutory	No	1,590.00	1,680.00
Family Day Care - Administration fee families	per hour	Non-Statutory	No	1.20	1.30
Family Day Care - Administration fee contractors	per hour	Non-Statutory	No	0.15	0.20
Kindergarten Enrolment Fee	Per child	Non-Statutory	No	35.00	35.00
<b>Community Planning</b>					
FCC - Room Hire - regular hirers-Subsidised	per hour	Non-Statutory	Yes	7.50	7.80
FCC - Room Hire - regular hirers-Community Groups	per hour	Non-Statutory	Yes	12.50	13.00
FCC - Room Hire - regular hirers-Full Fee	per hour	Non-Statutory	Yes	26.00	27.00
FCC - Hall Hire -regular hirers - Subsidised	per hour	Non-Statutory	Yes	8.50	9.00
FCC - Hall Hire - regular hirers-Community Groups	per hour	Non-Statutory	Yes	13.00	13.50
FCC - Hall Hire - regular hirers- Full fee	per hour	Non-Statutory	Yes	40.00	42.00
FCC - Room Hire - casual hirers-Subsidised	per hour	Non-Statutory	Yes	8.50	9.00
FCC - Room Hire - casual hirers-Community Groups	per hour	Non-Statutory	Yes	13.50	14.00
FCC - Room Hire - casual hirers - Full Fee	per hour	Non-Statutory	Yes	49.00	52.00
FCC - Hall Hire -casual hirers - Subsidised	per hour	Non-Statutory	Yes	9.00	9.50
FCC - Hall Hire - casual hirers-Community Groups	per hour	Non-Statutory	Yes	15.00	15.50
FCC - Hall Hire - casual hirers- Full fee	per hour	Non-Statutory	Yes	58.00	61.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
FCC - Tea and Coffee provision for one class	per class	Non-Statutory	Yes	3.60	3.80
FCC - Children's Sing-along - full fee	per session	Non-Statutory	Yes	3.40	3.60
FCC - Children's Sing-along - early bird	per session	Non-Statutory	Yes	3.10	3.25
FCC - Children's Sing-along - concession	per session	Non-Statutory	Yes	2.30	2.40
FCC - Children's Playgroup - full fee	per session	Non-Statutory	Yes	3.40	3.60
FCC - Children's Playgroup - early bird	per session	Non-Statutory	Yes	3.10	3.20
FCC - Children's Playgroup - Concession	per session	Non-Statutory	Yes	2.30	2.40
FCC - Children's Teeny Weeny tennis - full fee	per session	Non-Statutory	Yes	6.00	6.30
FCC - Children's Teeny Weeny tennis - early bird	per session	Non-Statutory	Yes	4.90	5.10
FCC - Children's Teeny Weeny tennis - concession	per session	Non-Statutory	Yes	4.40	4.60
FCC - Hip Hop	per term	Non-Statutory	Yes	5.00	5.00
FCC - School Aged After School Activities	per term	Non-Statutory	Yes	5.00	5.00
FCC - Adults Creative Card - full fee	per session	Non-Statutory	Yes	2.00	2.00
FCC - Adults Creative Card - early bird	per session	Non-Statutory	Yes	1.50	1.50
FCC - Adults Creative Card - concession	per session	Non-Statutory	Yes	1.00	1.00
FCC - Introduction to computers	per session	Non-Statutory	Yes	2.00	2.00
FCC - Pottery/open art	per session	Non-Statutory	Yes	5.00	5.00
FCC - Learn to sew - full fee	per session	Non-Statutory	Yes	2.00	2.10
FCC - Learn to sew - early bird	per session	Non-Statutory	Yes	1.50	1.60
FCC - Learn to sew - concession	per session	Non-Statutory	Yes	1.00	1.00
FCC - Social dance	per session	Non-Statutory	Yes	2.00	2.00
FCC - Back in the Game - full fee	per session	Non-Statutory	Yes	2.20	2.30
FCC - Tap Dancing - full fee	per session	Non-Statutory	Yes	16.50	17.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
FCC - Tap Dancing - early bird	per session	Non-Statutory	Yes	13.50	14.00
FCC - Tap Dancing - concession	per session	Non-Statutory	Yes	11.00	11.50
FCC - Back in the Game - early bird concession	per session	Non-Statutory	Yes	0.90	0.90
FCC - Back in the Game - concession	per session	Non-Statutory	Yes	1.00	1.00
FCC - Back in the Game - casual	per session	Non-Statutory	Yes	2.00	2.00
FCC - Back in the Game - early bird full fee	per session	Non-Statutory	Yes	1.70	1.80
FCC - Zumba - full fee	per session	Non-Statutory	Yes	10.00	10.50
FCC - Zumba - early bird	per session	Non-Statutory	Yes	8.00	8.50
FCC - Zumba - concession	per session	Non-Statutory	Yes	7.00	7.50
FCC - Zumba - casual	per session	Non-Statutory	Yes	12.00	12.50
FCC & BACC - Family Fun	per session	Non-Statutory	Yes	2.00	2.00
FCC - Room Hire - regular hirers-funded agency	per hour	Non-Statutory	Yes	17.50	18.50
FCC - Hall Hire - regular hirers-funded agency	per hour	Non-Statutory	Yes	26.00	27.00
FCC - Kitchen Hire - regular hirers-funded agency	per hour	Non-Statutory	Yes	17.50	18.50
FCC - Kitchen Hire - regular hirers-subsidised group	per hour	Non-Statutory	Yes	7.50	7.75
FCC - Kitchen Hire - regular hirers-community group	per hour	Non-Statutory	Yes	12.50	13.00
FCC - Kitchen Hire - regular hirers-commercial	per hour	Non-Statutory	Yes	26.00	27.50
FCC - computer use - regular hirers-subsidised	per booking	Non-Statutory	Yes	2.00	5.00
FCC - computer use - regular hirers-community group	per booking	Non-Statutory	Yes	5.00	10.00
FCC - computer use - regular hirers-funded agency	per booking	Non-Statutory	Yes	10.50	15.00
FCC - computer use - regular hirers-commercial	per booking	Non-Statutory	Yes	15.50	20.00
FCC - Room Hire - casual hirers-funded agency	per hour	Non-Statutory	Yes	21.00	22.00
FCC - Hall Hire - casual hirers-funded agency	per hour	Non-Statutory	Yes	31.00	32.50

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
FCC - Kitchen Hire - casual hirers-funded agency	per hour	Non-Statutory	Yes	21.00	22.00
FCC - Kitchen Hire - casual hirers-subsidised	per hour	Non-Statutory	Yes	8.50	9.00
FCC - Kitchen Hire - casual hirers-community group	per hour	Non-Statutory	Yes	13.50	14.00
FCC - Kitchen Hire - casual hirers-commercial	per hour	Non-Statutory	Yes	41.50	43.50
FCC - computer use - Casual hirers-subsidised	per booking	Non-Statutory	Yes	5.00	6.00
FCC - computer use - Casual hirers-community group	per booking	Non-Statutory	Yes	10.00	11.00
FCC - computer use - Casual hirers-funded agency	per booking	Non-Statutory	Yes	15.50	16.00
FCC - computer use - Casual hirers-commercial	per booking	Non-Statutory	Yes	21.00	25.00
FCC - Office Hire - funded agency - hourly	per hour	Non-Statutory	Yes	5.00	5.00
FCC - Office Hire - funded agency - half day	per booking	Non-Statutory	Yes	15.50	16.00
FCC - Office Hire - funded agency - full day	per booking	Non-Statutory	Yes	26.00	27.00
FCC - Office Hire - commercial - hourly	per hour	Non-Statutory	Yes	31.00	32.50
FCC - Office Hire - commercial - half day	per booking	Non-Statutory	Yes	93.00	97.00
FCC - Office Hire - commercial - full day	per booking	Non-Statutory	Yes	155.00	162.00
FCC - equipment hire - PA	per booking	Non-Statutory	Yes	20.00	20.00
FCC - equipment hire - Data Projector	per booking	Non-Statutory	Yes	20.00	20.00
FCC - equipment hire - Stereo	per booking	Non-Statutory	Yes	15.00	15.00
FCC - equipment hire - TV & DVD	per booking	Non-Statutory	Yes	15.00	15.00
FCC - Security Card Replacement Fee	per request	Non-Statutory	Yes	33.00	34.50
FCC - Motivate Activate - concession casual	per session	Non-Statutory	Yes	5.00	5.20
FCC - Motivate Activate - early bird concession	per session	Non-Statutory	Yes	4.50	4.60
FCC - Motivate Activate - full fee early bird	per session	Non-Statutory	Yes	6.00	6.20



<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
FCC - Motivate Activate - full fee casual	per session	Non-Statutory	Yes	10.00	10.50
BACC - basic exercise	per term	Non-Statutory	Yes	45.00	0.00
BACC - school holiday activities	per activity	Non-Statutory	Yes	2.00	0.00
BACC - skills - evening	per term	Non-Statutory	Yes	170.00	0.00
BACC - exercise - evening	per term	Non-Statutory	Yes	65.00	0.00
BACC - music and movement - early	per term	Non-Statutory	Yes	45.00	0.00
BACC - music and movement	per term	Non-Statutory	Yes	50.00	0.00
BACC - photography - early	per term	Non-Statutory	Yes	35.00	0.00
BACC - photography	per term	Non-Statutory	Yes	40.00	0.00
BACC - computers skills - early	per term	Non-Statutory	Yes	50.00	0.00
BACC - computer skills	per term	Non-Statutory	Yes	60.00	0.00
BACC - craft - early	per term	Non-Statutory	Yes	28.00	0.00
BACC - craft	per term	Non-Statutory	Yes	30.00	0.00
BACC - basic exercise (incl lunch) - early	per term	Non-Statutory	Yes	45.00	0.00
BACC - basic exercise (incl lunch)	per term	Non-Statutory	Yes	49.00	0.00
BACC - basic exercise - early	per term	Non-Statutory	Yes	40.00	0.00
BACC - basic exercise casual	per activity	Non-Statutory	Yes	7.00	0.00
BACC - exercise evening casual	per activity	Non-Statutory	Yes	10.00	0.00
Ticket sales - Youth Week Gig	ticket	Non-Statutory	Yes	15.00	10.00
Ticket Sales - Battle of Bands	ticket	Non-Statutory	Yes	10.00	1.00
Registration - Step Off	registration	Non-Statutory	Yes	35.00	35.00
Ticket Sales - Step Off Concession	ticket	Non-Statutory	Yes	33.00	33.00
Ticket Sales - Step Off Adult	ticket	Non-Statutory	Yes	43.00	43.00
FCC - Family Fun - Full Fee	per session	Non-Statutory	Yes	5.00	5.00



<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
BACC - basic exercise	per session	Non-Statutory	Yes	0.00	4.60
BACC - skills evening	per session	Non-Statutory	Yes	0.00	18.00
BACC - evening exercise	per session	Non-Statutory	Yes	0.00	6.70
BACC - music and movement early bird	per session	Non-Statutory	Yes	0.00	4.60
BACC - music and movement full fee	per session	Non-Statutory	Yes	0.00	5.20
BACC - Photography early bird	per session	Non-Statutory	Yes	0.00	3.60
BACC - Photography full fee	per session	Non-Statutory	Yes	0.00	4.10
BACC - Computer skills early bird	per session	Non-Statutory	Yes	0.00	5.20
BACC - Computer skills full fee	per session	Non-Statutory	Yes	0.00	6.20
BACC - craft early bird	per session	Non-Statutory	Yes	0.00	2.90
BACC - craft full fee	per session	Non-Statutory	Yes	0.00	3.10
BACC - basic exercise including lunch early bird	per session	Non-Statutory	Yes	0.00	4.60
BACC - basic exercise including lunch full fee	per session	Non-Statutory	Yes	0.00	5.00
BACC - basic exercise early bird	per session	Non-Statutory	Yes	0.00	4.10
BACC - basic exercise casual	per session	Non-Statutory	Yes	0.00	7.20
BACC - evening exercise casual	per session	Non-Statutory	Yes	0.00	10.50
<b>Technical Services</b>					
Minor Works - Not conducted on a roadway shoulder or pathway. Municipal road or non-arterial road on which the maximum speed limit for vehicles is greater than 50 kph	23.5 units	Statutory	No	319.60	319.60
Minor Works - Not conducted on a roadway shoulder or pathway. Municipal road or non-arterial road on which the maximum speed limit for vehicles is less than 50 kph	6 units	Statutory	No	81.60	81.60
Other than Minor Works - Conducted on a roadway shoulder or pathway. Municipal road or non-arterial road on which the	23.5 units	Statutory	No	319.60	319.60

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
maximum speed limit for vehicles is less than 50 kph					
Other than Minor Works - Not conducted on a roadway shoulder or pathway. Municipal road or non-arterial or State road on which the maximum speed limit for vehicles at any time is greater than 50 kph	43.1 units	Statutory	No	586.20	586.20
Protection of Council Assets - Inspection fee Asset Protection \$15k to <\$500k	per application	Non-Statutory	No	380.00	395.00
Protection of Council Assets - Inspection fee Asset Protection \$500k to <\$1M	per application	Non-Statutory	No	760.00	790.00
Protection of Council Assets - Inspection fee Asset Protection \$1M plus	per application	Non-Statutory	No	1,000.00	1,040.00
Stormwater Drainage - Permit residential dwelling	each	Statutory	No	62.60	64.15
Stormwater Drainage - Permit residential units	each	Statutory	No	62.60	64.15
Stormwater Drainage - Permit commercial or industrial development	each	Statutory	No	62.60	64.15
Build Over an Easement - Request	each	Non-Statutory	No	195.00	205.00
Build Over an Easement - Legal Agreement	each	Non-Statutory	No	610.00	680.00
Provision of Drainage and/or Easement Details (technical advice)	per hour	Non-Statutory	No	175.00	185.00
Road Occupancy Permit - Application Fee	each	Non-Statutory	No	115.00	120.00
Road Occupancy rate per week per square metre for first 12 weeks of occupancy (minimum payment is for 20 m2 - \$100 per week)	m2	Non-Statutory	No	6.35	6.75
Vehicle Crossing Permit plus inspection	per application	Non-Statutory	No	155.00	165.00
Work Zone Permit - Application Fee	each	Non-Statutory	No	115.00	120.00
Works Zone Permit - Residential - Min fee for a total length of less than 21m (3 month max)	maximum	Non-Statutory	No	1,250.00	1,300.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Works Zone Permit - Residential - per space (6m) for a total length of greater than 21m (3 month max)	per space	Non-Statutory	No	345.00	360.00
Works Zone Permit - Commercial / High Rise - Min fee for a total length of less than 21m (3 month max)	maximum	Non-Statutory	No	2,500.00	2,600.00
Works Zone Permit - Commercial / High Rise - per space (6m) for a total length of greater than 21m (3 month max)	per space	Non-Statutory	No	665.00	690.00
Road Closure Kits - Without delivery and pick-up	transfer station	Non-Statutory	Yes	40.00	42.00
Road Closure Kits - With delivery and pick-up	transfer station	Non-Statutory	Yes	100.00	105.00
Design Checking - Internal Drainage Designs	each	Non-Statutory	No	150.00	160.00
Design Checking - Civil Works Council Assets	each	Non-Statutory	No	195.00	205.00
Drainage Inspection Permit - Application Fee	per job	Non-Statutory	No	155.00	160.00
Parks Access Key Bond	per job	Non-Statutory	No	380.00	400.00
Civil Works Bond - Value of works \$0-\$9,999	per job	Non-Statutory	No	5,500.00	5,500.00
Civil Works Bond - Value of works \$10,000 - \$19,000	per job	Non-Statutory	No	10,000.00	10,000.00
Civil Works Bond - Value of works \$20,000 +	per job	Non-Statutory	No	20,000.00	20,000.00
Application to build on Flood Prone Land	each	Statutory	No	0.00	256.90
Supervision of Civil Works - Developer funded assets \$0-9,999	per inspection	Non-Statutory	No	175.00	185.00
Supervision of Civil Works - Developer funded assets \$10,000 - 19,999	per application	Non-Statutory	No	350.00	370.00
Supervision of Civil Works - Developer funded assets \$20,000+	per application	Non-Statutory	No	525.00	555.00
<b>City Planning</b>					
Consider the amendment	per amendment	Statutory	No	798.00	798.00
Consider of submissions and referral to panel	per submission/referral	Statutory	No	798.00	798.00
Adopt and Submit for Ministerial approval	per approval	Statutory	No	524.00	524.00
Consider and give notice of the approval of an amendment	per notice	Statutory	No	798.00	798.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Notification of Amendment - up to first 15 letters	minimum	Non-Statutory	No	132.50	140.50
Notification of Amendment - over 15 letters	per letter	Non-Statutory	No	7.75	8.20
Enquiries Strategic Planning Information - Residential	per enquiry	Non-Statutory	No	127.00	135.00
Enquiries Strategic Planning Information - Commercial	per enquiry	Non-Statutory	Yes	202.50	202.50
Photo copying charges (inclusive of GST)	A0	Non-Statutory	No	9.90	10.50
Photo copying charges (inclusive of GST)	A1	Non-Statutory	No	7.20	7.65
Photo copying charges (inclusive of GST)	A3	Non-Statutory	No	2.95	3.15
Photo copying charges (inclusive of GST) -first 20 free	A4	Non-Statutory	No	1.50	1.60
<b>Statutory Planning</b>					
Class 1 - Permit - Use	per application	Statutory	No	502.00	502.00
Class 2 - Permit - One Dwelling - \$10 001-\$100 000	per application	Statutory	No	239.00	239.00
Class 3 - Permit - One Dwelling - >\$100 000	per application	Statutory	No	490.00	490.00
Class 4 - Permit - < \$10 000	per application	Statutory	No	102.00	102.00
Class 5 - Permit - \$10 000-\$250 000	per application	Statutory	No	604.00	604.00
Class 6 - Permit - \$250 001-\$500 000	per application	Statutory	No	707.00	707.00
Class 7 - Permit - \$500 001-\$1million	per application	Statutory	No	815.00	815.00
Class 8 - Permit - \$1million-\$7million	per application	Statutory	No	1,153.00	1,153.00
Class 9 - Permit - \$7million-\$10million	per application	Statutory	No	4,837.00	4,837.00
Class 10 - Permit - \$10million-\$50million	per application	Statutory	No	8,064.00	8,064.00
Class 11 - Permit - >\$50million	per application	Statutory	No	16,130.00	16,130.00
Class 12 - Permit - Subdivision - Existing Building	per application	Statutory	No	386.00	386.00
Class 13 - Permit - Subdivision - 2 Lots	per number of lots	Statutory	No	386.00	386.00
Class 14 - Permit - Subdivision - Realignment / Consolidation	per application	Statutory	No	386.00	386.00
Class 15 - Permit - Subdivision - Other	per application	Statutory	No	781.00	781.00
Class 16 - Permit - Subdivision - Remove Restriction	per application	Statutory	No	249.00	249.00



<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Class 17 - Permit - Subdivision - Remove Restriction / Create Right of Way	per application	Statutory	No	541.00	541.00
Class 18 - Permit - Subdivision - Easements	per application	Statutory	No	404.00	404.00
Amend an Application	per amendment	Statutory	No	102.00	102.00
Class 1 - Amend a Permit - Use	per amendment	Statutory	No	502.00	502.00
Class 2 - Amend a Permit - Change Statement or Conditions	per amendment	Statutory	No	502.00	502.00
Class 3 - Amend a Permit - Single Dwelling - \$10 001 to \$100 000	per amendment	Statutory	No	239.00	239.00
Class 4 - Amend a Permit - Single Dwelling - > \$100 001	per amendment	Statutory	No	490.00	490.00
Class 5 - Amend a Permit - Single Dwelling / Subdivision - < \$10 000	per amendment	Statutory	No	102.00	102.00
Class 6 - Amend a Permit - \$10 001- \$250 000	per amendment	Statutory	No	604.00	604.00
Class 7 Amend a Permit - \$250 001- \$500 000	per amendment	Statutory	No	707.00	707.00
Class 8 - Amend a Permit - >\$500 000	per amendment	Statutory	No	815.00	815.00
Class 9 - Amend a Permit - Subdivision (existing building or 2 lots) / Realignment	per amendment	Statutory	No	386.00	386.00
Certification - Subdivision	per certification	Statutory	No	100.00	100.00
Additional fee for each allotment	per number of lots	Statutory	No	20.00	20.00
Certification - Consolidation and Other	per certification	Statutory	No	100.00	100.00
Advertising of Planning Application - up to first 15 letters	minimum	Non-Statutory	No	132.50	137.80
Advertising of Planning Application - over 15 letters	per letter	Non-Statutory	No	7.75	8.05
Advertising of Planning Application - additional charge for sign	per notice on site	Non-Statutory	No	26.50	27.55
Property Enquiries Planning Information - Residential	per enquiry	Non-Statutory	No	127.00	132.10
Property Enquiries Planning Information - Commercial	per enquiry	Non-Statutory	Yes	202.50	210.60
Extension of Time	per request	Non-Statutory	No	145.20	151.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Certificate of Compliance (Section 97N)	per compliance sought	Non-Statutory	No	177.00	184.10
Secondary Consent	per consent sought	Non-Statutory	No	124.00	128.95
Demolition (Section 29A)	per consent sought	Statutory	No	60.90	65.10
Photo copying charges (inclusive of GST)	A0	Non-Statutory	No	9.90	10.30
Photo copying charges (inclusive of GST)	A1	Non-Statutory	No	7.20	7.45
Photo copying charges (inclusive of GST)	A3	Non-Statutory	No	2.95	3.05
Photo copying charges (inclusive of GST) -first 20 free	A4	Non-Statutory	No	1.50	1.55
Secondary Consent (Enforcement)	per consent sought	Non-Statutory	Yes	530.00	551.20
Copy of Endorsed Plans or retrieval from archives	per set of plans	Non-Statutory	Yes	74.00	76.95
Section 173 Agreement - Administration Fee	per document	Non-Statutory	Yes	110.00	114.40
<b>Building, Health &amp; Property Services</b>					
Permit - Fences heaters signs reclads. Works < \$10 000	minimum	Non-Statutory	No	680.00	710.00
Permit - Swimming Pool	minimum	Non-Statutory	No	720.00	750.00
Permit - Swimming Pool Fencing	minimum	Non-Statutory	No	615.00	640.00
Permit - Garages outbuildings alterations to dwelling reblocking & recladding of dwelling. Works < \$10 000	minimum	Non-Statutory	No	685.00	715.00
Permit - works \$10 000 - \$94 000	minimum	Non-Statutory	No	960.00	1,000.00
Permit - works > \$94 001	minimum	Non-Statutory	No	1,441.00	1,500.00
Permit - New Dwelling works < \$120 000.	minimum	Non-Statutory	No	1,750.00	1,820.00
Permit - New Dwelling works > \$120 000.	minimum	Non-Statutory	No	1,935.00	2,000.00
Permit - Multi Unit Development works < \$200 000	per unit	Non-Statutory	No	2,035.00	2,120.00
Permit - Multi Unit Development works > \$200 000	per unit	Non-Statutory	No	2,356.00	2,500.00
Permit - Class 2 to Class 9 Building. Works < \$30 000.	minimum	Non-Statutory	No	1,440.00	1,500.00



<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Permit - Class 2 to Class 9 Building. Works > \$30 000.	\$ value x 1% +\$500 min fee	Non-Statutory	No	1,545.00	1,620.00
Inspection for Permits - Additional	per inspection	Non-Statutory	No	175.00	185.00
Inspection Commercial - Saturday	per inspection	Non-Statutory	No	410.00	430.00
Inspection Commercial - Sunday	per inspection	Non-Statutory	No	620.00	650.00
Inspection Domestic - Saturday	per inspection	Non-Statutory	No	480.00	500.00
Inspection Domestic - Sunday	per inspection	Non-Statutory	No	490.00	520.00
Siting Report - Relating to Res Code 1 matters for: Consent to Building over Easements Consent to build in a flood or overland drainage area Precautions over street alignment	per report	Statutory	No	238.75	250.65
Siting Inspection - Additional	per inspection	Statutory	No	238.75	250.65
Determination & or assessment of alternative designs & methods	per report	Non-Statutory	No	420.00	445.00
Extension of Permit - Minor building approvals carports garages outbuildings	per report	Non-Statutory	No	380.00	400.00
Extension of Permit - Dwelling extensions alterations new dwellings	per report	Non-Statutory	No	515.00	540.00
Extension of Permit - Class 2 3 4 5 6 7 8 and 9 buildings	per report	Non-Statutory	No	550.00	570.00
Extension of Permit - Class 2 3 4 5 6 7 8 and 9 buildings	per hour	Non-Statutory	No	185.00	195.00
Extension of Permit - Class 2 3 4 5 6 7 8 and 9 buildings	minimum	Non-Statutory	No	215.00	225.00
Document Search	per request	Non-Statutory	No	77.00	95.00
Property Information Request	per request	Statutory	No	47.60	49.90
Property Information Request - Private Building Surveyors	per request	Statutory	No	47.60	49.90
Lodgement fee - building permits relating to Single Houses and Outbuildings	per application	Statutory	No	35.70	37.40
Lodgement Fee - For building permits relating to all other buildings	per application	Statutory	No	35.70	37.40
Food Act Registration - Class 1 Premises New Registration	per application	Non-Statutory	No	780.00	816.00

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Food Act Registration - Class 1 Premises Renewal	per application	Non-Statutory	No	545.00	572.00
Food Act Registration - Class 2 Premises New Registration	per application	Non-Statutory	No	777.00	816.00
Food Act Registration - Class 2 Premises Renewal	per application	Non-Statutory	No	542.00	572.00
Food Act Registration - Class 3 Premises New Registration	per application	Non-Statutory	No	733.00	770.00
Food Act Registration - Class 3 Premises Renewal	per application	Non-Statutory	No	496.00	520.00
Food Act Registration - each employee after 10	per employee	Non-Statutory	No	24.00	25.00
Food Act Late Registration Fee	per premises	Non-Statutory	No	60.50	64.00
Annual Food Act Registration - Non Profit	per application	Non-Statutory	No	185.00	195.00
Public Health & Wellbeing Act Registration New	per application	Non-Statutory	No	290.50	305.00
Public Health & Wellbeing Act Registration renewal	per application	Non-Statutory	No	200.00	210.00
Public Health & Wellbeing Act Registration Late Payment Fee	per premises	Non-Statutory	No	60.50	64.00
Prescribed Accommodation Registration each additional person above 5	per bed	Non-Statutory	No	23.00	24.00
Application to submit plans for prescribed accommodation	per application	Non-Statutory	No	91.50	96.00
Prescribed Accommodation Registration - Accommodating 1 to 5 persons	per application	Non-Statutory	No	226.00	238.00
Request for Condition of Premises Report	per report	Non-Statutory	No	195.50	205.00
On site and Additional Inspection Fee	per inspection	Non-Statutory	No	119.00	125.00
Sharps Container Sale 1.4 Litre	per container	Non-Statutory	Yes	14.00	14.50
Sharps Container Sale 5 Litre	per container	Non-Statutory	Yes	21.00	22.00
Application & Approval for Greywater Treatment System	per application	Non-Statutory	No	216.00	226.00
Mobile Food Premises - Class 2 New registration	per application	Non-Statutory	No	777.00	816.00
Mobile Food Premises - Class 3 New registration	per application	Non-Statutory	No	733.00	770.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Food Vending Machines Registration - Class 2 new and renewal	per application	Non-Statutory	No	542.00	572.00
Food Vending Machines Registration - Class 3 new and renewal	per application	Non-Statutory	No	496.00	520.00
Transfer - Food Act	per application	Non-Statutory	No	228.00	240.00
Transfer- Public Health & Wellbeing Act	per application	Non-Statutory	No	100.00	105.00
Prescribed accommodation registration maximum fee (accommodating 15 or more persons)	per application	Non-Statutory	No	456.00	480.00
<b>Arts, Culture &amp; Libraries</b>					
Overdue Books - Maximum	maximum	Non-Statutory	No	34.00	36.00
Printing and photocopying - Black and White	per A4 page	Non-Statutory	Yes	0.20	0.20
Printing and photocopying - Black and White	per A3 page	Non-Statutory	Yes	0.40	0.40
Printing and photocopying - Colour	per A4 page	Non-Statutory	Yes	0.50	0.60
Printing and photocopying - Colour	per A3 page	Non-Statutory	Yes	1.00	1.20
Inter Library Loans - only applicable when leading library imposes fee	per loan	Non-Statutory	Yes	16.50	16.50
Training Room - Regular Hirer (Commercial Organisation)	per hour	Non-Statutory	Yes	34.50	36.00
Training Room - Casual Hirer (Commercial Organisation)	per hour	Non-Statutory	Yes	58.00	60.00
Meeting Room - Regular Hirer (Commercial Organisation)	per hour	Non-Statutory	Yes	18.00	19.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Meeting Room - Casual Hirer (Commercial Organisation)	per hour	Non-Statutory	Yes	25.00	26.00
Public Liability Insurance	per booking	Non-Statutory	Yes	22.00	22.00
Overdue Books - Maximum fine per item	maximum per item	Non-Statutory	No	5.00	5.50
Overdue Books	per item per day	Non-Statutory	No	0.25	0.25
Library Bags	per bag	Non-Statutory	Yes	2.80	3.00
Replacement Library Cards	per card	Non-Statutory	Yes	3.30	3.30
Internet Classes	per class	Non-Statutory	Yes	6.00	6.30
Training Room - Regular Hirer (Community / Not for Profit)	per hour	Non-Statutory	Yes	14.50	15.00
Meeting Room - Regular Hirer (Community / Not for Profit)	per hour	Non-Statutory	Yes	6.50	6.80
Children's school holiday event attendance	per child	Non-Statutory	Yes	3.90	4.10
Book club membership	per year	Non-Statutory	Yes	80.00	83.00
Book club membership (Concession)	per year	Non-Statutory	Yes	70.00	70.00
Laptop Hire - per laptop (Community / Not for Profit)	per hour	Non-Statutory	Yes	0.00	1.00
Laptop Hire - per laptop (Commercial)	per hour	Non-Statutory	Yes	0.00	2.50
CT - Standard Theatre Hire Bump In Rehearsal Rate	1 hour	Non-Statutory	Yes	280.00	290.00
CT - Standard Theatre Hire Performance Rate	1 hour	Non-Statutory	Yes	535.00	545.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
CT - Standard Theatre Hire Friday / Saturday Surcharge	1 hour	Non-Statutory	Yes	18.00	18.00
CT - Subsidised Theatre Hire Bump In Rehearsal Rate	1 hour	Non-Statutory	Yes	190.00	200.00
CT - Subsidised Theatre Hire Performance Rate	1 hour	Non-Statutory	Yes	480.00	505.00
CT - Subsidised Theatre Hire Friday / Saturday Surcharge	1 hour	Non-Statutory	Yes	18.00	18.00
CT - Performance - Supervising Technician	per hour	Non-Statutory	Yes	55.00	56.00
CT - Performance - Theatre Technician	per hour	Non-Statutory	Yes	50.00	51.00
CT - Performance - Duty Manager	per hour	Non-Statutory	Yes	57.00	58.00
CT - Performance - Usher	per hour	Non-Statutory	Yes	49.00	50.00
CT - Pascoe Room Hire	per 4 hours	Non-Statutory	Yes	525.00	525.00
CT - Pascoe Room Hire	per 8 hours	Non-Statutory	Yes	1,050.00	1,050.00
CT - Balcony Tower Room Hire	per 4 hours	Non-Statutory	Yes	262.50	262.50
CT - Balcony Tower Room Hire	per 8 hours	Non-Statutory	Yes	525.00	525.00
CT - Balcony Room Hire	per 4 hours	Non-Statutory	Yes	131.25	131.25
CT - Balcony Room Hire	per 8 hours	Non-Statutory	Yes	262.50	262.50
CT - Tower Room Hire	per 4 hours	Non-Statutory	Yes	131.25	131.25
CT - Tower Room Hire	per 8 hours	Non-Statutory	Yes	262.50	262.50
CT - The Studio	per 4 hours	Non-Statutory	Yes	131.50	131.50
CT - Pascoe Room Hire - Subsidised	per 4 hours	Non-Statutory	Yes	262.50	262.50
CT - Pascoe Room Hire - Subsidised	per 8 hours	Non-Statutory	Yes	525.00	525.00
CT - Balcony Tower Room Hire - Subsidised	per 4 hours	Non-Statutory	Yes	131.25	131.25
CT - Balcony Tower Room Hire - Subsidised	per 8 hours	Non-Statutory	Yes	262.50	262.50
CT - Balcony Room Hire - Subsidised	per 4 hours	Non-Statutory	Yes	65.00	65.00
CT - Balcony Room Hire - Subsidised	per 8 hours	Non-Statutory	Yes	131.25	131.25



<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
CT - Tower Room Hire - Subsidised	per 4 hours	Non-Statutory	Yes	65.00	65.00
CT - Tower Room Hire - Subsidised	per 8 hours	Non-Statutory	Yes	131.25	131.25
CT - The Studio - Subsidised	per 4 hours	Non-Statutory	Yes	65.00	65.00
CT - The Studio - as Dressing Room	per day	Non-Statutory	Yes	200.00	205.00
CT - Pascoe Room North - as Dressing Room	per day	Non-Statutory	Yes	250.00	262.50
CT - Pascoe Room - as Dressing Room	per day	Non-Statutory	Yes	500.00	525.00
<b>Operations</b>					
Hard Waste - Boot load	transfer station	Non-Statutory	Yes	29.00	30.50
Hard Waste - Station wagon	transfer station	Non-Statutory	Yes	51.00	53.50
Hard Waste - Single trailer utility or van	transfer station	Non-Statutory	Yes	78.00	81.50
Hard Waste - Single trailer heaped load	transfer station	Non-Statutory	Yes	130.00	136.00
Hard Waste - Single trailer high sides	transfer station	Non-Statutory	Yes	230.00	240.00
Hard Waste - Tandem trailer	transfer station	Non-Statutory	Yes	145.00	152.00
Hard Waste - Tandem trailer heaped load	transfer station	Non-Statutory	Yes	240.00	250.00
Hard Waste - Tandem trailer high sides	transfer station	Non-Statutory	Yes	430.00	450.00
Hard Waste Pension Rate - Boot load	transfer station	Non-Statutory	Yes	28.00	29.00
Hard Waste Pension Rate - Station wagon	transfer station	Non-Statutory	Yes	48.00	50.00
Hard Waste Pension Rate - Single trailer utility or van	transfer station	Non-Statutory	Yes	74.00	77.00
Hard Waste Pension Rate - Single trailer heaped load	transfer station	Non-Statutory	Yes	122.00	128.00
Hard Waste Pension Rate - Single trailer high sides	transfer station	Non-Statutory	Yes	220.00	230.00
Hard Waste Pension Rate - Tandem trailer	transfer station	Non-Statutory	Yes	139.00	145.00
Hard Waste Pension Rate - Tandem trailer heaped load	transfer station	Non-Statutory	Yes	230.00	240.00
Hard Waste Pension Rate - Tandem trailer high sides	transfer station	Non-Statutory	Yes	410.00	430.00



<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Green Waste - Boot load	transfer station	Non-Statutory	Yes	15.00	16.00
Green Waste - Station wagon	transfer station	Non-Statutory	Yes	33.00	34.50
Green Waste - Single trailer utility or van	transfer station	Non-Statutory	Yes	52.00	54.50
Green Waste - Single trailer heaped load	transfer station	Non-Statutory	Yes	66.00	69.00
Green Waste - Single trailer high sides	transfer station	Non-Statutory	Yes	120.00	125.00
Green Waste - Tandem trailer	transfer station	Non-Statutory	Yes	93.00	97.00
Green Waste - Tandem trailer heaped load	transfer station	Non-Statutory	Yes	137.00	143.00
Green Waste - Tandem trailer high sides	transfer station	Non-Statutory	Yes	225.00	236.00
Mattress - Single double queen or king size	transfer station	Non-Statutory	Yes	34.00	35.00
Unseparated Waste Surcharge - Boot load	transfer station	Non-Statutory	Yes	21.00	22.00
Tyre - Car	transfer station	Non-Statutory	Yes	15.00	15.50
Tyre - Light truck	transfer station	Non-Statutory	Yes	28.00	29.50
Tyre - Small truck	transfer station	Non-Statutory	Yes	32.00	33.50
Tyre - Large truck or tractor	transfer station	Non-Statutory	Yes	55.00	57.50
Gas bottles	transfer station	Non-Statutory	Yes	11.00	11.50
Landfill 120 Litre Bin - supply for new service - residential	unit	Non-Statutory	Yes	73.00	76.50
Landfill 240 Litre Bin - supply for new service - residential share	unit	Non-Statutory	Yes	86.00	90.00
Landfill 240 Litre Bin - supply for new service - commercial	unit	Non-Statutory	Yes	86.00	90.00
Recycle 120 Litre Bin - supply of new service - residential	unit	Non-Statutory	Yes	73.00	76.50
Recycle 240 Litre Bin - supply for new service - residential	unit	Non-Statutory	Yes	86.00	90.00
Recycle 240 Litre Bin - supply for new service - commercial	unit	Non-Statutory	Yes	86.00	90.00
Recycle 360 Litre Bin - supply for new service - residential	unit	Non-Statutory	Yes	142.00	150.00
Recycle 360 Litre Bin - upgrade from 240 litre - residential	unit	Non-Statutory	Yes	78.00	82.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
<b>Infrastructure Services</b>					
Road Opening Reinstatements - Arterial Road	minimum	Non-Statutory	Yes	588.00	618.00
Road Opening Reinstatements - Arterial Road	per square metre	Non-Statutory	Yes	294.00	309.00
Road Opening Reinstatements - Local Road	minimum	Non-Statutory	Yes	378.00	397.00
Road Opening Reinstatements - Local Road	per square metre	Non-Statutory	Yes	189.00	199.00
Road Opening Reinstatements - Vehicle Crossings - Industrial	minimum	Non-Statutory	Yes	672.00	706.00
Road Opening Reinstatements - Vehicle Crossings - Industrial	per square metre	Non-Statutory	Yes	336.00	353.00
Road Opening Reinstatements - Vehicle Crossings - residential concrete or asphalt	minimum	Non-Statutory	Yes	483.00	508.00
Road Opening Reinstatements - Vehicle Crossings - residential concrete or asphalt	per square metre	Non-Statutory	Yes	241.50	254.00
Road Opening Reinstatements - Bluestone and brick paving	minimum	Non-Statutory	Yes	630.00	662.00
Road Opening Reinstatements - Bluestone and brick paving	per square metre	Non-Statutory	Yes	315.00	331.00
Road Opening Reinstatements - Concrete kerb and channel	minimum	Non-Statutory	Yes	556.50	584.00
Road Opening Reinstatements - Concrete kerb and channel	per lineal metre	Non-Statutory	Yes	278.25	292.20
Road Opening Reinstatements - Bluestone kerb and channel	minimum	Non-Statutory	Yes	672.00	705.60
Road Opening Reinstatements - Bluestone kerb and channel	per lineal metre	Non-Statutory	Yes	336.00	352.80
Road Opening Reinstatements - Asphalt and concrete paths	minimum	Non-Statutory	Yes	493.50	518.20
Road Opening Reinstatements - Asphalt and concrete paths	per square metre	Non-Statutory	Yes	246.75	259.10
Stormwater Drainage - Inspection	minimum	Non-Statutory	No	157.50	165.40
Road Opening Reinstatements - Arterial Road Traffic Management	minimum	Non-Statutory	Yes	1,407.00	1,600.00
Park Hire - Filming Commercial rate half day 7am-12pm	per half day	Non-Statutory	Yes	625.00	650.00
Park Hire - Filming Commercial rate full day 7am-5pm	full day	Non-Statutory	Yes	1,240.00	1,290.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Park Hire - Fireworks Commercial Fee half day 5pm -11pm	half day	Non-Statutory	Yes	705.00	735.00
Park Hire - Fireworks Commercial full day 7am-11pm	full day	Non-Statutory	Yes	1,410.00	1,475.00
Athletics Track - Moonee Valley School Carnival	per day	Non-Statutory	Yes	400.00	417.00
Athletics Track - Non Moonee Valley School Carnival	per day	Non-Statutory	Yes	475.00	495.00
Athletics Track - Association School Carnival	per day	Non-Statutory	Yes	610.00	635.00
Athletics Track - Training Session Local School	per hour	Non-Statutory	Yes	54.00	56.50
Athletics Track - Training Sessions non MVCC school	per hour	Non-Statutory	Yes	67.00	70.00
Athletics Track - Coaching Hire	per hour	Non-Statutory	Yes	82.00	86.00
Park Hire - Personal Training - Category A - 3 or more sessions per week	6 months	Non-Statutory	Yes	700.00	730.00
Park Hire - Personal Training - Category A - 3 or more sessions per week	12 months	Non-Statutory	Yes	1,170.00	1,220.00
Park Hire - Personal Training - Category B - 2 or less sessions per week	annual	Non-Statutory	Yes	305.00	317.50
Park Hire - Personal Training - Category C - casual booking	per session	Non-Statutory	Yes	15.50	16.25
Park Hire - Personal Training - Crown Land License	annual	Statutory	No	240.00	289.00
Park Hire - Personal Training - Crown Land Use Fee	per person	Statutory	No	2.30	2.30
Park Hire - Personal Training - Business Permit	annual	Non-Statutory	Yes	61.00	63.50
Replacement Park or Pavilion Key	per unit	Non-Statutory	Yes	48.00	50.00
Casual Hire - Sports Ground - half day	half day	Non-Statutory	Yes	33.00	34.50
Casual Hire - Sports Ground - day hire fee	per day	Non-Statutory	Yes	65.00	68.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Sporting Ground - Association Finals or Tournaments	per match after second Sunday in march as per seasonal allocation dates	Non-Statutory	Yes	12.00	12.50
Winter grade 1 sports field - senior team	per team	Non-Statutory	Yes	300.00	313.00
Winter grade 1 sports field - junior team	per team	Non-Statutory	Yes	150.00	156.50
Winter grade 2 sports field - senior team	per team	Non-Statutory	Yes	240.00	250.00
Winter grade 2 sports field - junior team	per team	Non-Statutory	Yes	120.00	125.00
Winter grade 3 sports field - senior team	per team	Non-Statutory	Yes	180.00	187.50
Winter grade 3 sports field - junior team	per team	Non-Statutory	Yes	90.00	94.00
Winter grade 4 sports field - senior team	per team	Non-Statutory	Yes	120.00	125.00
Winter grade 4 sports field - junior team	per team	Non-Statutory	Yes	60.00	62.50
Summer grade 1 sports field - senior team	per team	Non-Statutory	Yes	300.00	313.00
Summer grade 1 sports field - junior team	per team	Non-Statutory	Yes	150.00	156.50
Summer grade 2 sports field - senior team	per team	Non-Statutory	Yes	240.00	250.00
Summer grade 2 sports field - junior team	per team	Non-Statutory	Yes	120.00	125.00
Summer grade 3 sports field - senior team	per team	Non-Statutory	Yes	180.00	187.50
Summer grade 3 sports field - junior team	per team	Non-Statutory	Yes	90.00	94.00
Summer grade 4 sports field - senior team	per team	Non-Statutory	Yes	120.00	125.00
Summer grade 4 sports field - junior team	per team	Non-Statutory	Yes	60.00	62.50
Replacement Pavilion Access Card		Non-Statutory	Yes	20.00	21.00
Essendon Traffic School - Education Session - MV Schools	multiple session bookings	Non-Statutory	Yes	63.00	66.00
Essendon Traffic School - Education Session - MV Schools	single session booking	Non-Statutory	Yes	94.00	98.00



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Essendon Traffic School - Education Session - Non MV Schools	multiple session bookings	Non-Statutory	Yes	78.00	82.00
Essendon Traffic School - Education Session - Non MV Schools	single session booking	Non-Statutory	Yes	120.00	125.00
Essendon Traffic School - Education Multiple Session - MV Special Schools (12 or less participants)	multiple session bookings	Non-Statutory	Yes	52.00	55.00
Essendon Traffic School - Education Single Session - MV Special Schools (12 or less participants)	single session booking	Non-Statutory	Yes	78.00	82.00
Essendon Traffic School - Education Single Session - NON MV Special Schools (12 or less participants)	single session booking	Non-Statutory	Yes	100.00	104.00
Essendon Traffic School - Education Multiple Session - NON MV Special Schools (12 or less participants)	multiple session bookings	Non-Statutory	Yes	63.00	66.00
Essendon Traffic School - Private Hire Bookings - MV Resident	per session	Non-Statutory	Yes	185.00	193.00
Essendon Traffic School - Private Hire Bookings - MV Resident Monday - Wednesday nights	per session	Non-Statutory	Yes	145.00	150.00
Essendon Traffic School - Private Hire - Non MV Resident	per session	Non-Statutory	Yes	250.00	260.00
Essendon Traffic School - Private Hire Bookings - Non MV Resident Monday - Wednesday nights	per session	Non-Statutory	Yes	215.00	225.00
Essendon Traffic School - Private Hire Bookings - Not for Profit	per session	Non-Statutory	Yes	85.00	90.00
Essendon Traffic School - Public Weekend & Holiday Sessions	per child	Non-Statutory	Yes	6.50	8.00
Essendon Traffic School - Public Weekend & Holiday Sessions - family rate	per child (for three or more children)	Non-Statutory	Yes	5.50	7.00
AVLC Membership Direct Debit-Teen Concession unrestricted	per fortnight	Non-Statutory	Yes	38.00	28.00
AVLC Membership Direct Debit - Pryme Movers	per fortnight	Non-Statutory	Yes	30.00	31.20
AVLC Membership Direct Debit - Joining fee	per membership	Non-Statutory	Yes	105.00	110.00
AVLC Health & Wellness - 12 Month	per membership	Non-Statutory	Yes	1,310.00	1,365.00
AVLC Health & Wellness - 12 Month Concession	per membership	Non-Statutory	Yes	1,065.00	1,137.50

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
AVLC Health & Wellness - 12 Month Restricted	per membership	Non-Statutory	Yes	1,070.00	1,137.50
AVLC Health & Wellness - 12 Month Restricted Renewal	per membership	Non-Statutory	Yes	965.00	1,027.50
AVLC Health & Wellness - 3 Month	per membership	Non-Statutory	Yes	506.00	526.00
AVLC Aquatic Membership - 12 Month	per membership	Non-Statutory	Yes	731.00	760.00
AVLC Health and Wellness	per fortnight	Non-Statutory	Yes	46.80	48.00
AVLC Health and Wellness concession	per fortnight	Non-Statutory	Yes	37.55	39.00
AVLC Health and Wellness restricted	per fortnight	Non-Statutory	Yes	37.55	39.00
AVLC Health and Wellness Community Group Term Concession	3 month	Non-Statutory	Yes	221.50	230.00
AVLC Aquatic	per fortnight	Non-Statutory	Yes	27.60	28.70
AVLC Aquatic Membership Concession	per fortnight	Non-Statutory	Yes	22.30	23.90
AVLC Aquatic restricted	per fortnight	Non-Statutory	Yes	22.25	23.90
AVLC Aquatic Membership	per membership	Non-Statutory	Yes	738.00	768.00
AVLC Aquatic Membership Concession	per membership	Non-Statutory	Yes	663.00	690.00
AVLC Aquatic Membership Restricted	per membership	Non-Statutory	Yes	663.10	690.00
AVLC Aquatic Membership Restricted Renewal	per membership	Non-Statutory	Yes	558.00	580.00
AVLC Aquatic Membership Renewal	per membership	Non-Statutory	Yes	638.00	664.00
AVLC Childcare Crèche - Member	per session	Non-Statutory	Yes	6.20	6.40
AVLC Childcare Crèche - Casual	per session	Non-Statutory	Yes	10.50	10.90
AVLC Childcare Crèche - 6 Multi Visit Pass- Member	per session	Non-Statutory	Yes	37.00	38.40
AVLC Childcare Crèche - 6 Multi Visit Pass- Non member	per session	Non-Statutory	Yes	65.00	65.40
AVLC Childcare Crèche - 15 Multi Visit Card- Member	per item	Non-Statutory	Yes	92.45	96.00
AVLC Childcare Crèche - 15 Multi Visit Card- Non Member	per item	Non-Statutory	Yes	160.00	163.50



<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
AVLC Childcare Crèche - 25 Multi Visit Card	per item	Non-Statutory	Yes	155.00	160.00
AVLC Childcare Crèche - 25 Multi Visit Card- Non Member	per item	Non-Statutory	Yes	265.00	272.50
AVLC Childcare Occasional Care - 1st child	per hour	Non-Statutory	Yes	12.20	12.70
AVLC Childcare Occasional Care - 10 Visit Card	per item	Non-Statutory	Yes	122.00	127.00
AVLC- Birthday Parties	per person	Non-Statutory	Yes	31.00	32.00
AVLC Aquatic - Adult Swim Casual	per person	Non-Statutory	Yes	5.60	5.80
AVLC Aquatic - Child Swim Casual	per person	Non-Statutory	Yes	4.60	4.80
AVLC Aquatic - Concession Swim Casual	per person	Non-Statutory	Yes	4.60	4.80
AVLC Aquatic - Family Swim Casual	per person	Non-Statutory	Yes	15.30	16.00
AVLC Aquatic - 25 Adult Multi Visit Card Casual	per item	Non-Statutory	Yes	126.00	131.00
AVLC Aquatic - 25 Child Multi Visit Card Casual	per item	Non-Statutory	Yes	105.50	109.50
AVLC Swim / Sauna / Steam / Spa - Casual	per person	Non-Statutory	Yes	12.80	13.30
AVLC Swim / Sauna / Steam / Spa - Concession	per person	Non-Statutory	Yes	9.80	10.20
AVLC Swim / Sauna / Steam / Spa - 10 Multi Visit Card	per item	Non-Statutory	Yes	106.00	110.00
AVLC Aqua Aerobics - Adult Casual	per person	Non-Statutory	Yes	11.20	11.60
AVLC Aqua Aerobics - Concession Casual	per person	Non-Statutory	Yes	8.30	8.60
AVLC Aqua Aerobics - Active Adults Casual	per person	Non-Statutory	Yes	8.30	8.60
AVLC Aqua Aerobics - 10 Multi Visit Card	per item	Non-Statutory	Yes	93.60	97.20
AVLC Aqua Aerobics - Pryme Mover 10 Multi Visit Card	per item	Non-Statutory	Yes	66.60	69.50
AVLC Aqua Aerobics - Rehabilitation classes	per person	Non-Statutory	Yes	5.60	5.80
AVLC Swim Lessons - Private 1st person	per person	Non-Statutory	No	60.80	63.00
AVLC Swim Lessons - Aquatic Education Membership	per fortnight	Non-Statutory	No	29.30	30.00
AVLC Schools - Swim Lessons - Swim Lessons (YMCA Instructor)	per lane per half hour	Non-Statutory	No	34.60	36.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
AVLC Group Fitness - Adult Casual	per person	Non-Statutory	Yes	17.10	17.80
AVLC Group Fitness - Concession Casual	per person	Non-Statutory	Yes	12.50	13.00
AVLC Group Fitness 10 Multi Visit Card - Casual	per item	Non-Statutory	Yes	160.00	166.00
AVLC Healthclub - Adult Casual	per person	Non-Statutory	Yes	21.10	22.00
AVLC Healthclub - Concession Casual	per person	Non-Statutory	Yes	16.50	17.10
AVLC Healthclub 10 Multi Visit Card - Casual	per item	Non-Statutory	Yes	190.00	200.00
AVLC Program Room - Casual Hire	per hour	Non-Statutory	Yes	65.00	67.50
AVLC Swimming Pool per lane Peak - Casual Hire	per hour	Non-Statutory	No	50.00	52.00
AVLC Women's only swimming	per session	Non-Statutory	Yes	5.65	5.80
AVLC Warm Water Pool - Casual Hire	per hour	Non-Statutory	Yes	73.00	76.00
AVLC Warm Water Pool - Casual Hire	per half hour	Non-Statutory	Yes	42.65	44.00
AVLC Sports Hall - Casual Hire	per hour	Non-Statutory	Yes	50.00	75.00
AVLC Crèche Room - Casual Hire	per hour	Non-Statutory	Yes	50.00	52.00
AVLC Disability Access Program	per person	Non-Statutory	Yes	5.00	5.20
AVLC Locker Hire - Casual Hire	per person	Non-Statutory	Yes	2.00	2.00
AVLC Members Program	Per item	Non-Statutory	Yes	0.00	400.00
AVLC Youth Gym Membership	Per fortnight	Non-Statutory	Yes	20.70	21.00
AVLC Workcover Membership - 3 months	per membership	Non-Statutory	Yes	505.00	525.00
AVLC Personal Trainer Debit	per fortnight	Non-Statutory	Yes	624.00	620.00
AVLC Aquatics Debit - Child	per fortnight	Non-Statutory	Yes	5.72	5.80
AVLC Workcover Membership - 12 months	per membership	Non-Statutory	Yes	1,254.24	1,305.00
AVLC squad lane hire	per hour	Non-Statutory	Yes	37.00	38.00
EKLC Swim - Adult	per person	Non-Statutory	Yes	5.45	5.70

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
EKLC Swim - Child/concession	per person	Non-Statutory	Yes	4.60	4.80
EKLC Swim - Family 10 Visit Pass	per item	Non-Statutory	Yes	146.02	145.40
EKLC Swim - Spectator Fee	per person	Non-Statutory	No	2.39	2.50
EKLC Swim - Club (per member)	per person	Non-Statutory	Yes	3.59	3.75
EKLC Swim - Schools (per student)	per person	Non-Statutory	Yes	3.28	3.40
EKLC Swim, Steam & Spa	per person	Non-Statutory	Yes	11.80	12.30
EKLC Swim, Steam & Spa - Concession	per person	Non-Statutory	Yes	9.98	10.40
EKLC Swim, spa & Steam after class	per person	Non-Statutory	Yes	2.60	2.70
EKLC Swim, Steam & Spa - 10 Visit pass	per item	Non-Statutory	Yes	106.08	110.70
EKLC Swim, Steam & Spa - Concession - 10 Visit pass	per item	Non-Statutory	Yes	90.06	93.60
EKLC Swim - Lessons 16 weeks up front (Premier)	per item	Non-Statutory	No	220.69	229.60
EKLC Swim - Lessons Premier (Direct Debit)	per lesson	Non-Statutory	No	13.78	14.35
EKLC Swim - Lessons Club (Direct Debit)	per lesson	Non-Statutory	No	15.29	15.90
EKLC Swim - Lessons 16 weeks up front (Club)	per item	Non-Statutory	No	244.04	254.40
EKLC Locker Hire	per item	Non-Statutory	Yes	3.02	3.10
EKLC Swim - Special Needs	per lesson	Non-Statutory	Yes	16.59	18.00
EKLC Swim - Private Lesson 1 on 1	per lesson	Non-Statutory	No	36.40	37.85
EKLC Waterslide	per 5 rides	Non-Statutory	Yes	4.26	4.45
EKLC Adult Supersplash Pass	per visit	Non-Statutory	Yes	12.69	13.20
EKLC Child/concession Supersplash Pass	per visit	Non-Statutory	Yes	11.28	11.75
EKLC Family Supersplash Pass	per visit	Non-Statutory	Yes	37.60	39.10
EKLC Waterslide Hire	per hour	Non-Statutory	Yes	84.40	87.60
EKLC Indoor Pool Lane Hire	per hour	Non-Statutory	Yes	39.42	41.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
EKLC Outdoor Pool Lane Hire	per hour	Non-Statutory	Yes	39.52	41.00
EKLC Outdoor Pool Hire	per hour	Non-Statutory	Yes	208.21	216.00
EKLC Crèche - Casual	per visit	Non-Statutory	No	7.64	8.40
EKLC Crèche - Members single	per visit	Non-Statutory	No	4.52	5.00
EKLC Crèche Fine	per item	Non-Statutory	No	5.41	5.60
EKLC child membership (12 month Minimum)	per month	Non-Statutory	Yes	28.13	30.95
EKLC child membership (month to month)	per month	Non-Statutory	Yes	32.66	35.90
EKLC Aerobics - Casual Session	per person	Non-Statutory	Yes	13.16	13.70
EKLC Active Seniors - Older Adults 10 pass	per item	Non-Statutory	Yes	64.74	67.50
EKLC Gym - Casual Teen Gym	per person	Non-Statutory	Yes	6.66	6.90
EKLC Teen Gym - 10 visit card	per item	Non-Statutory	Yes	59.90	62.10
EKLC Gym - COTA	per person	Non-Statutory	Yes	7.23	7.50
EKLC Gym - Casual Gym/Cardio	per person	Non-Statutory	Yes	19.81	20.60
EKLC Gym - School Groups	per person	Non-Statutory	Yes	9.62	10.00
EKLC Premier Membership (12 month min)	per month	Non-Statutory	Yes	80.81	79.50
EKLC Premier Membership Concession (12 month min)	per month	Non-Statutory	Yes	68.74	67.50
EKLC Club Membership (No Commitment)	per month	Non-Statutory	Yes	89.86	86.40
EKLC Club Membership Concession (No Commitment)	per month	Non-Statutory	Yes	76.39	73.45
EKLC Active Seniors/Teen Gym (12 month min)	per month	Non-Statutory	Yes	49.76	49.75
EKLC Active Seniors/Teen Gym (No Commitment)	per month	Non-Statutory	Yes	56.26	56.25
EKLC Premier Aquatic (12 month min)	per month	Non-Statutory	Yes	54.70	56.80
EKLC Club Aquatic (month to month)	per month	Non-Statutory	Yes	61.78	64.25
EKLC Premier Aquatic Concession (12 month min)	per month	Non-Statutory	Yes	46.49	48.35

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
EKLC Club Aquatic Concession (month to month)	per month	Non-Statutory	Yes	52.57	54.65
EKLC MVCC (12 month min)	per month	Non-Statutory	Yes	45.60	47.45
EKLC MVCC (month to month)	per month	Non-Statutory	Yes	51.53	53.60
EKLC 12 Month Term	per item	Non-Statutory	Yes	1,073.70	1,097.20
EKLC 12 Month Term Concession	per item	Non-Statutory	Yes	928.93	951.60
EKLC 3 Month Term	per item	Non-Statutory	Yes	407.47	416.00
EKLC 3 Month Term Concession	per item	Non-Statutory	Yes	356.62	364.00
EKLC Aquatic 12 Month Term	per item	Non-Statutory	Yes	660.40	686.80
EKLC Aquatic 3 Month Term	per item	Non-Statutory	Yes	269.36	280.15
EKLC Work Cover 3 Month Term	per item	Non-Statutory	Yes	438.72	456.25
EKLC Active Seniors 12 month term	per item	Non-Statutory	Yes	597.00	620.90
EKLC Active Seniors 3 Month Term	per item	Non-Statutory	Yes	253.29	263.40
EKLC PT Member 1 hour	per session	Non-Statutory	Yes	64.17	66.75
EKLC PT Member 1/2 hour	per session	Non-Statutory	Yes	34.89	36.30
EKLC PT Start up package	per item	Non-Statutory	Yes	78.78	81.95
Lost Card	per item	Non-Statutory	Yes	5.67	5.90
EKLC Children's' Birthday Parties (min of 12)	per child	Non-Statutory	Yes	21.63	22.50
EKLC Start-up Fee	per member	Non-Statutory	Yes	104.62	108.80
EKLC squad lane hire	per hour	Non-Statutory	Yes	36.40	38.00
Synthetic Pitch - Moonee Valley Club/School Full Pitch	per hour	Non-Statutory	Yes	84.08	87.45
Synthetic Pitch - Non Moonee Valley Club/School Full Pitch	per hour	Non-Statutory	Yes	113.57	118.10
Synthetic Pitch - Match Moonee Valley Club	flat fee	Non-Statutory	Yes	147.58	153.50
Synthetic Pitch - Match Non Moonee Valley Club	flat fee	Non-Statutory	Yes	184.44	191.80



<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
QPSP Swim - Adult	per swim	Non-Statutory	Yes	5.50	5.70
QPSP Swim - Concession	per swim	Non-Statutory	Yes	4.60	4.80
QPSP Swim - Child	per swim	Non-Statutory	Yes	4.60	4.80
QPSP Swim - Family entry (max 4 persons, not transferable)	per swim	Non-Statutory	Yes	14.09	16.00
QPSP Swim - Adult 10 entry pass	per person	Non-Statutory	Yes	51.95	54.00
QPSP Swim - Concession/Child 10 entry pass	per person	Non-Statutory	Yes	43.26	45.00
QPSP Swim Season pass - Adult	per season	Non-Statutory	Yes	183.87	190.00
QPSP Swim Season pass - Concession	per season	Non-Statutory	Yes	156.83	162.00
QPSP Swim Season pass - Child (under 15 years)	per season	Non-Statutory	Yes	156.83	162.00
QPSP Swim Season pass - Family (max 4, not transferable)	per season	Non-Statutory	Yes	281.22	292.00
QPSP Aquatic Education (1st, 2nd & 3rd child)	per person per lesson	Non-Statutory	Yes	13.52	14.00
QPSP Lane hire	per hour	Non-Statutory	Yes	39.52	41.00
QPSP Full Day Carnival	per hour	Non-Statutory	Yes	208.21	216.00
QPSP Carnival entry	per person	Non-Statutory	Yes	2.29	2.40
QPSP Locker Hire	per locker	Non-Statutory	Yes	2.18	2.30
Birthday Party (Catered)	per person	Non-Statutory	Yes	16.22	18.00
RGTC 9 Hole Members - Weekday	fee	Non-Statutory	Yes	15.81	16.25
RGTC 9 Hole Casual - Weekday	fee	Non-Statutory	Yes	20.50	21.20
RGTC 9 Hole Aged Pensioner/ Junior - Weekday	fee	Non-Statutory	Yes	14.40	14.40
RGTC 9 Hole Casual - Weekend	fee	Non-Statutory	Yes	21.50	22.50
RGTC 18 Hole Casual - Weekday	fee	Non-Statutory	Yes	25.01	25.75
RGTC 18 Hole Aged Pensioner/ junior - Weekday	fee	Non-Statutory	Yes	18.20	18.75
RGTC 18 Hole Members - Weekday	fee	Non-Statutory	Yes	21.79	22.50



<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
RGTC 18 Hole Casual - Weekend	fee	Non-Statutory	Yes	26.21	27.00
RGTC 9 Hole Senior - Weekday	fee	Non-Statutory	Yes	18.20	18.75
RGTC 18 Hole Members - Weekend	fee	Non-Statutory	Yes	21.79	22.50
RGTC Annual Gold Pass	per year	Non-Statutory	Yes	599.00	617.50
RGTC Annual Gold Pass Aged Pensioners	per year	Non-Statutory	Yes	549.00	565.75
RGTC Gold Pass - Monthly Direct Debit	per month	Non-Statutory	Yes	58.45	60.00
RGTC Facility membership	per month	Non-Statutory	Yes	111.44	114.50
RGTC Driving Range - 25 ball bucket	bucket of 25	Non-Statutory	Yes	7.18	7.20
RGTC Driving Range - 50 ball bucket	bucket of 50	Non-Statutory	Yes	10.50	10.85
RGTC Driving Range - 50 ball bucket Pensioner / Junior	bucket of 50	Non-Statutory	Yes	7.07	7.20
RGTC Driving Range - 100 ball bucket	bucket of 100	Non-Statutory	Yes	17.99	18.50
RGTC Driving Range - 100 ball bucket Pensioner / Junior	bucket of 100	Non-Statutory	Yes	14.09	14.50
RGTC Driving Range - 50 ball bucket Seniors	bucket of 50	Non-Statutory	Yes	9.57	10.00
RGTC Driving Range - 100 ball bucket Senior	bucket of 100	Non-Statutory	Yes	16.17	16.50
RGTC Golf - 30 min Private Lesson	per lesson	Non-Statutory	Yes	63.05	63.50
RGTC Golf - 45 min Private Lesson	per lesson	Non-Statutory	Yes	82.20	82.20
RGTC Golf - 60 min Private Lesson	per lesson	Non-Statutory	Yes	107.15	107.15
RGTC Golf - 5 Lessons by 45 min	per 5 lessons	Non-Statutory	Yes	368.20	379.50
RGTC Golf - 5 Lessons by 60 min	per 5 lessons	Non-Statutory	Yes	488.80	504.00
RGTC Golf - 5 week Adult Clinic (1 hour) Clinic	5 week adult	Non-Statutory	Yes	168.74	174.50
RGTC Golf - Junior Group Coaching Direct Debit (60 min)	per lesson	Non-Statutory	Yes	21.11	21.60
RGTC Golf - Junior Group Coaching Direct Debit (90 min)	per lesson	Non-Statutory	Yes	31.35	32.25
RGTC Golf - Junior coaching 30min (private direct debit)	per fortnight	Non-Statutory	Yes	50.80	52.50

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
RGTC Golf - Junior coaching 45min (private direct debit)	per fortnight	Non-Statutory	Yes	68.64	70.75
RGTC Golf - Junior coaching 60min (private direct debit)	per fortnight	Non-Statutory	Yes	99.48	100.00
RGTC Golf - Snag Golf	per fortnight	Non-Statutory	Yes	13.83	13.90
RGTC Golf - Ladies clinics	per lesson	Non-Statutory	Yes	38.12	39.50
RGTC Mini Golf - Adult / Child / Family	per person	Non-Statutory	Yes	7.18	7.20
RGTC Mini Golf - Party Hire	per person	Non-Statutory	Yes	20.23	20.50
RGTC Tennis - Launch Pad 30 Min group	per lesson	Non-Statutory	Yes	13.88	14.30
RGTC Tennis - Junior 30min lessons (group)	per lesson	Non-Statutory	Yes	13.88	14.25
RGTC Tennis - Junior 45min lessons (group)	per lesson	Non-Statutory	Yes	17.42	18.00
RGTC Tennis - Junior squads (60 Min)	per lesson	Non-Statutory	Yes	22.52	23.25
RGTC Tennis - Junior squads (90 Min)	per lesson	Non-Statutory	Yes	28.13	28.80
RGTC Tennis - Junior squads (120 Min)	per lesson	Non-Statutory	Yes	33.50	34.50
RGTC Tennis - Junior 30min lessons (private)	per lesson	Non-Statutory	Yes	38.64	39.25
RGTC Tennis - Junior 45min lessons (private)	per lesson	Non-Statutory	Yes	57.98	59.75
RGTC Tennis - Junior 60min lessons (private)	per lesson	Non-Statutory	Yes	76.08	78.50
RGTC Tennis - Cardio	per lesson	Non-Statutory	Yes	19.40	20.00
RGTC Tennis Court Hire - peak	per hour	Non-Statutory	Yes	29.90	30.80
RGTC Tennis Court Hire - Off peak until 5pm	per hour	Non-Statutory	Yes	21.11	21.60
RGTC Tennis Court Hire - School / Club before 5pm	per hour	Non-Statutory	Yes	13.21	13.40
RGTC Tennis Adult 4 week clinic	Per lesson	Non-Statutory	Yes	21.00	21.75
RGTC Tennis - Adult	per lesson	Non-Statutory	Yes	21.11	22.00
RGTC Function Hire	day	Non-Statutory	Yes	349.00	359.75
RGTC Function Hire	night	Non-Statutory	Yes	699.00	720.50

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
RGTC Function Hire - MVCC Corporate Rate	per booking	Non-Statutory	Yes	116.84	120.75
RGTC Driving range Direct Debit (Mon - Fri)	per month	Non-Statutory	Yes	106.03	109.25
RGTC Golf course and Driving Range Direct Debit (Mon - Fri)	per month	Non-Statutory	Yes	140.61	144.50
RGTC Driving Range 7 Day Membership Direct Debit	per month	Non-Statutory	Yes	129.79	133.00
RGTC Holiday Program	per clinic	Non-Statutory	Yes	48.67	49.50
RGTC Junior Netball Coaching	per lesson	Non-Statutory	Yes	13.52	13.90
RGTC Competition per player (Net Set Go)	per game	Non-Statutory	Yes	5.41	5.60
RGTC Netball Training	per hour	Non-Statutory	Yes	22.52	23.25
RGTC Junior Tennis Competition	per session	Non-Statutory	Yes	13.52	13.90
RGTC Junior Tennis Tournaments	per session	Non-Statutory	Yes	22.52	23.25
RGTC Adult Tennis Competition	per session	Non-Statutory	Yes	16.90	17.30
RGTC High Ropes Corporate Rate	per hour	Non-Statutory	Yes	78.00	80.50
RGTC High Ropes Community and Schools	per hour	Non-Statutory	Yes	39.00	40.25
RGTC Golf course and Driving range (Mon - Fri)	12 month	Non-Statutory	Yes	1,499.00	1,499.00
RGTC Golf course and Driving range (Mon - Fri)	6 month	Non-Statutory	Yes	699.00	775.00
RGTC Golf course and Driving range (Mon - Fri)	3 month	Non-Statutory	Yes	339.00	399.00
RGTC "Membership" joining fee	Per membership	Non-Statutory	Yes	100.00	100.00
RGTC "Membership special"	per membership	Non-Statutory	Yes	0.00	2,000.00
Community Hall Regular User Hire - Commercial	per hour	Non-Statutory	Yes	32.00	33.00
Community Hall Regular User Hire - Not for Profit	per hour	Non-Statutory	Yes	13.00	13.50
Community Hall Regular User Hire - Moonee Valley Brass (Bradshaw St Hall)	per annum	Non-Statutory	Yes	1.20	1.20
Community Hall Casual Hire - Emerald Street (until 6pm)	per hour	Non-Statutory	Yes	58.00	60.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
Community Hall Casual Hire - Emerald Street (day/night)	per booking	Non-Statutory	Yes	450.00	470.00
Community Hall Casual Hire - Woodlands Park House (until 6pm)	per hour	Non-Statutory	Yes	58.00	60.00
Community Hall Casual Hire - Woodlands Park House (day/night)	per booking	Non-Statutory	Yes	445.00	470.00
Community Hall Casual Hire - Doutta Galla Hall (until 6pm)	per hour	Non-Statutory	Yes	58.00	60.00
Community Hall Casual Hire - Doutta Galla Hall (day/night)	per booking	Non-Statutory	Yes	450.00	470.00
Community Hall Casual Hire - Canterbury Street Stables (until 6pm)	per hour	Non-Statutory	Yes	58.00	60.00
Community Hall Casual Hire - Canterbury Street Stables (day/night)	per booking	Non-Statutory	Yes	445.00	470.00
Community Hall Casual Hire - Strathmore Heights Community Centre (until 6pm)	per hour	Non-Statutory	Yes	58.00	60.00
Community Hall Casual Hire - Strathmore Heights Community Centre (day/night)	per booking	Non-Statutory	Yes	450.00	470.00
Community Hall Casual Hire - Bowes Ave Community Centre (until 6pm)	per hour	Non-Statutory	Yes	58.00	60.00
Community Hall Casual Hire - Bowes Ave Community Centre (day/night)	per booking	Non-Statutory	Yes	450.00	470.00
Community Hall Casual Hire - Ratcliff Hall (until 6pm)	per hour	Non-Statutory	Yes	58.00	60.00
Community Hall Casual Hire - Ratcliff Hall (day/night)	per booking	Non-Statutory	Yes	450.00	470.00
Community Hall Casual Hire - Bowes Ave Netball Courts	per hour	Non-Statutory	Yes	15.00	15.50
Community Hall Casual Hire - Cooper St Community Centre (until 6pm)	per hour	Non-Statutory	Yes	58.00	60.00
Community Hall Casual Hire - Cooper St Community Centre (day/night)	per booking	Non-Statutory	Yes	450.00	470.00
Community Hall Regular User Hire - Essendon Theatre Company (Bradshaw St Hall)	per hour	Non-Statutory	Yes	3.00	3.20
Community Hall Casual Hire - Avondale Heights Learning Centre	per hour	Non-Statutory	Yes	46.50	48.00

<b>Fees and Charges Description</b>	<b>Unit Type</b>	<b>Statutory (Y/N)</b>	<b>GST (Y/N)</b>	<b>2015/16 Rates (\$)</b>	<b>2016/17 Rates (\$)</b>
gymnasium - peak (after 5pm on weekdays & weekends)					
Community Hall Casual Hire - Avondale Heights Learning Centre gymnasium - off peak (before 5pm on weekdays)	per hour	Non- Statutory	Yes	35.50	37.00
Community Hall Casual Hire - Avondale Heights Learning Centre gymnasium - Moonee Valley schools (between 8.30am - 5pm)	per hour	Non- Statutory	Yes	23.50	24.50
Community Hall Casual Hire - Avondale Heights Learning Centre gymnasium - Equipment Hire	per booking	Non- Statutory	Yes	13.50	14.00
Community Hall - Public Liability Insurance	per booking	Non- Statutory	Yes	22.00	23.00
QPSP - Commercial pool hire	per hour	Non- Statutory	Yes	0.00	432.00
EKLC - Commercial pool hire	per hour	Non- Statutory	Yes	0.00	432.00



## **Appendix B**

### **Budget processes**

This section lists the budget processes to be undertaken in order to adopt the Budget in accordance with the *Local Government Act 1989* (the Act) and *Local Government (Planning and Reporting) Regulations 2014* (the Regulations).

Under the Act, Council is required to prepare and adopt an annual budget for each financial year. The budget is required to include certain information about the rates and charges that Council intends to levy as well as a range of other information required by the Regulations which support the Act.

The 2016/17 budget, which is included in this report, is for the year 1 July 2016 to 30 June 2017 and is prepared in accordance with the Act and Regulations. The budget includes financial statements being a Comprehensive Income Statement, Balance Sheet, Statement of Changes in Equity, Statement of Cash Flows and Statement of Capital Works. These statements have been prepared for the year ending 30 June 2017 in accordance with the Act and Regulations, and consistent with the annual financial statements which are prepared in accordance with Australian Accounting Standards and the Local Government Model Accounts. The budget also includes information about the rates and charges to be levied, the capital works program to be undertaken, the human resources required, and other financial information Council requires in order to make an informed decision about the adoption of the budget.

A 'proposed' budget is prepared in accordance with the Act and submitted to Council in May for approval 'in principle'. Council is then required to give 'public notice' that it intends to 'adopt' the budget. It must give 28 days notice of its intention to adopt the proposed budget and make the budget available for inspection at its offices and on its web site. A person has a right to make a submission on any proposal contained in the budget and any submission must be considered before adoption of the budget by Council.

With the introduction of the State Governments Rate Capping legislation in 2015 Councils are now unable to determine the level of rate increase and instead must use a maximum rate increase determined by the Minister for Local Government which is announced in December for application in the following financial year.

If a Council wishes to seek a rate increase above the maximum allowable it must submit a rate variation submission to the Essential Services Commission (ESC). The ESC will determine whether the rate increase variation submission has been successful by 31 May. In many cases this will require Councils to undertake 'public notice' on two separate proposed budgets simultaneously, i.e. the Ministers maximum rate increase and the Council's required rate increase.

The final step is for Council to adopt the budget after receiving and considering any submissions from interested parties. The budget is required to be adopted by 30 June and a copy submitted to the Minister within 28 days after adoption. The key dates for the budget process are summarised below:

Budget process	Timing
1. Minister of Local Government announces maximum rate increase	Dec
2. Officers update Council's long term financial projections	
3. Council to advise ESC if it intends to make a rate variation submission	Jan/Feb
4. Council submits formal rate variation submission to ESC	Mar
5. Proposed budget(s) submitted to Council for approval	Mar
6. Public notice advising intention to adopt budget	Mar
7. Budget available for public inspection and comment	Mar
8. Public submission process undertaken	Apr/May
9. ESC advises whether rate variation submission is successful	May
10. Submissions period closes (28 days)	May
11. Submissions considered by Council/Committee	May



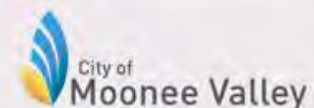
12. Budget and submissions presented to Council for adoption	May
13. Copy of adopted budget submitted to the Minister	Jun
14. Revised budget where a material change has arisen	

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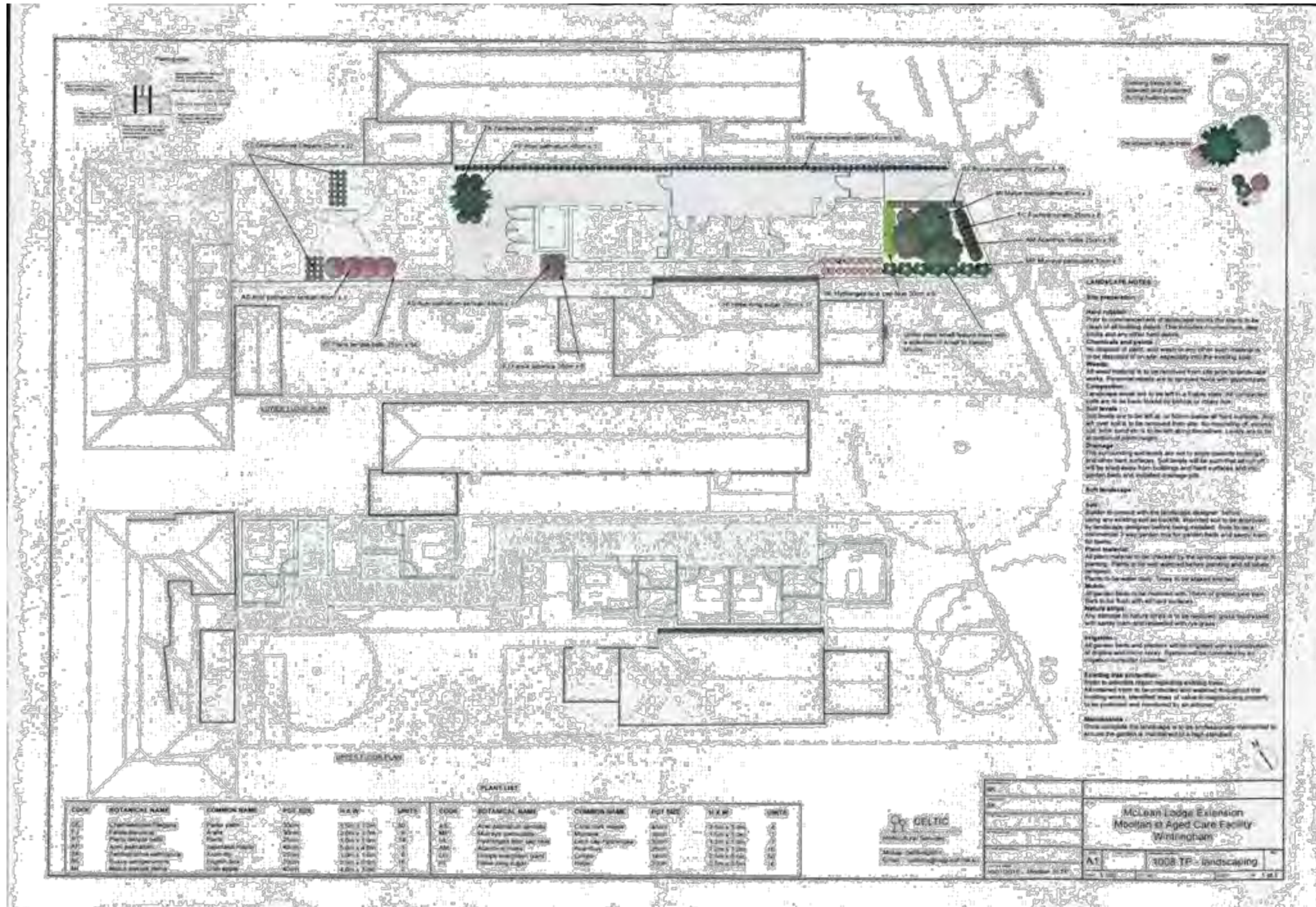


Moonee Valley Language Line								
عربي	Arabic	9280 0738	Ελληνικά	Greek	9280 0741	Español	Spanish	9280 0744
中文	Cantonese	9280 0739	Italiano	Italian	9280 0742	Türkçe	Turkish	9280 0745
Hrvatski	Croatian	9280 0740	Somali	Somali	9280 0743	Việt-ngữ	Vietnamese	9280 0746
All other languages 9280 0747			National Relay Service 133 677 or iprelay.com.au					

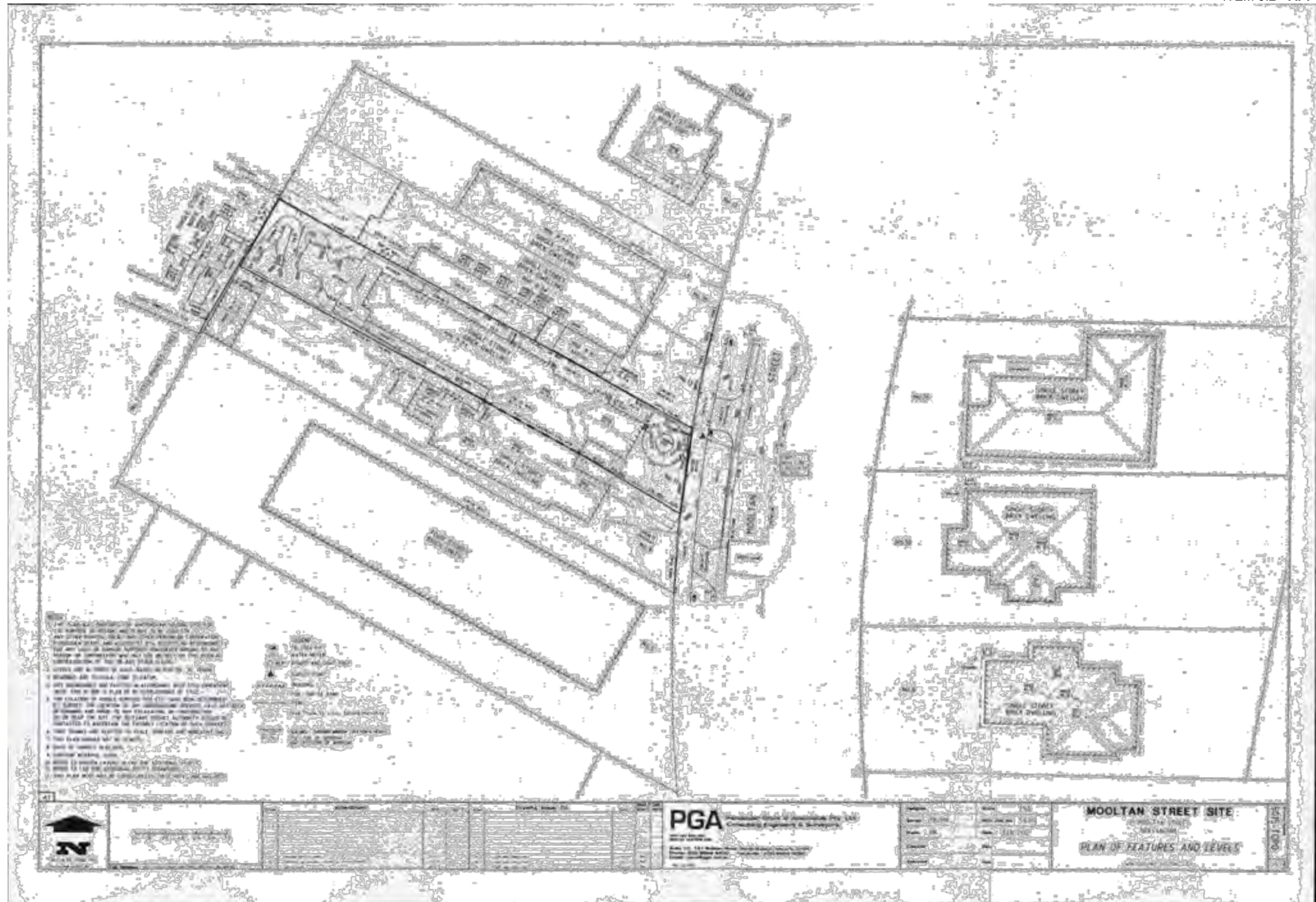
Moonee Valley City Council  
 9 Kellaway Avenue | PO Box 126 Moonee Ponds VIC 3039  
 Telephone 03 9243 8888 | Facsimile 03 9377 2100  
 Email [council@mvcc.vic.gov.au](mailto:council@mvcc.vic.gov.au) | Website [mvcc.vic.gov.au](http://mvcc.vic.gov.au)

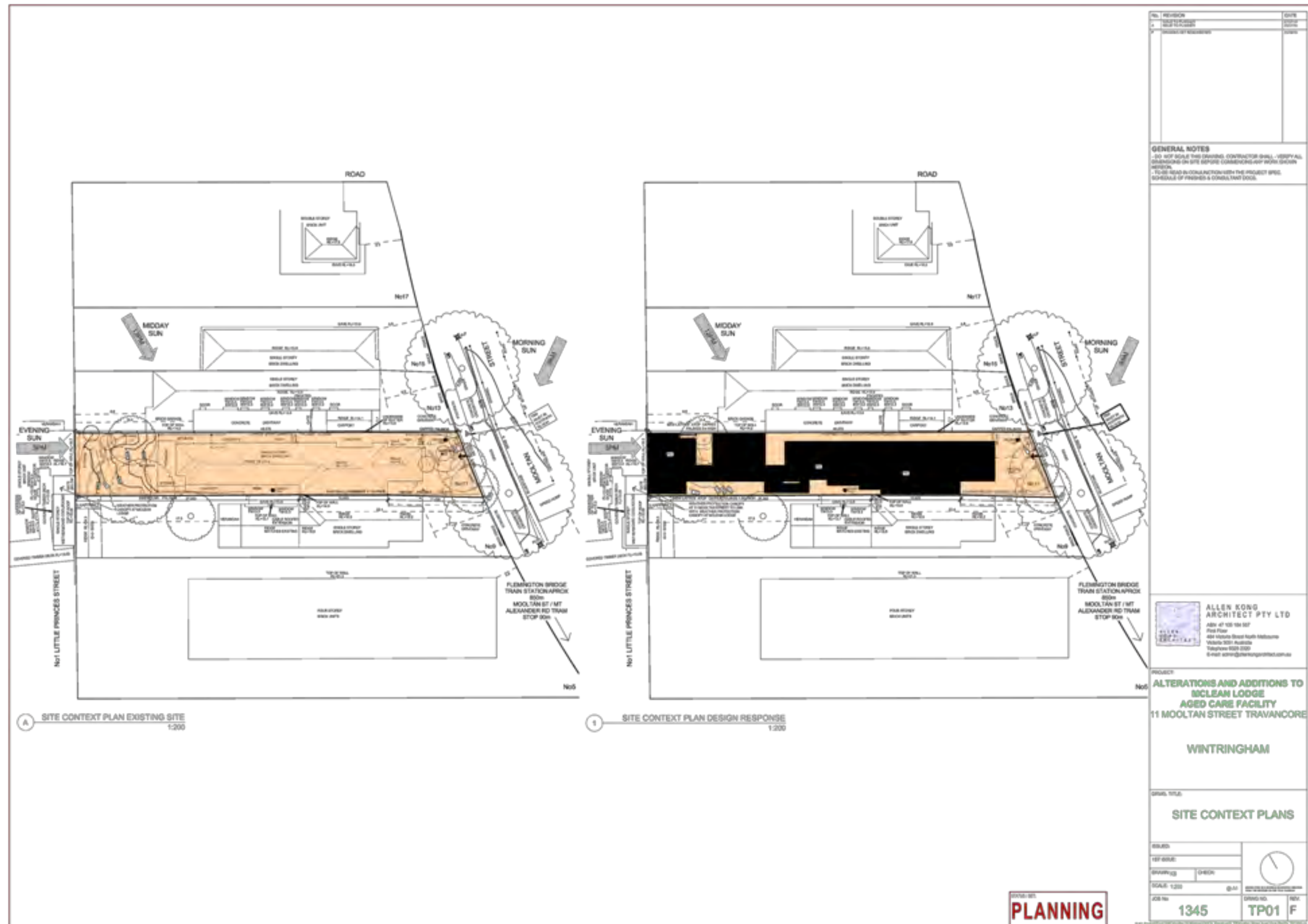




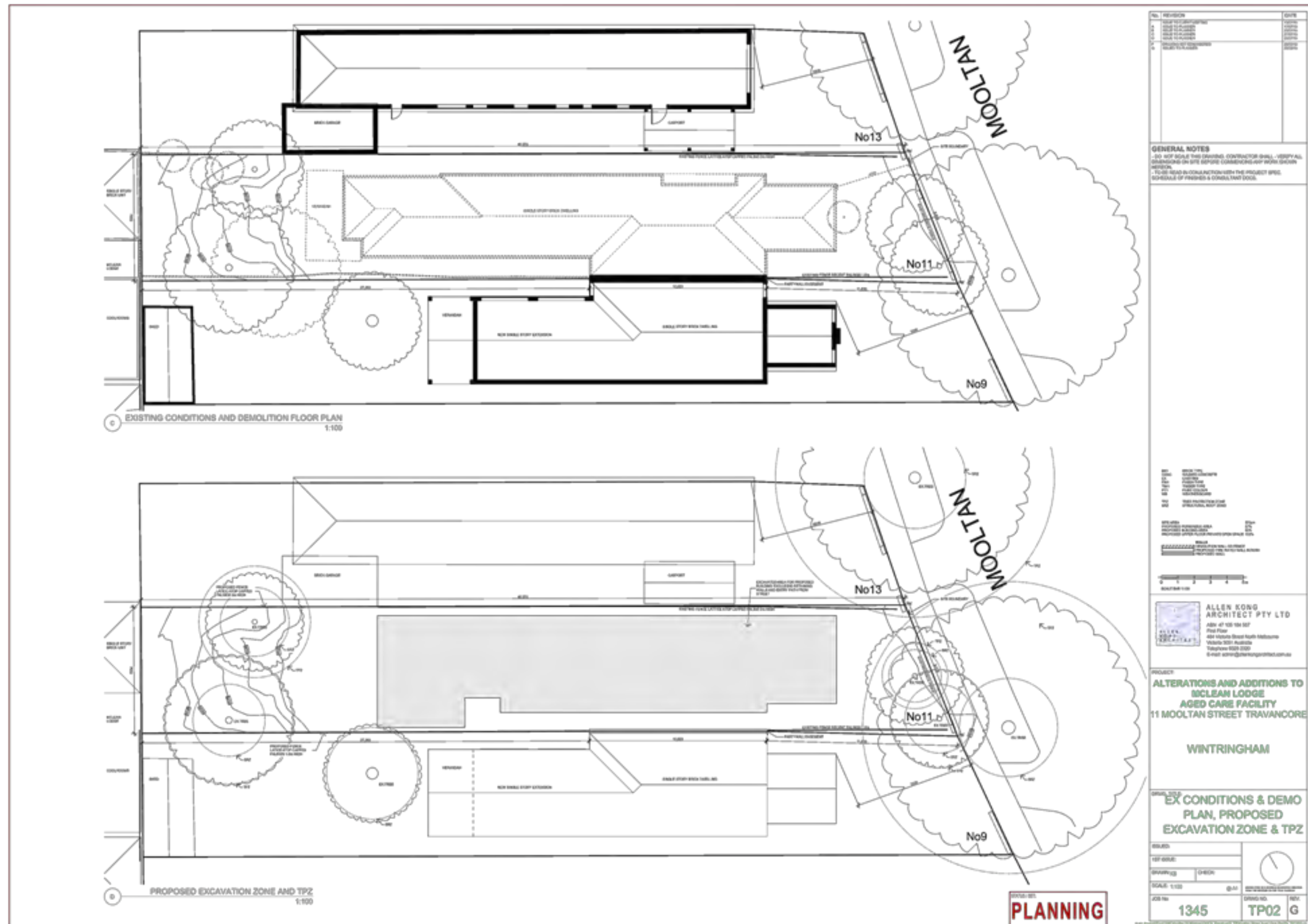




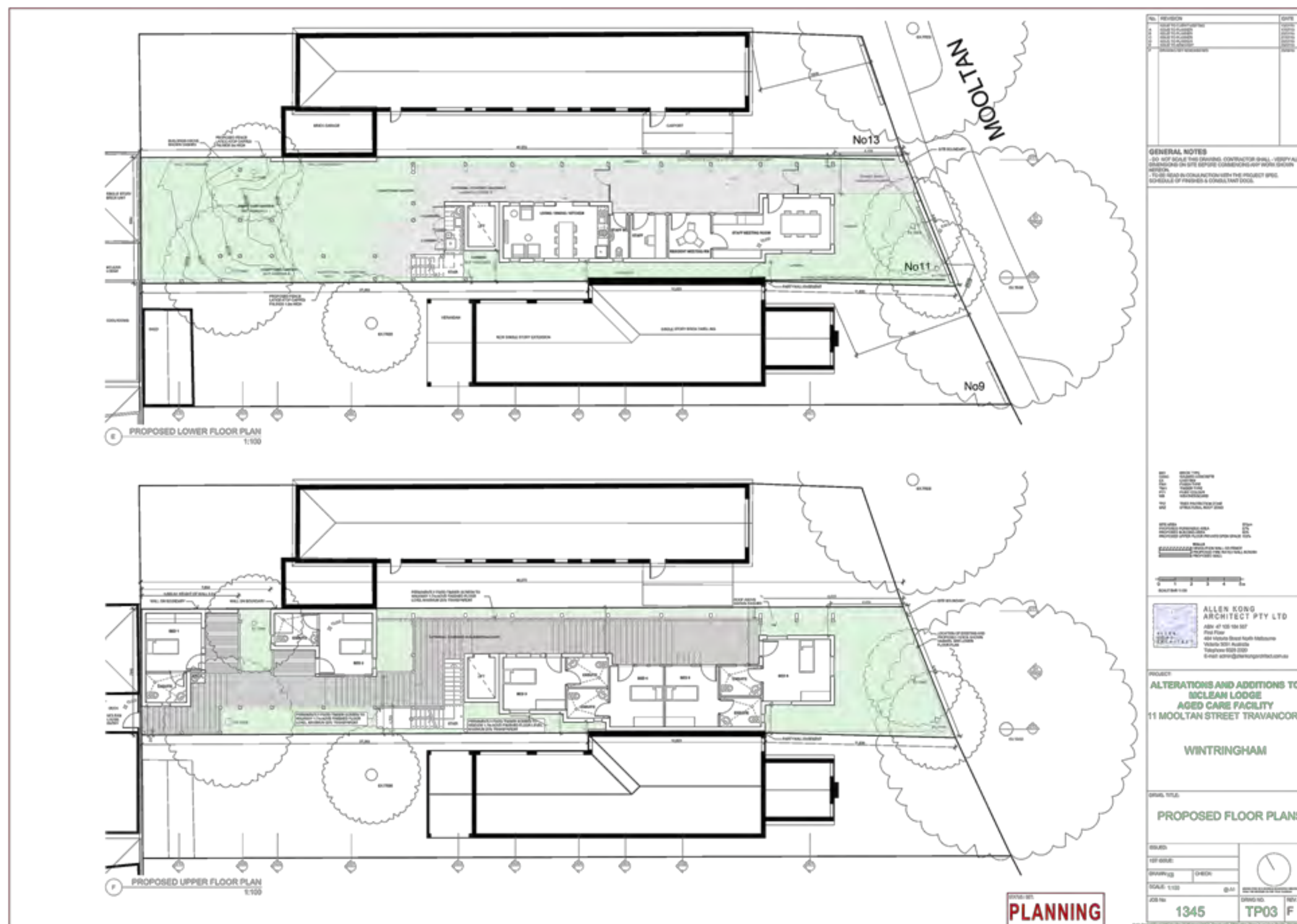












NO.	REVISION	DATE
1	ISSUED FOR TENDERS	10/01/2024
2	ISSUED FOR TENDERS	10/01/2024
3	ISSUED FOR TENDERS	10/01/2024
4	ISSUED FOR TENDERS	10/01/2024
5	ISSUED FOR TENDERS	10/01/2024
6	ISSUED FOR TENDERS	10/01/2024
7	ISSUED FOR TENDERS	10/01/2024
8	ISSUED FOR TENDERS	10/01/2024
9	ISSUED FOR TENDERS	10/01/2024
10	ISSUED FOR TENDERS	10/01/2024

**GENERAL NOTES**

1. DO NOT SCALE THIS DRAWING. CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK.

2. TO BE READ IN CONJUNCTION WITH THE PROJECT SPEC SCHEDULE OF FINISHES & CONSULTANT DOCS.

**EXTERNAL MATERIALS BOARD**

BR1 RECYCLED BRICK FROM SUBJECT SITE OR SIMILAR  
 BR2 RECYCLED UNGLAZED BRICK FROM SUBJECT SITE OR SIMILAR  
 BR3 CONTRASTING BRICK  
 BR4 COLOUR AND FINISH TO WINDOW SILL BRICK  
 FR1 FINISH TO WINDOW FRAMES  
 PT1 PAINT COLOUR  
 PT2 PAINT COLOUR  
 PT3 PAINT COLOUR  
 TM1 TIMBER TO WALKWAY SURFACE AND GATE  
 TM2 TIMBER POSTS  
 CONC WASHED CONCRETE TO WALKWAYS



**EAST ELEVATION**  
1:100



**EAST ELEVATION**



**EAST ELEVATION**

**PLANNING**

1345

TP04

G

**ALLEN KONG ARCHITECT PTY LTD**

401 Victoria Road North Melbourne  
 Victoria 3048 Australia  
 Telephone 03 9339 0300  
 E-mail: akong@allenkongarchitect.com.au

**PROJECT:**  
**ALTERATIONS AND ADDITIONS TO  
 MCLEAN LODGE  
 AGED CARE FACILITY  
 11 MOOLTAN STREET TRAVANCORE**

**WINTRINGHAM**

**DWG TITLE:**  
**ELEVATION AND  
 EXTERNAL MATERIALS  
 BOARD**

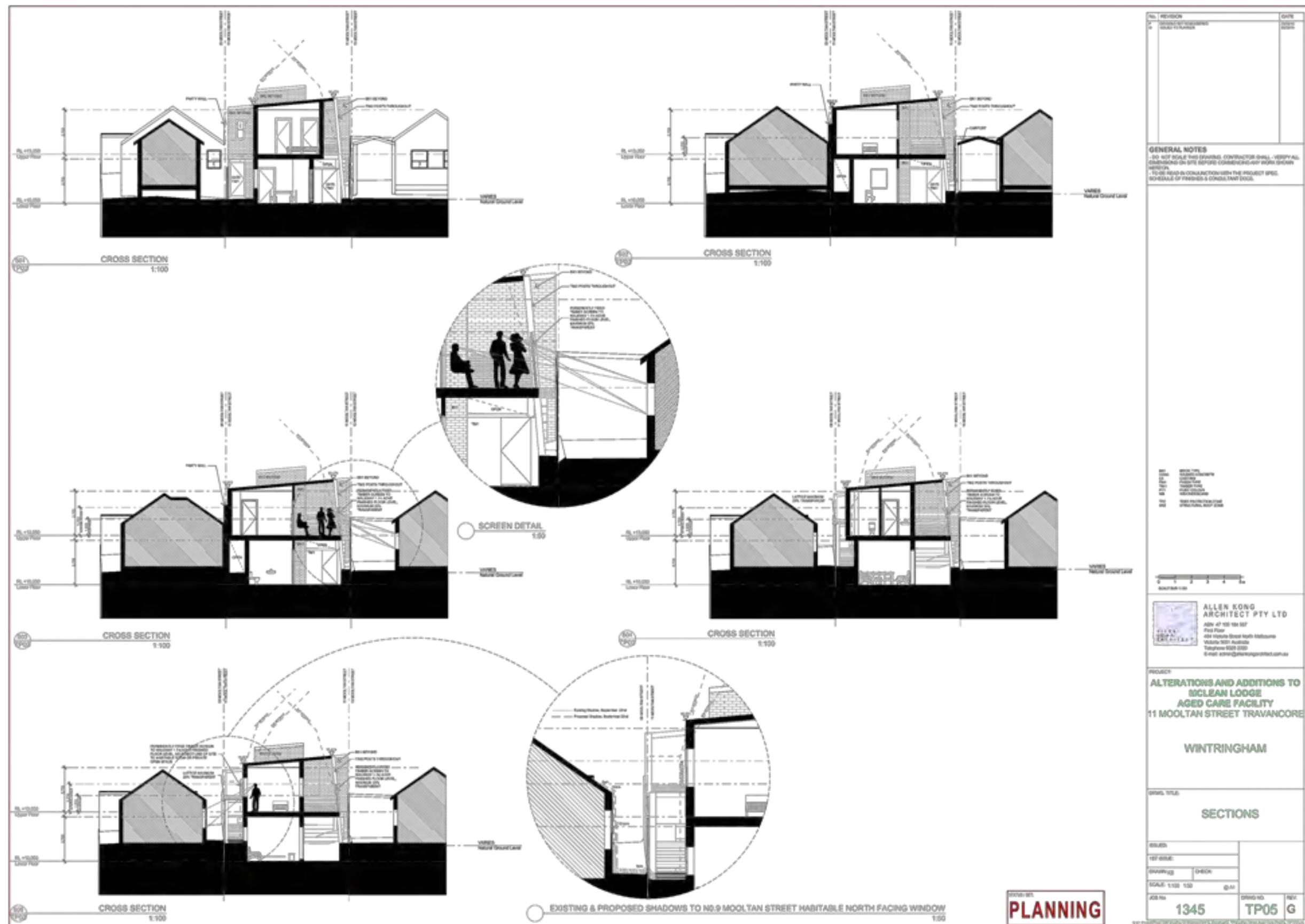
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**DATE:**  
 10/01/2024

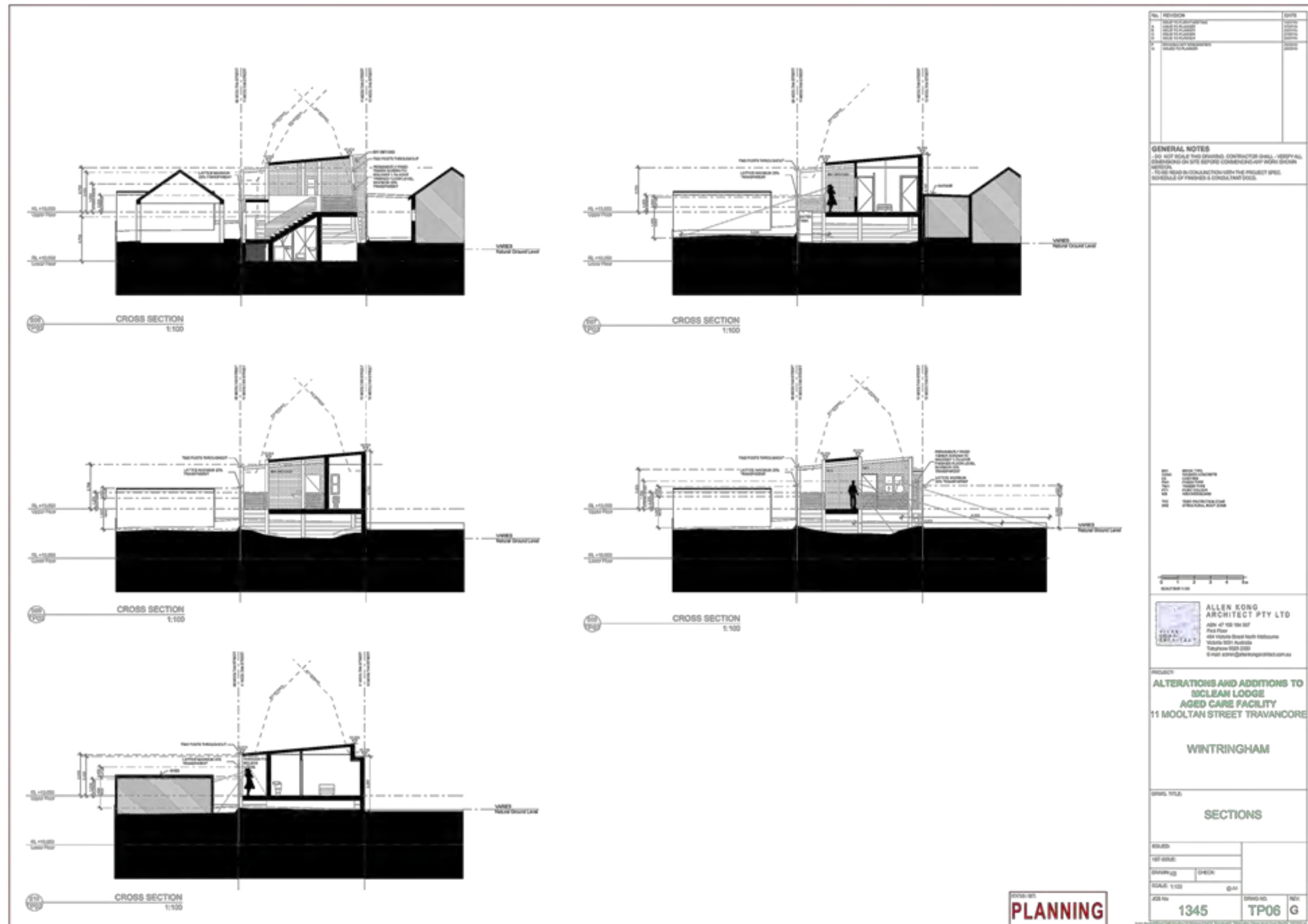
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**DWG NO:**  
 TP04

**REV:**  
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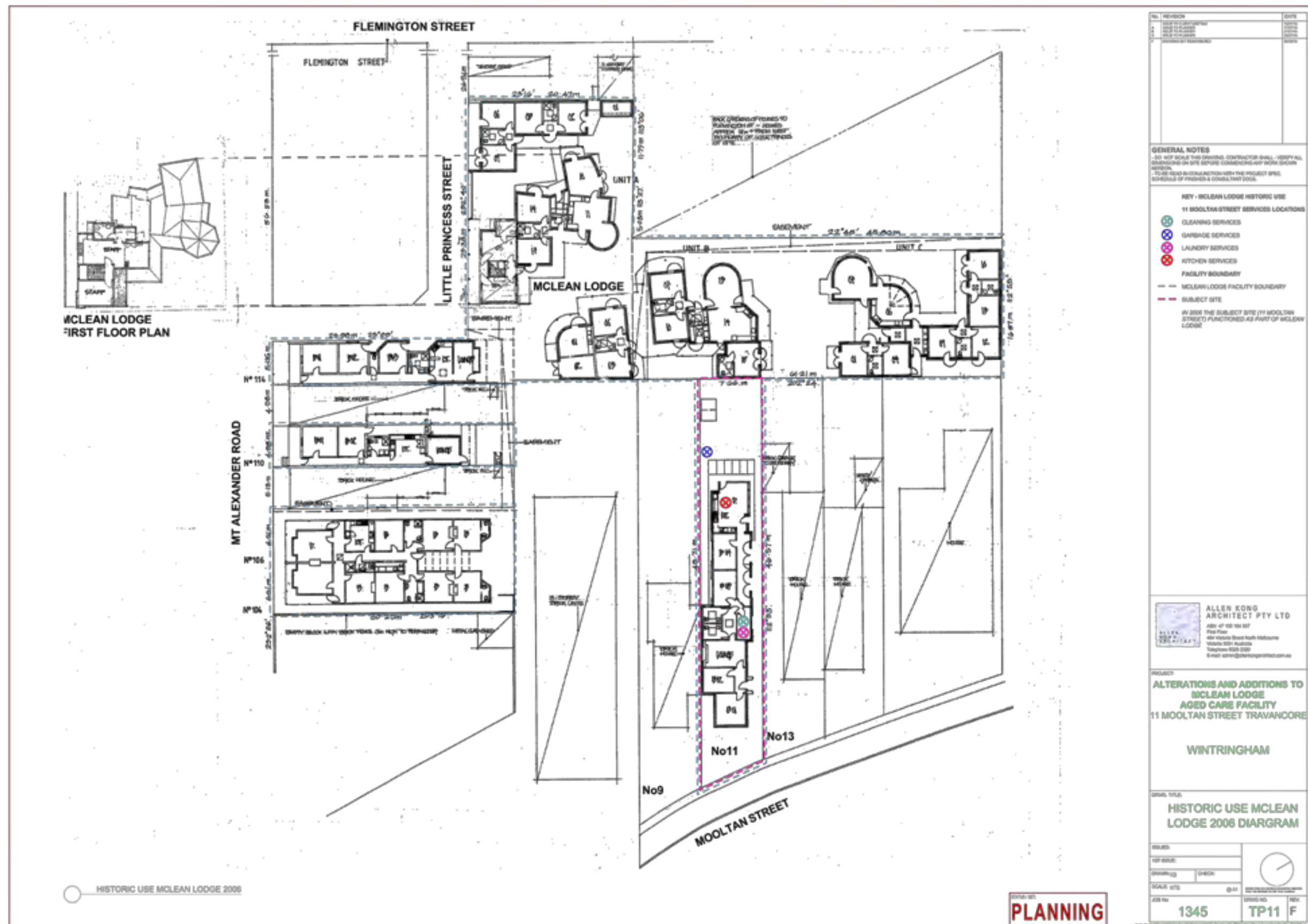


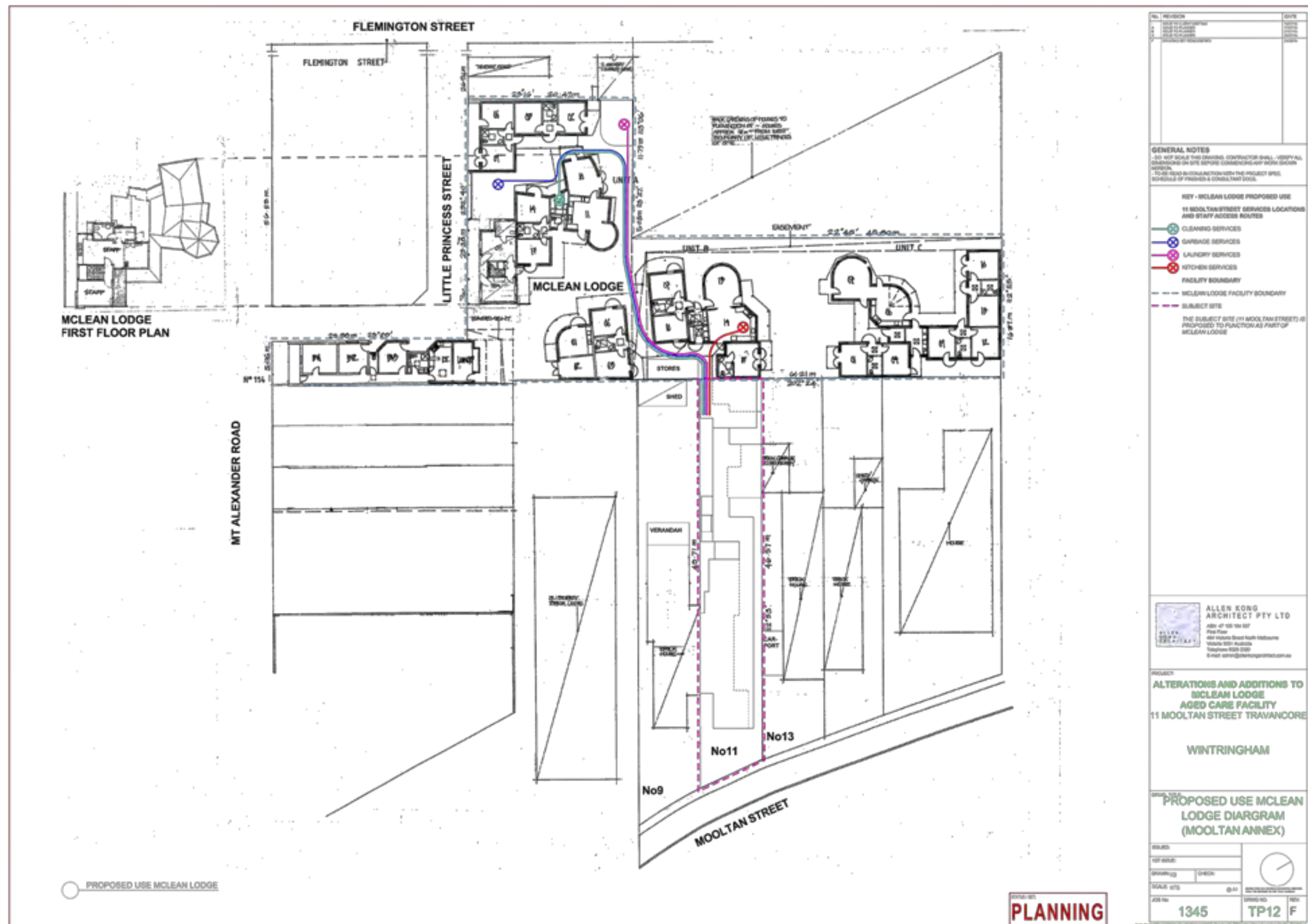














12 BUTLER STREET, ESSENDON 3040 - 4 DWELLING DEVELOPMENT

- TP-01 COVERPAGE & AREAS
- TP-02 SITE ANALYSIS
- TP-03 DESIGN RESPONSE
- TP-04 GROUND FLOOR PLAN
- TP-05 FIRST FLOOR PLAN
- TP-06 ELEVATIONS & EXTERNAL FINISHES SCHEDULE
- TP-07 ELEVATIONS
- TP-08 ROOF PLAN STORM REPORT & STREETSCAPE
- TP-09 SHADOW DIAGRAM 9.00am
- TP-10 SHADOW DIAGRAMS 12.00pm & 3.00pm

TP-01	COVERPAGE & AREAS	TP-02	SITE ANALYSIS
TP-03	DESIGN RESPONSE	TP-04	GROUND FLOOR PLAN
TP-05	FIRST FLOOR PLAN	TP-06	ELEVATIONS & EXTERNAL FINISHES SCHEDULE
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TP-09	SHADOW DIAGRAM 9.00am	TP-10	SHADOW DIAGRAMS 12.00pm & 3.00pm



MD  
12 Butler Street  
Essendon 3040 VIC 3040  
4 Dwellings Development

12 Butler Street  
Essendon 3040 VIC 3040  
4 Dwellings Development

12 Butler Street  
Essendon 3040 VIC 3040  
4 Dwellings Development

12 Butler Street  
Essendon 3040 VIC 3040  
4 Dwellings Development

12 Butler Street  
Essendon 3040 VIC 3040  
4 Dwellings Development

LOCATION	AREA	TYPE	AREA	TYPE	AREA	TYPE	AREA
CHILLING 1	2	Garage	7m <sup>2</sup>	Garage	2m <sup>2</sup>	Garage	2
CHILLING 2	2	Garage	7m <sup>2</sup>	Garage	2m <sup>2</sup>	Garage	2
CHILLING 3	2	Garage	7m <sup>2</sup>	Garage	2m <sup>2</sup>	Garage	2
CHILLING 4	2	Garage	7m <sup>2</sup>	Garage	2m <sup>2</sup>	Garage	2

LOCATION	AREA	TYPE	AREA	TYPE	AREA	TYPE	AREA
CHILLING 1	2	Garage	7m <sup>2</sup>	Garage	2m <sup>2</sup>	Garage	2
CHILLING 2	2	Garage	7m <sup>2</sup>	Garage	2m <sup>2</sup>	Garage	2
CHILLING 3	2	Garage	7m <sup>2</sup>	Garage	2m <sup>2</sup>	Garage	2
CHILLING 4	2	Garage	7m <sup>2</sup>	Garage	2m <sup>2</sup>	Garage	2

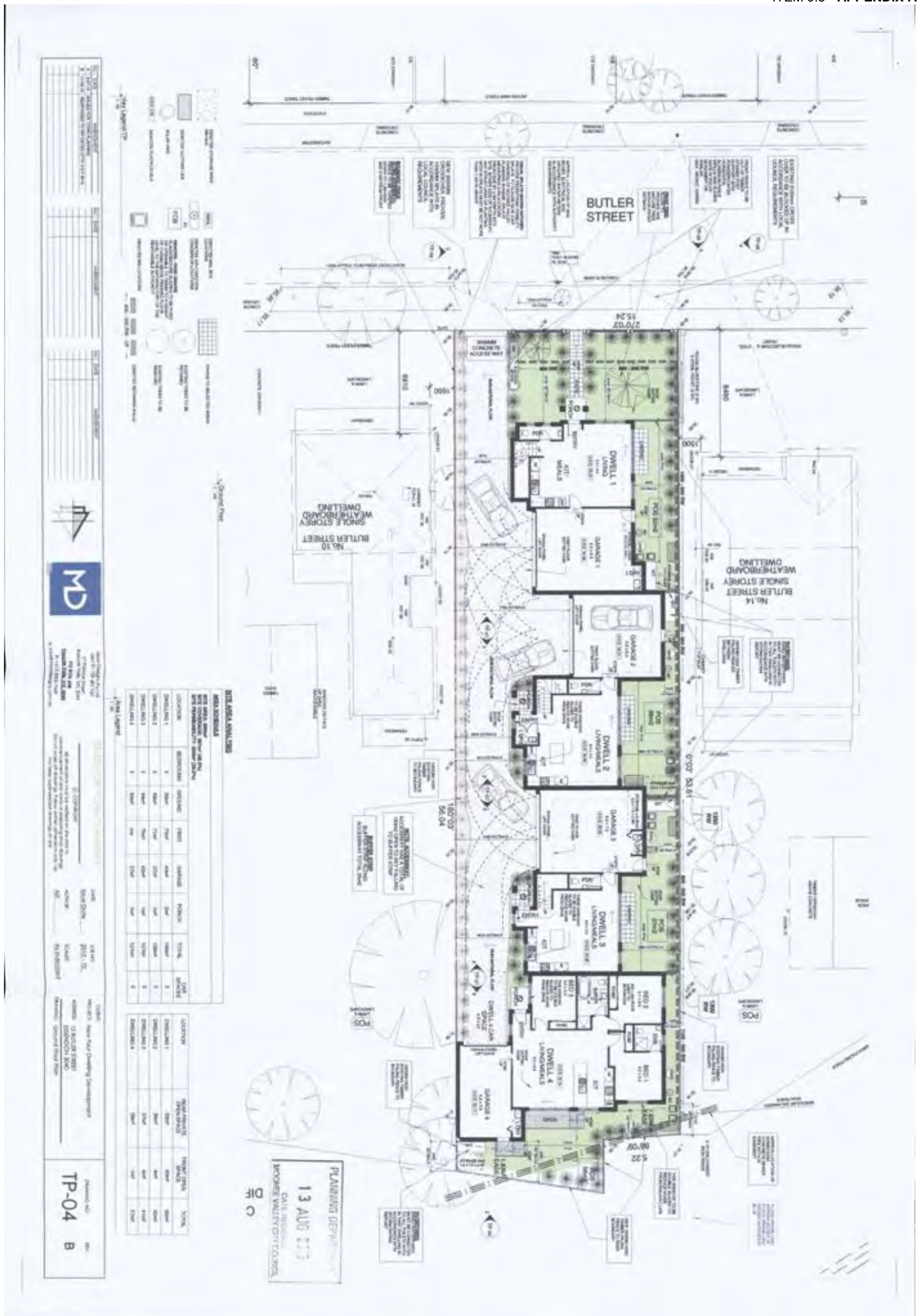
PLANNING DEPARTMENT  
13 AUG 2015  
DATE RECEIVED  
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Essendon 3040 VIC 3040  
4 Dwellings Development



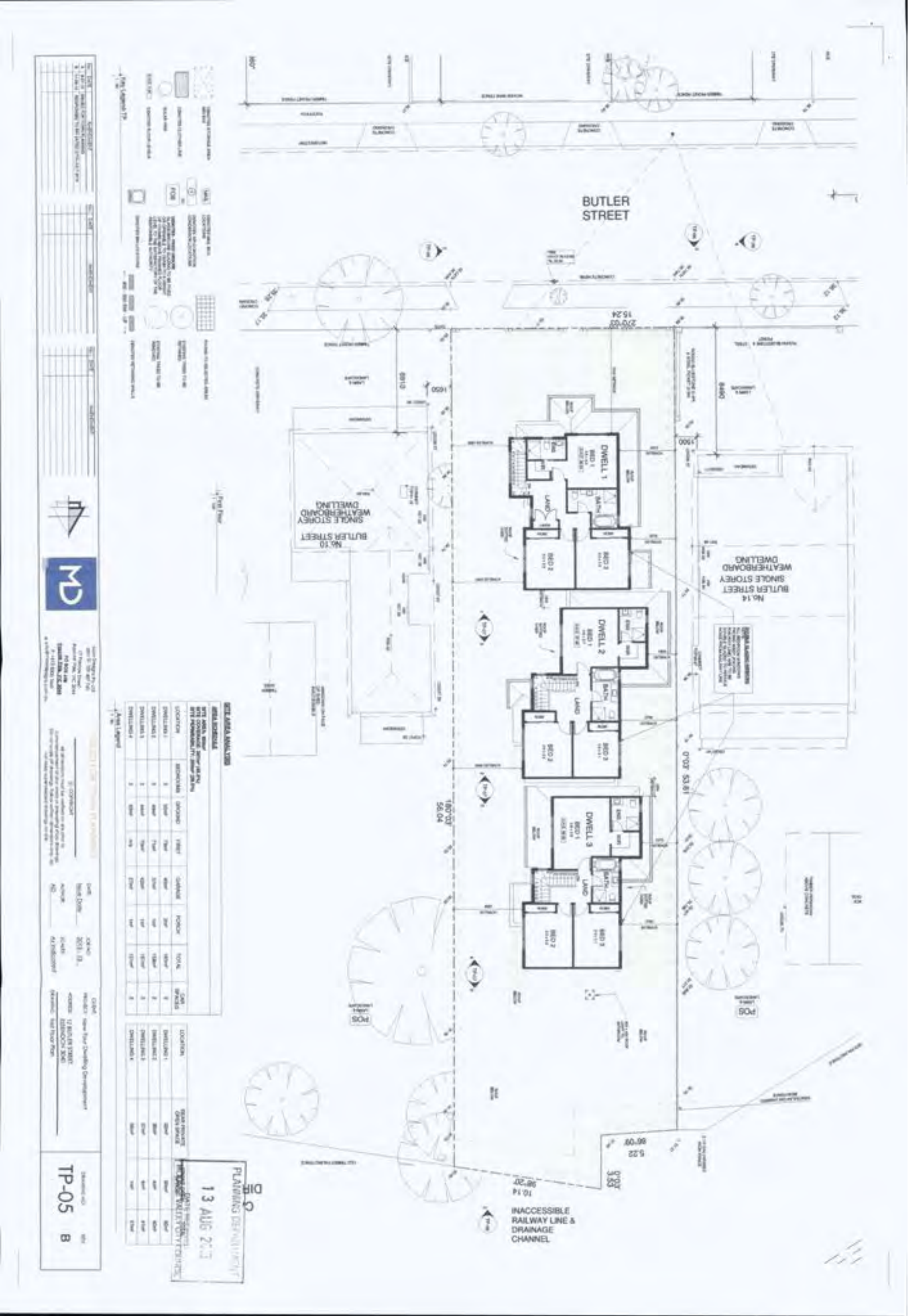


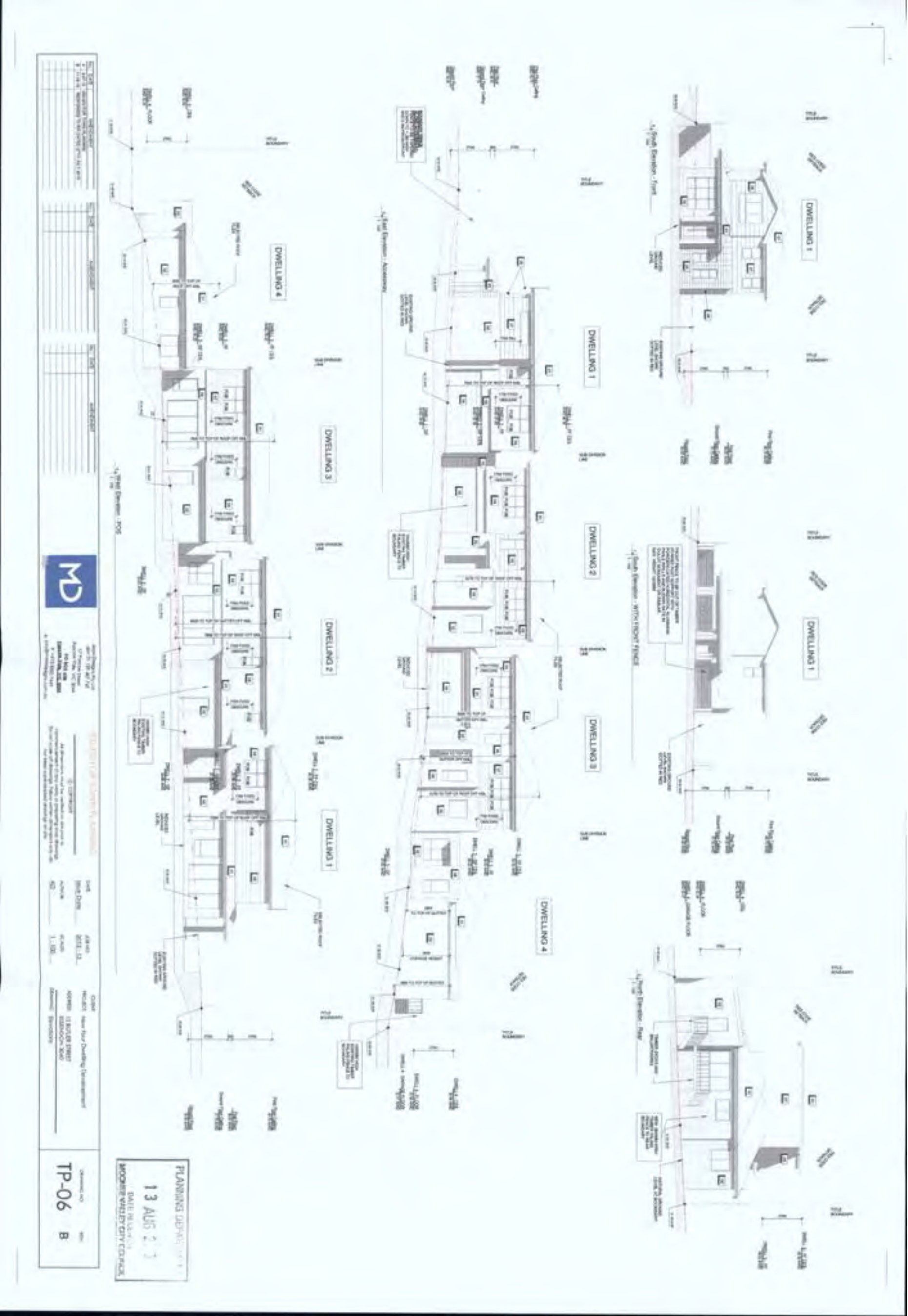






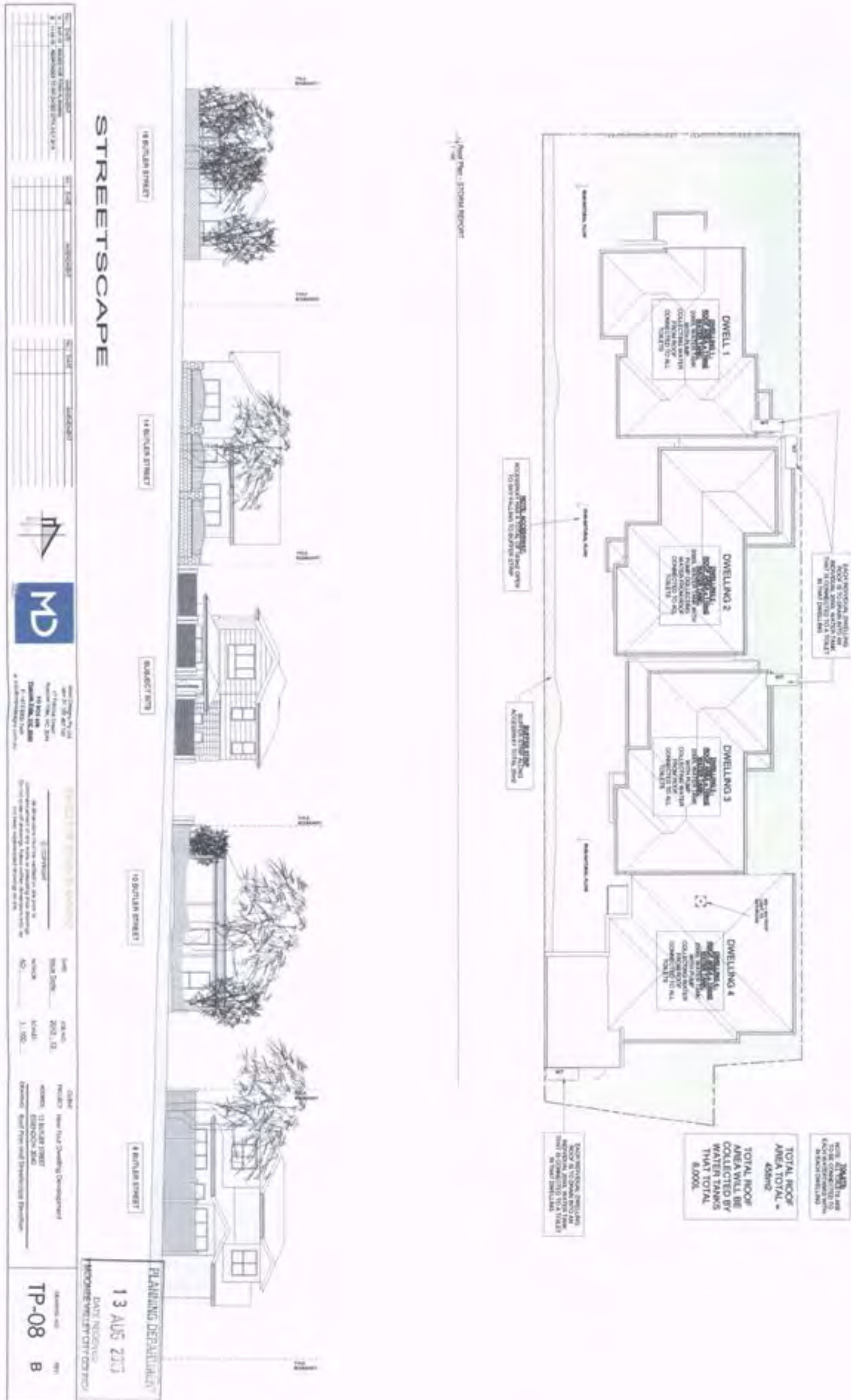




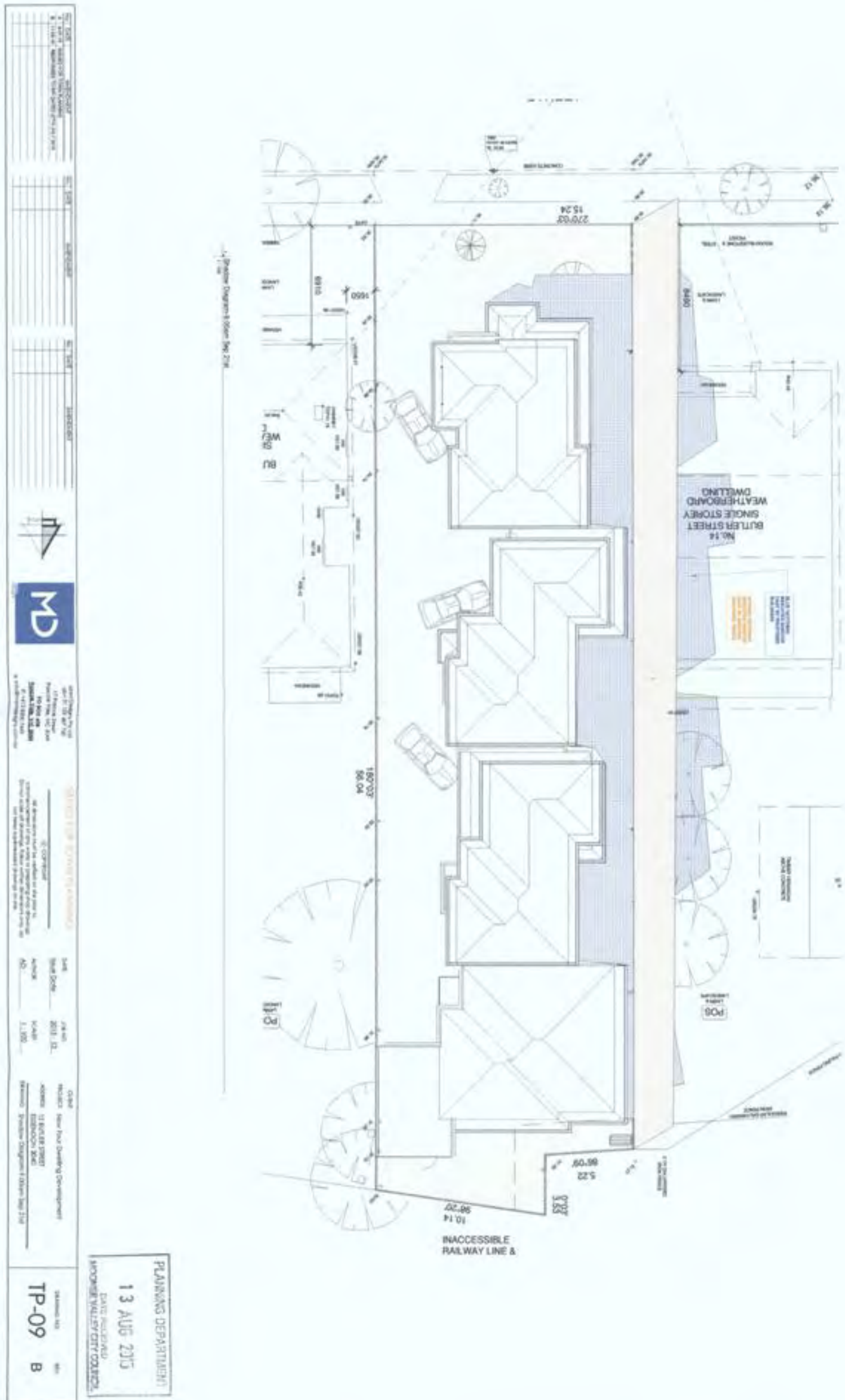




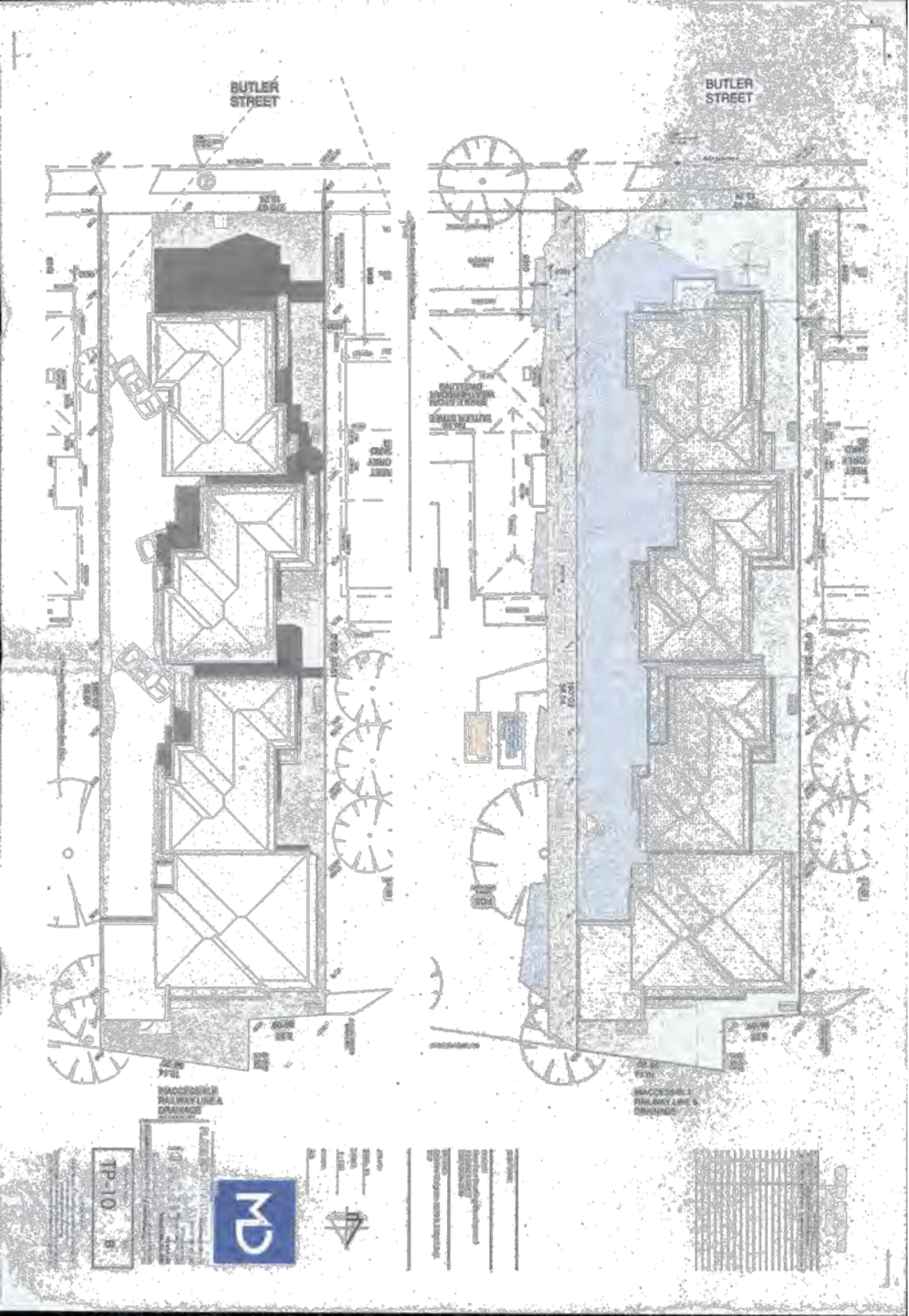




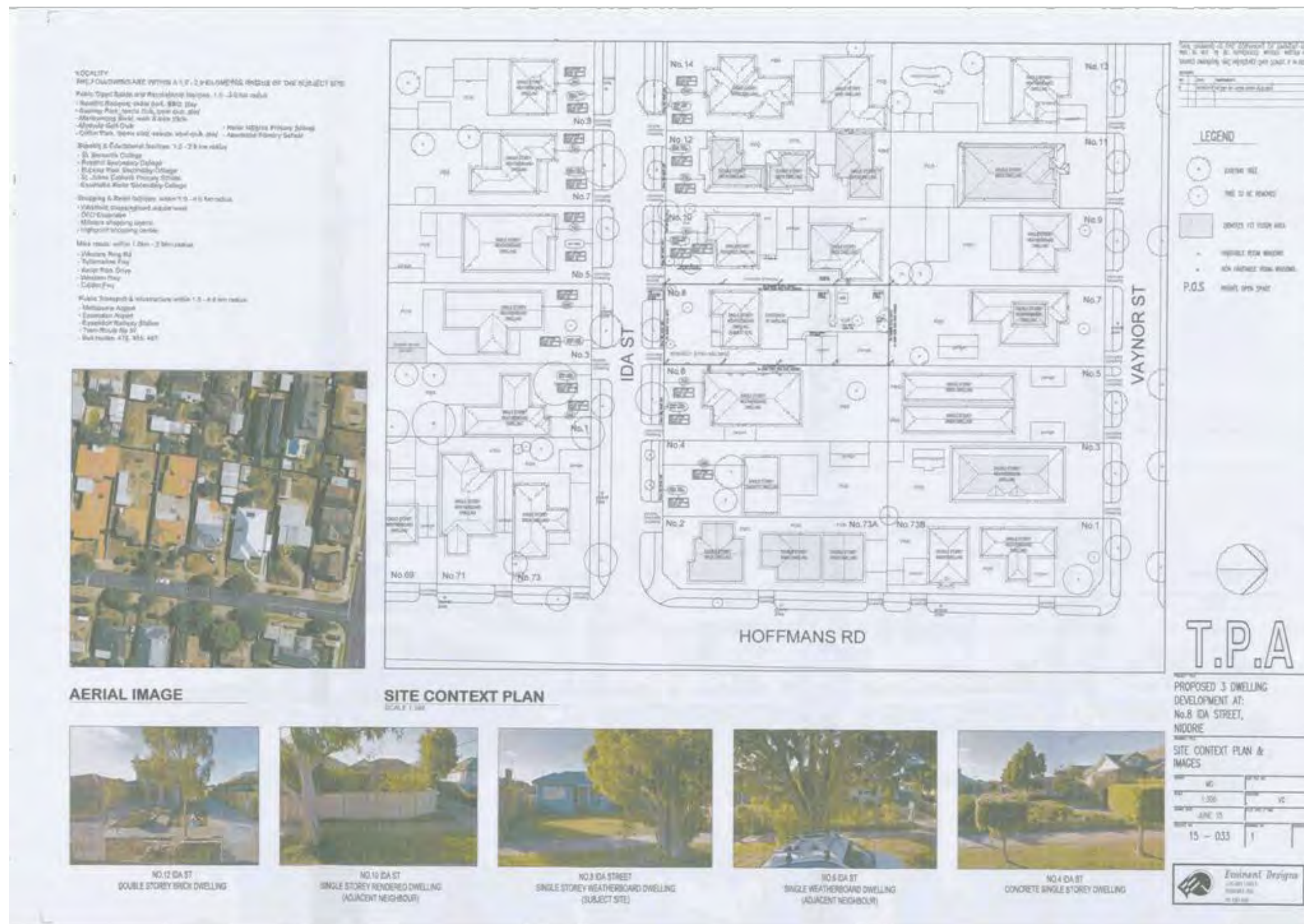






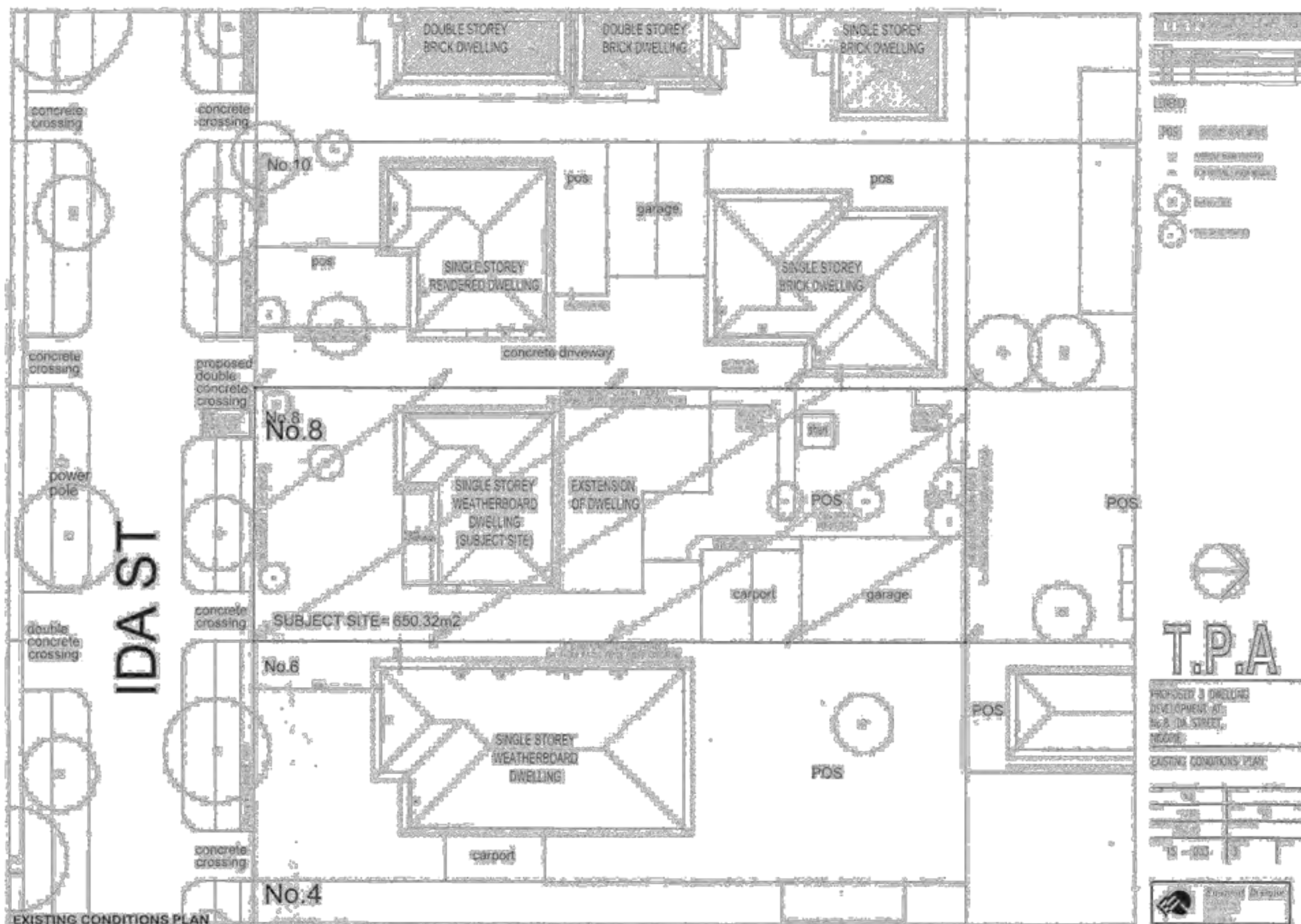




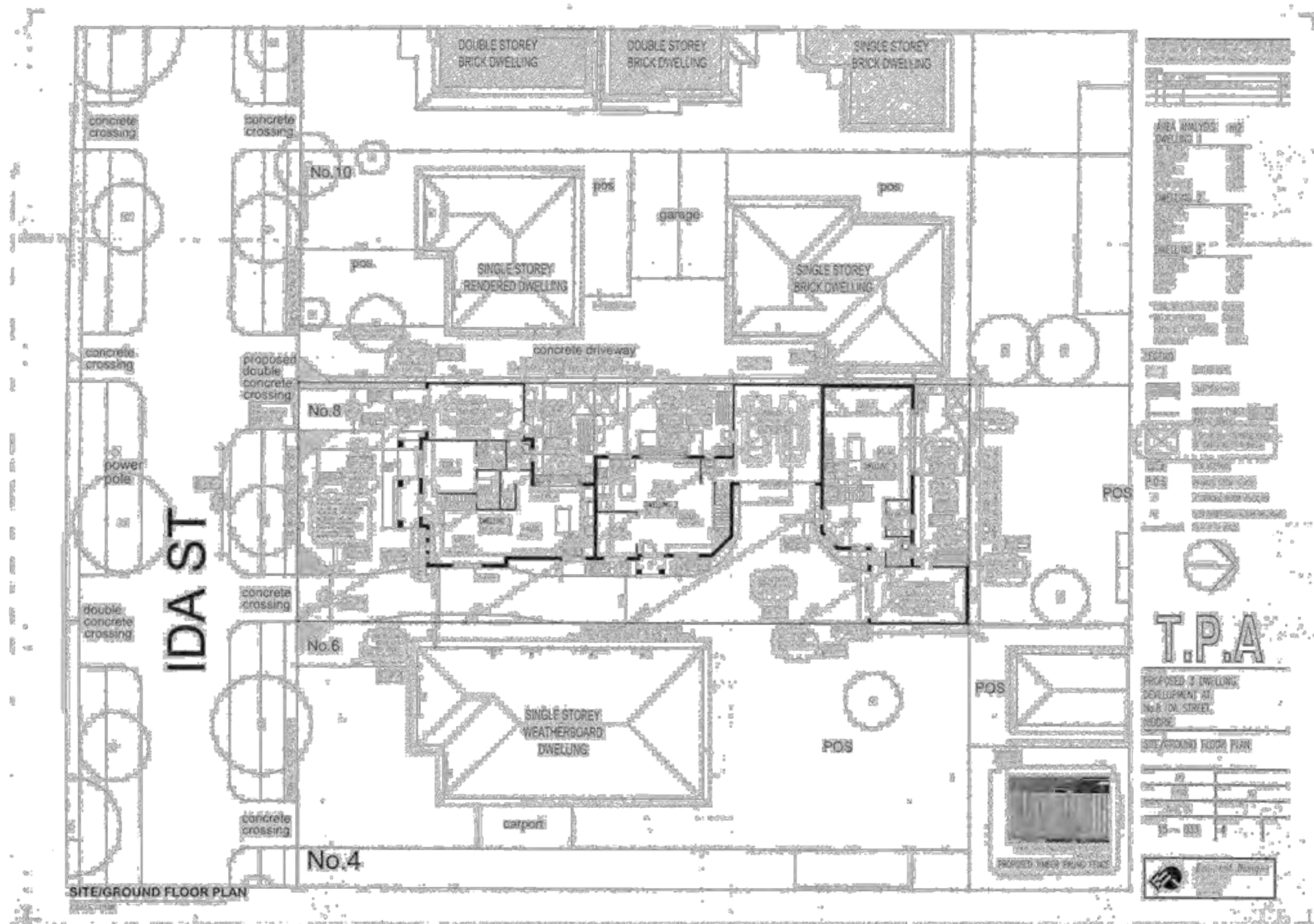


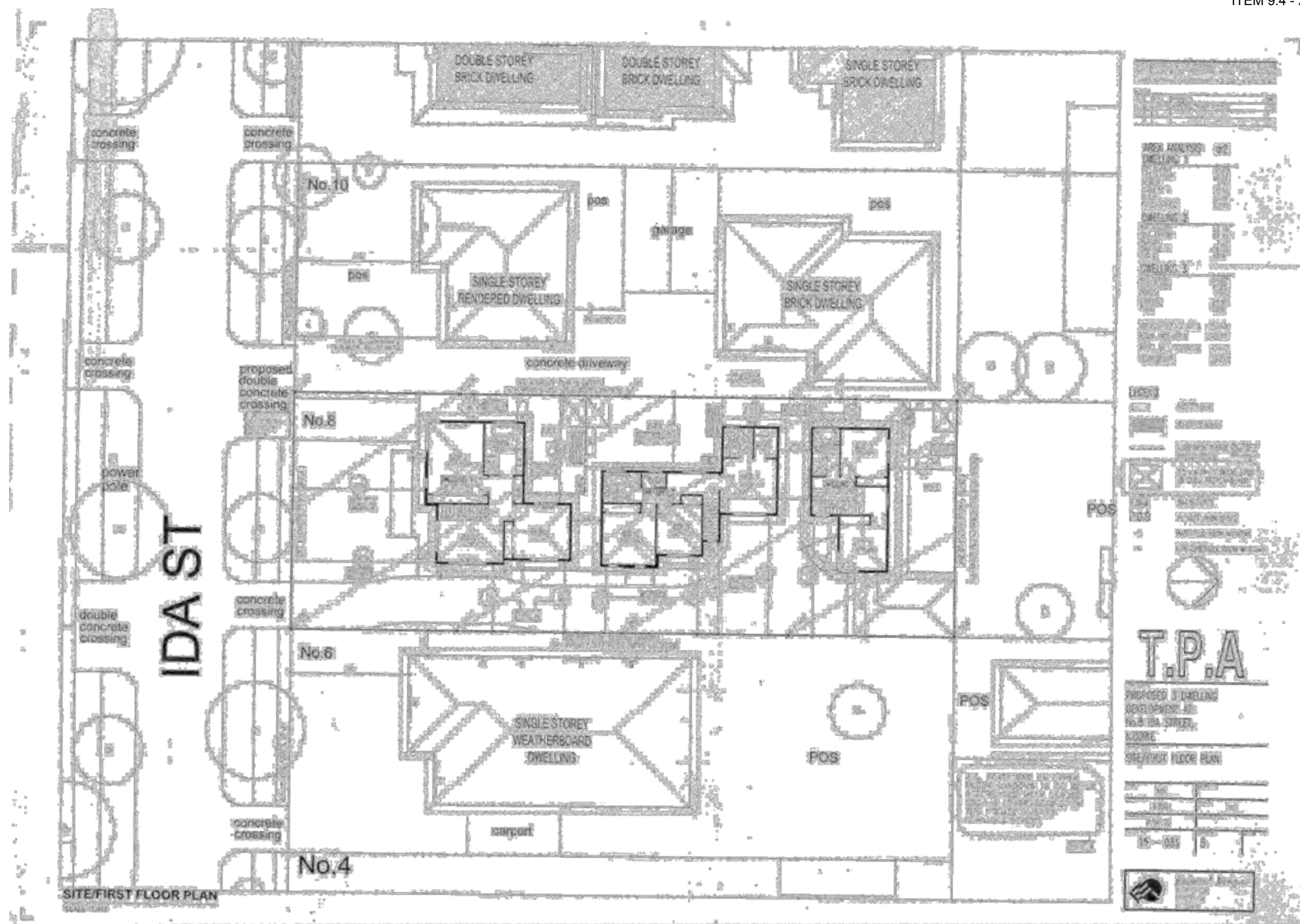




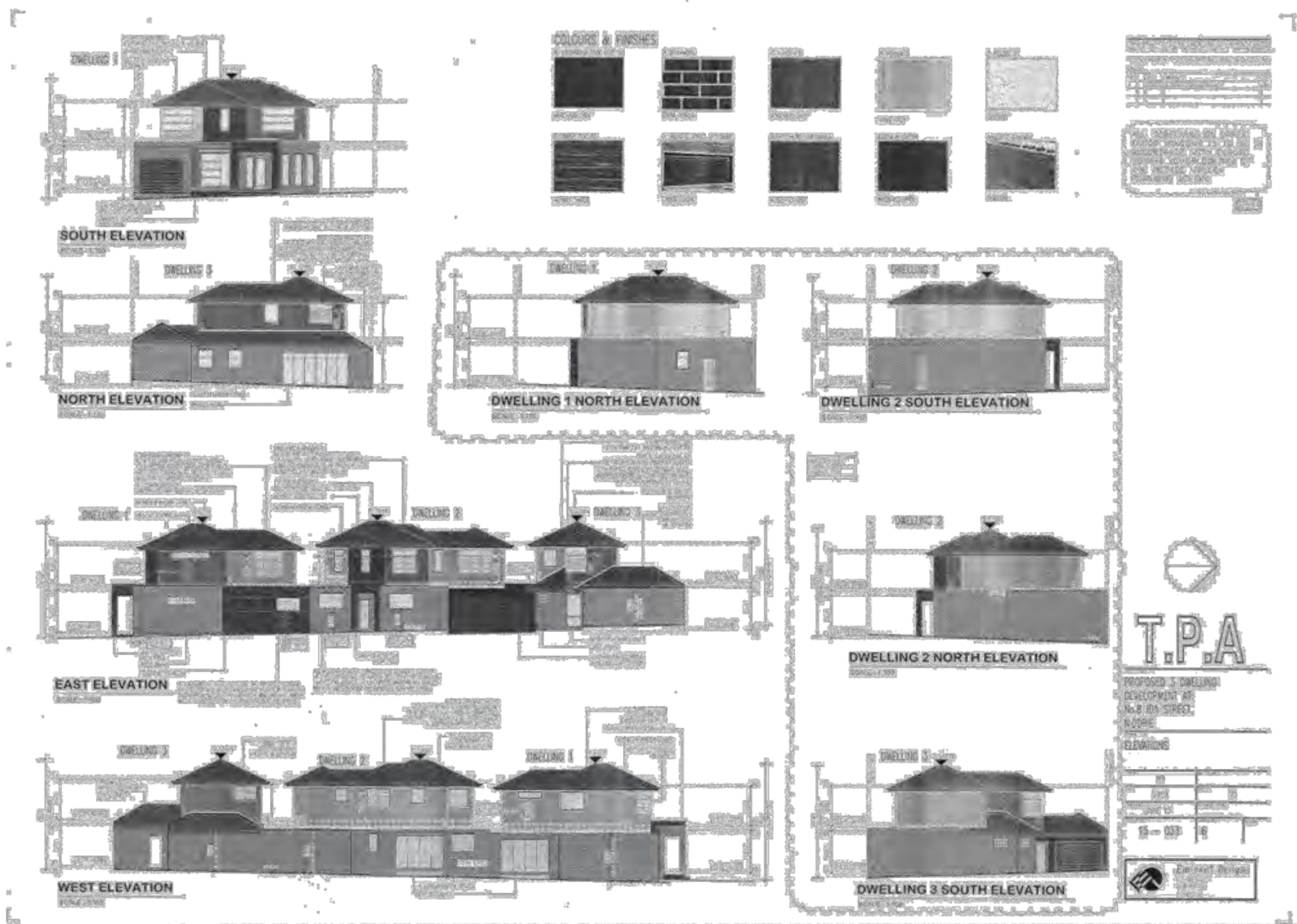




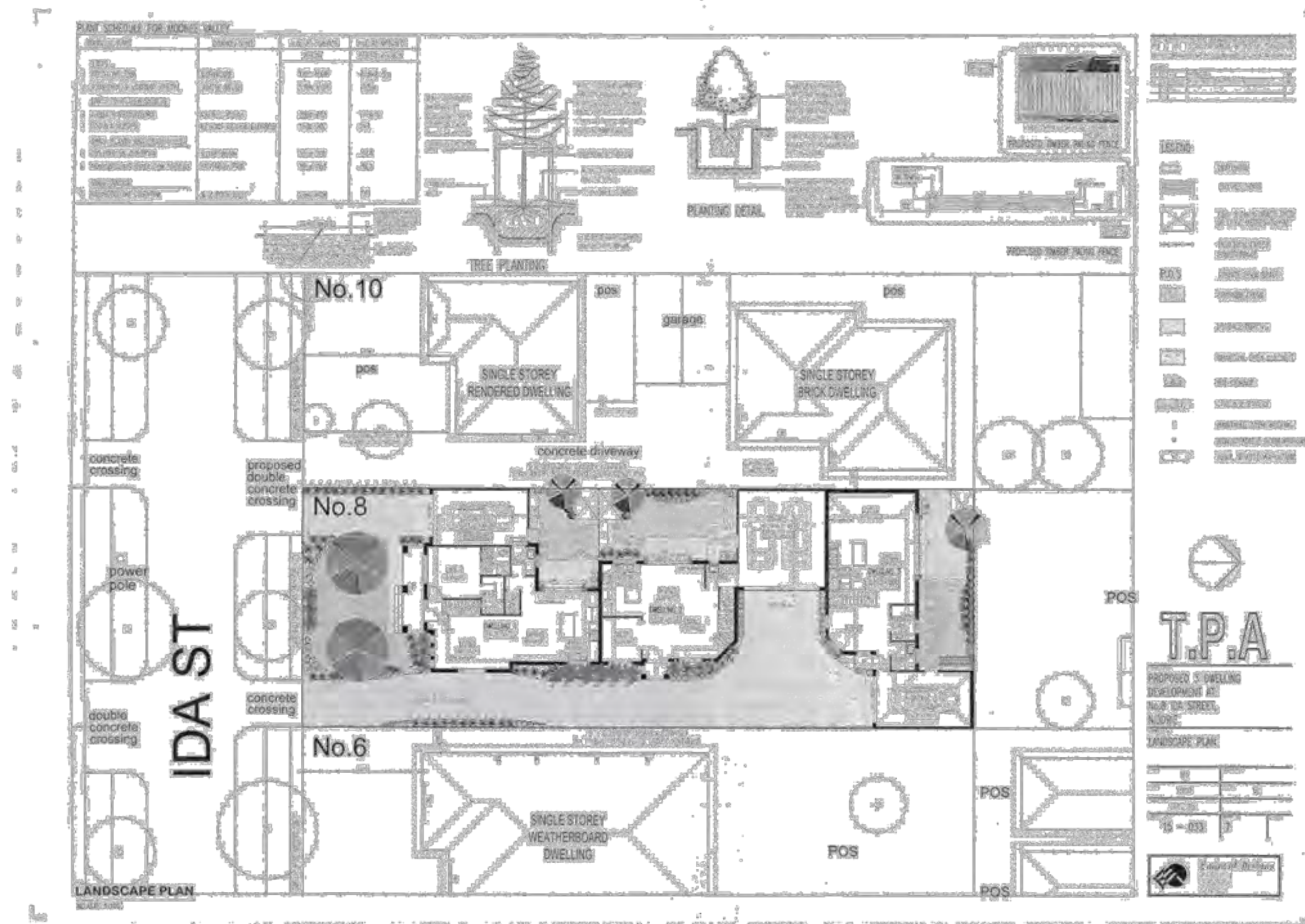




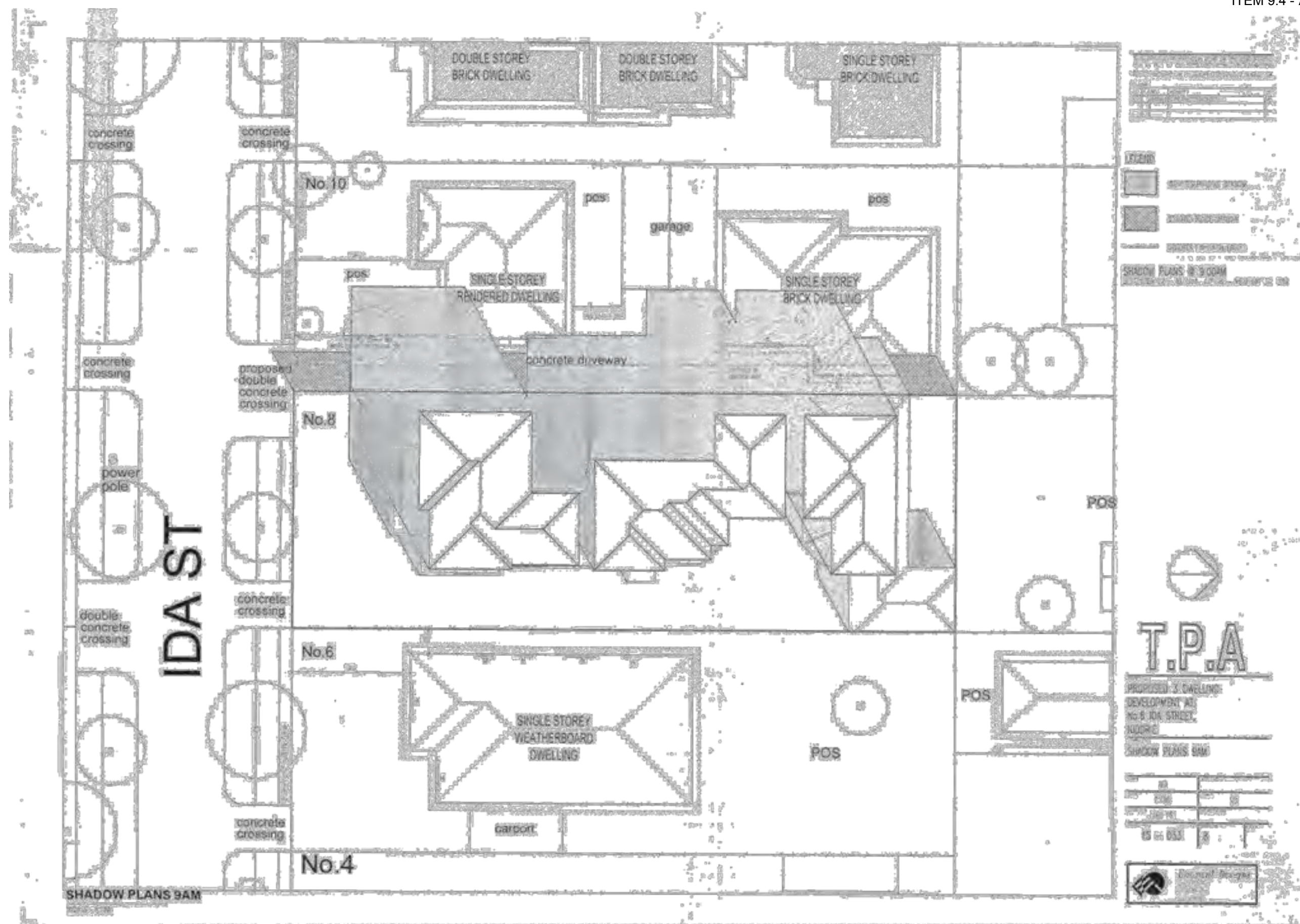


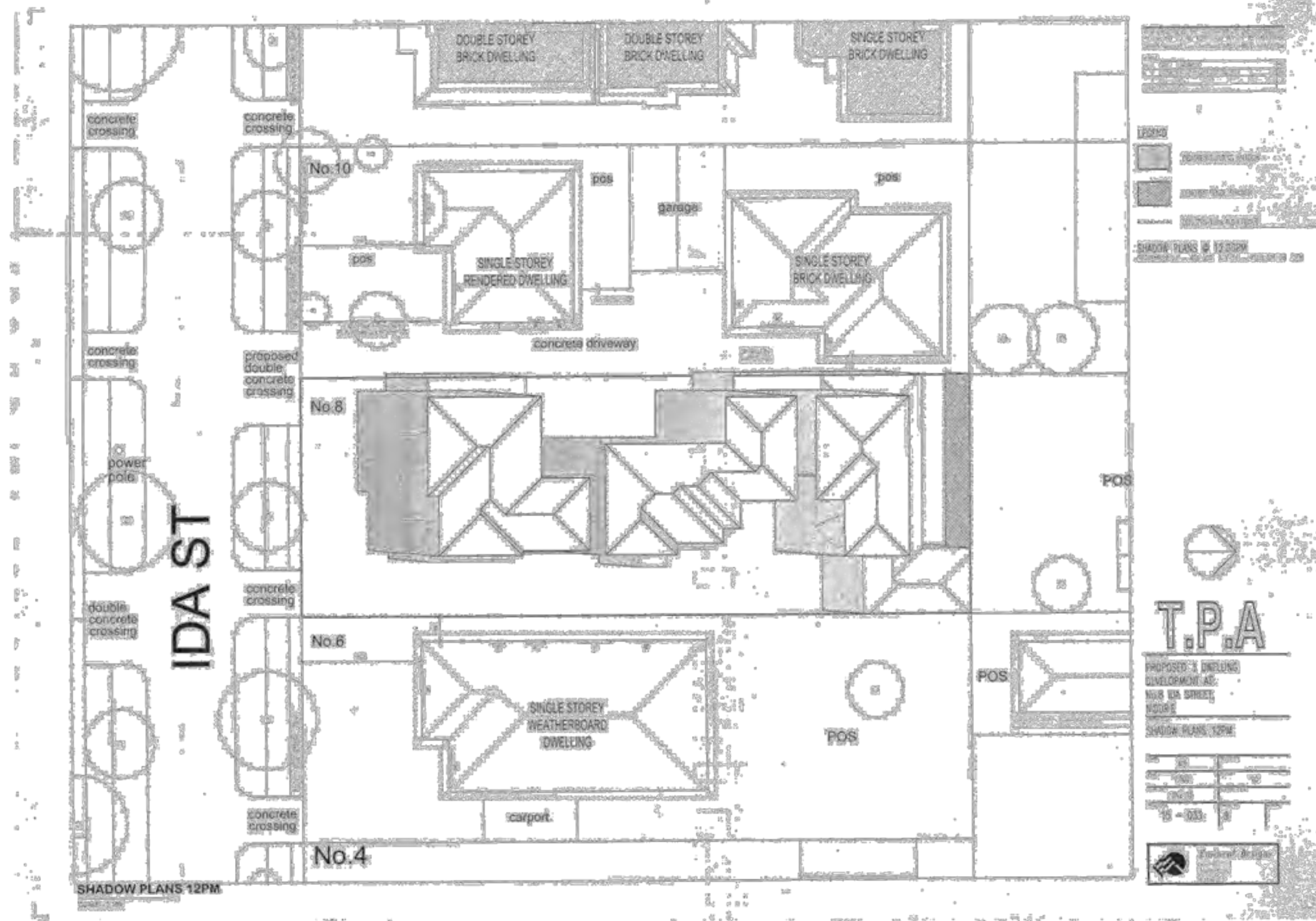




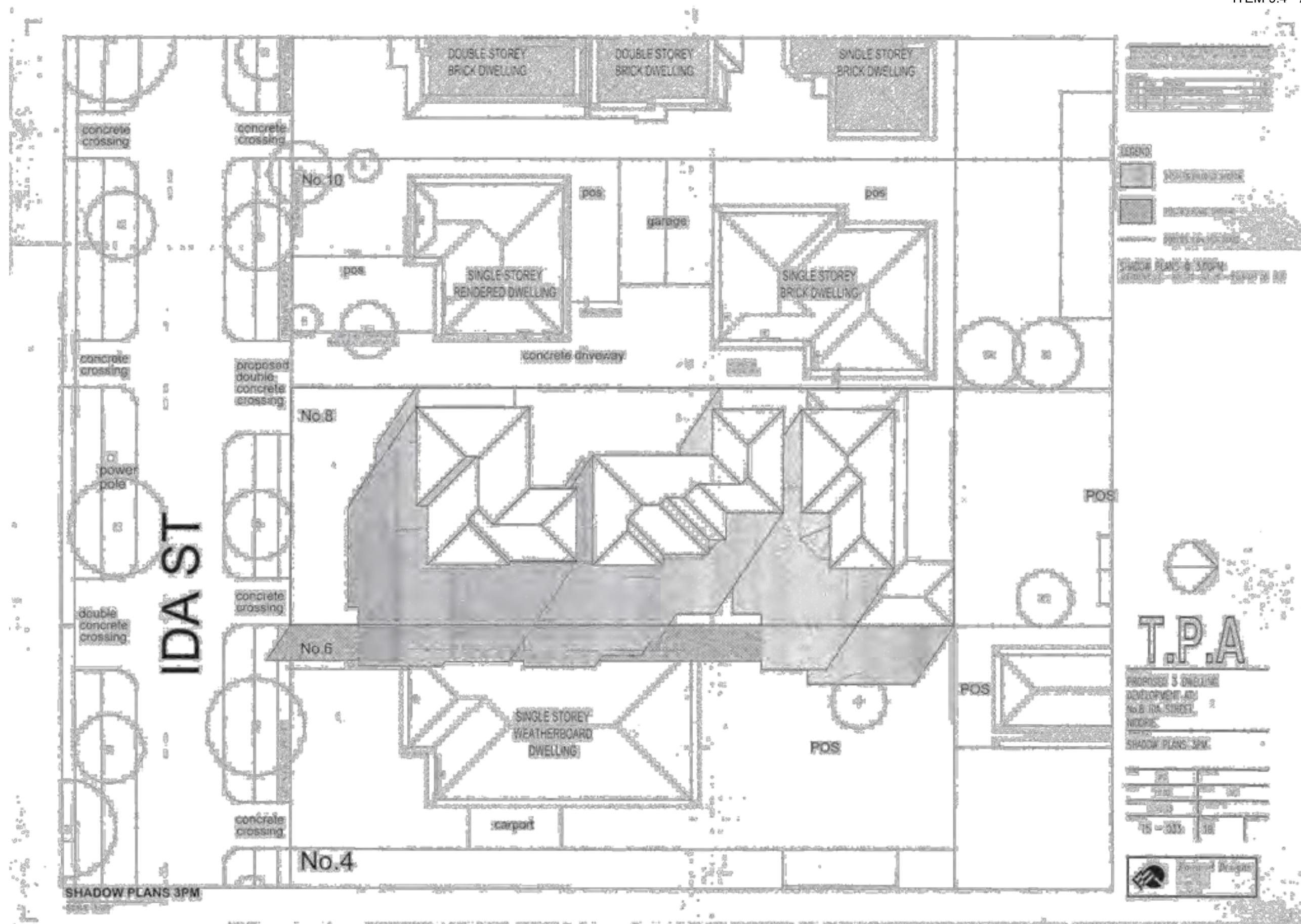


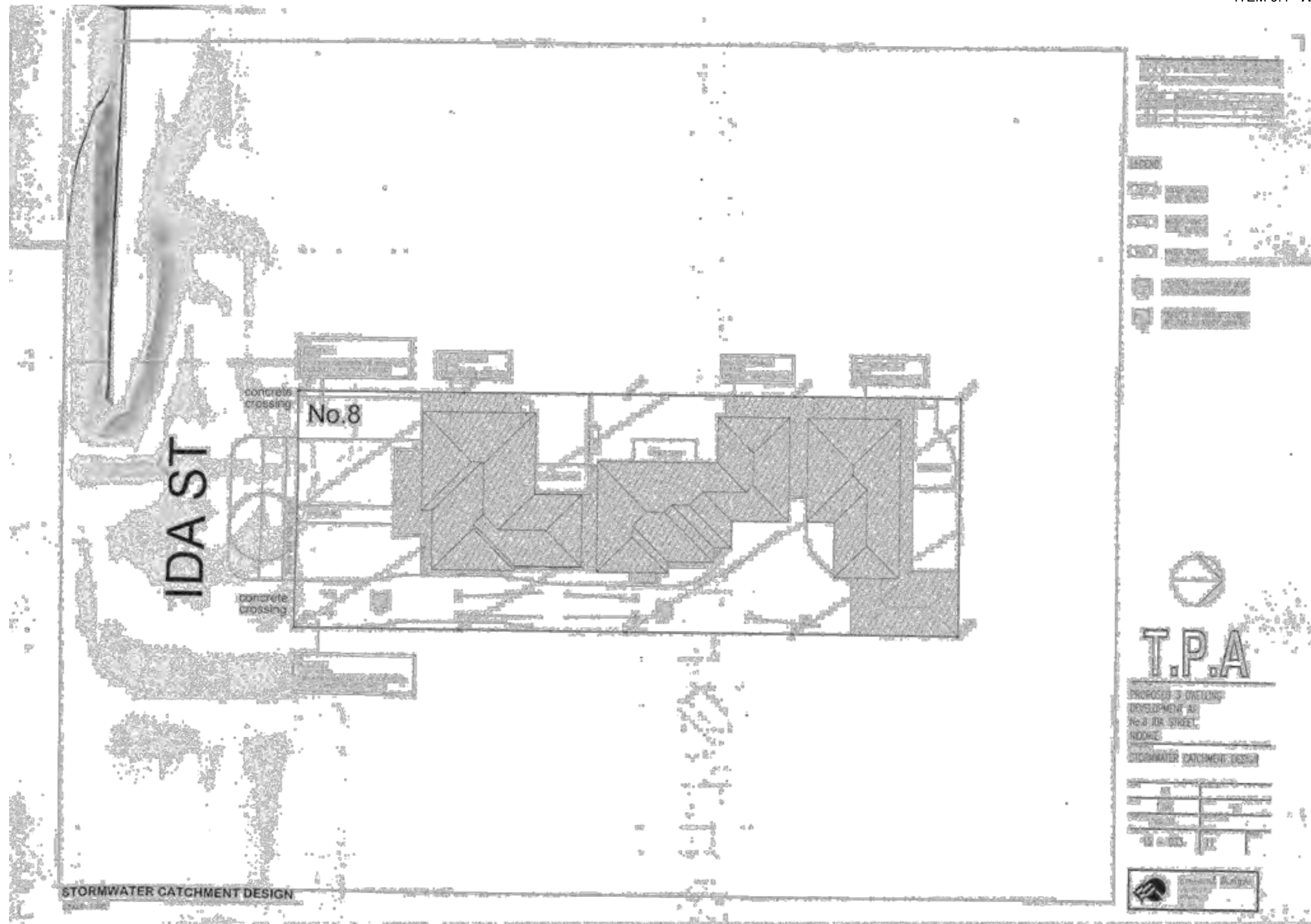
















ARCHITECTURAL TOWN PLANNING RFI RESPONSE FOR COUNCIL  
54 Mary Street Essendon



## EXPECTED CONSULTANT LIST

<b>ARCHITECT</b>	Armsby Architects Contact - John Armsby Ph - 03 9676 2296
<b>LANDSCAPE ARCHITECT</b>	John Patrick Pty. Ltd. Contact - Bill McLaughlin Ph - 03 9429 4855
<b>TOWN PLANNER</b>	Planned F.X. Pty. Ltd. Contact - David Gold Ph - 03 9497 1120
<b>ESD CONSULTANT</b>	LID Consulting Contact - Shivani Desai Ph - 03 9016 9486
<b>SURVEYOR</b>	Goodison & Associates Contact - Ken Goodison Ph - 03 9428 1818

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27/02/2016 14:25:54 Mary\_Bell\_R01 Response.rvt

58 ARMSBY STREET ESSENDON

**ARMSBY ARCHITECTS**

Design Architects and Quantity Surveyors  
10 River Street, Port Melbourne, VIC, 3207  
T: 03 9497 2296 F: 03 9497 1120  
E: armsby@armsby.com.au

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## PLANNING PROPERTY REPORT



from [www.dtp.vic.gov.au/planning](http://www.dtp.vic.gov.au/planning) on 25 November 2014 11:35 AM

Address: 54 MARY STREET ESSENDON 3040

Lot and Plan Number: Lot 173 Block D LP3151

Local Government (Council): MOONEE VALLEY Council Property Number: 199119

Directory Reference: Melway 28 A2

### Planning Zone

GENERAL RESIDENTIAL ZONE (R1Z)

SCHEDULE TO THE GENERAL RESIDENTIAL ZONE - SCHEDULE 1



Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

### Zones Legend

ACZ - Activity Centre	BN1Z - Industrial 1	R1Z - General Residential
B1Z - Commercial 1	BN2Z - Industrial 2	R2Z - General Residential
B2Z - Commercial 1	BN3Z - Industrial 3	R3Z - General Residential
B3Z - Commercial 2	LDRZ - Low Density Residential	RAZ - Rural Activity
B4Z - Commercial 2	MLZ - Mixed Use	RCZ - Rural Conservation
B5Z - Commercial 1	NRZ - Neighbourhood Residential	RDZ1 - Road - Category 1
C1Z - Commercial 1	PCRZ - Public Conservation & Resource	RDZ2 - Road - Category 2
C2Z - Commercial 2	PDZ - Priority Development	RGZ - Residential Growth
CA - Commonwealth Land	PPRZ - Public Park & Recreation	RLZ - Rural Living
CCZ - Capital City	PUZ1 - Public Use - Service & Utility	RLZ - Rural
CDZ - Comprehensive Development	PUZ2 - Public Use - Education	SLZ - Special Use
DZ - Dockland	PUZ3 - Public Use - Health Community	TZ - Township
ERZ - Environmental Rural	PUZ4 - Public Use - Transport	UFZ - Urban Floodway
FZ - Farming	PUZ5 - Public Use - Cemetery/Crematorium	UGZ - Urban Growth
GRZ - General Residential	PUZ6 - Public Use - Local Government	
GWAZ - Green Wedge A	PUZ7 - Public Use - Other Public Use	
GWZ - Green Wedge	PZ - Port	

-- Urban Growth Boundary

### Planning Overlay

None affecting this land



### Overlays Legend

AEO - Airport Environs	LSIO - Land Subject to Inundation
BMO - Bushfire Management (also WMO)	MAEO1 - Melbourne Airport Environs 1
CLPO - City Link Project	MAEO2 - Melbourne Airport Environs 2
DCPD - Development Contributions Plan	NCO - Neighbourhood Character
DDO - Design & Development	PO - Parking
DDOPT - Design & Development Part	PAO - Public Acquisition
DPO - Development Plan	RD - Restructure
EAO - Environmental Audit	RCC - Road Closure
EMO - Erosion Management	SBO - Special Building
ESO - Environmental Significance	SLO - Significant Landscape
FO - Floodway	SMD - Salinity Management
HO - Heritage	SRO - State Resource
IPO - Incorporated Plan	VPO - Vegetation Protection

Note: due to overlaps some colours on the maps may not match those in the legend.



54 MARY STREET ESSENDON

**ARMSTRONG ARCHITECTS**

Design Architects and Survey Consultants  
10 Glen Street, Port Melbourne, VIC 3207  
T: 03 9594 2222 F: 03 9594 1133  
E: [enquiries@armstrong.com.au](mailto:enquiries@armstrong.com.au)

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## SURROUNDING SITE CONTEXT



AERIAL KEY PLAN

EXISTING  
CROSSOVER



5. VIEW TO NORTH NEIGHBOUR (55 DEAKIN STREET)

4. VIEW LOOKING SW FROM THE NE CORNER OF THE SITE



NEW TWO STOREY  
DWELLING BEYOND

1. VIEW TO THE NEW WEST RESIDENCE (56 MARY STREET)



STREET PHOTOS

2. VIEW TO SW CORNER OF SITE (MARY STREET)



NEW TWO  
STOREY  
DWELLING  
BEYOND

3. SITE VIEWED FROM CORNER OF MARY & DEAKIN STREETS



27/03/2016 1425\_54 Mary St\_001 Response.pptx



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## NEIGHBOURHOOD CHARACTER



1. 64 DEAKIN ST ESSENDON



2. 45 HOFFMANS RD ESSENDON



3. 82 DEAKIN ST ESSENDON



4. 41 & 43 DEAKIN ST ESSENDON



5. 64 DEAKIN ST ESSENDON



6. 98 & 100 HOFFMANS RD ESSENDON



7. 76 DEAKIN ST ESSENDON



8. 55 DEAKIN ST ESSENDON



9. 70 HOFFMANS RD ESSENDON



10. 100 DEAKIN ST ESSENDON



11. 56 MARY ST ESSENDON



12. 56 MARY ST ESSENDON

### NEIGHBOURHOOD BUILDINGS



#### PATTERN OF DEVELOPMENT OF THE NEIGHBOURHOOD

This precinct in Essendon is developed with wide streetscapes, tall trees and established gardens. Buildings are generally one or two storey in height and are detached or semi-detached. Each house developed is modest and simple in form and use of material. Some of the newer developments tend to dominate the streetscape and existing built form because of the larger scale developments and inconsistent use of materials and colours.

#### BUILT FORM, SCALE & CHARACTER

##### Built form

The building forms in the neighbourhood generally have articulated front facades with recesses, setbacks, timber detailing and verandahs. They are mostly detached or semi-detached. (see images 2,6 & 11)

##### Scale and character

As mentioned above the newer developments in the neighbourhood are predominately double storey or single storey, brick or rendered brick. While in other instances, some homes are of weatherboard or of timber. (see images 4,5 & 6)

##### Fencing

Most houses have a front fence but some do not. They are constructed of timber, brick or steel and measure to the height of 1.2m. (see images 4,6 & 8)

##### Setbacks

Substantial setbacks in the area, from 5 to 10 meters. Side setbacks are generally 1 to 3 meters. (see image 3)

##### Landscape design

With a substantial setback, this allows homes to have well established gardens at the front, including mixed plants species and wide lawn areas. (see images 1,8 & 11)

#### ARCHITECTURAL & ROOF STYLES

##### Architecture

Victorian or Edwardian era styled homes mainly surrounding the area. (see images 9 & 12)

Most roofs surrounding the site are gabled or hipped roofs with pronounced eaves. (see images 2,5 & 9)



**ARMSTRONG ARCHITECTS**

Design Architects and Energy Consultants  
10 Glen Street, Port Melbourne, VIC, 3207  
T: 03 9540 1133 F: 03 9540 1135  
E: armstrong@armstrong.com.au

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## EXECUTIVE SUMMARY

### CLIENT BRIEF & DEVELOPMENT STRATEGY

The proposal is situated on a corner site at 54 Mary Street Essendon. The site is located within General Residential Zone (R1Z) and there are no overlays. The site fronts Mary Street to the South and Deakin Street to the East. North of the site is a two storey dwelling and to the west of the site a new two storey dwelling. The site is in an area characterised predominantly by detached and semi-detached one and two storey dwellings & units on large allotments, early to mid twentieth century to modern contemporary in style. The site is within walking distance of Hoffmans Road shops (200m) & Keilor Road shopping precinct (1000m) including public transport i.e. tram along Keilor Road.

The proposal is for four three storey dwellings divided up into two duplexes i.e. with common party wall between unit 1 & 2 as well as 3 & 4 respectively. Use of natural concrete finishes, natural timber & perforated metal screens gives the design a very contemporary appearance (see TP501-502). This is softened by setting back of walls & glazing.

The massing of the two duplexes is broken up into two storey main facade with third storey, a small roof terrace 'pop-tops' set back from front and sides of main facade. The upper floor setbacks accord with Rescode setbacks.

The proposal also incorporates various environmentally sustainable design initiatives (ESD) such as energy efficient lighting throughout, passive solar gains from east & west, cross ventilation through the building via the use of operable doors and windows on the facades as well as water tanks to flushing toilets and irrigating the landscaping

Our strategy has been to create a residential building that has a simple elegant modern aesthetic that complements, enhances and adds to the built form and character of the area while providing desirable high quality housing. Privacy has been created through screening and setbacks. We believe we have met the objectives of Rescode and integrated ESD initiatives and feel we have created a new building that contributes to the vibrancy and amenity of the local area.



VIEW OF KEILOR ROAD SHOPPING PRECINCT & TRAM LINE



3D VIEW OF PROPOSAL FROM DEAKIN STREET  
(NOTE - LANDSCAPING NOT INCLUDED, REFER TO LANDSCAPE ARCHITECT'S PLANS TP 701)

27052016 1425\_04 Mary St\_R01 Response.jpg

54 MARY STREET ESSENDON

**ARMSTRONG ARCHITECTS**

Design Architects and Energy Consultants  
10 Glen Street, Port Melbourne, VIC 3207  
T: 03 9401 2333 F: 03 9401 1133  
E: [info@armstrongarchitects.com.au](mailto:info@armstrongarchitects.com.au)

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## SITE ANALYSIS



### SITE INFORMATION

The site is a corner lot, regular in shape, being rectangular of 845m<sup>2</sup> with a north-west orientation and has boundary dimensions of 19.20m north and south, and 42.60m east and west.

### ORIENTATION

The site is situated on the corner of Deakin Street (east) and Mary Street (south), with the main vehicular access to the north east corner of site from Deakin Street. It shares a boundary with the neighbouring properties on the north and west boundary.

### TOPOGRAPHY

The topography of the existing site falls from the northwest corner to the southeast corner approximately 2.3 metres with the surrounding sites following the same fall. Refer to TP 801 for detailed site levels of the site and surrounding context.

### EASEMENT

Refer to TP 201 for location of easements.

### CONTEXT

The site is currently occupied by a one storey dwelling on a large allotment. Refer to TP 801 for the location of the existing building and the surrounding properties.

### USE OF SURROUNDING BUILDINGS

Refer to TP 004 Surrounding site context.

### NEIGHBOURING PRIVACY

Marked on the adjacent diagram is the secluded private open space, particularly the northwest boundary of the site has been taken into consideration. Habitable windows within 9 metres of the site is marked in drawing TP 202 Ground Floor Plan.

### SOLAR

Drawn on the adjacent diagram is the solar access to the site and the surrounding properties.

### TREES

Refer TP 202 for trees that are to be removed and retained.

### STREET FRONTAGE FEATURES

Refer to TP 301 and 302 for street poles, trees and kerbs.

54 MARY STREET ESSENDON

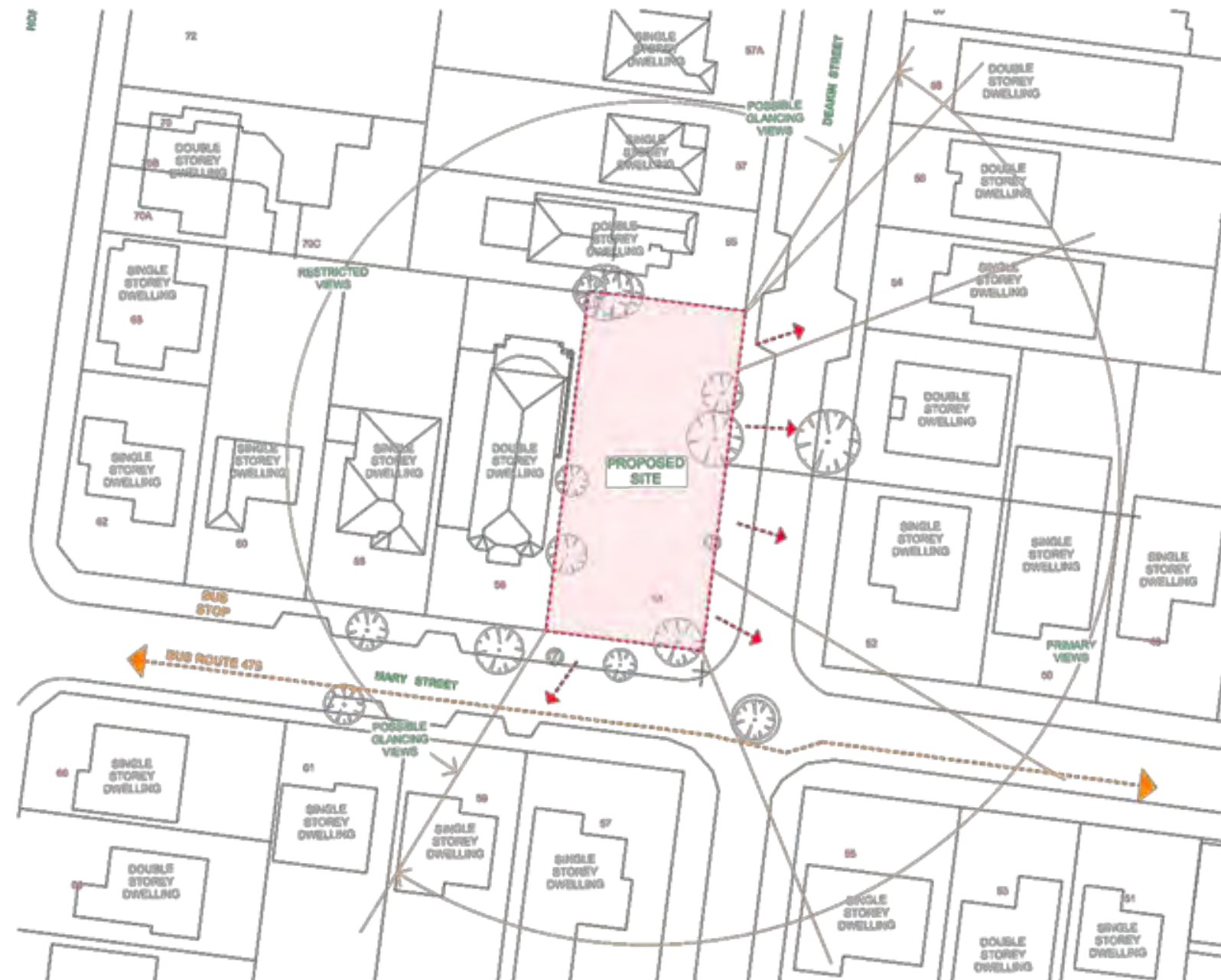
**ARMSBY ARCHITECTS**

Design Architects and Energy Consultants  
10 Rip Street, Port Melbourne, VIC 3207  
T: 03 9594 2322 F: 03 9594 1135  
E: armsby@armsby.com.au

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## SITE ANALYSIS: Local Amenities and View Corridors



82 Hoffman Road  
8 minute walk



Buckley Park  
15 minute walk

### SITE INFORMATION

#### LOCATION OF LOCAL AMENITIES

##### Local shops

Along Hoffman Road are a few local stores in the area (Hoffman's Road Fish and Chips, Little Green Monster's Kidswear, Niddrie Health care Pharmacy, Pippo's Pizza and Stevie C Hair). Estimated walking time is 7 minutes. Most of the other local shops in the area are located about a 5 minute drive from the site.

##### Public Transport

Bus 475 - Moonee Ponds - East Kellor  
The bus stop located at 60 Mary Street, approximately a 1 minute walk.

##### Public Open Spaces

Bradshaw Street Reserve is approximately a 7 minute walk.  
Buckley Park is an approximate 15 minute walk from the site.

#### VIEW CORRIDORS

The site being a corner lot opens up opportunities to have views through the neighbourhood and down the street, particularly on the first floor balcony on the east and south. However, the views will be restricted at the north west for privacy to neighbours.

54 MARY STREET ESSENDON

**ARMSTRONG ARCHITECTS**

Design Architects and Energy Consultants  
50 Glen Street, Port Melbourne, VIC 3207  
T: 03 9594 2200 F: 03 9594 1135  
E: armstrong@armstrong.com.au

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## ARCHITECTURAL EXEMPLARS



EXAMPLE OF EXPRESSED WALL & TIMBER CLADDING



EXAMPLE OF SCREENED BALUSTRADE



EXAMPLE OF TIMBER CLADDING & FENESTRATION



EXAMPLE OF NATURAL CONCRETE CLADDING & FENESTRATION



EXAMPLE OF TIMBER CLADDING & PROJECTING ROOFS



EXAMPLE OF NATURAL CONCRETE CLADDING



EXAMPLE OF CREATED LANDSCAPED ENTRIES



EXAMPLE OF EXPRESSED WALL & ROOF FORM

54 MARY STREET ESSENDON

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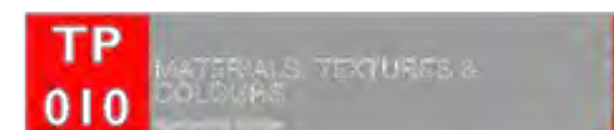
Design Architects and Energy Consultants  
50 Glen Street, Port Melbourne, VIC 3207  
T: (03) 9594 2222 F: (03) 9594 1133  
E: [enquiries@armstrong.com.au](mailto:enquiries@armstrong.com.au)

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2705202016\_1420\_54 Mary St\_RP1 Response.pptx

## MATERIALS TEXTURES AND COLOURS

The use of natural materials is employed in the design, particularly looking at natural timber cladding and concrete finishes to create a new building that contributes to the vibrancy and visual amenity of the local area. Perforated metal screens are also utilised in the design to give the proposal a contemporary aesthetic.



**CR1**  
- TEXTURED CONCRETE FINISH TO WALLS & FENCING



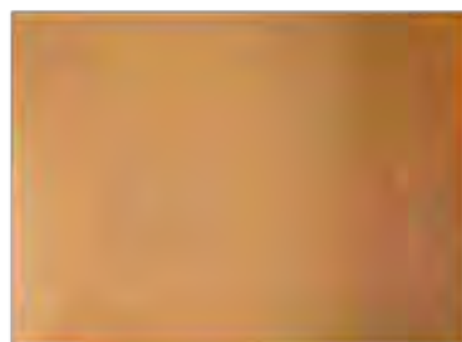
**GL1 & GL2**  
- CLEAR & OBSCURE GREEN GLASS



**MF1 & PF1**  
- POWDERCOATED METAL & PAINTED FINISH; COLOUR - 'MONUMENT'  
- TO DOOR & WINDOW FRAMES, BALUSTRADES, FEATURE WINDOW HOODS & VERTICAL FINS, GARAGE DOORS & WALLS.



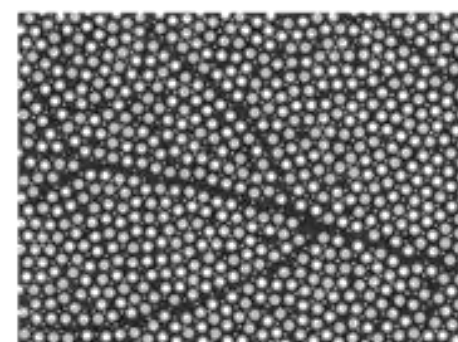
**MF2**  
- STAINLESS STEEL METAL FINISH TO LETTERBOX NUMBERING



**MF3**  
- BRASS METAL FINISH TO ENTRY AWNINGS OF EACH DWELLING



**MR1**  
- METAL ROOFING; COLOUR - DARK GREY



**MS1**  
- PERFORATED METAL SCREENS TO BALCONIES; COLOUR - 'MONUMENT'



**TF1**  
- FEATURE TIMBER CLADDING (VERTICALLY LAID)

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Design Architects and Energy Consultants  
10 Rye Street, Port Melbourne, VIC 3207  
T: 03 9594 2200 F: 03 9594 1135  
E: [info@armstrong.com.au](mailto:info@armstrong.com.au)

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## ESD FEATURES & WSUD RESPONSE

The proposal incorporates a number of ESD Initiatives in an effort to minimise its 'effects on the natural environment' and provide a better living environment and amenity for the residents of the dwellings.

Below is a summary of the ESD initiatives incorporated in the proposal.

Refer to the ESD Reports prepared by LID Consulting for a more in-depth analysis of the ESD initiatives incorporated within the proposal.

### ESD INITIATIVES INTEGRATED WITHIN THE PROPOSAL

#### INDOOR ENVIRONMENTAL QUALITIES

- Incorporation of deep balconies in the building that will provide warm, sunny spaces in winter and act as solar shading devices in summer.
- Allowing cross ventilation through the dwellings.
- Passive solar gains from the north, east and west.
- Use of low VOC paints, adhesives, sealants, flooring and wood products.

#### ENERGY EFFICIENCY

- Energy efficient lighting throughout.
- All windows and glazing doors will meet the requirements of Part J of the BCA to ensure that the thermal envelope is appropriately energy efficient.
- Energy efficient hot water and air conditioning systems.

#### WATER RESOURCES

- Water conservation fixtures and fittings, with good WELS star ratings, will be used for toilets, taps and showerheads.

#### STORMWATER MANAGEMENT (WSUD RESPONSE)

- A water tank to each dwelling is to be used for flushing of toilets and watering of the plants on the roof terrace.
- Ground level landscaping to eliminate overland stormwater flow and aid in stormwater capture and reuse.
- Porous paving used throughout the development.
- Roof terrace planter boxes to all dwellings.

#### BUILDING MATERIALS

- The incorporation of FSC certified timber.

#### URBAN ECOLOGY

- Provision of landscaped roof terraces that will enhance the urban fabric and contribute to the ecology of the area by 'greening' the space and recycling the roof water run-off.

#### INNOVATION

- Rain water flushing of toilets and irrigation of landscaping.

#### ONGOING BUILDING AND SITE MAINTENANCE

- Use of materials that can be easily recycled/reused beyond the life span of the building.



EXAMPLE OF DEEP BALCONY SOLAR SHADING



PERVIOUS LANDSCAPING FOR STORMWATER CAPTURE



ROOF TERRACE EXAMPLE WITH PLANTERS

54 MARY STREET ESSENDON

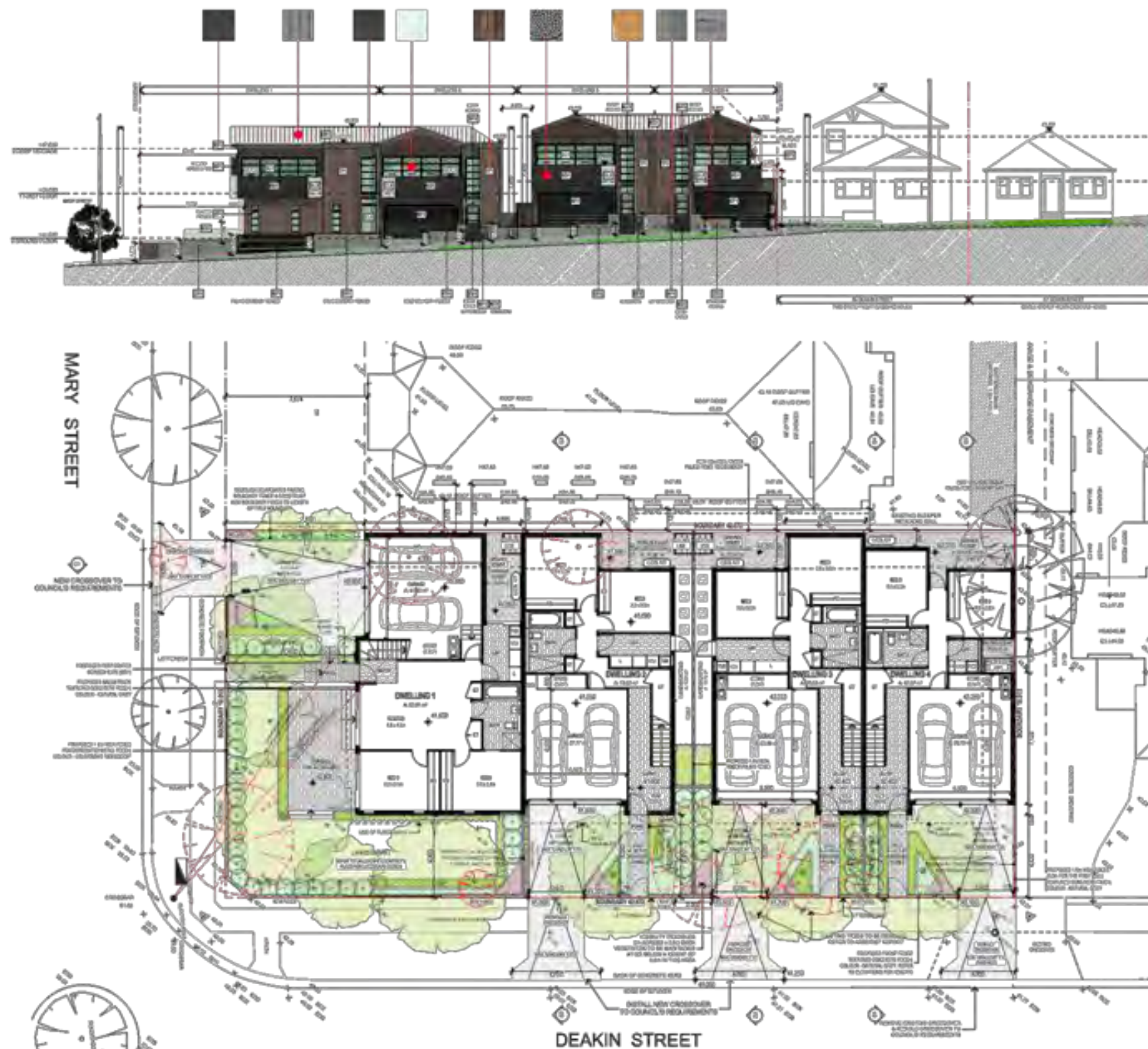
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Design Architects and Energy Consultants  
10 River Street, Port Melbourne, VIC 3207  
T: 03 9594 2222 F: 03 9594 1133  
E: [enquiry@armstrong.com.au](mailto:enquiry@armstrong.com.au)

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## DESIGN RESPONSE

The proposed development is designed to be an exemplary contemporary addition to the diverse and changing context of Essendon. The proposed development is one that considers, acknowledges and references design cues from the existing buildings in the area. Our strategy has been to create a series residential buildings that has a simple elegant modern aesthetic that complements, enhances and adds to the built form and character of the area. Architectural detailing and eaves are modest and complimentary to the form of the proposed dwellings, as well as the existing neighbourhood character. The highly considered architectural outcome and contemporary nature offers opportunity as a strong local precedent, enhancing the existing housing stock through creative design consideration and articulation, whilst respecting the existing character and scale.

## BUILDING HEIGHT, FORM & LAYOUT

Changes of building height between neighbouring buildings and that of the proposal is gradual. The maximum building height of the proposal is lower than both the existing residences to the north and west. Refer to drawings TP301 and TP302 for elevations of the adjacent buildings.

## SET BACKS

**To Mary Street**  
The setback of Dwelling 1 from Mary Street is 7.0m, with the garage setback further at 7.5m. These setbacks to Mary Street are consistent with the average setback of approximately 7.5m of the adjacent buildings to the west.

**To Deakin Street**  
The proposed design setback from the Deakin Street (side street) is approximately 4.45m to the building line of all dwellings and 4.0m to the first floor balconies. These setbacks are well beyond the 3m requirement.

## ROOFING

Pitched and angle roofs are used in the design to complement the roofing typologies of the surrounding area.

## FENCING

The maximum fence height to the existing streets is approximately 1.5m with which is the maximum fencing height maintained by our proposal.

## LANDSCAPING

Refer to the Landscape Plans prepared by John Patrick.

54 MARY STREET ESSENDON

**ARMSBY ARCHITECTS**

Design Architects and Energy Consultants  
10 Bay Street, Port Melbourne, VIC 3207  
T: 03 9594 5500 F: 03 9594 1133  
E: armsby@armsby.com.au

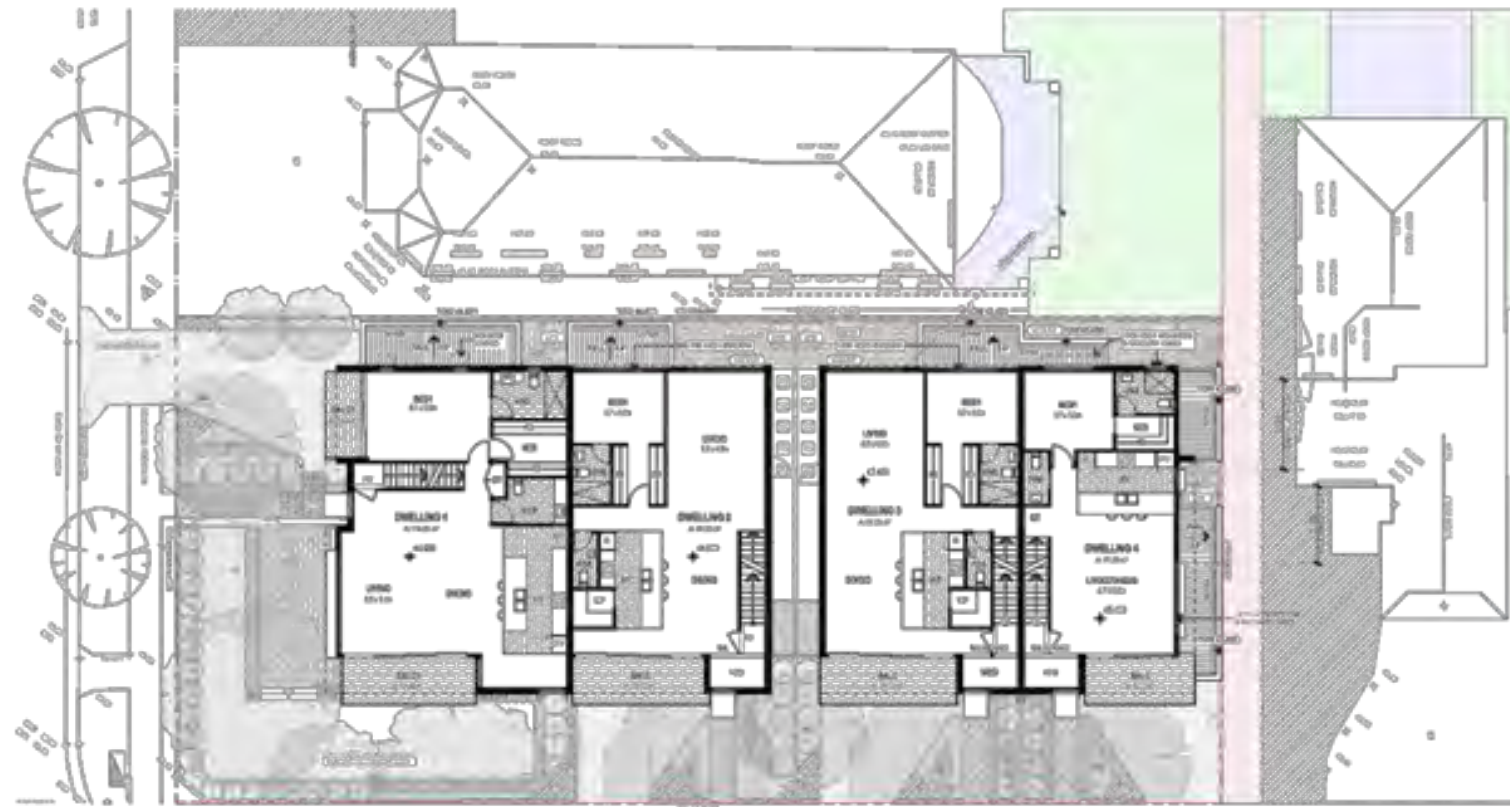
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27/02/2016 14:25\_54 Mary St\_RP1 Response plan



## OVERLOOKING & DAYLIGHT STUDY

OVERLOOKING STUDY PLAN  
SCALE 1:250 @ A3



### OVERLOOKING STUDY

The overlooking study adjacent demonstrates the proposal meets the 'overlooking' objective of Clause 55.04-6 of the Planning Scheme.

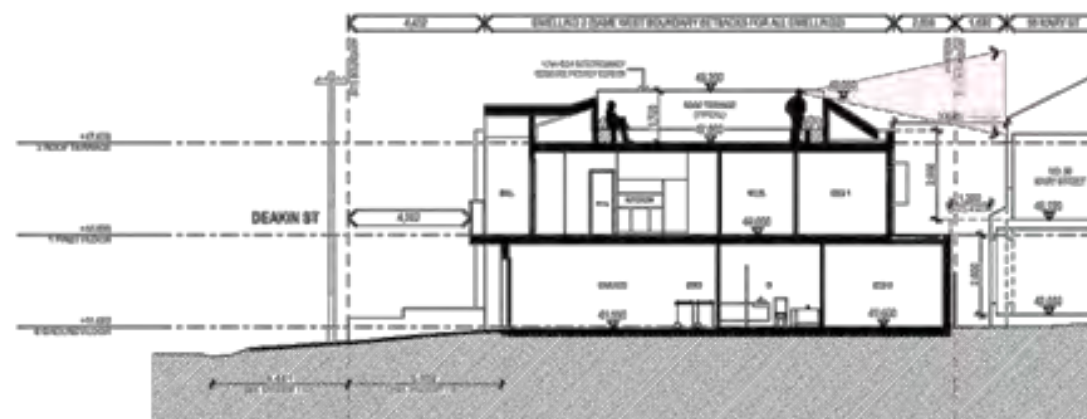
The private open space at the rear of the neighbouring residence to the west is the only secluded private open space within 9m of the proposed development. All windows of the first floor of Dwellings 3 and 4 that fall within a 9m horizontal distance of this space have 1700 high sills and do not overlook this area. The ground floor of the proposal has 1.8m high boundary fences that will provide visual barriers between the proposal and the neighbouring dwellings; and the ground floor level of the proposal is less than 0.8m above the ground level at the boundaries.

There are no overlooking issues towards any of the neighbouring windows as all the existing boundary windows of the western residence are obscured and all existing windows of the residence to the north are offset further than the 1.5m requirement.

The planters and height of the roofs wrapping the roof terraces have been designed to prevent downward views towards the adjacent properties. These screens also prevent views into adjacent open space within the development. This is shown on the 'daylight study' section below.

#### LEGEND

- WINDOWS WITH OBSCURED GLAZING
- COVERED OUTDOOR AREAS
- SECLUDED PRIVATE OPEN SPACE
- DRAINAGE & SEWERAGE EASEMENT
- NEIGHBOURING DRIVEWAYS



DAYLIGHT STUDY SECTION  
SCALE 1:200 @ A3

### DAYLIGHT STUDY

The sectional 'daylight' study adjacent demonstrates the proposal meets the objective of Clause 55.04-3 'Daylight to Existing Windows' of the Planning Scheme.

The built-to-boundary walls of the ground floor of the proposal, along the western boundary, are setback 1.3m from the ground floor external wall of the residence at 56 Mary Street. This setback is 50% of the height of the proposed walls measured from the ground floor level containing the existing windows - this measurement is 2.6m.

At first floor level, the walls are set back more than 3.6m from the first floor of the neighbouring dwelling at 56 Mary Street. This setback is more than the standard requirement for a setback of (INSERT height x 0.5). In terms of the interface to the dwelling to the north, due to the location of the neighbouring driveway and the drainage and sewerage easement the setbacks for daylight to the windows on that property are contained wholly within the neighbouring land.

56 MARY STREET ESSENDON

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Design Architects and Quantity Consultants  
10 River Street, Port Melbourne, VIC 3207  
T: 03 9594 2200 F: 03 9594 1132  
E: info@armstrongarchitects.com.au

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## DEVELOPMENT SUMMARY



<b>MEDIUM DENSITY DEVELOPMENT</b>	Project No. 1420
54 MARY STREET ESSENDON	

### DEVELOPMENT SCHEDULE OF AREAS

Site Area:	845 m <sup>2</sup>
Overall Site Coverage:	460 m <sup>2</sup>
Permeable Site Coverage (incl. roof planters):	324 m <sup>2</sup>

DWELLING NO.	GROUND FLOOR m <sup>2</sup>	FIRST FLOOR m <sup>2</sup>	GARAGE m <sup>2</sup>	TOTAL m <sup>2</sup>	BEDROOMS NO.	CARSPACES	BALCONY/POS						
							BALCONY/TERRACE		POS				
							ROOF BAL	TERR* m <sup>2</sup>	DRIVEWAY m <sup>2</sup>	S/CRT m <sup>2</sup>	UNSCPG m <sup>2</sup>	POS m <sup>2</sup>	TOTAL m <sup>2</sup>
1	83.81	114.09	41.80	239.70	3	2	15.70	48.25	63.95	33.84	10.29	4.20	143.28
2	76.36	97.38	37.77	211.51	3	2	10.73	51.90	62.63	21.67	10.95	13.22	68.14
3	75.02	97.90	38.99	211.91	3	2	10.73	36.04	46.77	23.10	10.95	17.73	68.27
4	67.37	77.36	38.75	183.48	3	2	8.72	27.52	36.24	23.27	16.76	N/A	56.34
VISITOR**						4							
TOTAL	302.56	386.73	157.31	846.60		12							

\* Roof terrace areas include planters.  
\*\* Visitor spaces equals one per driveway.

27/02/2016 1420\_Mary St\_R01 Response.rvt

54 MARY STREET ESSENDON

**ARMSTRONG ARCHITECTS**  
Design Architects and Energy Consultants  
50 Glen Street, Port Melbourne, VIC 3207  
T: 03 9594 2200 F: 03 9594 1133  
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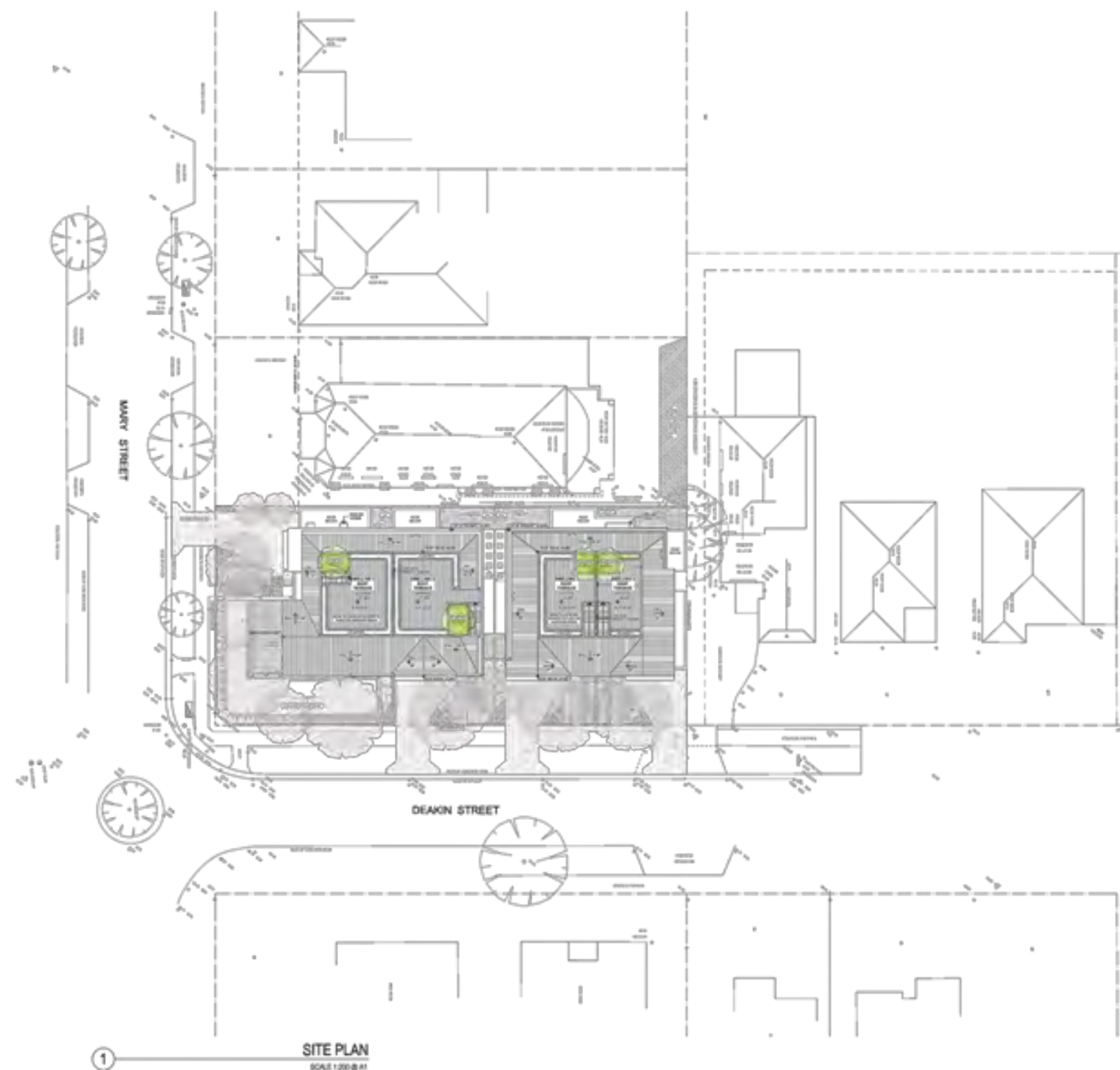
## LOCATION PLAN



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Design-Architects and Energy Consultants  
51 Bay Street, Port Melbourne, VIC, 3207  
M: 0401 100 600 F: 03 9479 1204  
P: 03 9447 1130 E: armstrong@armstrong.com.au

C COUNCIL RPI RESPONSE ISSUE  
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A TOWN PLANNING ISSUE  
Rev Description

25 24.07.2015  
26 17.08.2015  
27 07.03.2016  
By Date

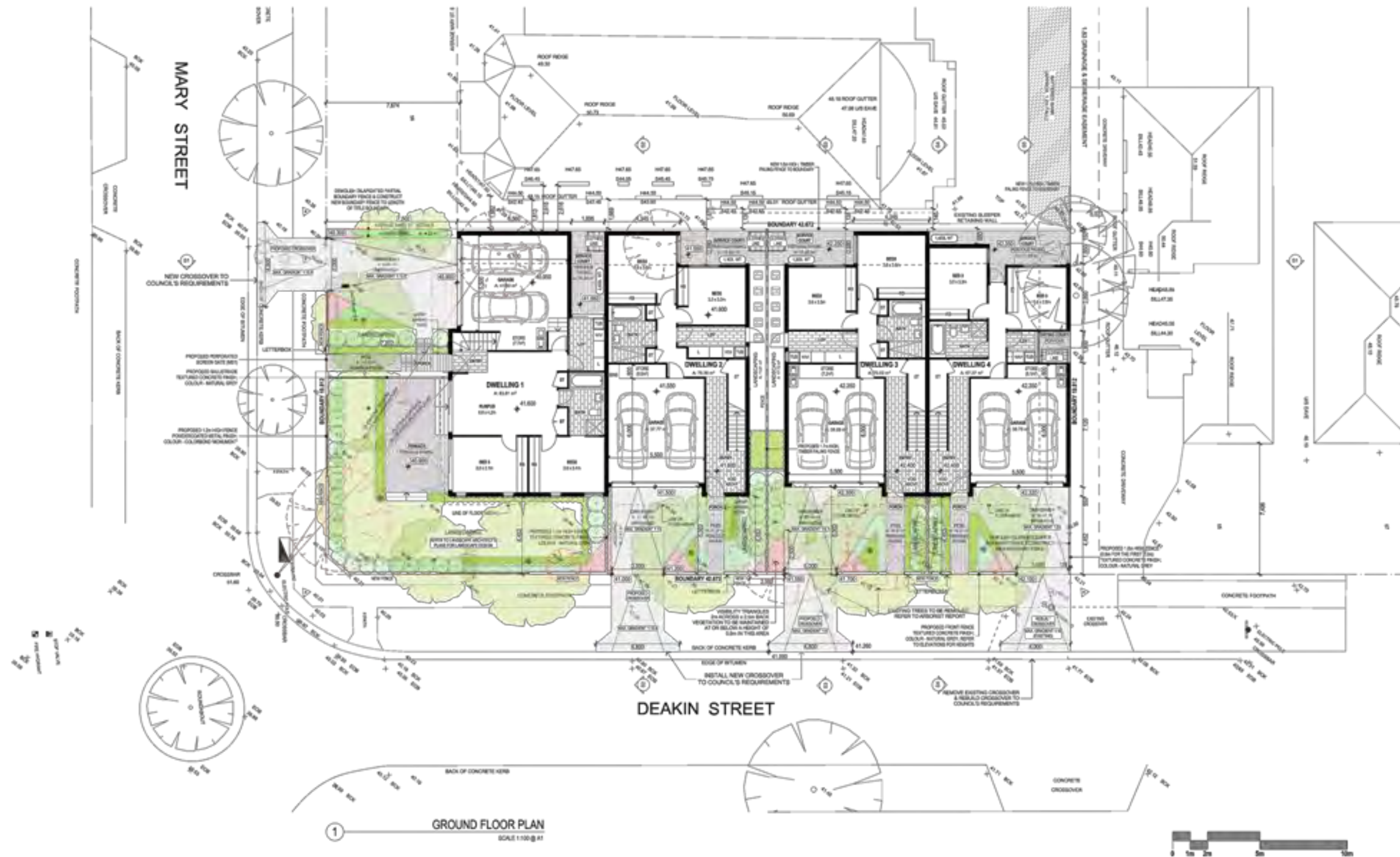


Project  
54 MARY STREET  
54 MARY STREET  
ESSENDON VICTORIA  
AUSTRALIA  
Project Number  
1320

Drawing  
SITE PLAN  
Drawing Number  
TP201  
Project Status  
TOWN PLANNING  
Scale 1:200 @ A1

Revision C





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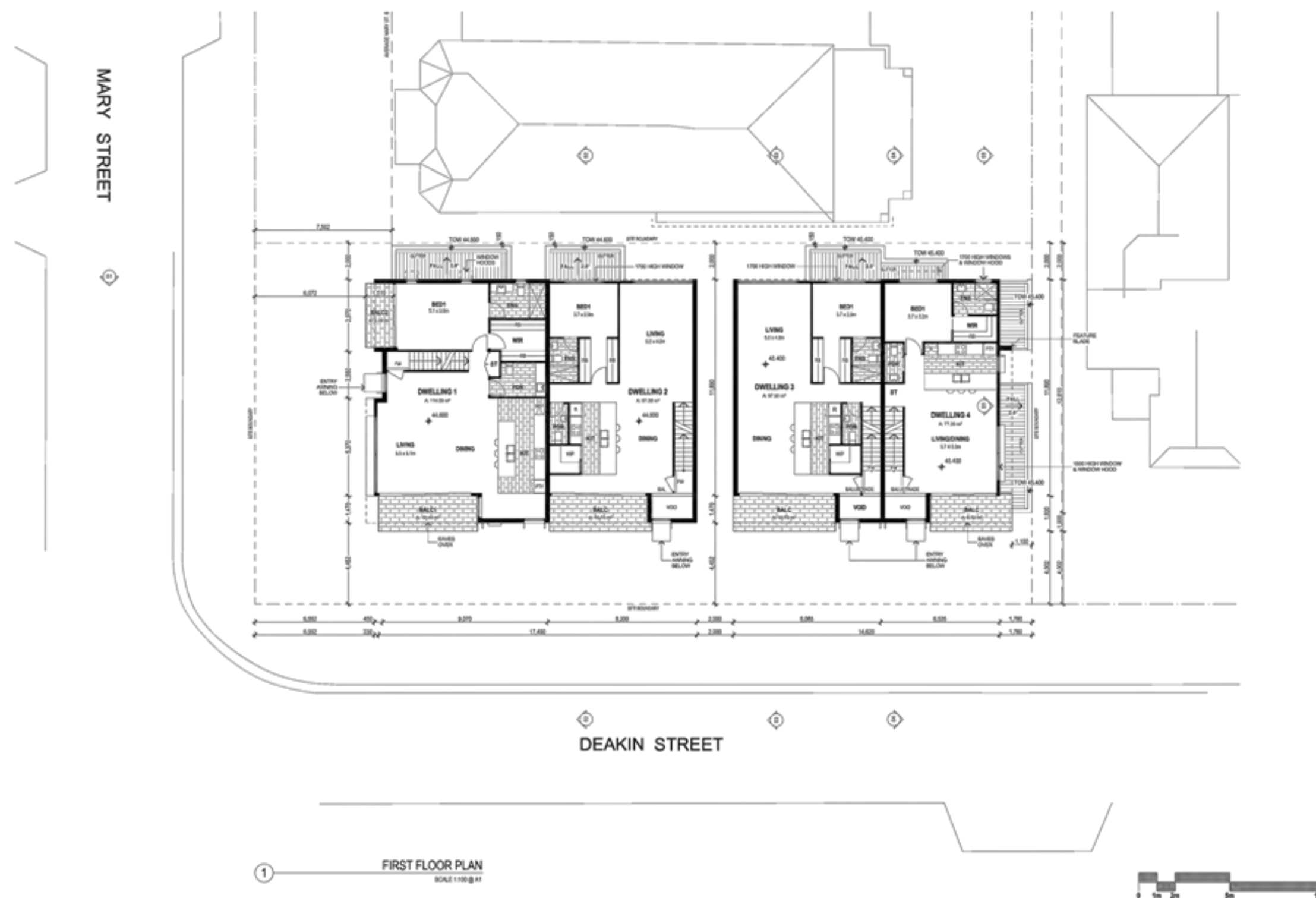
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Rev Description  
Rev Date

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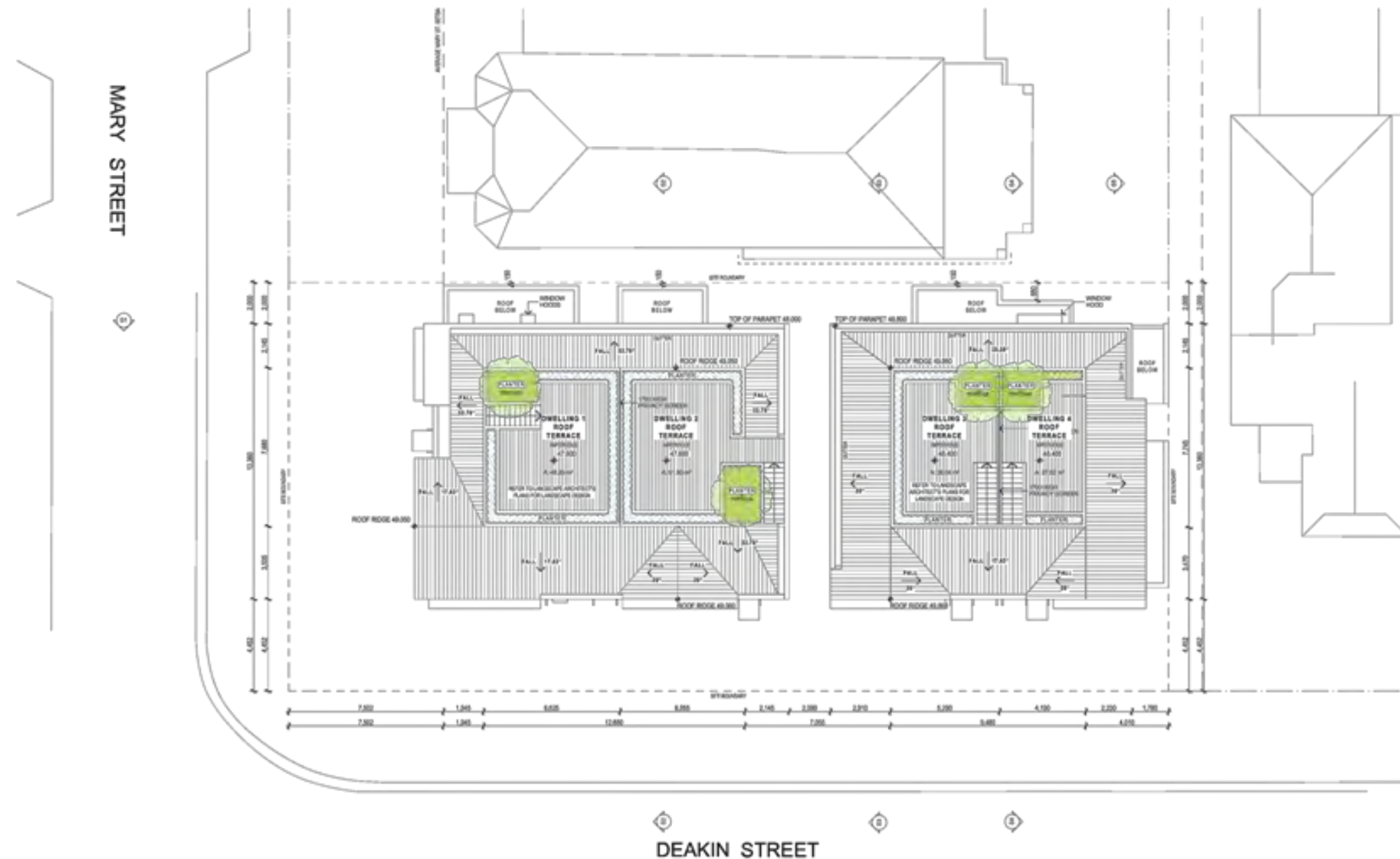
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54 MARY STREET  
ESSENDON VICTORIA  
AUSTRALIA  
Project Number  
1320

Drawing  
GROUND FLOOR PLAN  
Drawing Number  
TP202  
Project Status  
TOWN PLANNING  
Scale 1:100 @ A1  
Revision C



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51 Bay Street, Port Melbourne, VIC, 3207  
M: 0401 165 655 F: 03 9579 1234  
P: 03 9548 1152 E: armstrong@armstrong.com.au





1 ROOF TERRACE PLAN  
SCALE 1:100 @ A1



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Design Architects and Energy Consultants  
51 Bay Street, Port Melbourne, VIC, 3207  
M: 0401 165 661 F: 03 9479 1234  
P: 03 9447 1132 E: armstrong@armstrongarchitects.com.au

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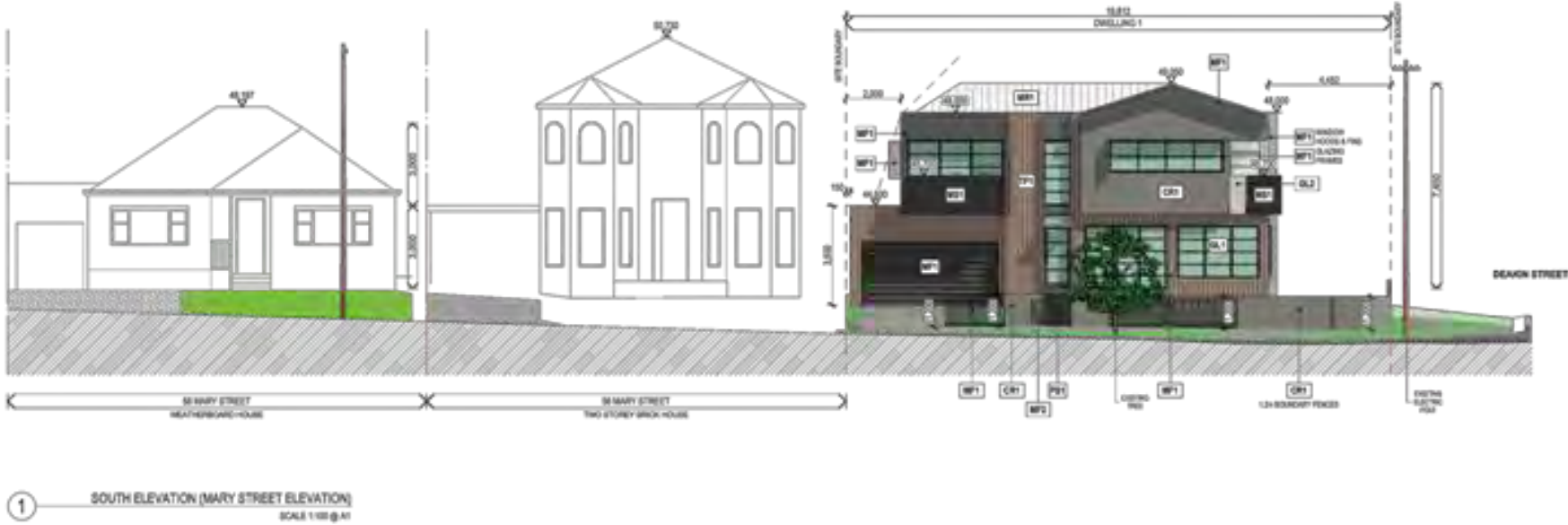
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By Date



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ESSENDON VICTORIA  
AUSTRALIA  
Project Number  
1320

Drawing  
ROOF TERRACE PLAN  
Drawing Number  
TP204  
Project Status  
TOWN PLANNING  
Scale 1:100 @ A1  
Revision C





CR1	TEXTURED CONCRETE FINISH; COLOUR - NATURAL GREY
GL1	CLEAR GREEN GLASS
GL2	OBSCURE SAFETY GLASS
MP1	POWDERCOATED METAL FINISH; COLOUR - COLORBOND 'MONUMENT'
MP2	STAINLESS STEEL; BRUSHED FINISH
MP3	BRASS; BRUSHED FINISH
MR1	METAL ROOF; COLOUR - COLORBOND 'SURFMASTER'
MS1	PERFORATED METAL SCREEN; COLOUR - COLORBOND 'MONUMENT'
PF1	PAINT FINISH; COLOUR - COLORBOND 'MONUMENT'
TF1	VERTICAL TIMBER CLADDING; CLEAR FINISH
WT	WATER TANK; GREY FINISH



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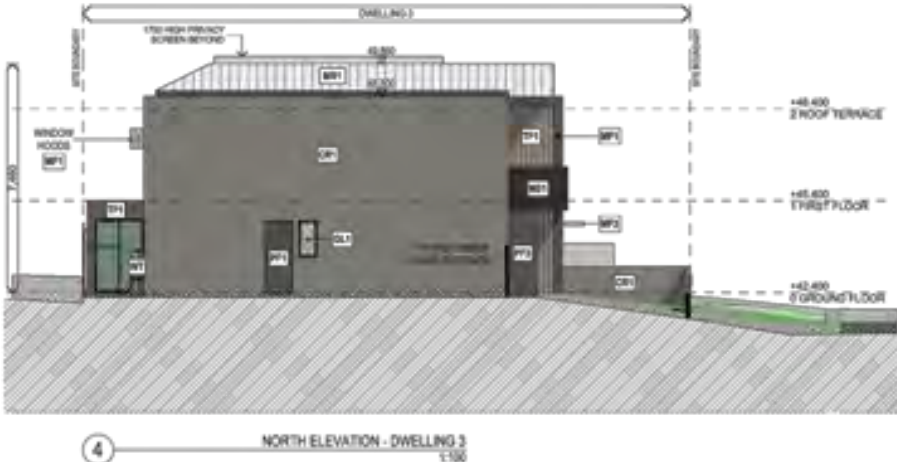
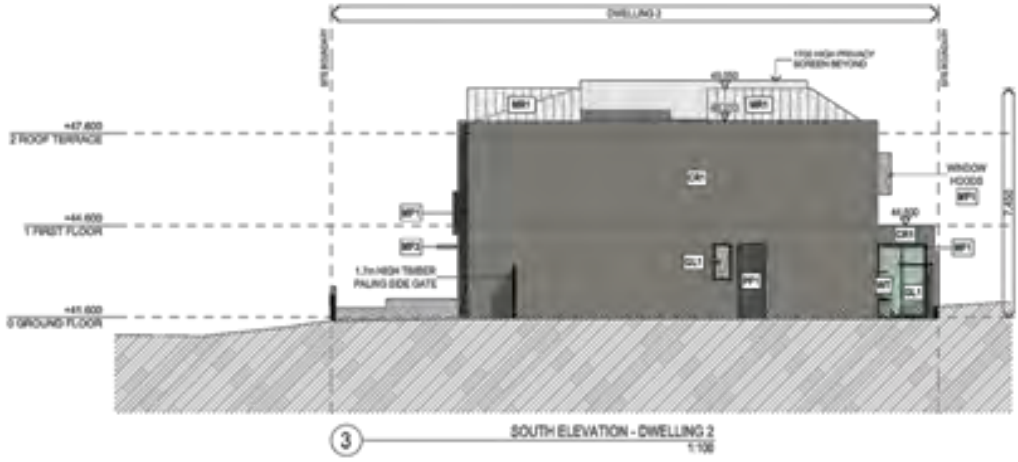
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B	REVISED CONSULTANT ISSUE	26	17.08.2015
A	TOWN PLANNING ISSUE	28	27.03.2016
Rev	Description	By	Date
Revisions			

Project  
**54 MARY STREET**  
54 MARY STREET  
ESSENDON VICTORIA  
AUSTRALIA  
Project Number  
**1320**

Drawing  
**ELEVATIONS**  
Drawing Number  
**TP301**  
Project Status  
**TOWN PLANNING**  
Scale  
1:100 @ A1

Revision  
**C**





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GL2	OBSCURE SAFETY GLASS
MP1	POWDERCOATED METAL FINISH; COLOUR - COLORBOND 'MONUMENT'
MP2	STAINLESS STEEL; BRUSHED FINISH
MP3	BRASS; BRUSHED FINISH
MR1	METAL ROOF; COLOUR - COLORBOND 'SURFMIST'
MS1	PERFORATED METAL SCREEN; COLOUR - COLORBOND 'MONUMENT'
PF1	PAINT FINISH; COLOUR - COLORBOND 'MONUMENT'
TF1	VERTICAL TIMBER CLADDING; CLEAR FINISH
WT	WATER TANK; GREY FINISH

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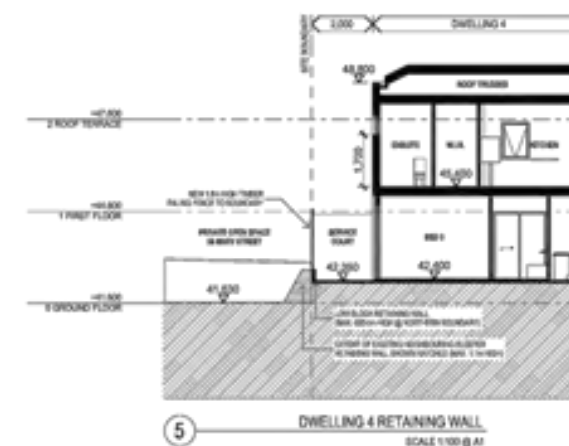
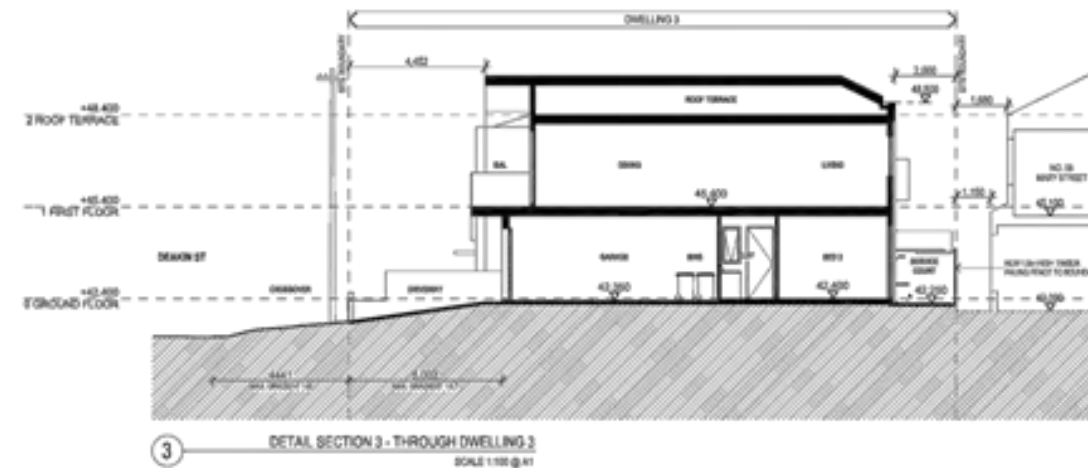
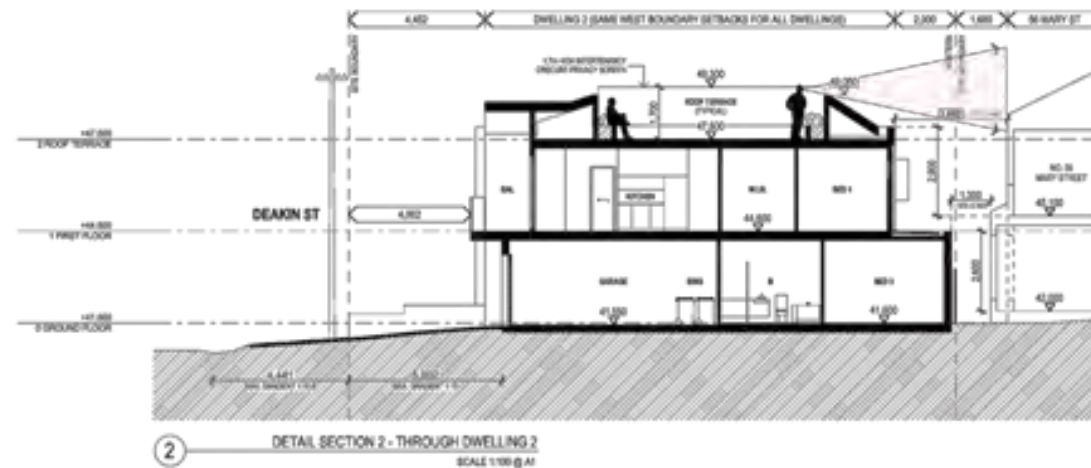
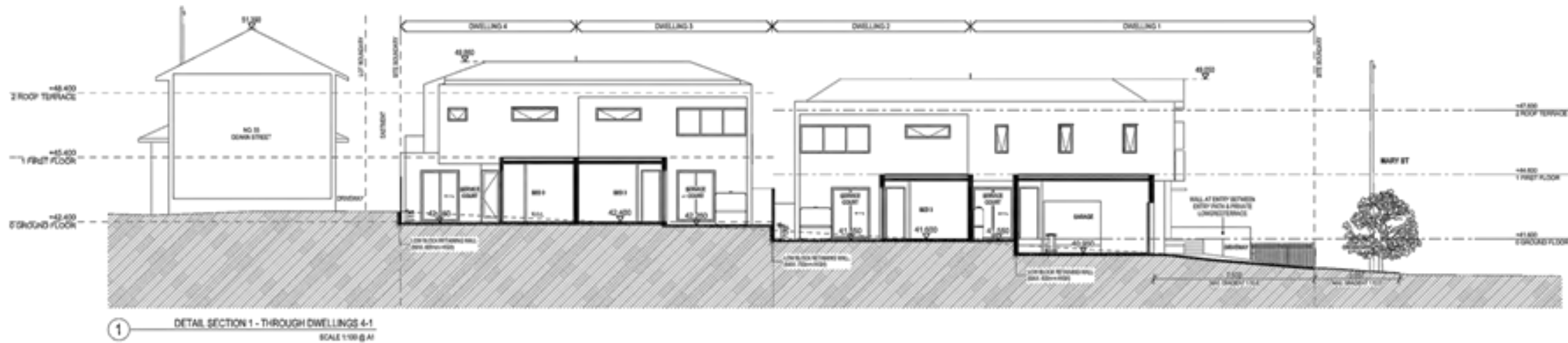
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Rev Description

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25 27.03.2015  
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Project  
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ESSENDON VICTORIA  
AUSTRALIA  
Project Number  
1320

Drawing  
ELEVATIONS  
Drawing Number  
TP302  
Project Status  
TOWN PLANNING  
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Design Architects and Energy Consultants  
51 Bay Street, Port Melbourne, VIC, 3207  
M: 0401 100 000 F: 03 9579 1204  
P: 03 9547 1100 E: armstrong@armstrongarchitects.com.au

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Project  
54 MARY STREET  
54 MARY STREET  
EPPING VICTORIA  
AUSTRALIA  
Project Number  
1320

Drawing  
DETAILED SECTIONS  
Drawing Number  
TP401  
Project Status  
TOWN PLANNING  
Scale 1:100 @ A1

Revision C





1 VIEW FROM MARY STREET LOOKING NORTH



2 DEAKIN STREET ELEVATION



3 VIEW FROM DEAKIN STREET LOOKING SOUTH-WEST



4 VIEW FROM FROM FRONTYARD OF 56 MARY STREET LOOKING NORTH-EAST



5 VIEW FROM THE CORNER OF MARY & DEAKIN STREETS



6 VIEW FROM NORTHERN EASEMENT LOOKING SOUTH

NOTE - LANDSCAPING NOT INCLUDED, REFER TO LANDSCAPE ARCHITECT'S PLANS TP 701

## ARMSTRONG ARCHITECTS

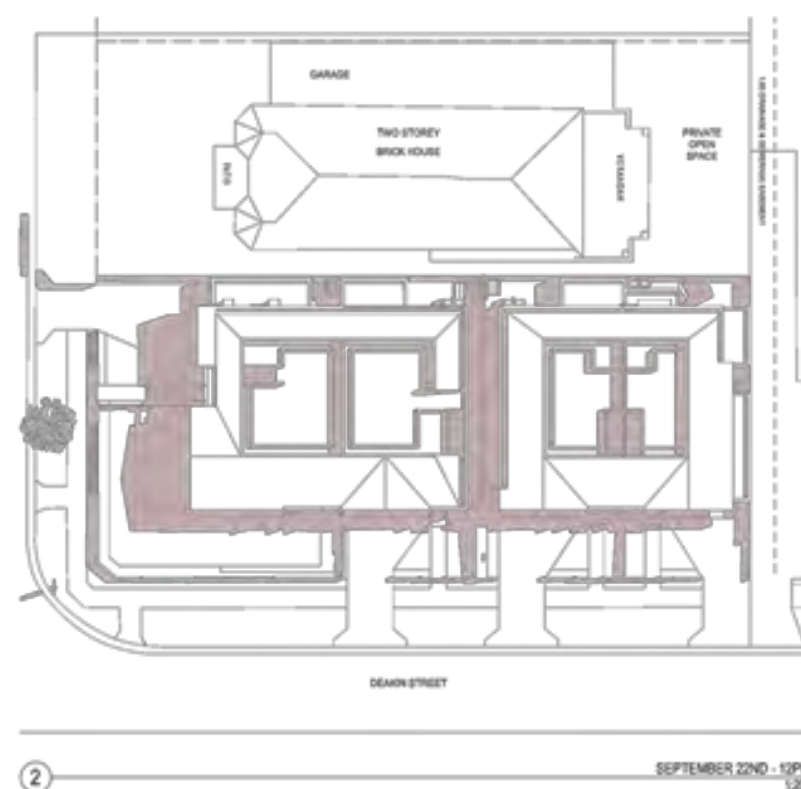
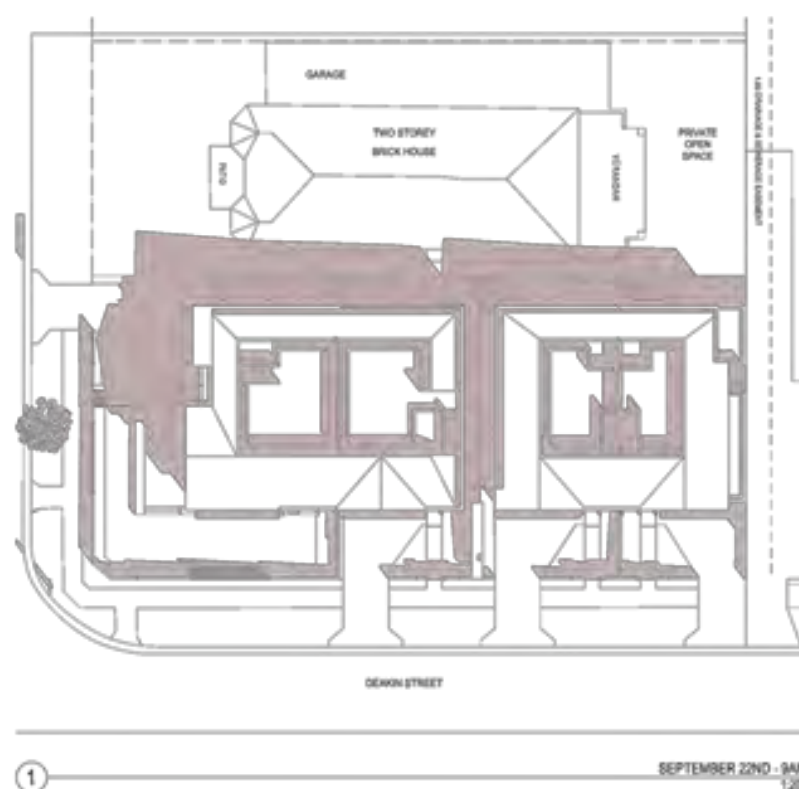
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51 Bay Street, Port Melbourne, VIC, 3207  
M: 0402 100 660 F: 03 9479 2266  
P: 03 9442 1731 E: armstrong@armstrongarchitects.com.au

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Revisions

25 24.07.2015  
25 17.08.2015  
25 27.03.2016  
By Date

Project  
54 MARY STREET  
54 MARY STREET  
ESSENDON VICTORIA  
AUSTRALIA  
Project Number  
1320

Drawing  
SKETCH STREET PERSPECTIVE  
Drawing Number  
TP501  
Project Status  
TOWN PLANNING  
Scale 1:150, 1:150, 1:150, 1:150 @ A1  
Revision  
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Design-Architects and Energy Consultants  
51 Bay Street, Port Melbourne, VIC, 3207  
M: 0401 100 600 F: 03 9579 2204  
P: 03 9584 1100 E: armstrong@armstrongarchitects.com.au

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27 07.03.2016

By Date



Project  
54 MARY STREET  
54 MARY STREET  
ESSENDON VICTORIA  
AUSTRALIA  
Project Number  
1320

Drawing  
SHADOW DIAGRAMS  
Drawing Number  
TP601  
Project Status  
TOWN PLANNING  
Scale 1:200 @ A1

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# **SURVEY PLAN**



## SURVEY PHOTOS



27/02/2016 14:25\_54 Mary St\_001 Response.jpg

54 MARY STREET ESSENDON

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Design Architects and Energy Consultants  
10 Glen Street, Port Melbourne, VIC, 3207  
T: 03 9594 2200 F: 03 9594 1135  
E: [enquiries@armstrong.com.au](mailto:enquiries@armstrong.com.au)

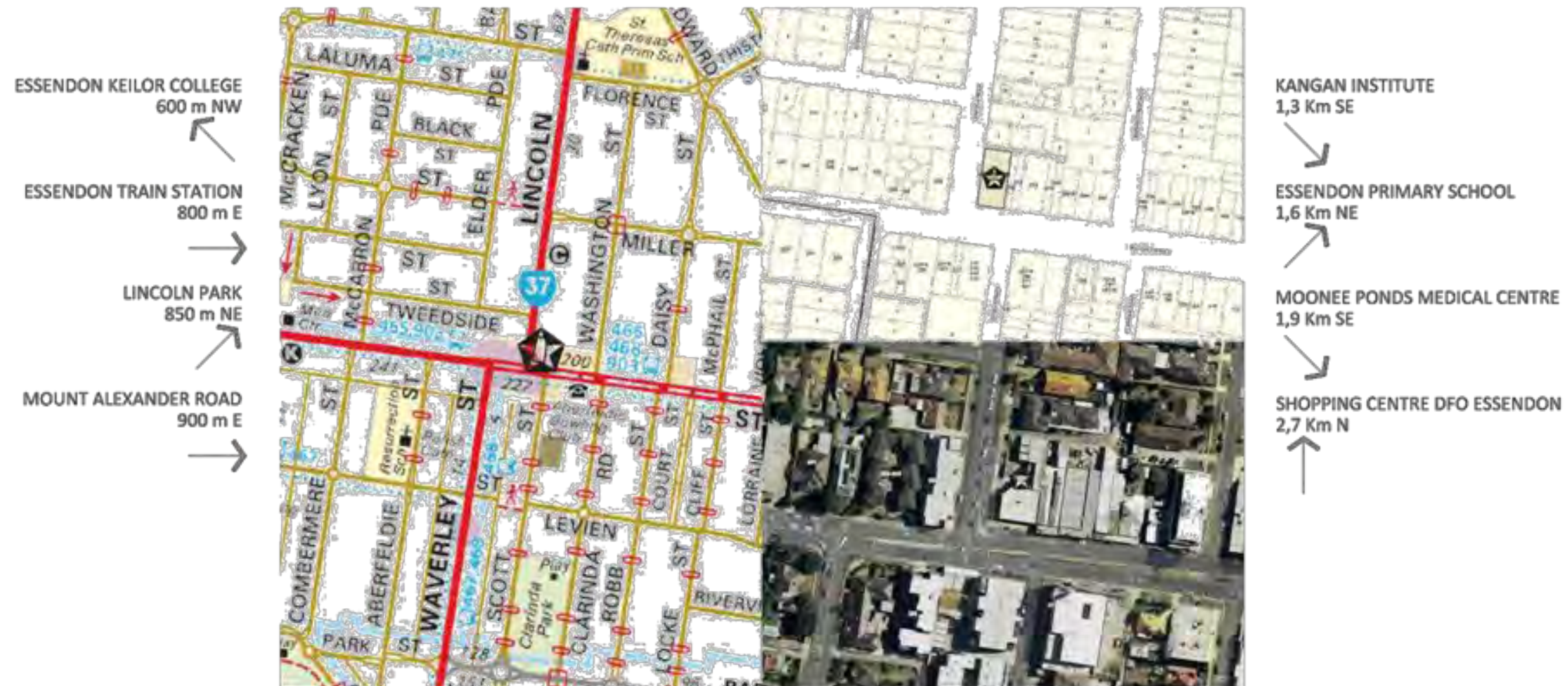
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## 222 BUCKLEY STREET, ESSENDON

DRAWING NO.	DRAWING NAME	DRAWING REVISION	DATE
A00	DRAWING INDEX	REVISION G	15/09/15
A01	LOCATION PLAN	REVISION G	15/09/15
A02	NEIGHBOURHOOD DESCRIPTION	REVISION G	15/09/15
A03	DESIGN RESPONSE	REVISION G	15/09/15
A04.1	BASEMENT FLOOR PLAN	REVISION G	15/09/15
A04.2	GROUND FLOOR PLAN	REVISION G	15/09/15
A05	FIRST FLOOR PLAN	REVISION G	15/09/15
A06	SECOND FLOOR PLAN	REVISION G	15/09/15
A07	THIRD FLOOR PLAN	REVISION G	15/09/15
A08	ROOF PLAN	REVISION G	15/09/15
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A12	STREETSCAPE	REVISION G	15/09/15
A13	SHADOW DIAGRAMS	REVISION G	15/09/15
A14	VIEWS	REVISION G	15/09/15

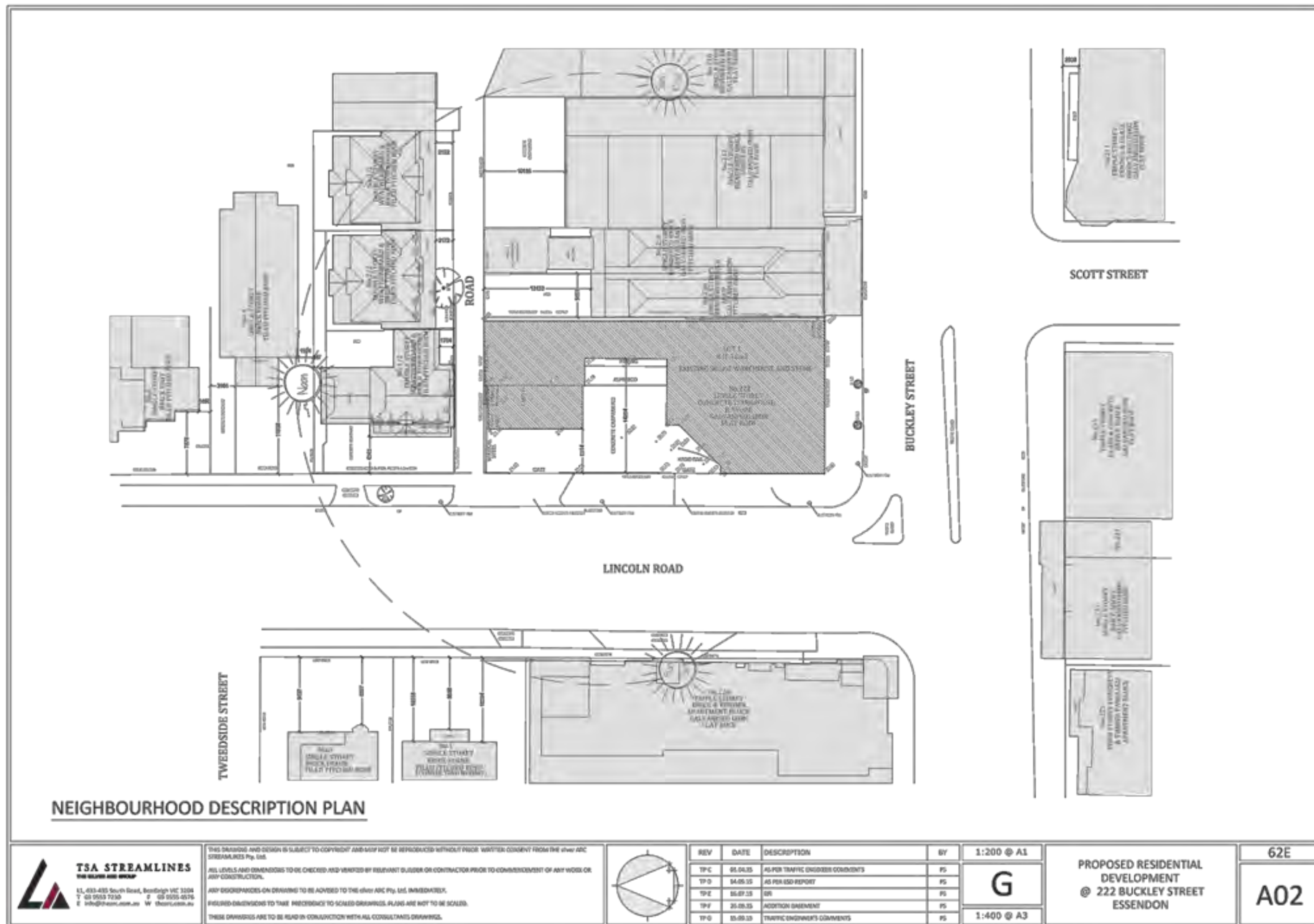
 <b>TSA STREAMLINES</b> <small>THE SILVER AND GRAY</small> 1/L 403-405 South Road, Bendigo VIC 3204 T 03 5013 7230 F 03 5015 0576 E info@tsa-streamlines.au W tsa-streamlines.au	<small>THIS DRAWING AND DESIGN IS SUBJECT TO COPYRIGHT AND MAY NOT BE REPRODUCED WITHOUT PRIOR WRITTEN CONSENT FROM THE client OR TSA STREAMLINES Pty. Ltd.</small> <small>ALL LEVELS AND DIMENSIONS TO BE CHECKED AND VERIFIED BY RELEVANT SUBSECTOR OR CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK OR ANY CONSTRUCTION.</small> <small>ANY DISCREPANCIES ON DRAWINGS TO BE ADVISED TO THE client OR TSA Pty. Ltd. IMMEDIATELY.</small> <small>FIGURED DIMENSIONS TO TAKE PRECEDENCE TO SCALED DIMENSIONS. PLANS ARE NOT TO BE SCALED.</small> <small>THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS DRAWINGS.</small>		REV	DATE	DESCRIPTION	BY	<div style="border: 1px solid black; padding: 5px; text-align: center; font-size: 2em; font-weight: bold;">G</div>	PROPOSED RESIDENTIAL DEVELOPMENT @ 222 BUCKLEY STREET ESSENDON	62E
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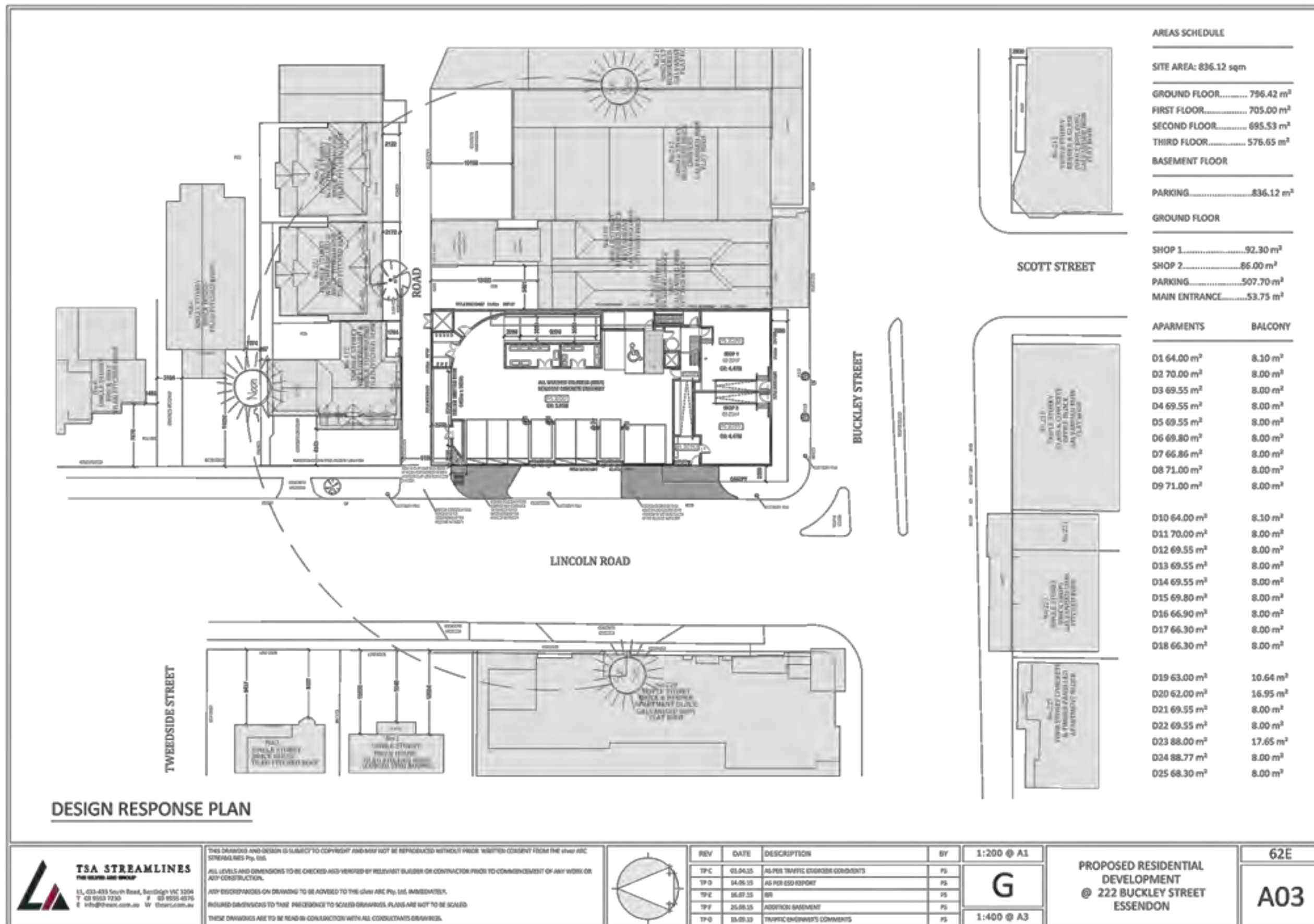


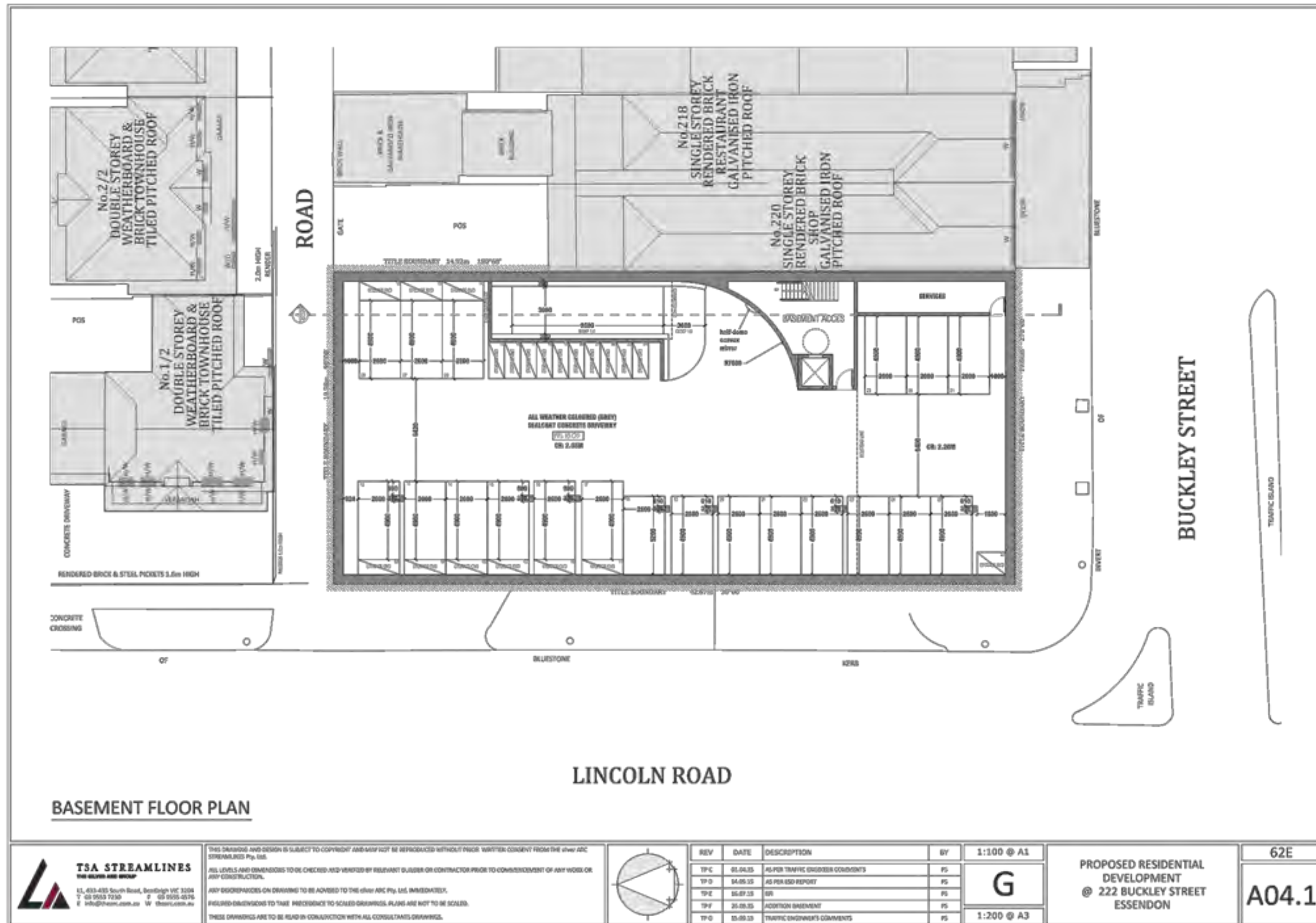
LOCATION PLAN

<div></div> <div><p><b>TSA STREAMLINES</b> THE DESIGN GROUP</p><p>T 03 433 435 South Road, Bentleigh VIC 3204 F 03 9551 7200 P 03 9551 4576 E info@tsa.com.au W tsagroup.com.au</p></div>	<p>THIS DRAWING AND DESIGN IS SUBJECT TO COPYRIGHT AND MAY NOT BE REPRODUCED WITHOUT PRIOR WRITTEN CONSENT FROM THE GROUP ABC STREAMLINES Pty Ltd.</p> <p>ALL LEVELS AND DIMENSIONS TO BE CHECKED AND VERIFIED BY RELEVANT BUILDER OR CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK ON ANY CONSTRUCTION.</p> <p>ANY DISCREPANCIES OR DRAWINGS TO BE ADVISED TO THE GROUP ABC Pty Ltd. IMMEDIATELY.</p> <p>FOUNDED DIMENSIONS TO THESE. PRECEDENCE TO SCALED DRAWINGS. PLANS ARE NOT TO BE SCALED.</p> <p>THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS DRAWINGS.</p>	<div></div>	<table><tr><th>REV</th><th>DATE</th><th>DESCRIPTION</th><th>BY</th></tr><tr><td>TP-C</td><td>05.04.15</td><td>AS PER TRAFFIC ENGINEER COMMENTS</td><td>PS</td></tr><tr><td>TP-D</td><td>14.05.15</td><td>AS PER ESD REPORT</td><td>PS</td></tr><tr><td>TP-E</td><td>16.07.15</td><td>BN</td><td>PS</td></tr><tr><td>TP-F</td><td>26.08.15</td><td>ADDITION BASEMENT</td><td>PS</td></tr><tr><td>TP-G</td><td>12.09.15</td><td>TRAFFIC ENGINEER'S COMMENTS</td><td>PS</td></tr></table>	REV	DATE	DESCRIPTION	BY	TP-C	05.04.15	AS PER TRAFFIC ENGINEER COMMENTS	PS	TP-D	14.05.15	AS PER ESD REPORT	PS	TP-E	16.07.15	BN	PS	TP-F	26.08.15	ADDITION BASEMENT	PS	TP-G	12.09.15	TRAFFIC ENGINEER'S COMMENTS	PS	<div>1:200 @ A1</div> <div>G</div> <div>1:400 @ A3</div>	<div>PROPOSED RESIDENTIAL DEVELOPMENT</div> <div>@ 222 BUCKLEY STREET</div> <div>ESSENDON</div>	<div>62E</div> <div>A01</div>
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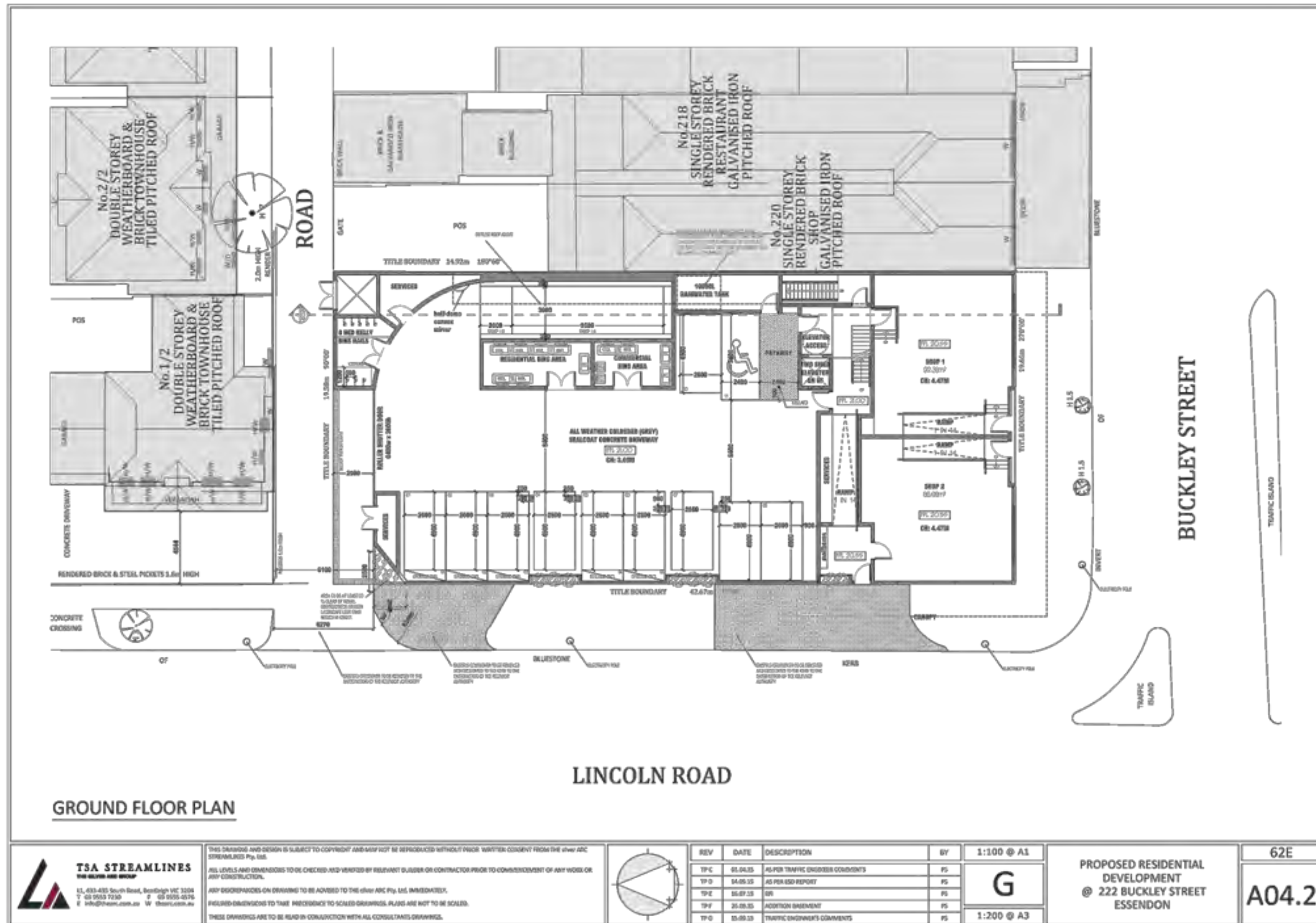




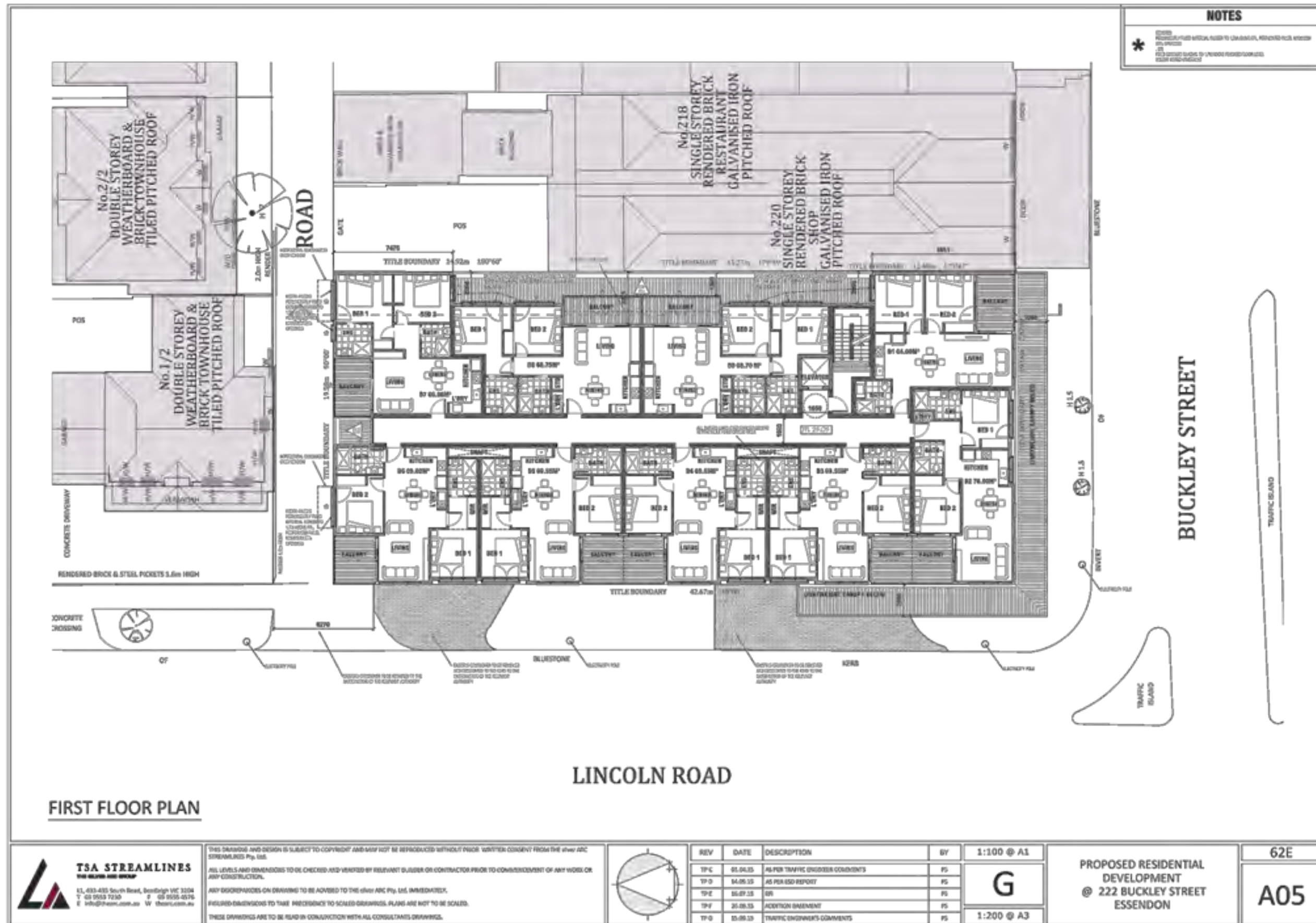


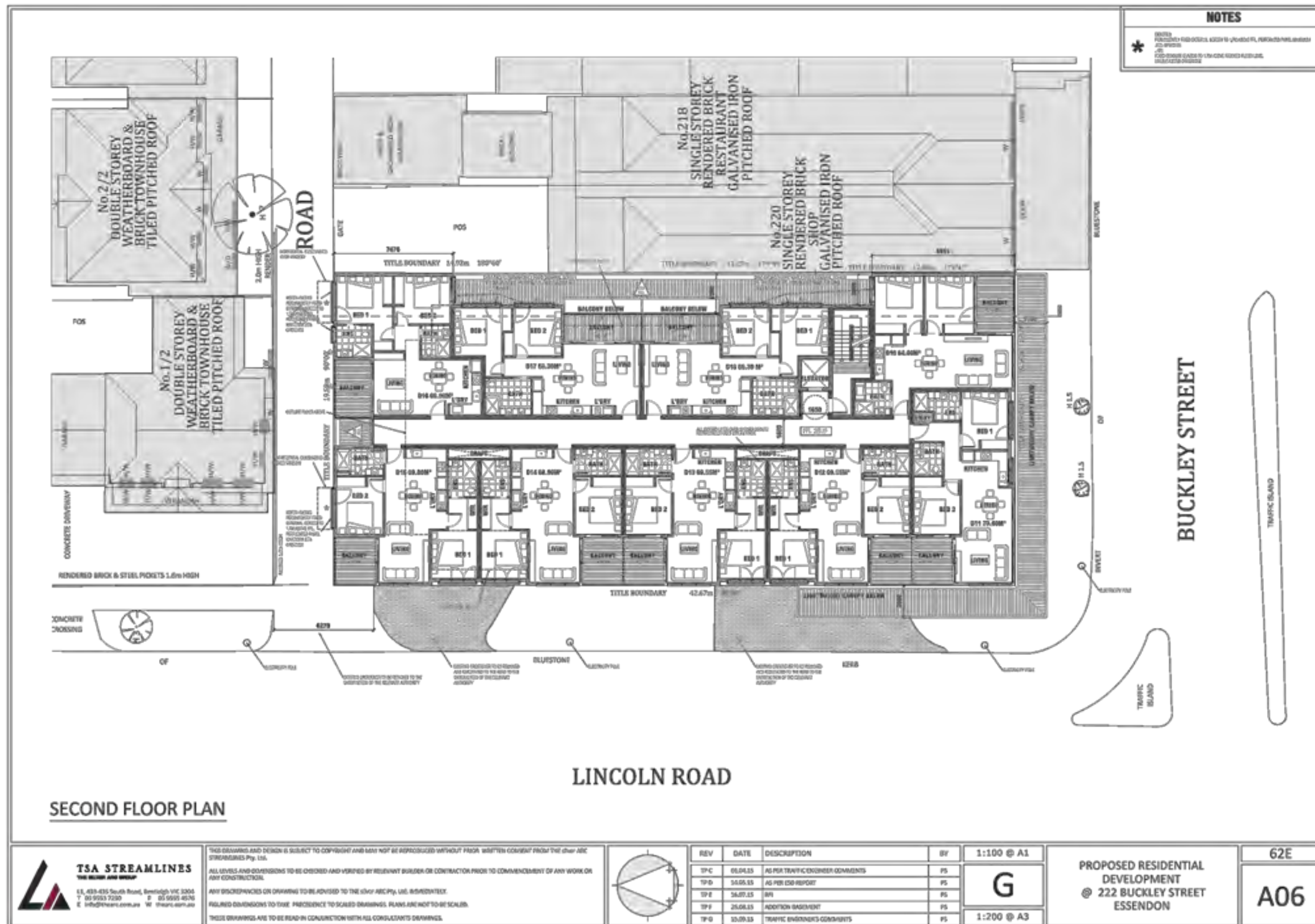




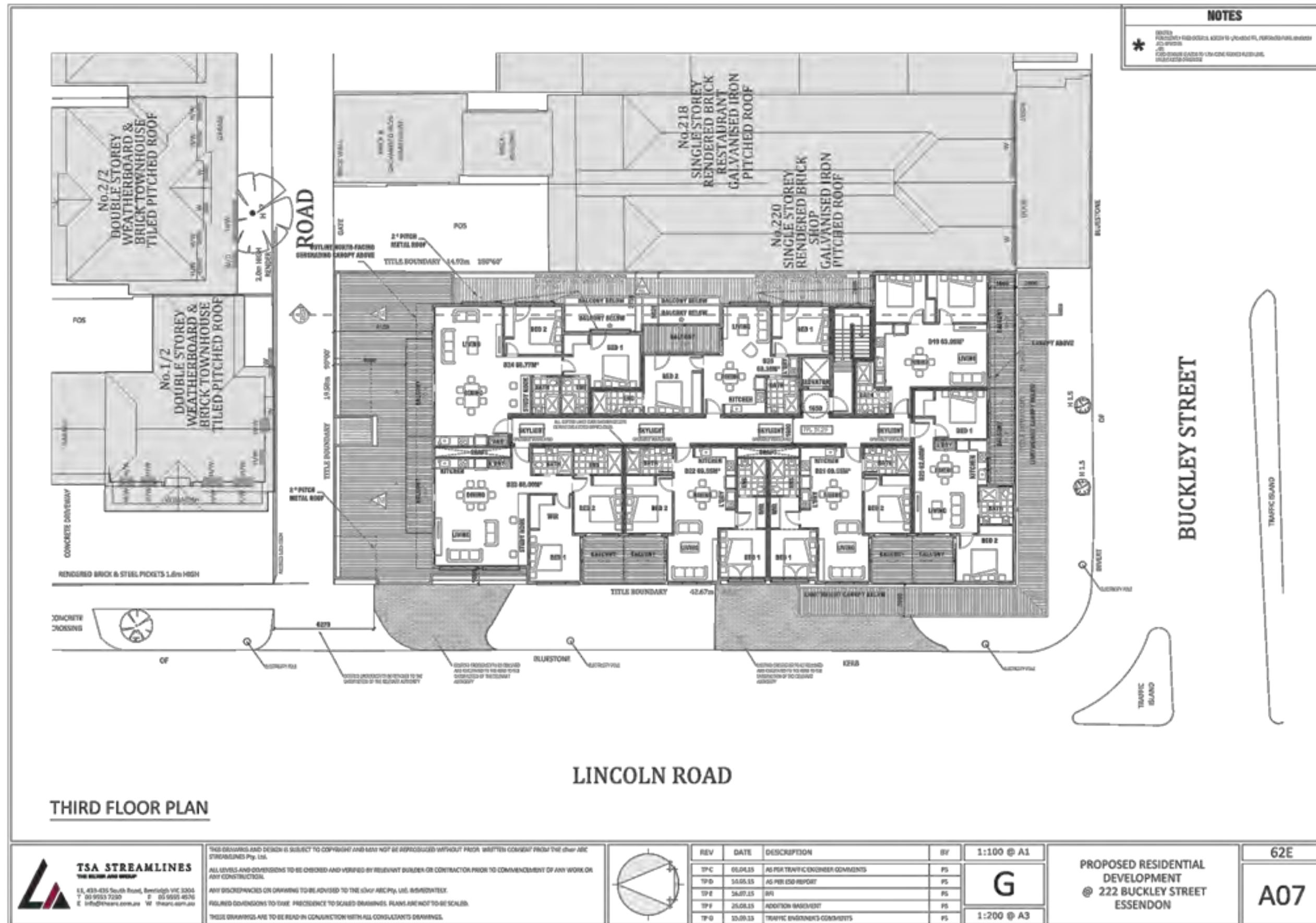


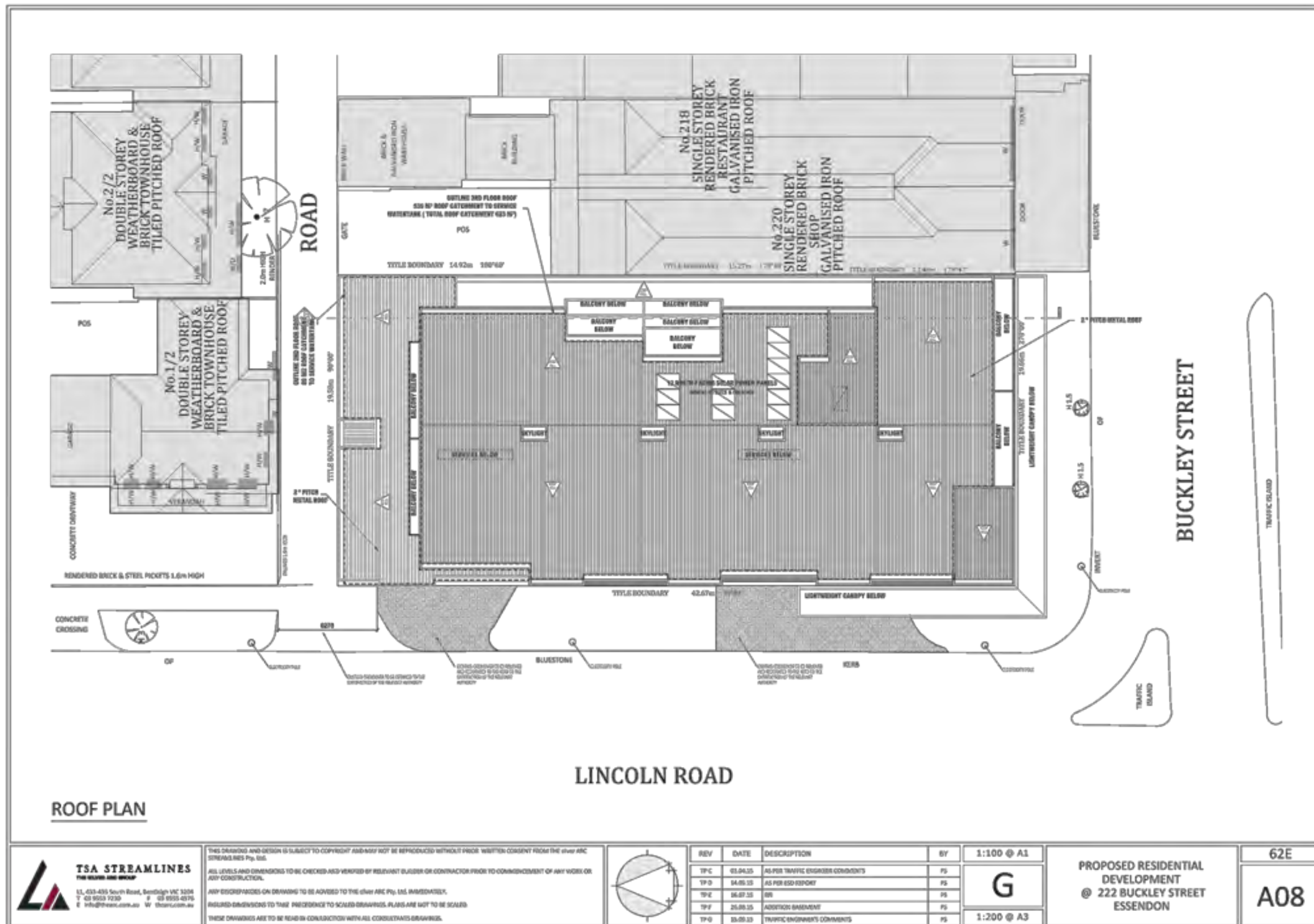
















MATERIALS SCHEDULE				NOTES
①	FENDER FINISH VMD WHITE DULUX PAINT	③	PERFORATED METAL BALUSTRADE	<p><b>*</b> RECORD RETENTION PERIOD: EXISTING DRAWING TO REMAIN IN FILE, RECOMMENDED, MINIMUM 10 YEARS AFTER COMPLETION OF THE PROJECT. DRAWING TO BE KEPT IN FILE FOR 10 YEARS AFTER COMPLETION OF THE PROJECT.</p> <p>ALL DIMENSIONS AND CLARIFICATIONS TO BE TAKEN FROM THE LATEST ISSUE OF THE DRAWING.</p>
②	BOYON METRICK BRICK PANEL LAYOUT	④	PERFORATED METAL SCREENING	
⑤	WINDOWS - ALUMINIUM	⑥	METAL ROOF	

**NORTH ELEVATION**

**EAST ELEVATION**

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TP-F	25.08.25	ADDITION BASEMENT	PS	
TP-G	25.09.25	TRAFFIC ENGINEER'S COMMENTS	PS	1:200 @ A3

**TSA STREAMLINES**  
THE DESIGN AND CONSTRUCTION

1/1, 439-435 South Road, Essendon VIC 3304  
T 03 9553 7289 F 03 9553 4576  
E info@tsa-streamlines.com.au W tsa-streamlines.com.au

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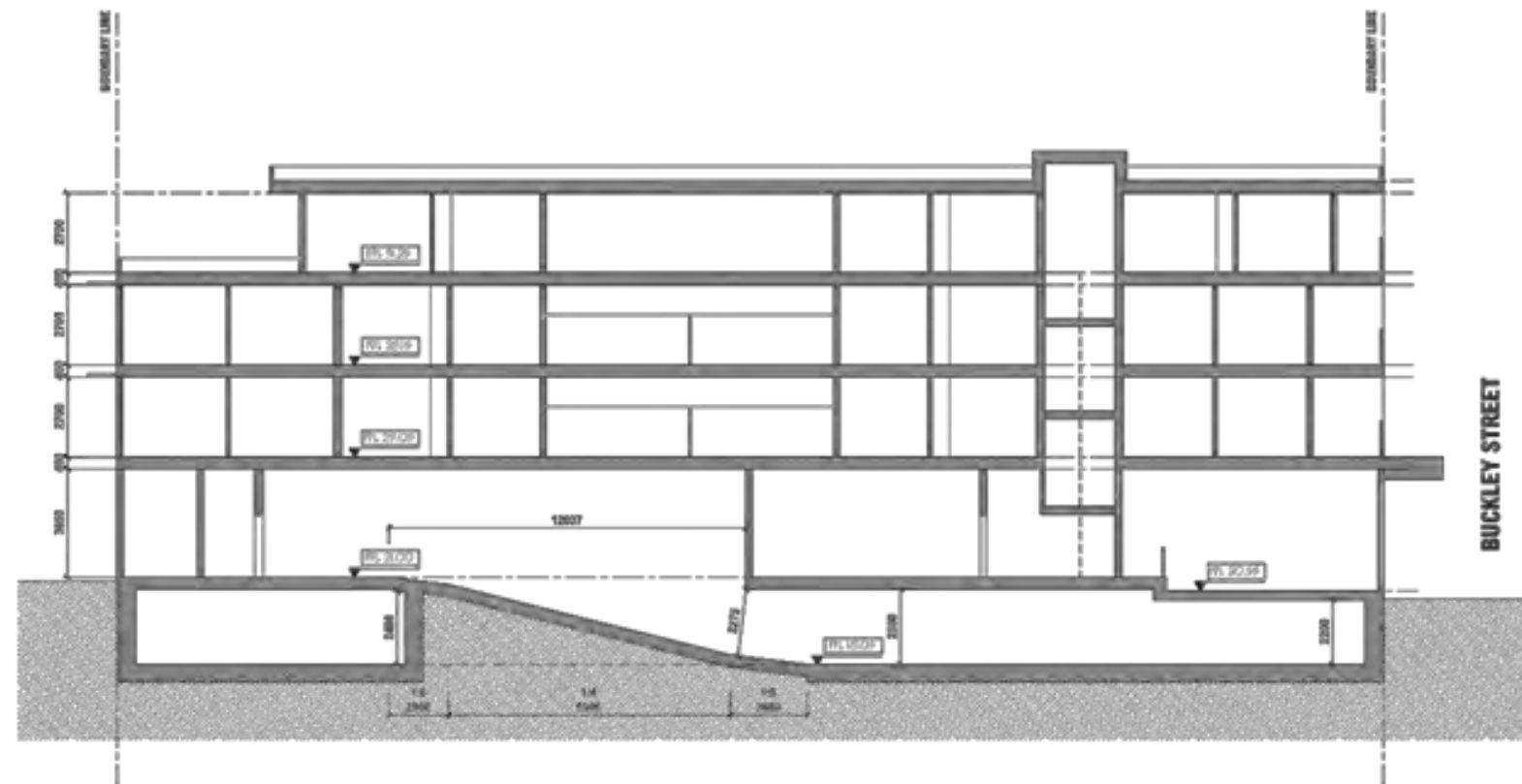
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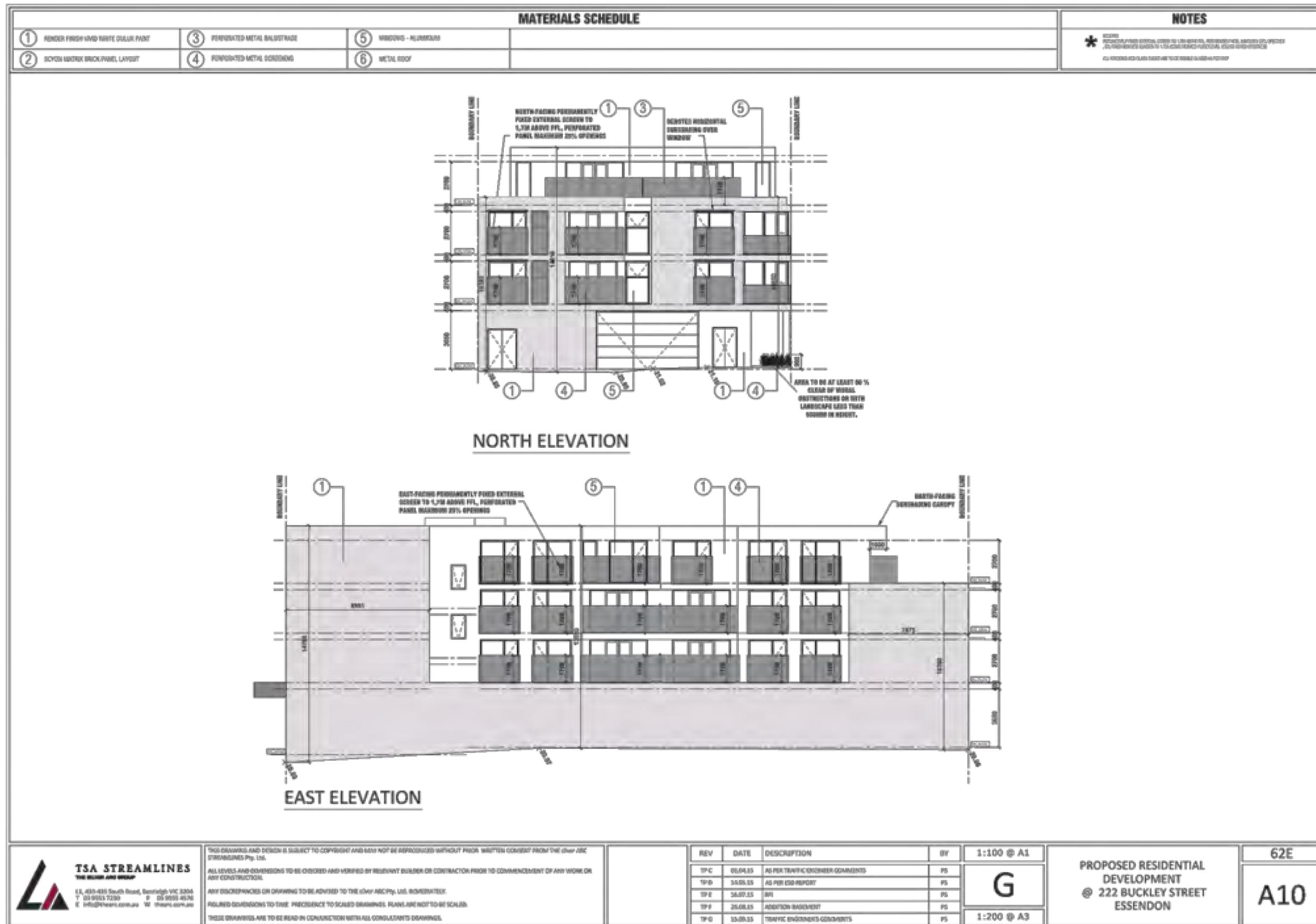
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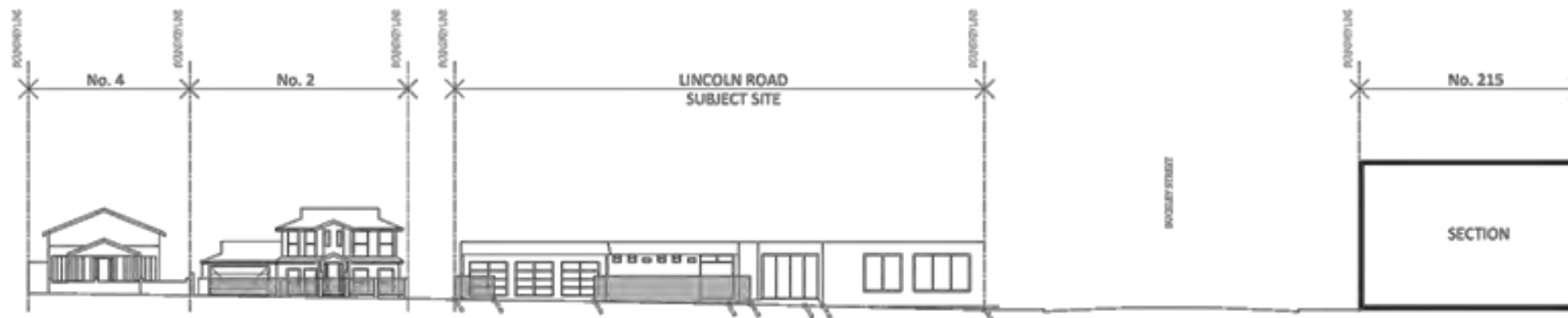


SECTION

<div></div> <div><p><b>TSA STREAMLINES</b> THE BOLD AND THE BEAUTIFUL</p><p>15, 433-435 South Road, Berridge VIC 3204 T 03 9553 7200 F 03 9553 4576 E info@tsaonline.com.au W tsaonline.com.au</p></div>	<p>THIS DRAWING AND DESIGN IS SUBJECT TO COPYRIGHT AND MAY NOT BE REPRODUCED WITHOUT PRIOR WRITTEN CONSENT FROM THE ARCHITECTURAL STREAMLINES Pty. Ltd.</p> <p>ALL LEVELS AND DIMENSIONS TO BE CHECKED AND VERIFIED BY RELEVANT BUILDER OR CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK ON ANY CONSTRUCTION.</p> <p>ANY DISCREPANCIES OR OMISSIONS TO BE ADVISED TO THE ARCHITECTURAL STREAMLINES Pty. Ltd. IMMEDIATELY.</p> <p>FIGURED DIMENSIONS TO TAKE PRECEDENCE TO SCALED DIMENSIONS. PLANS ARE NOT TO BE SCALED.</p> <p>THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS DRAWINGS.</p>		<table><tr><th>REV</th><th>DATE</th><th>DESCRIPTION</th><th>BY</th></tr><tr><td>TP C</td><td>01.04.15</td><td>AS PER TRAFFIC ENGINEER COMMENTS</td><td>PS</td></tr><tr><td>TP D</td><td>14.05.15</td><td>AS PER ESD REPORT</td><td>PS</td></tr><tr><td>TP E</td><td>16.07.15</td><td>BN</td><td>PS</td></tr><tr><td>TP F</td><td>25.08.15</td><td>ADDITION BASEMENT</td><td>PS</td></tr><tr><td>TP G</td><td>30.09.15</td><td>TRAFFIC ENGINEER'S COMMENTS</td><td>PS</td></tr></table>	REV	DATE	DESCRIPTION	BY	TP C	01.04.15	AS PER TRAFFIC ENGINEER COMMENTS	PS	TP D	14.05.15	AS PER ESD REPORT	PS	TP E	16.07.15	BN	PS	TP F	25.08.15	ADDITION BASEMENT	PS	TP G	30.09.15	TRAFFIC ENGINEER'S COMMENTS	PS	<div>1:100 @ A1</div> <div>G</div> <div>1:200 @ A3</div>	<div>PROPOSED RESIDENTIAL DEVELOPMENT @ 222 BUCKLEY STREET ESSENDON</div>	<div>62E</div> <div>A10.2</div>
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TP G	30.09.15	TRAFFIC ENGINEER'S COMMENTS	PS																											







**EXISTING STREETScape ALONG LINCOLN STREET**  
SCALE 1:200



**PROPOSED STREETScape ALONG LINCOLN STREET**  
SCALE 1:200



**TSA STREAMLINES**  
THE GROUP

11, 433-435 South Road, Bendigo VIC 3204  
T 03 9553 7230 F 03 9553 4576  
E info@tsa-streamlines.com.au W www.tsa-streamlines.com.au

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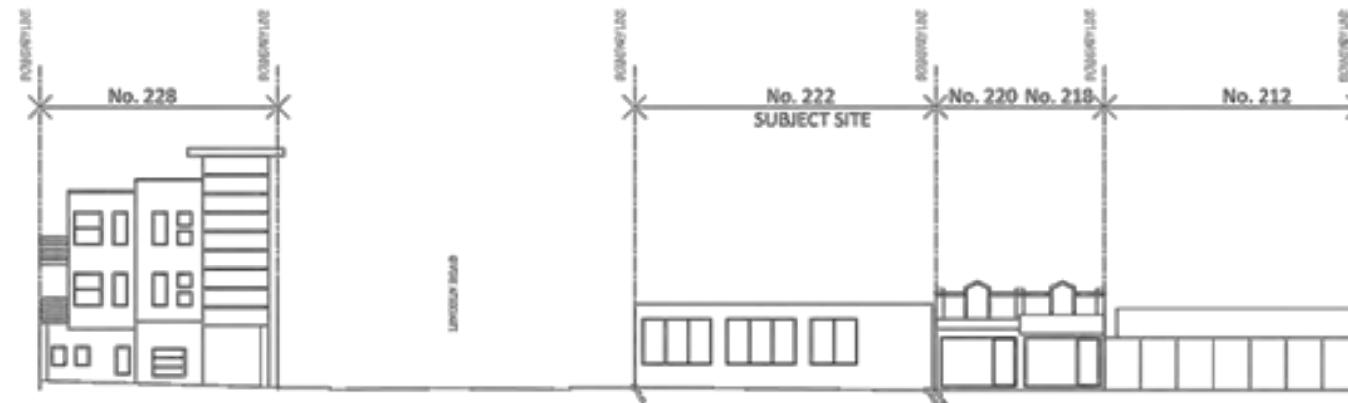
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TP-F	25.08.15	ADDITION BASEMENT	PS
TP-G	03.09.15	TRAFFIC ENGINEER'S COMMENTS	PS

1:200 @ A1  
**G**  
1:400 @ A3

**PROPOSED RESIDENTIAL  
DEVELOPMENT  
@ 222 BUCKLEY STREET  
ESSENDON**

62E

**A11**



**EXISTING STREETScape ALONG BUCKLEY STREET**  
SCALE 1:200



**PROPOSED STREETScape ALONG BUCKLEY STREET**  
SCALE 1:200



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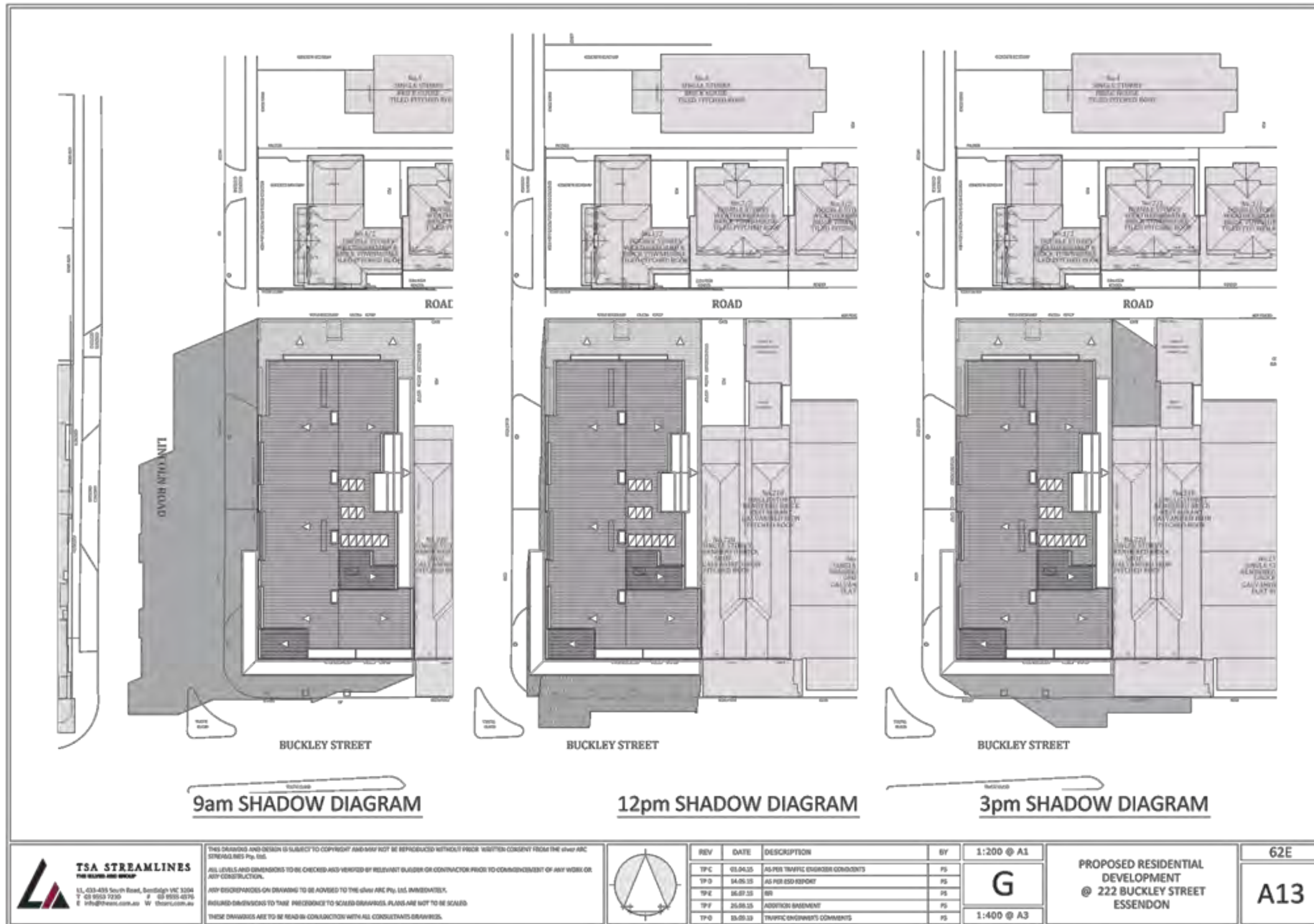
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TP-F	25.08.15	ADDITION BASEMENT	PS
TP-G	03.09.15	TRAFFIC ENGINEER COMMENTS	PS

1:200 @ A1
<b>G</b>
1:400 @ A3

**PROPOSED RESIDENTIAL  
DEVELOPMENT  
@ 222 BUCKLEY STREET  
ESSENDON**

62E  
**A12**







INTERSECTION BUCKLEY STREET - LINCOLN ROAD



LINCOLN ROAD



BUCKLEY STREET



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TP-F	20.08.15	ADDITION BASEMENT	PS
TP-G	03.09.15	TRAFFIC ENGINEER'S COMMENTS	PS

1:200 @ A1  
**G**  
1:400 @ A3

PROPOSED RESIDENTIAL  
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@ 222 BUCKLEY STREET  
ESSENDON

62E  
**A14**



### DIGITAL MATERIAL BOARD

**MATERIALS ( GENERAL )**

**1. Render**  
-Vivid White  
Dulux Paint

**2. Scyon Axon Matrix**  
Brick Panel Layout  
-Bogle  
Dulux Paint

**3 & 4. Perforated Metal**  
-Night Sky

**5. Aluminum Frames**  
-Night Sky

**6. Metal Roof**  
-Night Sky  
Colorbond

The digital material board displays four material samples arranged in a collage. Sample 1 is a large, solid off-white square. Sample 2 is a grey brick panel layout. Sample 3&4 is a vertical strip showing a perforated metal texture with a night sky background. Sample 5&6 is a solid black square.

**TSA STREAMLINES**  
The Streamline Group  
15, 123-125 Bayswater Road, Essendon VIC 3040  
P 03 9469 1234 F 03 9469 1235  
E info@streamlines.com.au W www.streamlines.com.au

REV	DATE	DESCRIPTION	BY
001	01/03/16	ANALYSIS AND REVISIONS FOR APPROVAL	PS

B

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ESSENDON

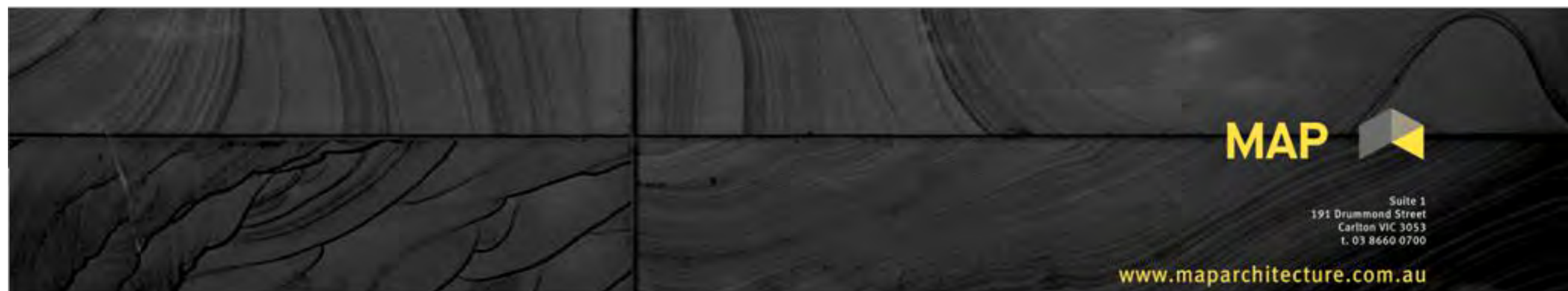
62E

## Town Planning Application Proposal

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21 - 23 Norwood Crescent Moonee Ponds

October 2015



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Concept Sketch

**MAP**

Architecture and Design  
 info@maparchitecture.com  
 maparchitecture.com

Suite 1, 191 Diamond Street  
 Carlton 3053 Victoria Australia  
 Telephone +61 3 9960 0720

Drawing Title

North Point

Project Number  
 151382

Scale  
 1:200@A3

Drawing Issue  
 Town Planning

Project  
 21-23 Norwood Crs Moonee Ponds

Date  
 May-2015



Drawing Number



## 1.0 Site Analysis

### 1.1 Local Context

Norwood Crescent is conveniently located within the defined boundary of the Moonee Ponds Activity Centre (PAC). The site is just north of Holmes Road within a quasi-triangular shaped portion of the Activity Centre directly opposite the Moonee Ponds Train Station, with the main portion of the Activity Centre across the railway line to the east.

#### Roads

The site is located on a street which experiences constant traffic flow and there are varied parking restrictions along either side of the Norwood Crescent. The site has convenient access to a number of main roads, such as Puckle and Holmes Road, Park and Waverley Streets, and subsequently other arterials such as Maribymong, Mount Alexander and Pascoe Vale Roads and Buckley Street.

#### Public Transport

The site and surrounding area has excellent access to public transport, with Moonee Ponds Train Station directly opposite. Within metres on Mount Alexander Road, is the Bus Terminus from where Buses 404, 472, 475 to 479, 483, 501, 505, 506 and 508 all depart. In addition, at the intersection of Puckle Street, Ascot Vale Road and Maribymong Road is a tram stop for Trams 82 and 59.

#### Community Facilities

Shopping Centres in proximity of the site:

- The site is within the boundaries of the Moonee Ponds Activity Centre and subsequently benefits from a large array of shopping facilities, ranging from daily groceries, gourmet goods and fine food, all within easy walking distance.
- Puckle Street 190m
- Woolworths 300m
- Kmart 500m
- Coles 500m

Furthermore, the Activity Centre offers medical services, an excellent selection of restaurants and cafes, a post office, several banks and many varied small and large retail stores.

#### Schools in proximity:

- Goodstart Early Learning Centre 750m
- Penleigh and Essendon Grammar 800m
- Lowther Hall 850m
- Moonee Ponds West Primary School 1.2km

#### Public Open Space and Major Recreational Facilities in proximity:

- Queens Park 850m
- Moonee Valley Racecourse 900m
- Maribymong Park 1.3km



Legend:

Subject Site Grocery Supermarkets Major Roads Train Train Stations

MAP

Architecture and Design  
info@mapandarchitecture.com  
mapandarchitecture.com

Suite 1, 191 Diamond Street  
Carlton 3053 Victoria Australia  
Telephone +61 3 9590 0700

Drawing Title

North Point

Project Number

Scale

Drawing Issue

151382 1:200@A3 Town Planning

Project

21-23 Norwood Crs Moonee Ponds

Date  
May-2015

Drawing Number  
P 001



## 1.0 Site Analysis

### 1.2 Neighbourhood Context

The relatively flat and even subject site comprises two allotments on the west side of Norwood Crescent and is currently occupied by two single storey dwellings.

There is no easement constraint and no covenants on the Certificates of Title to the land. The consolidated site is irregular in shape, with a 23.19 metre wide frontage, a 42.24 metre south boundary, a 39.2 metre long north boundary and a 21.26 metre rear boundary, equating to a site area of 841m<sup>2</sup>.

Opposite the site to the east is the Moonee Ponds Train Station, while to the west is a hard stand car park abutting at the rear of a two storey block of flats. Further south is a commercial car park servicing the Moonee Ponds Medical Centre located on the corner of Sydenham Street and Holmes Road.

Adjoining properties to the north and south accommodate large two storey non-residential buildings which were previously within a Commercial 1 Zone. Both commercial buildings are examples of fairly simple architectural styles, with ample glazing and stark exteriors.

Further to the south abutting No. 19 Norwood Crescent is a remnant two storey late Victorian dwelling which is fairly intact and exhibits much original detail, including slate roof tiles, iron lacework, polychromatic brick exterior walls, iron lacework, decorative parapets and ornate chimneys.



## MAP

Architecture and Design  
info@maparchitect.com.au  
maparchitect.com.au

Suite 1, 191 Drummond Street  
Carlton 3053 Victoria Australia  
Telephone +61 3 9800 0700

Drawing Title  
Site Context

North Point  
Project Number  
151382  
Scale  
1:200@A3  
Drawing Issue  
Town Planning

Project  
21-23 Norwood Crs Moonee Ponds

Date  
May-2015

Drawing Number  
P 002



## 1.0 Site Analysis

### 1.2 Neighbourhood Context

Where present, setbacks within the Activity Centre are relatively small, with many commercial/ shop buildings particularly in the heart of the Activity Centre having a zero setback to streets and straddling side boundaries in an attached formation.

Residential interfaces outside the Activity Centre to the west exhibit front setbacks ranging between 2 and 4 metres, with some as much as 7 metres.

On the cusp of the Activity Centre, most buildings along Norwood Crescent are setback from the street regardless of their use.

Residential buildings, including those on the lots making up the subject site, are setback from the street and generally well landscaped, while most commercial buildings are also setback, some accommodating concrete car parking areas within the space and others ramped driveways and landscaping. This is also the case at No. 23 Norwood Crescent where the frontage is concreted and currently used as a car park area.

#### Legend:

-  View to photo
-  Subject Site



View 1 - From West on Sydneyham Street



View 2 - From West on Sydneyham Street



View 3 - From West on Sydneyham Street



View 4 - From West on Sydneyham Street



View 5 - From South on Sydneyham Street



View 4 - From South on Sydneyham Street / Norwood Crescent

## MAP

Architecture and Design  
info@mapanddesign.com  
mapanddesign.com

Suite 1, 191 Drummond Street  
Carlton 3053 Victoria Australia  
Telephone +61 3 8960 0700

Drawing Title

North Point  


Project Number  
151382

Scale  
1:200@A3

Drawing Issue  
Town Planning

Project  
21-23 Norwood Crs Moonee Ponds

Date  
May-2015



Drawing Number  
P 003

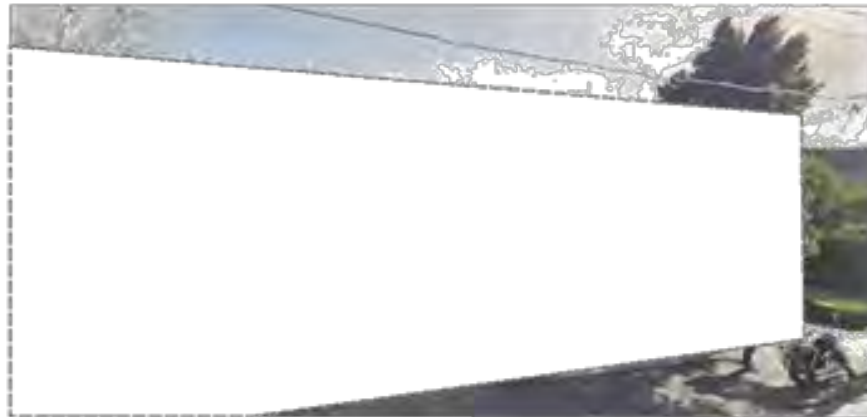


## 1.0 Site Analysis

### 1.2 Neighbourhood Context

To the west, south and north of the Activity Centre boundaries are predominantly residential areas which exhibit relatively traditional architecture comprising a mix of Victorian, Edwardian and mixed infill styles. Scale of development is a mix of single, two and three storey development, with higher forms generally within the Activity Centre bounds.

There are a number of Heritage buildings and precincts both within the Activity Centre, with a blanket overlay applying to all of Puckle Street, and several abutting its boundaries.



View 1 - From Norwood Crescent on the subject site



View 2 - From Norwood Crescent on the subject site



View 3 - From West on Sydenham Street



View 4 - From West on Sydenham Street



View 5 - From South on Sydenham Street



View 4 - From South on Sydenham Street / Norwood Crescent

#### Legend:

-  View to photo
-  Subject Site



## MAP

Architecture and Design  
info@maparchitects.com  
maparchitects.com

Suite 1, 191 Drummond Street  
Carlton 3053 Victoria Australia  
Telephone +61 3 8960 0700

Drawing Title

North Point  


Project Number  
151382

Scale  
1:200@A3

Drawing Issue  
Town Planning

Project  
21-23 Norwood Crs Moonee Ponds

Date  
May-2015



Drawing Number  
P 004



## 1.0 Site Analysis

### 1.3 Planning Context

Pursuant to the Moonee Valley Planning Scheme, the subject site is located within an Activity Centre Zone and shown on the planning scheme map as ACZ1. The purpose of the zone is as follows:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To encourage a mixture of uses and the intensive development of the activity centre:
  - As a focus for business, shopping, working, housing, leisure, transport and community facilities.
  - To support sustainable urban outcomes that maximise the use of infrastructure and public transport.
- To deliver a diversity of housing at higher densities to make optimum use of the facilities and services.
- To create through good urban design an attractive, pleasant, walkable, safe and stimulating environment.
- To facilitate use and development of land in accordance with the Development Framework for the activity centre.

Schedule 1 to the Activity Centre Zone specifies that all buildings, unless located at a Residential Front Interface, should provide a zero metre front setback from the street for the first 11 m in height from ground floor level to provide a podium and activate the streetscape. Built form above 11 m in height should be setback from the street to avoid overshadowing and detrimental wind effects on public spaces.

For the purposes of this schedule, the preferred maximum building height does not apply to service equipment including plant rooms, lift overruns, solar collectors and other such equipment.

The subject site is not affected by any overlays.

The site is located in Precinct 5A. Broad objectives for the precincts include:

- To provide for small scale office and retail development and medium density housing.
- To encourage the development of significant community facilities within Sub-Precinct 5B.
- To maintain a built form scale that is respectful of adjoining residential areas.
- To improve east/west connections through the precinct.

The preferred building height (excluding basement) for Sub-Precinct 5A is 14 metres, while the precinct guideline of relevance dictates that "Development along Holmes Road and Norwood Crescent should locate retail uses on the ground floor, where applicable."



Zoning - Moonee Valley Planning Scheme

- ACZ1 Activity Centre Zone - Schedule 1
- PUZ4 Road Zone - Category 1
- R1Z General Residential Zone
- P11Z Public Park and Recreation Zone
- Commercial 1 Zone
- Subject Site

## MAP

Architecture and Design  
info@maparchitecture.com  
maparchitecture.com

Suite 1, 191 Drummond Street  
Carlton 3053 Victoria Australia  
Telephone +61 3 8960 0700

Drawing Title

North Point  
🕒

Project Number  
151382

Scale  
1:200@A3

Drawing Issue  
Town Planning

Project  
21-23 Norwood Crs Moonee Ponds

Date  
May-2015

Drawing Number  
P 005





## 1.0 Site Analysis

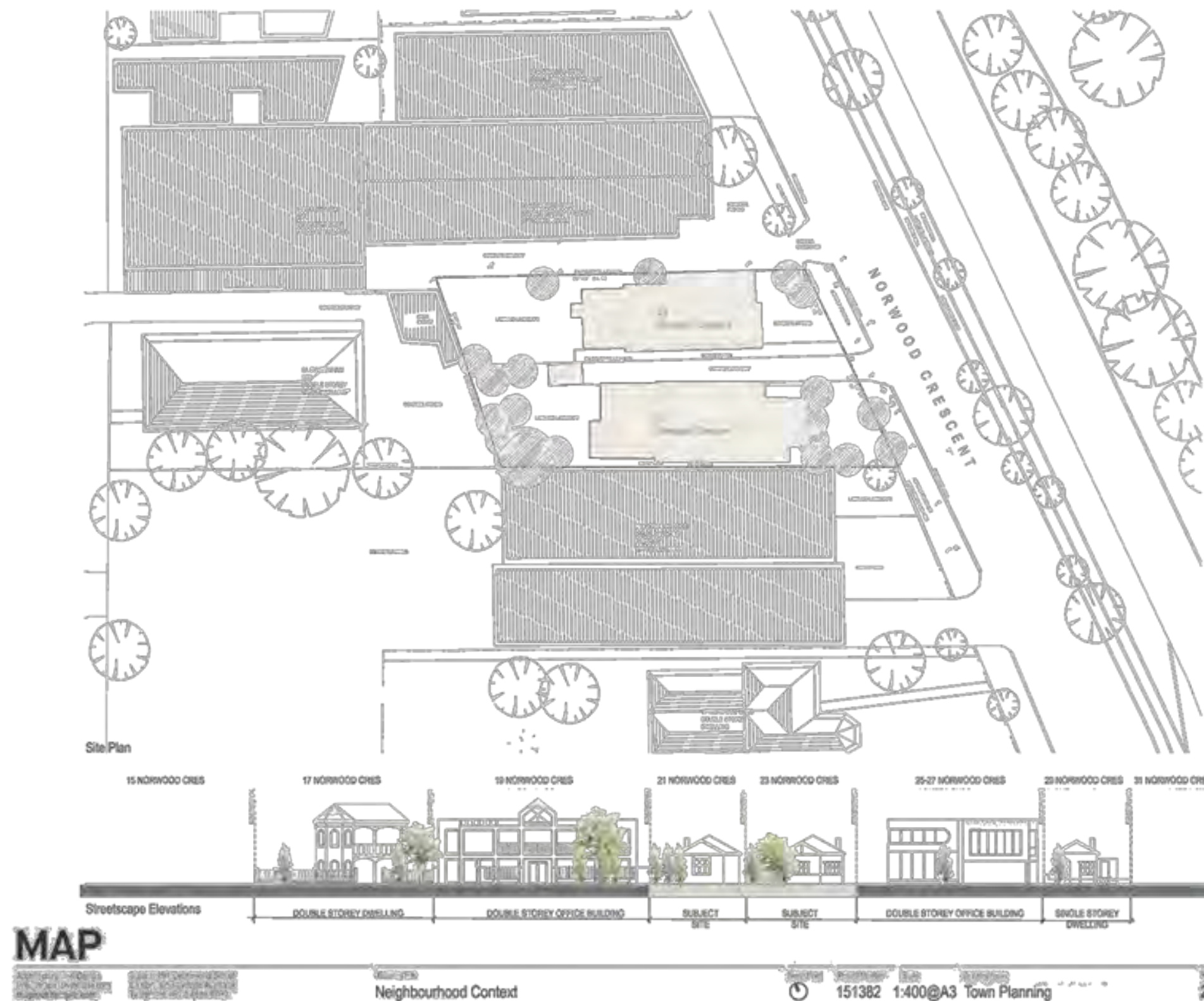
### 1.4 Opportunities and Constraints

#### Opportunities

- The site is zoned for activity centre purposes and therefore more intensive development
- It is located in a High to Substantial Housing Intensification area
- The public transport access in this location is excellent
- The site is 'sandwiched' between two commercial buildings
- The site has non-sensitive abutments and is reasonably separated from the more traditional lower scale streetscapes
- Separation from sensitive uses ensures no off-site amenity impacts in terms of overlooking and overshadowing of residential properties
- The site is opposite the Moonee Ponds Train Station
- The site benefits from the availability of short-term parking on Norwood Crescent and nearby
- The broad physical context is undergoing change and there is a robust built form emerging
- The immediate urban context comprises zero lot lines and commercial uses

#### Constraints

- The greater existing context is in some ways a constraint, however this is overridden by policy for the Activity Centre encouraging more intense development and robust built form



## 2.0 Design Response

### 2.1 Streetscape

A wide frontage of over 23m with a limited width ramp opening (1), thereby ensuring high pedestrian amenity and safety with excellent sight lines either side of the ramp and landscaped edges.

No front fencing is proposed to ensure an open presentation to the street to link the public and private realms.

The frontage will be activated with offices and foyer at ground with forecourt and a lobby to provide for an attractive interface with the public realm plus balconies above for surveillance.

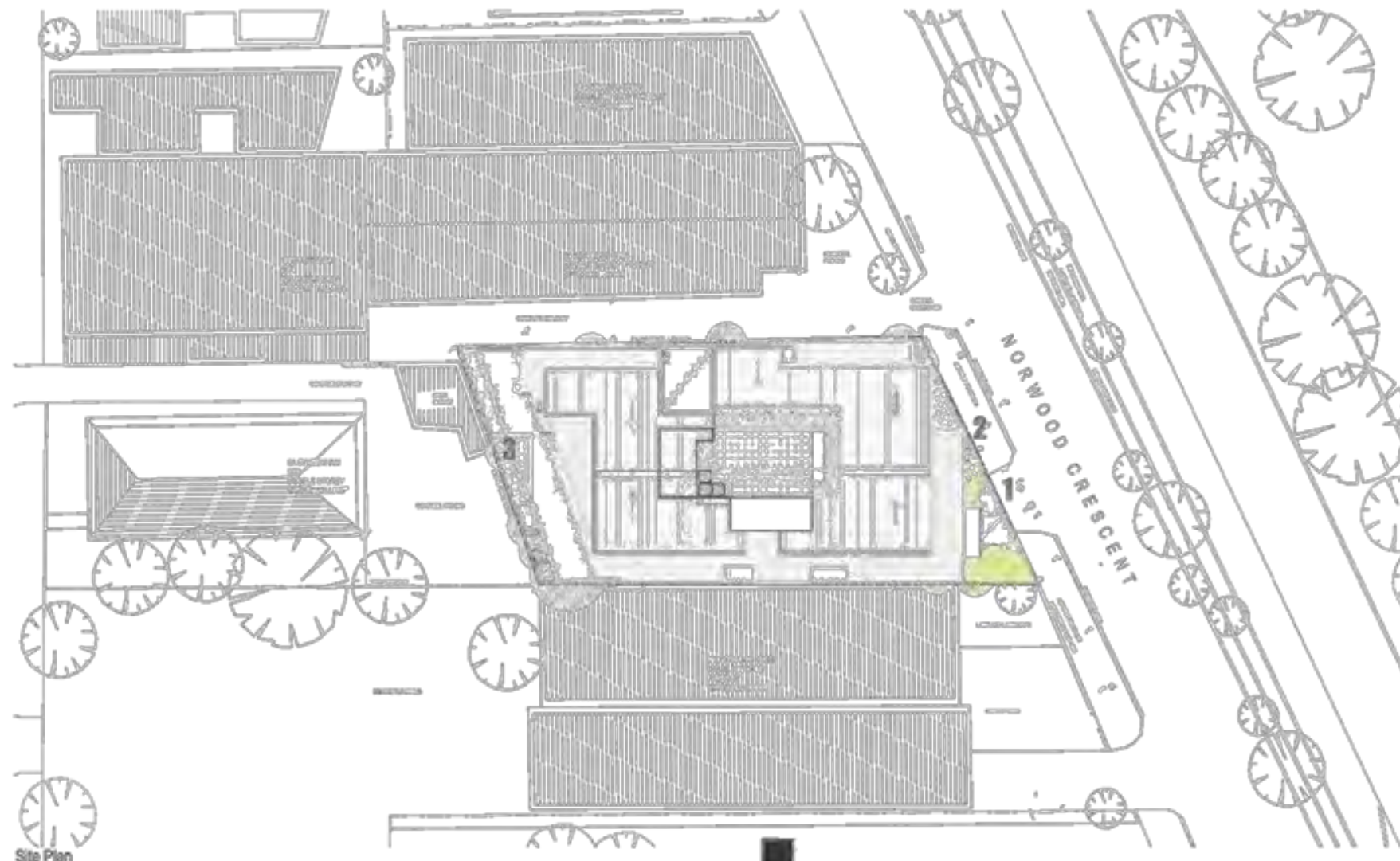
The proposal will ensure good pedestrian amenity. The main pedestrian entry point (2) is clearly demarcated by the generous lobby and forecourt. Vehicular entry is well separated with sight lines and will not dominate the development.

### 2.2 Setbacks

Balcony overhangs and awnings ensure good setbacks to living areas facing west. Boundary walls are employed along the west side at ground level for the office use, with limited window openings to the courtyard and boundary wall articulation (3).

### 2.3 Mass and Scale

The built form will connect well in terms of scale to the emerging built form at a podium height of 13.9m with 8 dwellings per floor and reduced footprints to upper floors with 4 dwellings per level.



Site Plan



Streetscape Elevations

## MAP

Architecture and Design  
info@mosparthitecture.com  
mosparthitecture.com

Suite 1, 101 Diamond Street  
Coffin 2050 Victoria Australia  
Telephone +61 3 9560 0700

Drawing Title  
Design Response

North Point  
Project Number  
151382  
Scale  
1:200@A3  
Drawing Issue  
Town Planning

Project  
21-23 Norwood Crs Moonee Ponds

Date  
May-2015

Drawing Number  
P 007



## 2.0 Design Response

### 2.4 Building Facade

The design adopts a contemporary approach, with window and door proportions and facade treatments reflective of the surrounding styles.

Balconies and living spaces have been located across the Norwood Crescent frontage in order to break up the building mass and reduce visual bulk.

Being a commercial setting, landscaping is not required but has been included to soften the frontage and create an inviting communal space.



## MAP

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info@mapanddesign.com  
mapanddesign.com

Suite 1, 191 Drummond Street  
Carlton 3053 Victoria Australia  
Telephone +61 3 9560 0700

Drawing Title  
Photomontages

North Point  
Project Number  
151382  
Scale  
1:200@A3  
Drawing Issue  
Town Planning

Project  
21-23 Norwood Crs Moonee Ponds

Date  
May-2015



Drawing Number  
P 008



## 2.0 Design Response

### 2.5 Pattern and Texture.

There is a strong visual connection from the street frontage to the foyer and the range of contemporary building materials and colours proposed to achieve a high architectural quality.

The selection of the materials reflects the surrounding building stock. The material palette also provides softness and warmth to the streetscape reinforcing the focus on pedestrian friendly environments.

Visual impact is broken up through the use of contrasting materials and finishes. The darker upper levels stand forward from the rest of the building, complementing the existing street mass.



## MAP

Architecture and Design  
info@maparchitecture.com  
maparchitecture.com

Suite 1, 151 Drummond Street  
Carlton 3053 Victoria Australia  
Telephone +61 3 9660 0700

Drawing Title  
Photomontages

North Point  
Project Number  
151382  
Scale  
1:200@A3  
Drawing Issue  
Town Planning

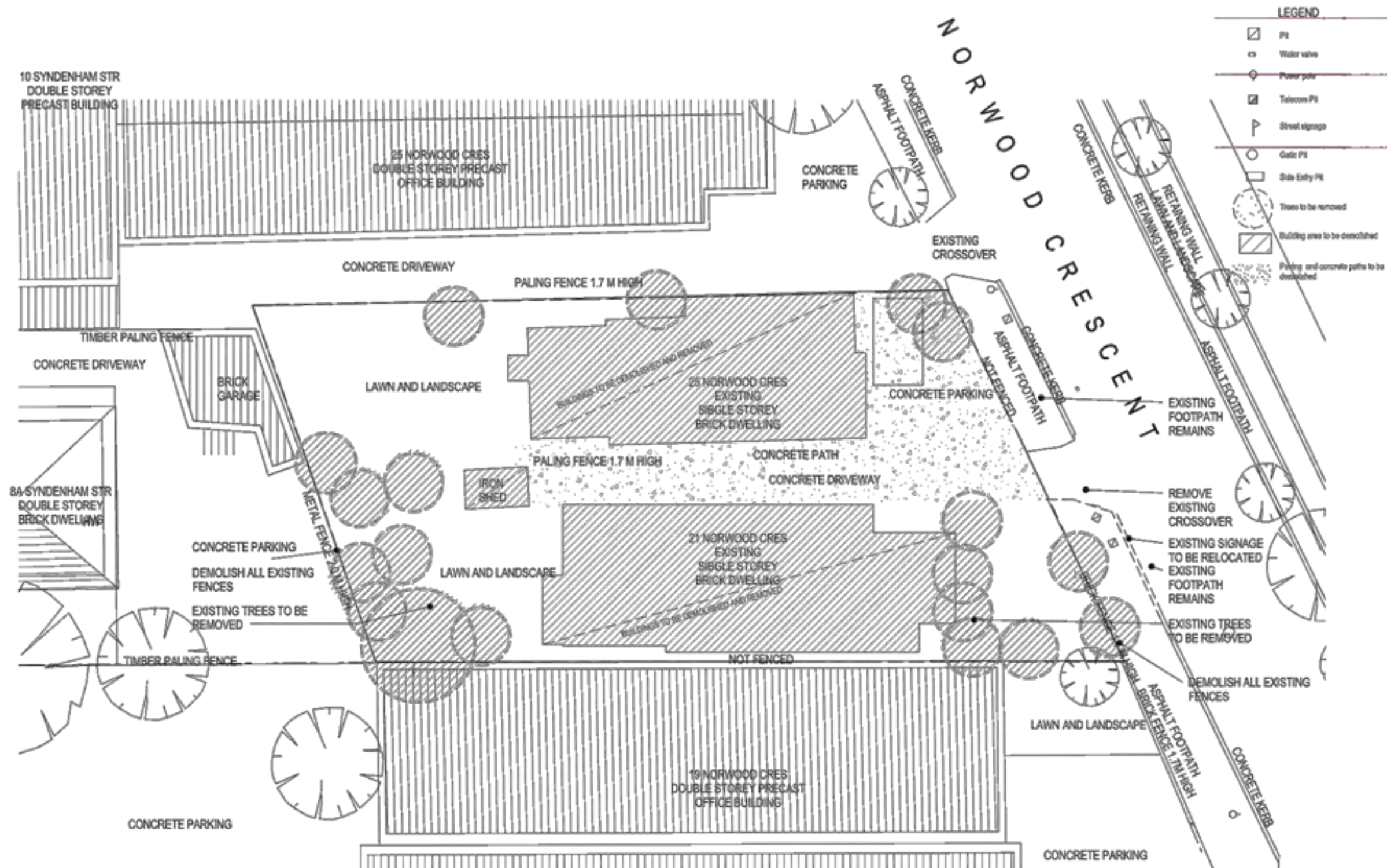
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21-23 Norwood Crs Moonee Ponds

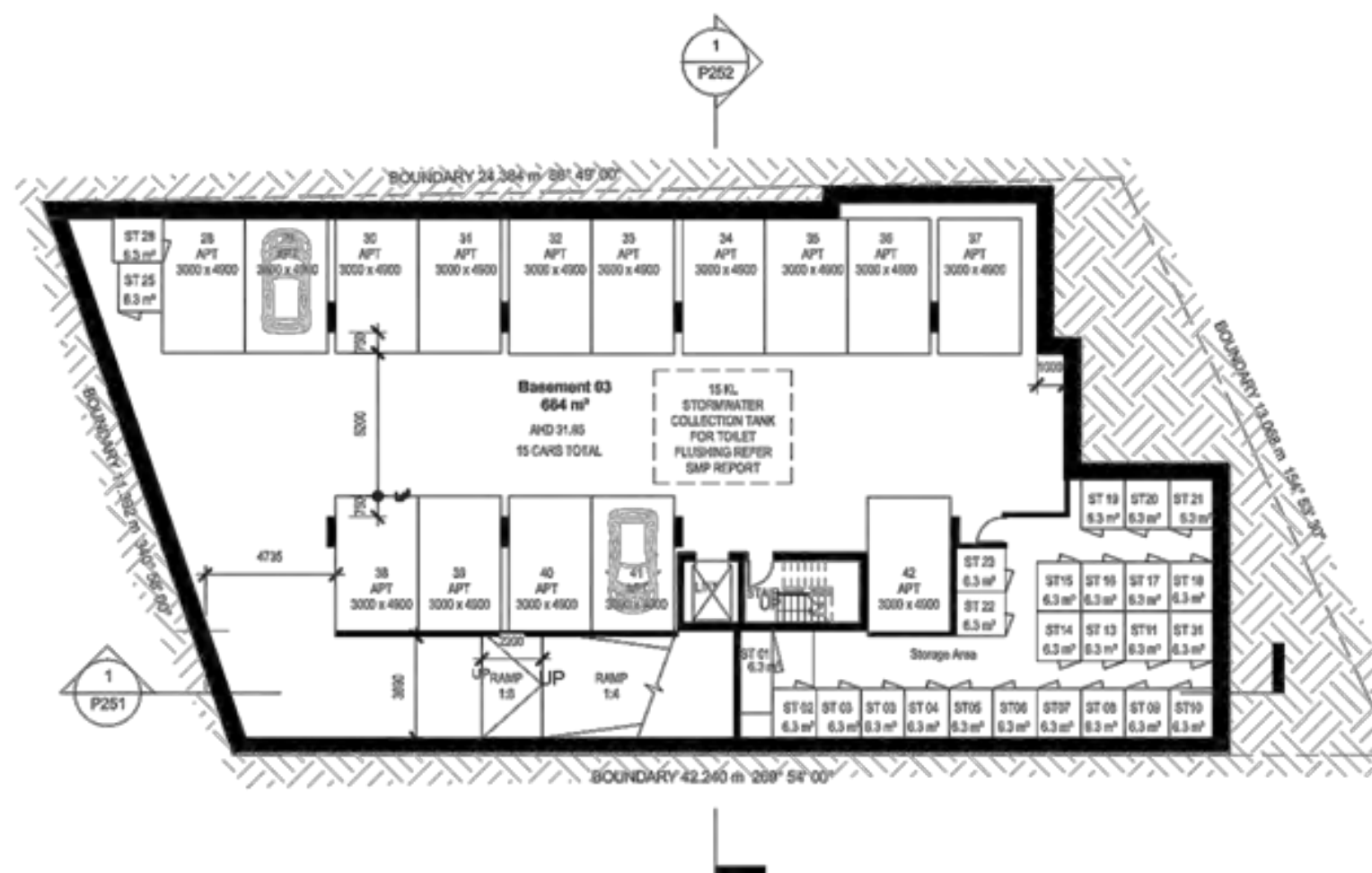
Date  
May-2015



Drawing Number  
P 009







**MAP**

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info@maparchitecture.com.au  
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Suite 1, 191 Drummond Street  
Carlton Victoria 3053, AUS  
Telephone +61 3 8660 0700

Drawing Title  
**BASEMENT 3**

No. Description  
A AMENDED TP DRAWINGS FOR RFP

Date  
20.10.2015

North Point  
1:200

Project number  
151382

Scale  
1:200

Drawing name  
TOWN PLANNING

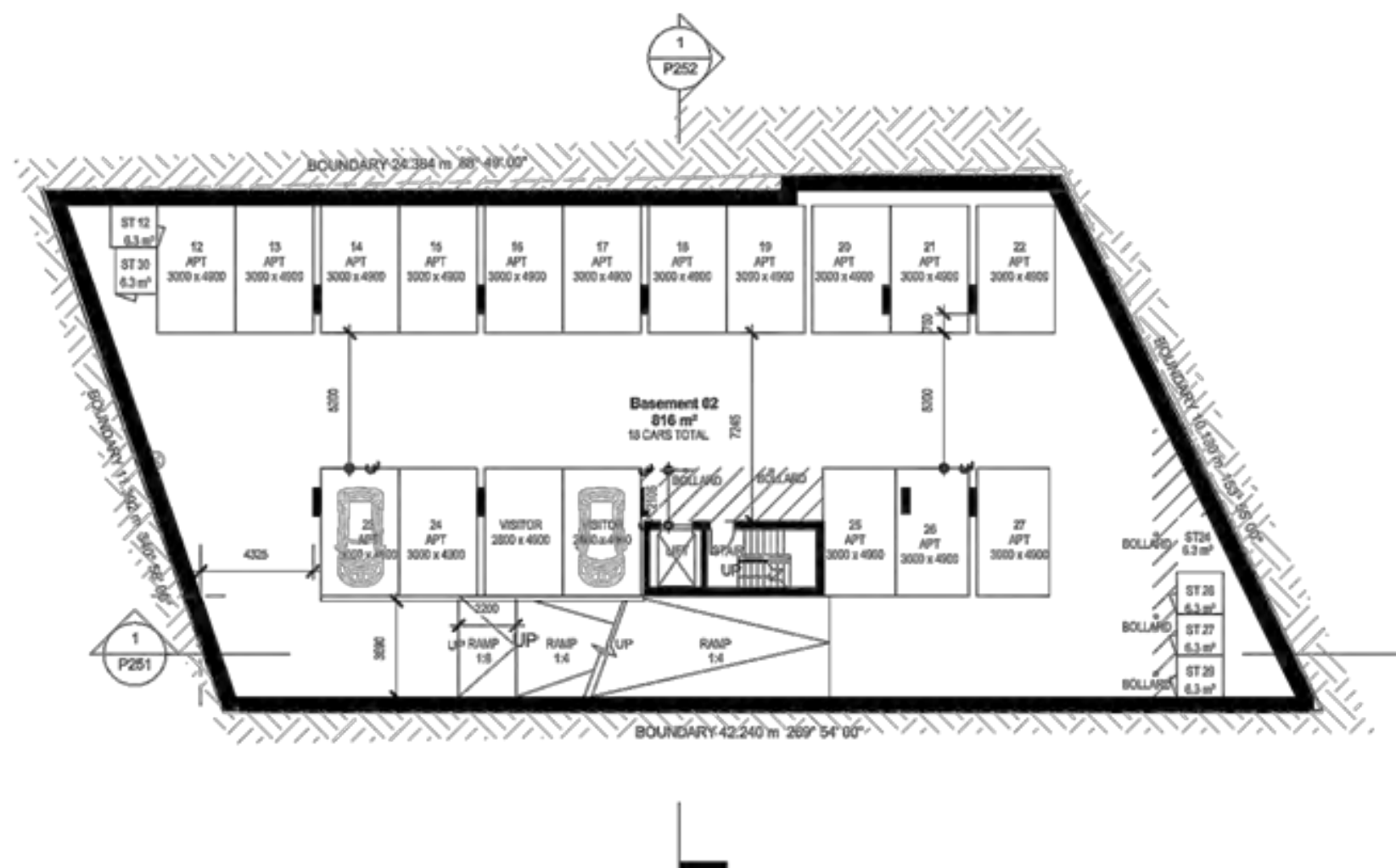
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21-23 NORWOOD CRESCENT,  
MOONEE PONDS

Scale  
AUGUST 2015

Drawing Number  
**P102**

Rev  
**A**





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info@maparchitecture.com.au  
maparchitecture.com

Suite 1, 191 Drummond Street  
Carlton Victoria 3063, AUS  
Telephone +61 3 8660 0700

Drawing Title  
**BASEMENT 2**

No. Description  
A AMENDED TP DRAWINGS FOR RFP

Date  
20.10.2015

North Point

Project number  
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Scale  
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Drawing name  
TOWN PLANNING

Project  
21-23 NORWOOD CRESCENT,  
MOONEE PONDS

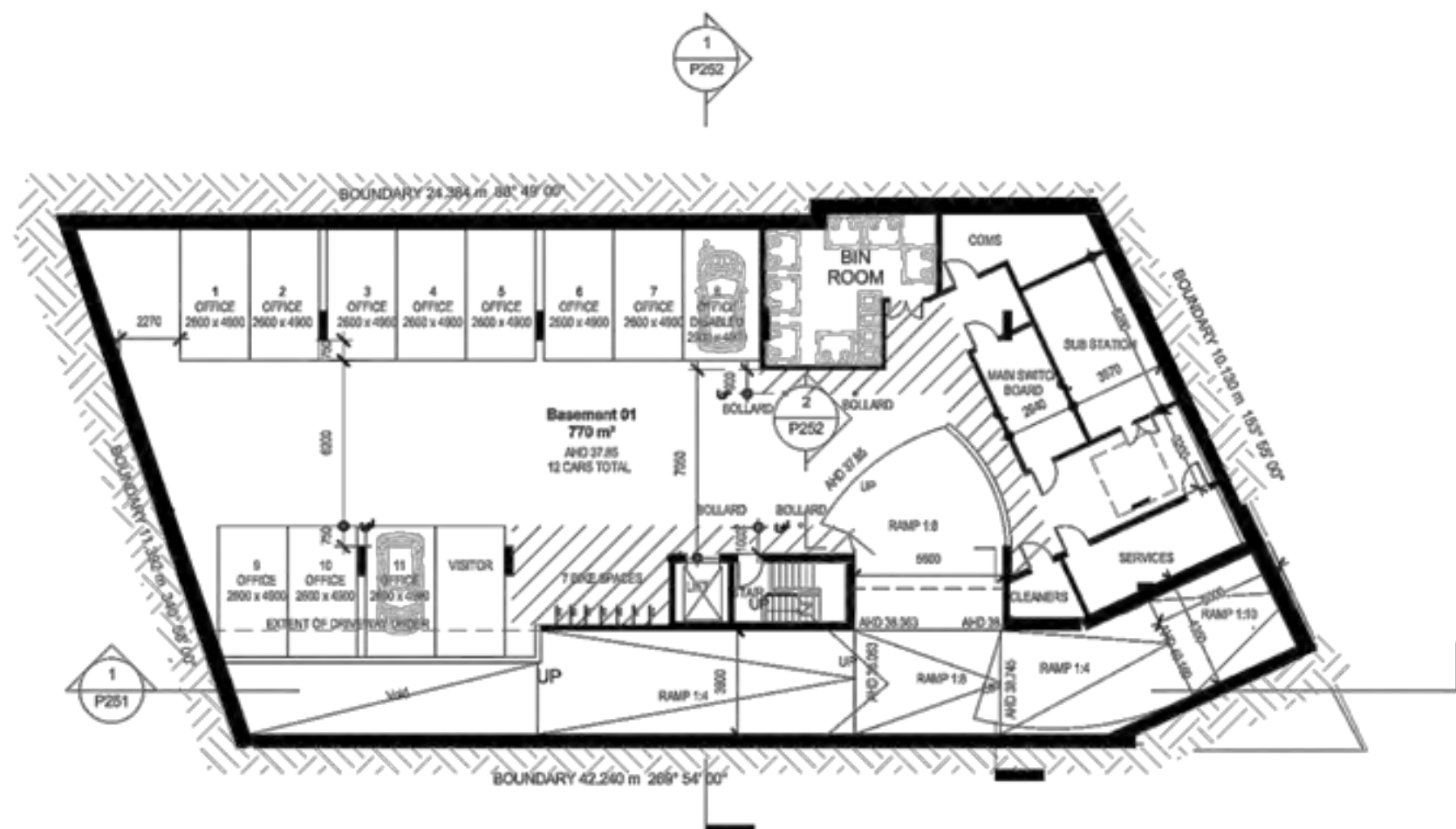
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AUGUST 2015

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**P103**

Rev  
**A**







**MAP**

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info@maparchitecture.com.au  
maparchitecture.com

Suite 1, 191 Drummond Street  
Carlisle Victoria 3053, AUS  
Telephone +61 3 8660 0700

Drawing Title  
**BASEMENT 1**

No. Description  
A AMENDED TP DRAWINGS FOR RFP

Date  
20.10.2015

North Point  
N

Project number  
151382

Scale  
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Drawing name  
TOWN PLANNING

Project  
21-23 NORWOOD CRESCENT,  
MOONEE PONDS

Date  
AUGUST 2015

Drawing Number  
**P104**

Rev  
**A**







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Architecture and Design  
info@maparchitecture.com.au  
maparchitecture.com

Suite 1, 191 Drummond Street  
Carlton Victoria 3053, AUS  
Telephone +61 3 9590 0700

Drawing Title  
**GROUND FLOOR**

No. Description  
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Date  
20.10.2015

North Point  
Project number  
151382

Scale  
1:200

Drawing Issue  
TOWN PLANNING

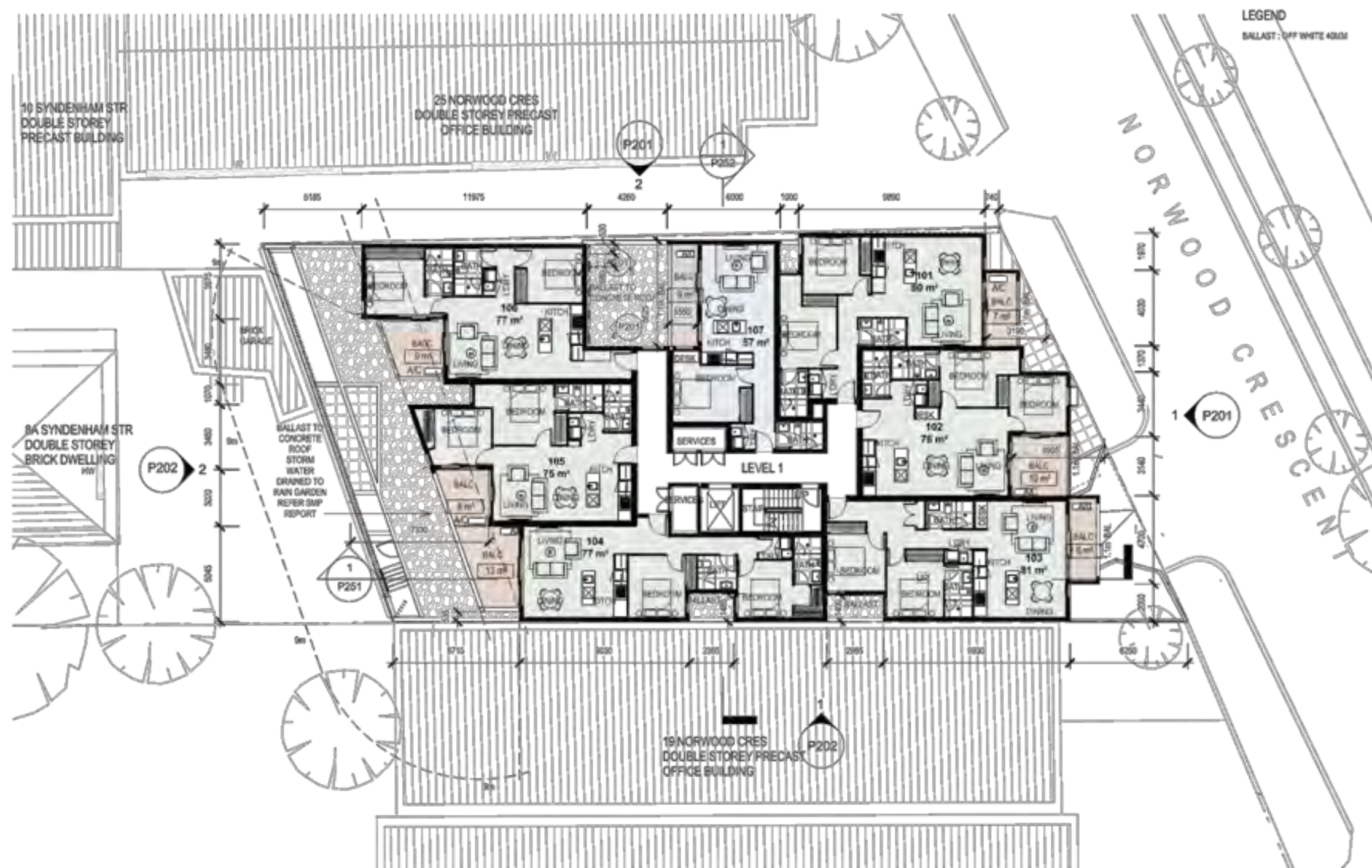
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21-23 NORWOOD CRESCENT,  
MOONEE PONDS

Date  
AUGUST 2015

Drawing Number  
P105

Rev  
A





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Architecture and Design  
info@maparchitecture.com.au  
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Suite 1, 191 Drummond Street  
Carlton Victoria 3053, AUS  
Telephone +61 3 8560 0700

Drawing Title  
**LEVEL 1**

No. Description  
A AMENDED TP DRAWINGS FOR RFP

Date  
20.10.2015

North Point  
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Project number  
151382

Scale  
1:200

Drawing name  
TOWN PLANNING

Project  
21-23 NORWOOD CRESCENT,  
MOONEE PONDS

Date  
AUGUST 2015

Drawing Number  
P106

Rev  
A







**MAP**

Architecture and Design  
info@maparchitecture.com.au  
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Suite 1, 191 Drummond Street  
Carlton Victoria 3053, AUS  
Telephone +61 3 8560 0700

Drawing Title  
**LEVEL 2**

No. Description  
A AMENDED TP DRAWINGS FOR RFP

Date  
20.10.2015



Project number  
151382

Scale  
1:200

Drawing name  
TOWN PLANNING

Project  
21-23 NORWOOD CRESCENT,  
MOONEE PONDS

Date  
AUGUST 2015

Drawing Number  
**P107**

Rev  
**A**





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Architecture and Design  
info@maparchitecture.com.au  
maparchitecture.com

Suite 1, 191 Drummond Street  
Carlton Victoria 3053, AUS  
Telephone +61 3 8560 0700

Drawing Title  
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No. Description  
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Date  
20.10.2015

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Project number  
151382

Scale  
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Drawing name  
TOWN PLANNING

Project  
21-23 NORWOOD CRESCENT,  
MOONEE PONDS

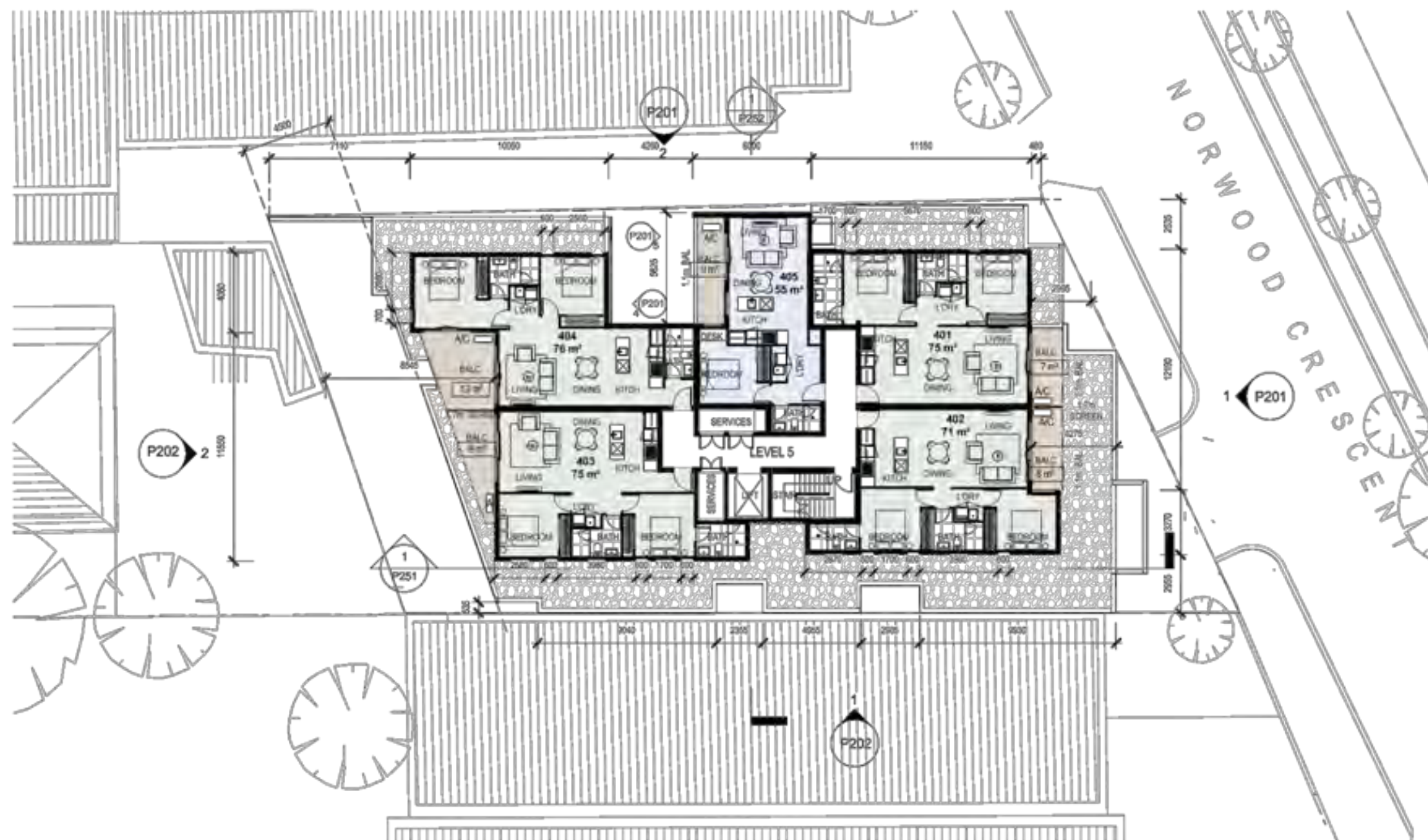
Date  
AUGUST 2015

Drawing Number  
**P108**

Rev  
**A**







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Architecture and Design  
info@maparchitecture.com.au  
maparchitecture.com

Suite 1, 191 Drummond Street  
Carlton Victoria 3063, AUS  
Telephone +61 3 8660 0700

Drawing Title  
**LEVEL 4**

No. Description  
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Date  
20.10.2015

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Project number  
151382

Scale  
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Drawing name  
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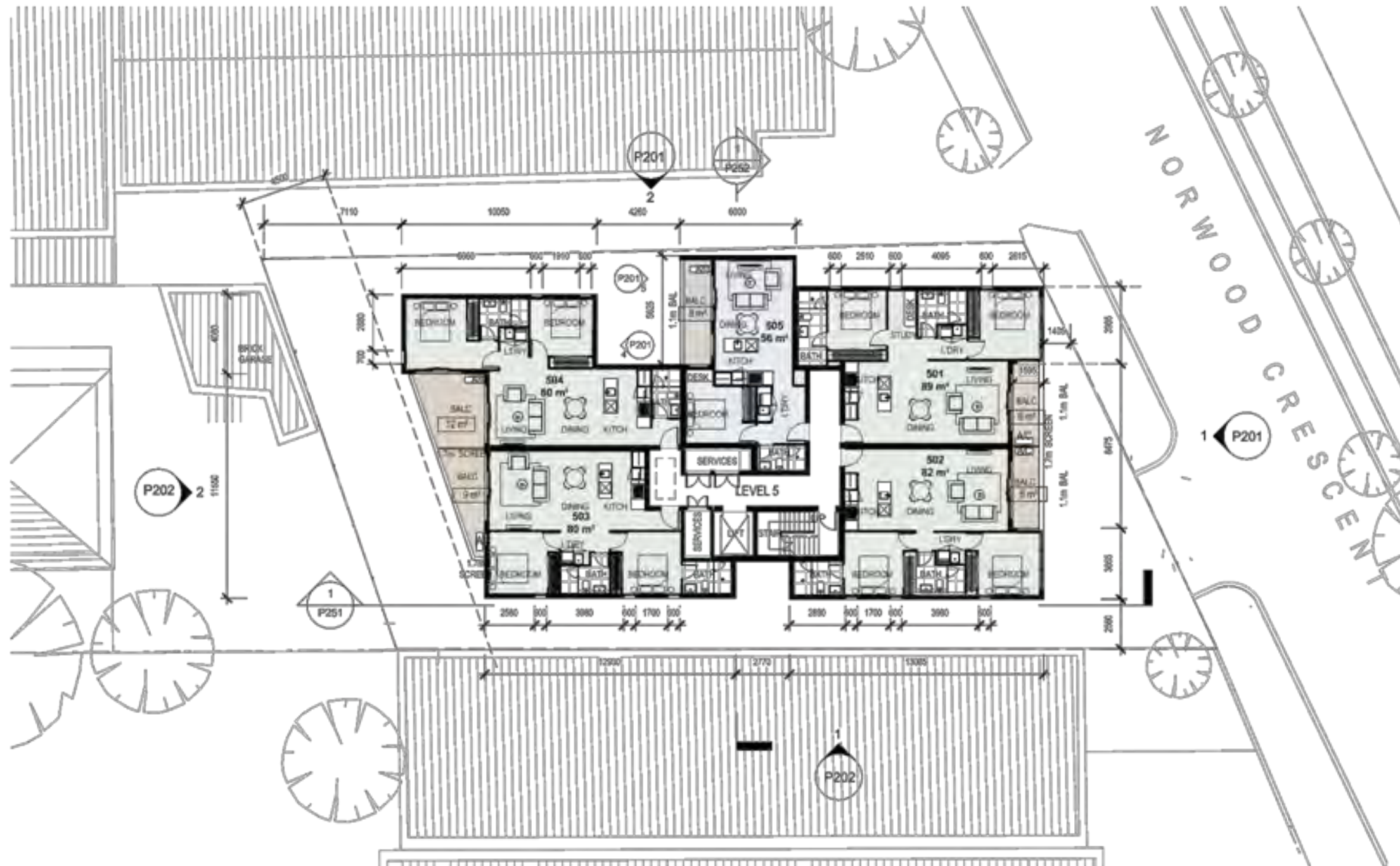
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MOONEE PONDS

Date  
AUGUST 2015

Drawing Number  
**P109**

Rev  
**A**





**MAP**

Architecture and Design  
info@maparchitecture.com.au  
maparchitecture.com

Suite 1, 191 Drummond Street  
Carlton Victoria 3053, AUS  
Telephone +61 3 8560 0700

Drawing Title  
**LEVEL 5**

No. Description  
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Date  
20.10.2015

North Point  
N

Project number  
151382

Scale  
1:200

Drawing name  
TOWN PLANNING

Project  
21-23 NORWOOD CRESCENT,  
MOONEE PONDS

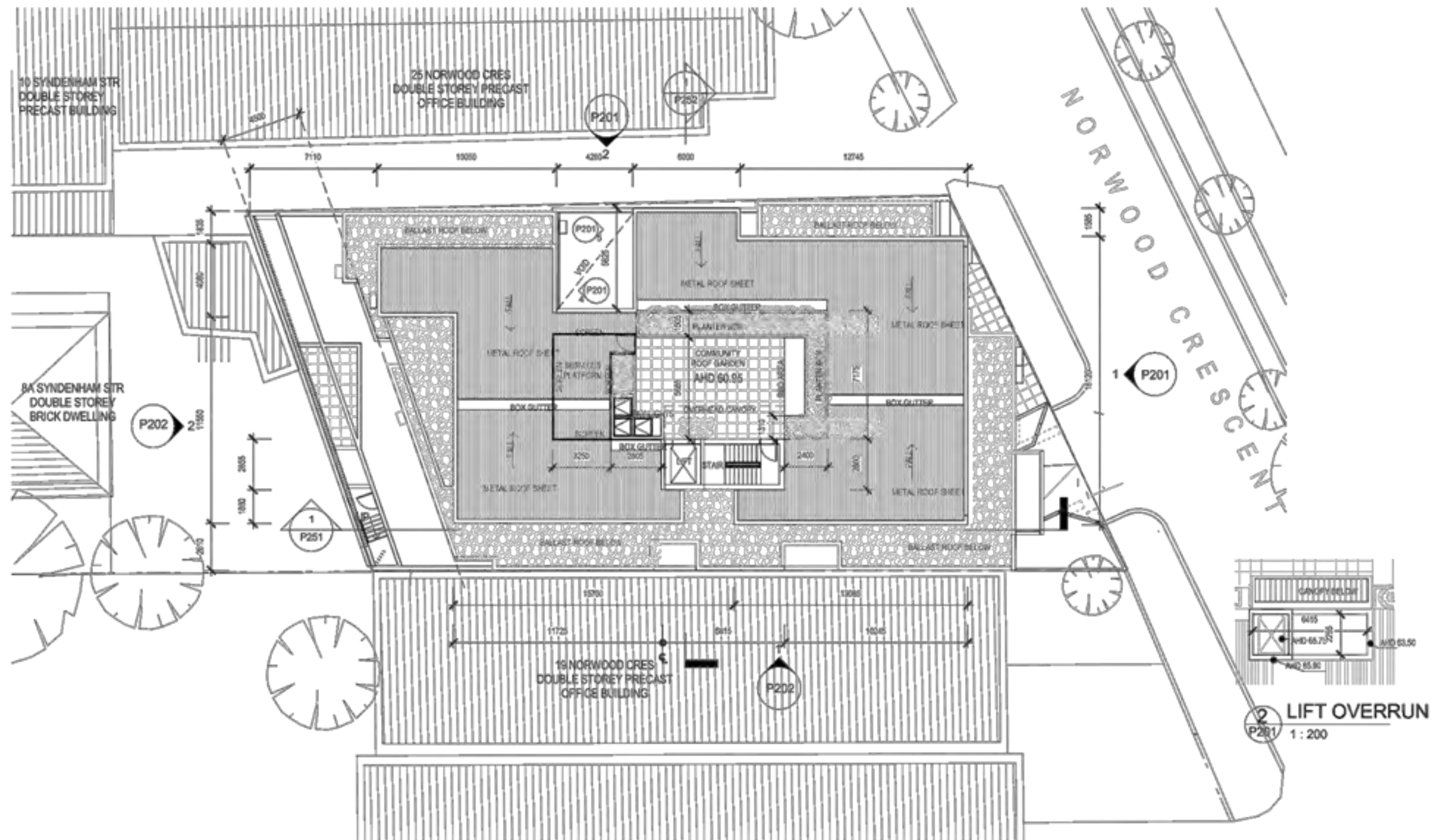
Date  
AUGUST 2015

Drawing Number  
**P110**

Rev  
A







1 ROOF  
P201 1:200

## MAP

Architecture and Design  
info@maparchitecture.com.au  
maparchitecture.com

Suite 1, 191 Drummond Street  
 Centex Victoria 3053, AUS  
 Telephone +61 3 8660 0700

## Roof Plan

No.	Description
A	AMENDED TP DRAWINGS FOR RFI

Date  
20.10.2016

North Point

151382

Scale  
1:200

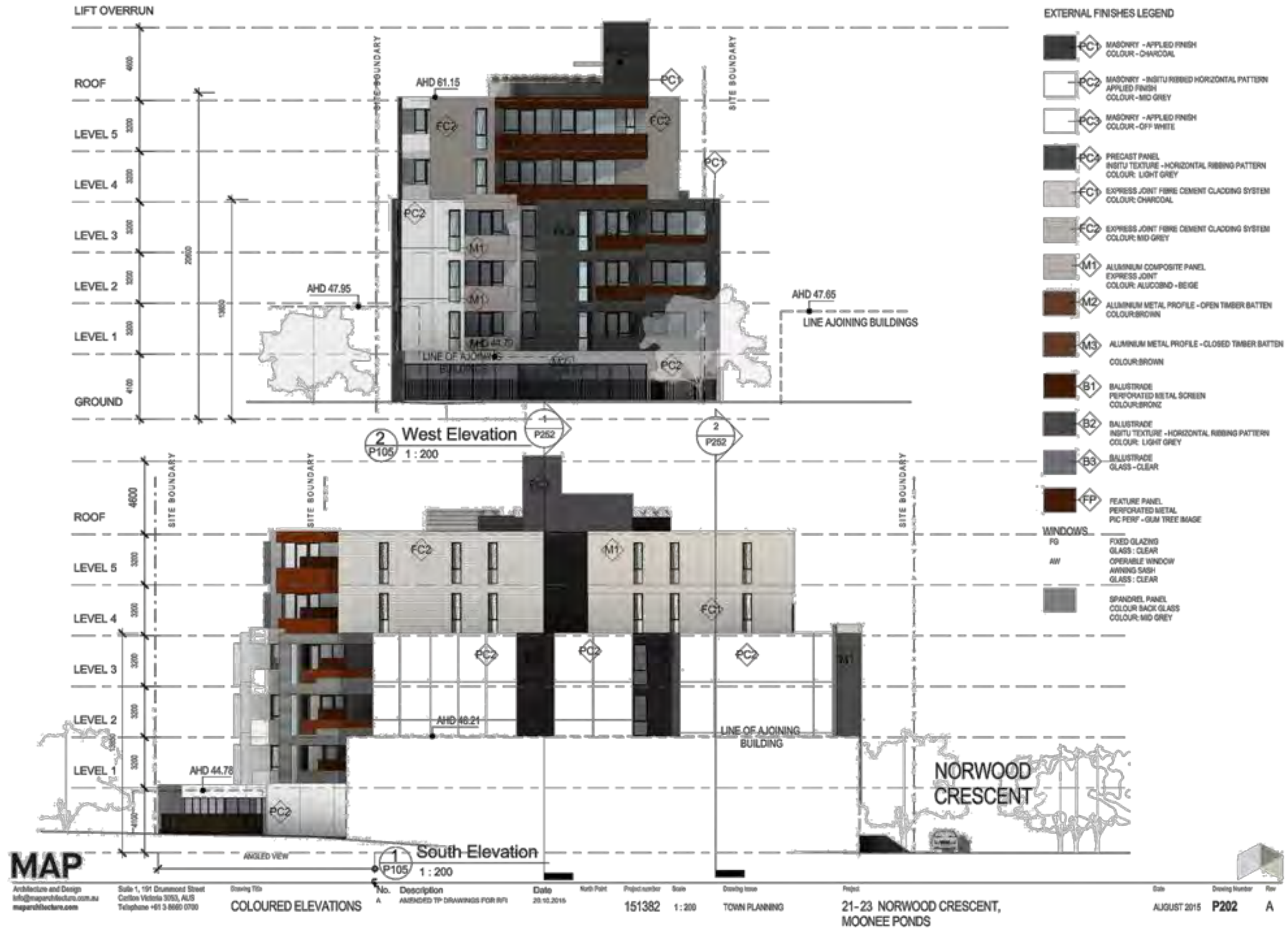
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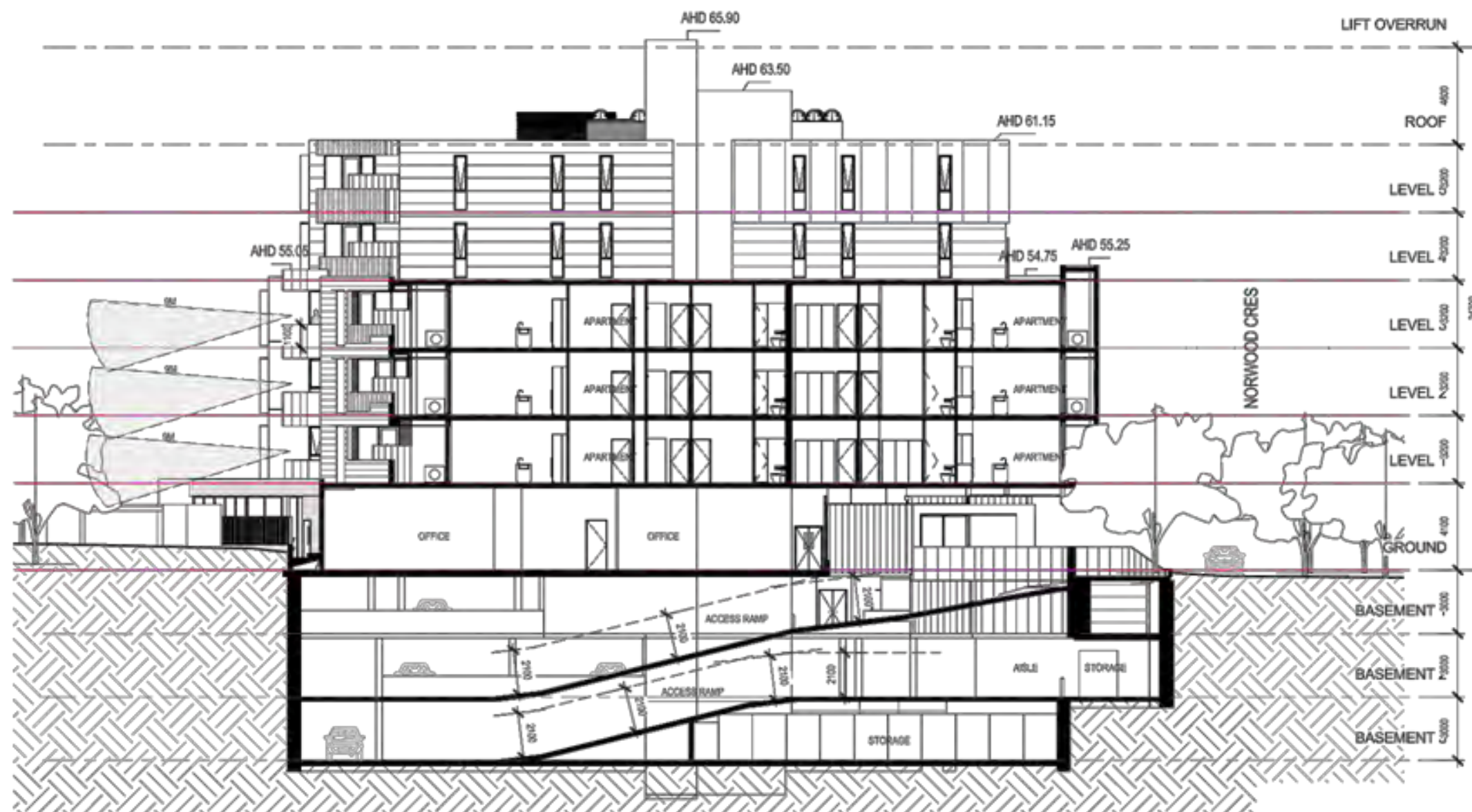
21-23 NORWOOD CRESCENT,  
MOONEE PONDS

Date	Drawing Number	Rev
AUGUST 2015	P111	A









**MAP**

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info@maparchitecture.com.au  
maparchitecture.com

Suite 1, 191 Drummond Street  
Carlton Victoria 3063, AUS  
Telephone +61 3 8660 0700

Drawing Title  
**LONG SECTION**

No. Description  
A AMENDED TP DRAWINGS FOR RFI

Date  
20.10.2015

North Point

Project number  
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Scale  
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Drawing Issue  
TOWN PLANNING

Project  
21-23 NORWOOD CRESCENT,  
MOONEE PONDS

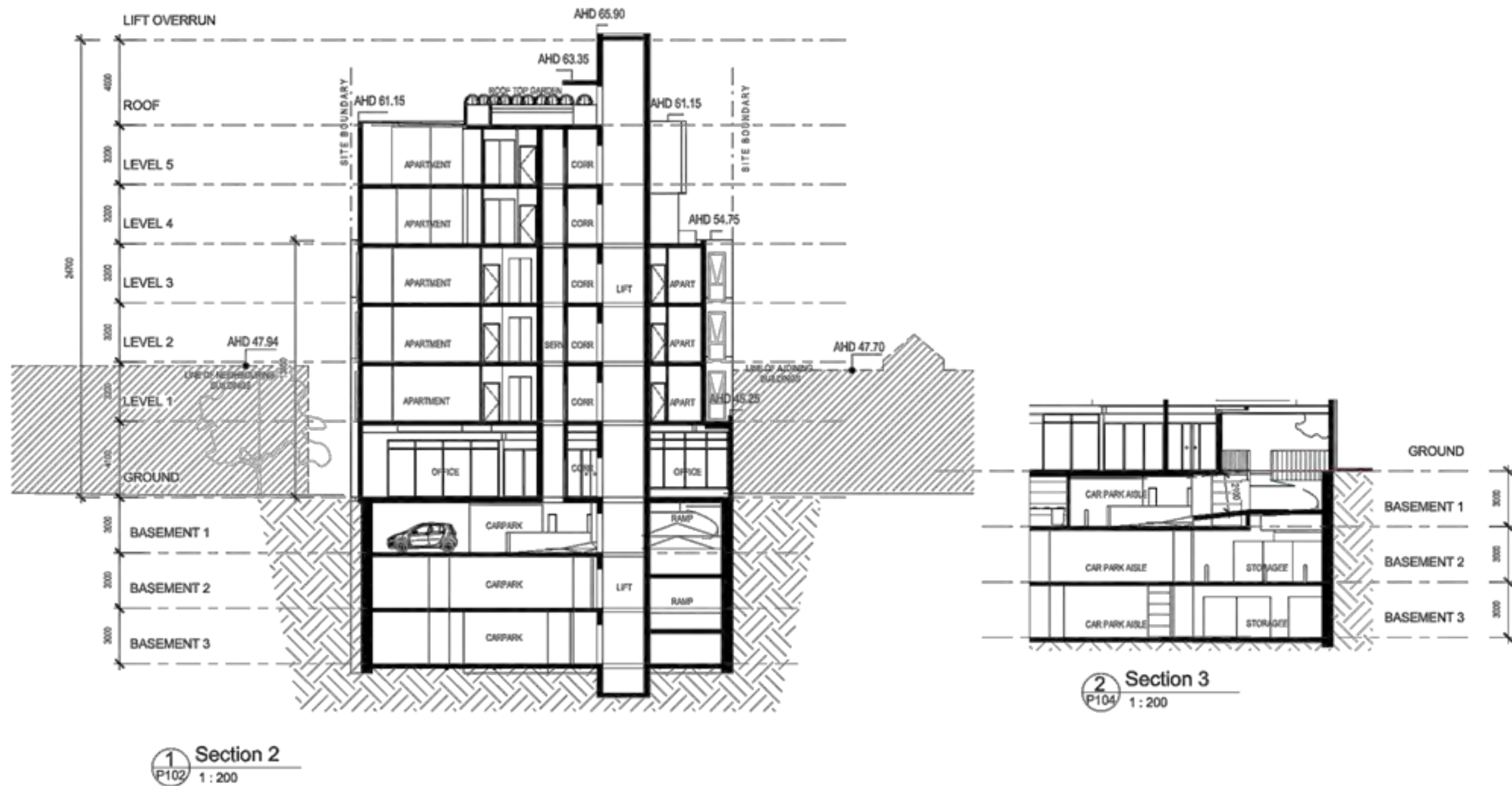
Date  
AUGUST 2015

Drawing Number  
P251

Rev  
A







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info@maparchitecture.com.au  
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Carlisle Victoria 3053, AUS  
Telephone +61 3 8960 0790

Drawing Title  
**CROSS SECTION**

No. Description  
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Date  
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North Point

Project number  
151382

Scale  
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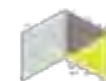
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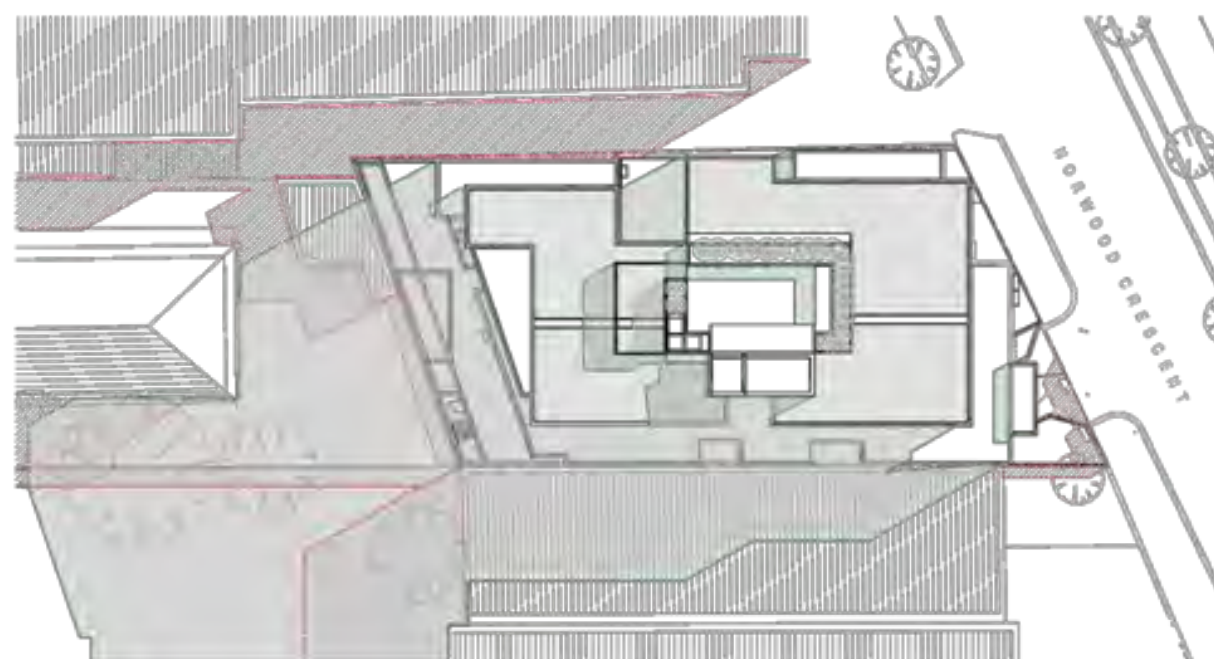
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21-23 NORWOOD CRESCENT,  
MOONEE PONDS

Scale  
AUGUST 2015

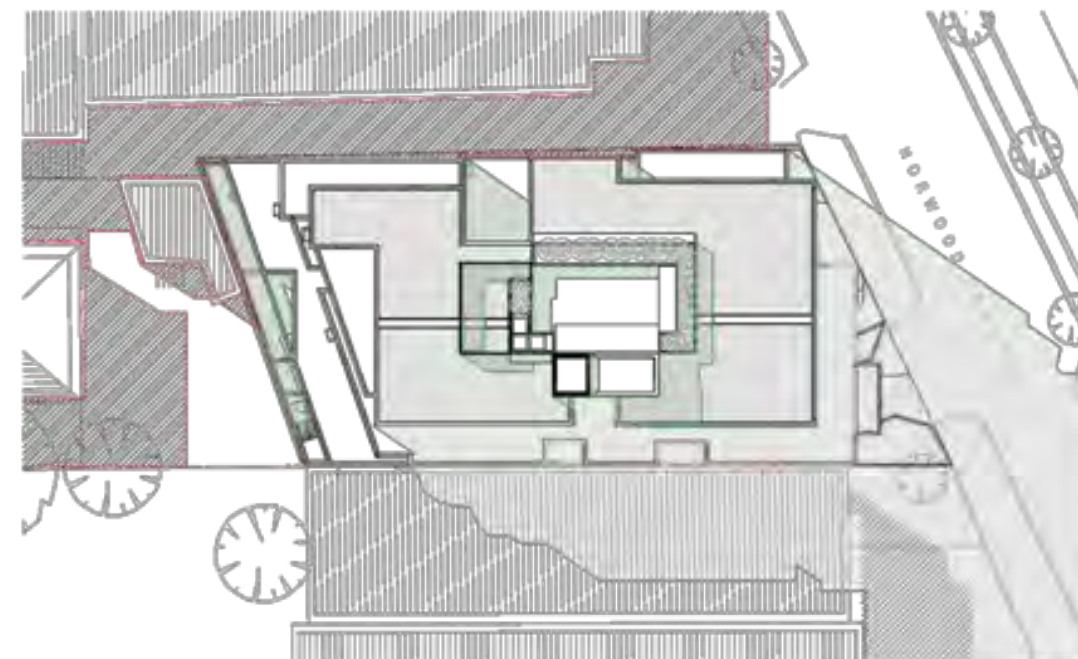
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Rev  
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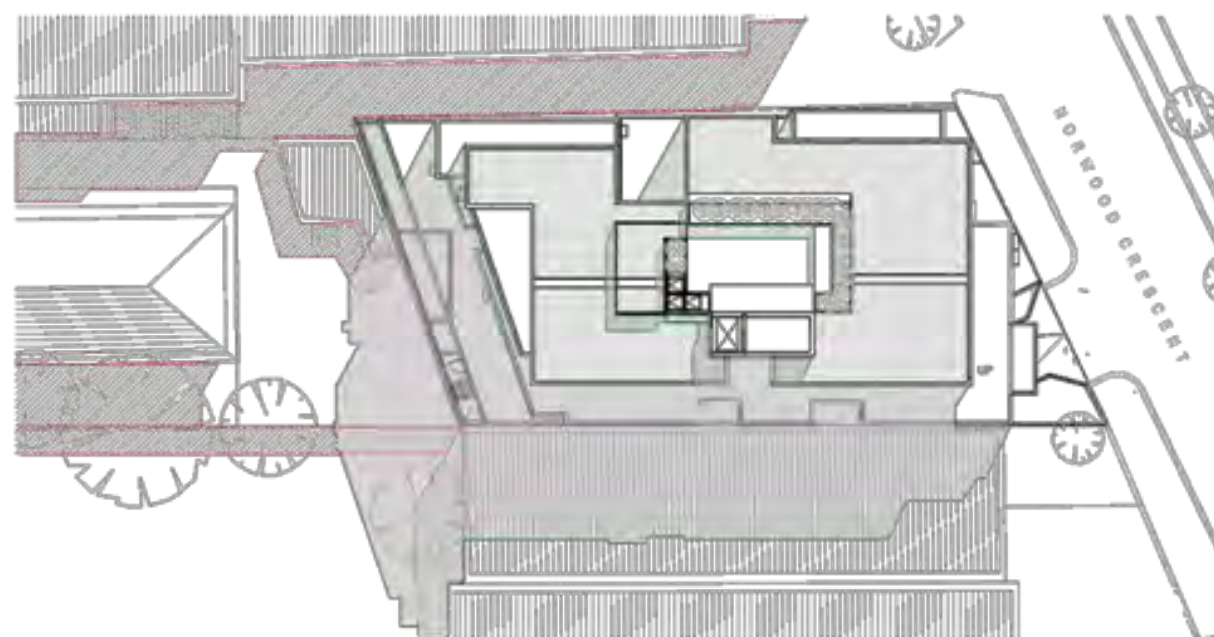




September 22 - 9am  
1:200



September 22 - 3pm  
1:200



September 22 - 11am  
1:200

# LEGEND

-  PROPOSED BUILDING SHADOWS ON 20/00
-  EXISTING BUILDINGS AND OTHER SHADOWS

## MAP

Architectural Design  
Engineering Services  
Engineering Services

Site 1, 1/1 Durrant Road  
Cape Hill, QLD 4509  
Telephone 07 5555 0000

Shading TCS  
Sun Shadow Study

Shading TCS  
Sun Shadow Study

Shading TCS  
Sun Shadow Study

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Sun Shadow Study

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Sun Shadow Study

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Sun Shadow Study

Shading TCS  
Sun Shadow Study

Shading TCS  
Sun Shadow Study



Rev



# APARTMENTS

## 21-23 NORWOOD CRESCENT, MOONEE PONDS

TOTAL APARTMENTS	31
One Bedroom Apartments	28
Two Bedroom Apartments	3

Area Schedule - Basement 1		
Name	Area	Carspaces
Basement 01	770 m <sup>2</sup>	12
	770 m <sup>2</sup>	

Area Schedule - Basement 2		
Name	Area	Carpaces
Basement 02	816 m <sup>2</sup>	18
	816 m <sup>2</sup>	

Area Schedule - Basement 3		
Name	Area	Carpaces
Basement 03	864 m <sup>2</sup>	15
	864 m <sup>2</sup>	

Area Schedule - Ground Level	
Name	Area
OFFICE	484 m <sup>2</sup>
	484 m <sup>2</sup>

Area Schedule - Level 1			
Name	Area	Unit Type	Carpaces
101	80 m <sup>2</sup>	2 Bedroom	1
102	76 m <sup>2</sup>	2 Bedroom	1
103	81 m <sup>2</sup>	2 Bedroom	1
104	77 m <sup>2</sup>	2 Bedroom	1
105	75 m <sup>2</sup>	2 Bedroom	1
106	77 m <sup>2</sup>	2 Bedroom	1
107	87 m <sup>2</sup>	1 Bedroom	1
	623 m <sup>2</sup>		

Balcony Level 1	
Area	
7 m <sup>2</sup>	
13 m <sup>2</sup>	
8 m <sup>2</sup>	
13 m <sup>2</sup>	
8 m <sup>2</sup>	
9 m <sup>2</sup>	
9 m <sup>2</sup>	
62 m <sup>2</sup>	

Area Schedule - Level 2			
Name	Area	Unit Type	Carpaces
201	80 m <sup>2</sup>	2 Bedroom	1
202	76 m <sup>2</sup>	2 Bedroom	1
203	81 m <sup>2</sup>	2 Bedroom	1
204	76 m <sup>2</sup>	2 Bedroom	1
205	74 m <sup>2</sup>	2 Bedroom	1
206	77 m <sup>2</sup>	2 Bedroom	1
207	87 m <sup>2</sup>	1 Bedroom	1
	623 m <sup>2</sup>		

Balcony Level 2	
Area	
7 m <sup>2</sup>	
8 m <sup>2</sup>	
8 m <sup>2</sup>	
14 m <sup>2</sup>	
8 m <sup>2</sup>	
9 m <sup>2</sup>	
8 m <sup>2</sup>	
14 m <sup>2</sup>	

Area Schedule - Level 3			
Name	Area	Unit Type	Carpaces
301	79 m <sup>2</sup>	2 Bedroom	1
302	75 m <sup>2</sup>	2 Bedroom	1
303	79 m <sup>2</sup>	2 Bedroom	1
304	76 m <sup>2</sup>	2 Bedroom	1
305	75 m <sup>2</sup>	2 Bedroom	1
306	77 m <sup>2</sup>	2 Bedroom	1
307	87 m <sup>2</sup>	1 Bedroom	1
	619 m <sup>2</sup>		

Balcony Level 3	
Area	
8 m <sup>2</sup>	
8 m <sup>2</sup>	
7 m <sup>2</sup>	
13 m <sup>2</sup>	
8 m <sup>2</sup>	
9 m <sup>2</sup>	
9 m <sup>2</sup>	
62 m <sup>2</sup>	

Area Schedule - Level 4			
Name	Area	Unit Type	Carpaces
401	75 m <sup>2</sup>	2 Bedroom	1
402	71 m <sup>2</sup>	2 Bedroom	1
403	75 m <sup>2</sup>	2 Bedroom	1
404	76 m <sup>2</sup>	2 Bedroom	1
405	55 m <sup>2</sup>	1 Bedroom	1
	362 m <sup>2</sup>		

Balcony Level 4	
Area	
7 m <sup>2</sup>	
8 m <sup>2</sup>	
9 m <sup>2</sup>	
13 m <sup>2</sup>	
9 m <sup>2</sup>	
46 m <sup>2</sup>	

Area Schedule - Level 5			
Name	Area	Unit Type	Carpaces
501	89 m <sup>2</sup>	2 Bedroom	1
502	82 m <sup>2</sup>	2 Bedroom	1
503	80 m <sup>2</sup>	2 Bedroom	1
504	80 m <sup>2</sup>	2 Bedroom	1
505	56 m <sup>2</sup>	1 Bedroom	1
	386 m <sup>2</sup>		

Balcony Level 5	
Area	
8 m <sup>2</sup>	
8 m <sup>2</sup>	
9 m <sup>2</sup>	
12 m <sup>2</sup>	
8 m <sup>2</sup>	
40 m <sup>2</sup>	



Architectural Design  
and Engineering Services  
map@architect.com.au

21-23 Norwood Crescent  
Moonee Ponds, VIC 3039  
Telephone +61 3 9595 0100

Building Type  
Area Schedule

Site  
Access  
Accessed via Norwood Pkwy

Site  
Access

North Point

Project number  
101382

Scale

Building Name  
TOWN PLANNING

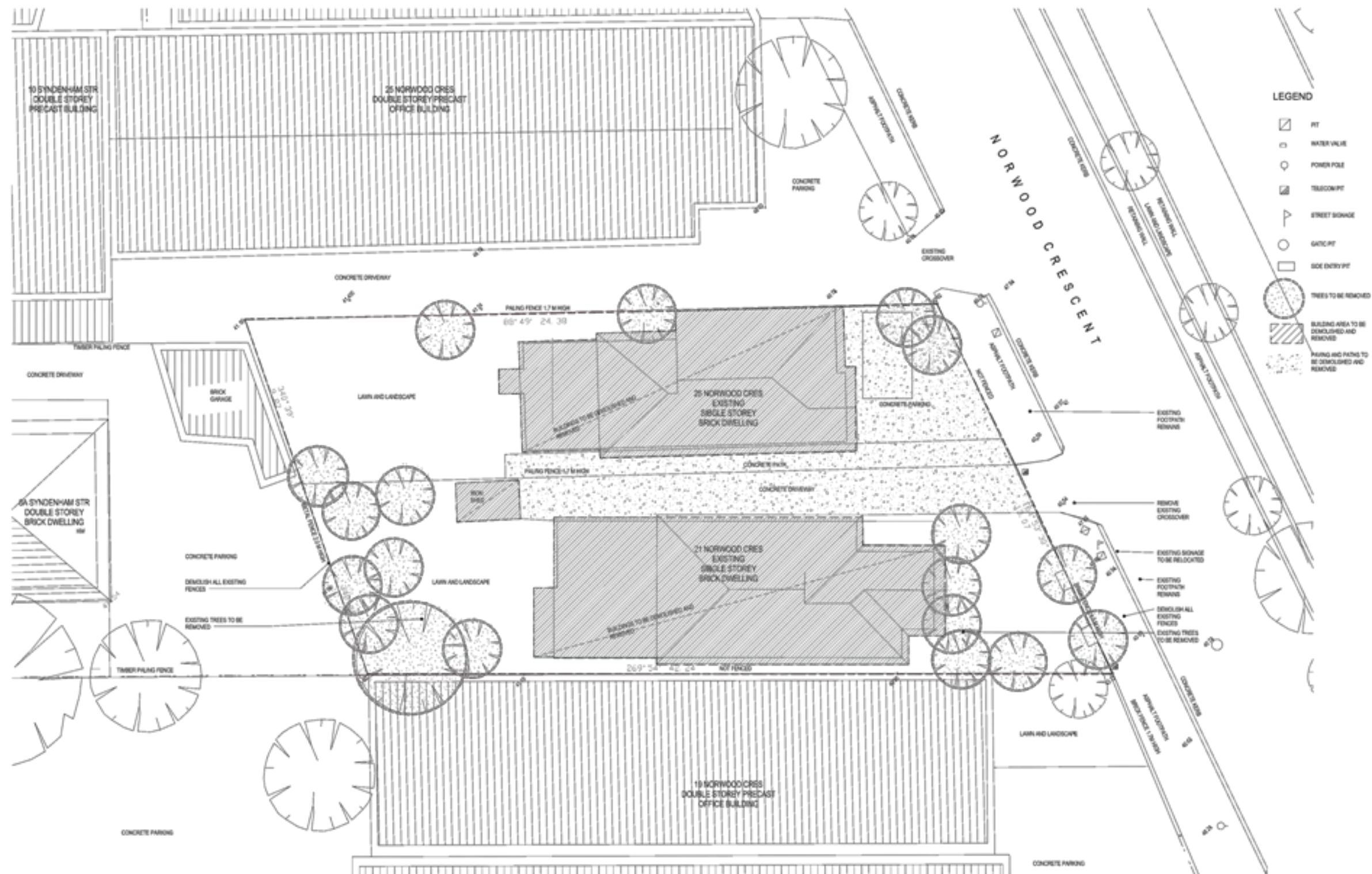
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21- 23 NORWOOD CRESCENT, MOONEE PONDS

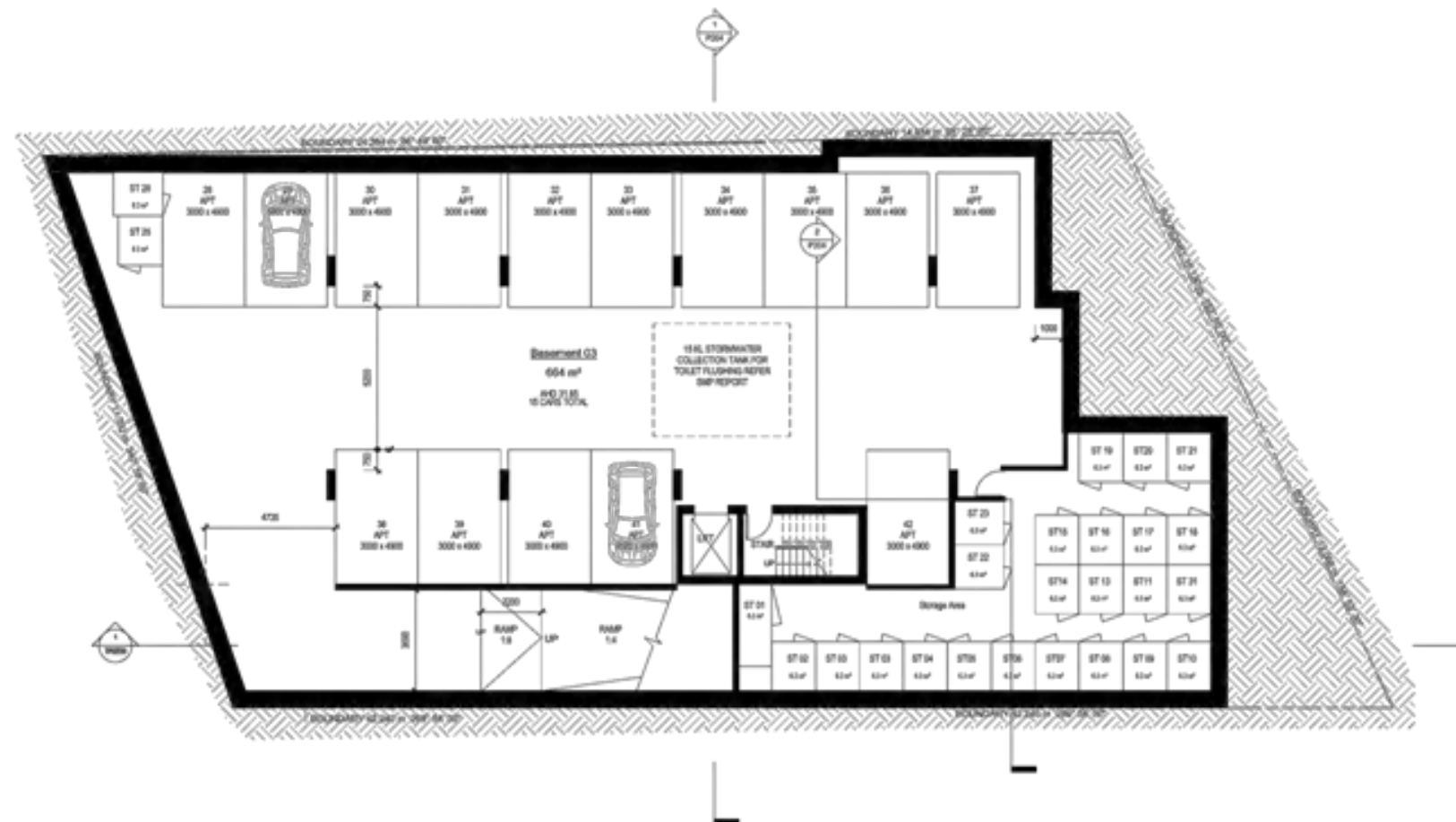
Site  
AUGUST 2015

Building Number  
P500

Rev  
A







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 info@maparchitecture.com.au  
 maparchitecture.com.au

Suite 1, 191 Drummond Street  
 Carlton Victoria 3053, AU  
 Telephone +61 3 8655 0700

Drawing Title  
**BASEMENT 3**

No. 4  
 Details  
 ADDITIONAL TO BASEMENT 3 FOR ST

Date  
 28.8.2015



Project number  
 151382

Scale  
 1 : 100

Drawing Issue  
**TOWN PLANNING**

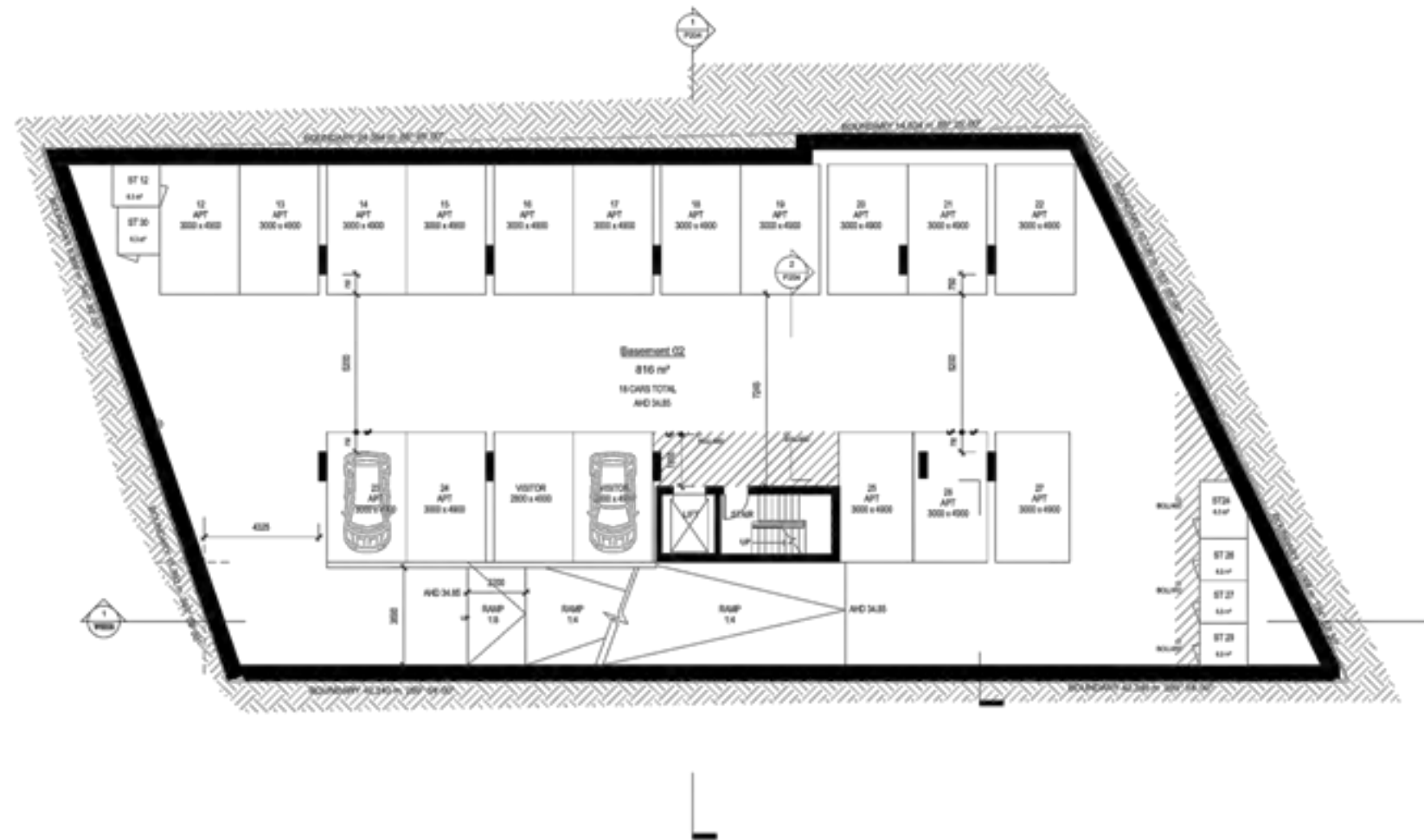
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 21- 23 NORWOOD CRESCENT, MOONEE PONDS

Date  
 AUGUST 2015

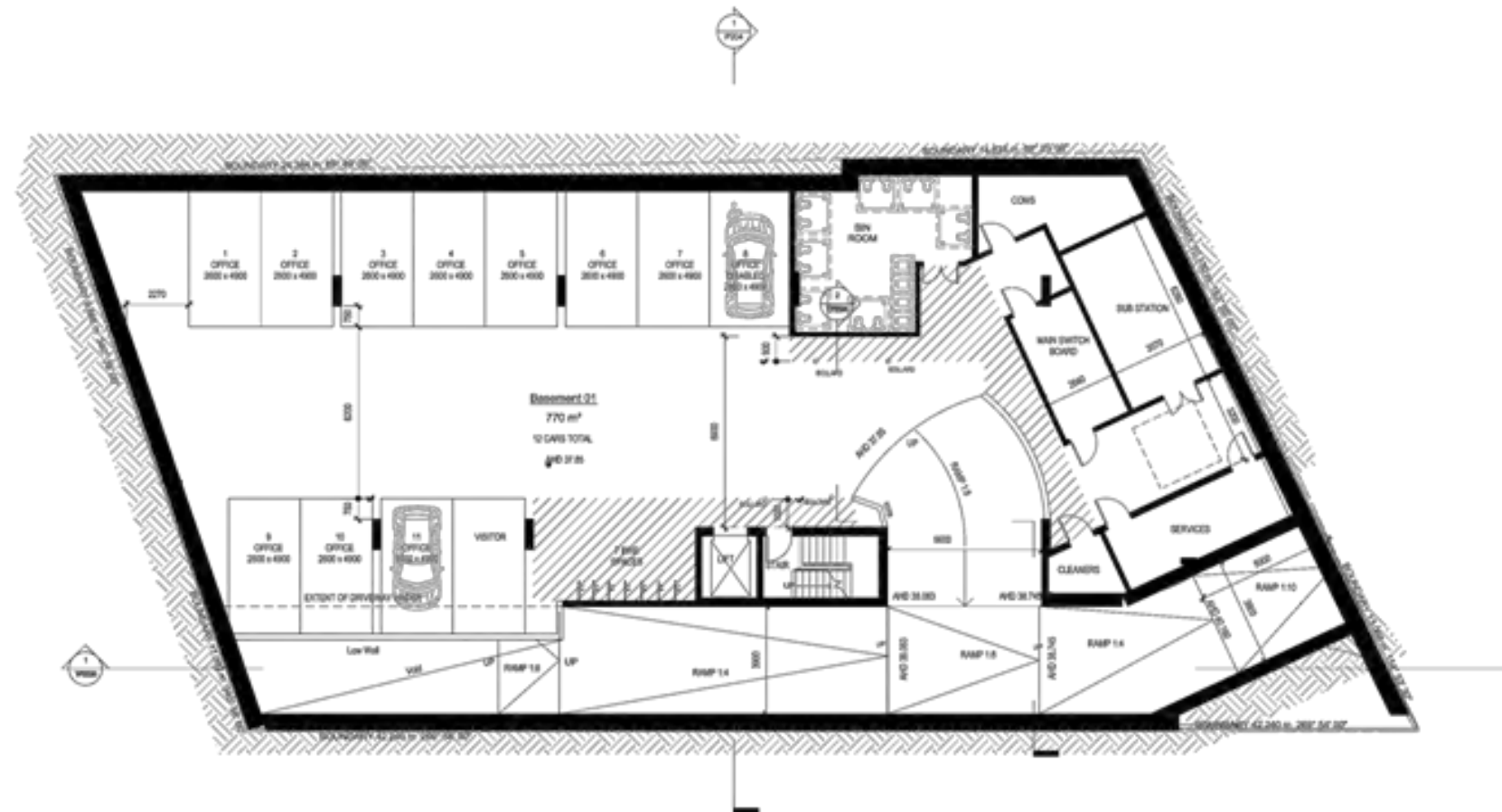
Drawing Number  
**TP102**

Rev  
**A**









**MAP**

Architecture and Design  
info@maparchitecture.com.au  
maparchitecture.com.au

Suite 1, 191 Drummond Street  
Carlton Victoria 3053, AU  
Telephone +61 3 9862 0700

Drawing Title  
**BASEMENT 1**

No. 4  
Details  
ARCHITECTURAL DRAWING

Date  
20.08.15



Project number  
151382

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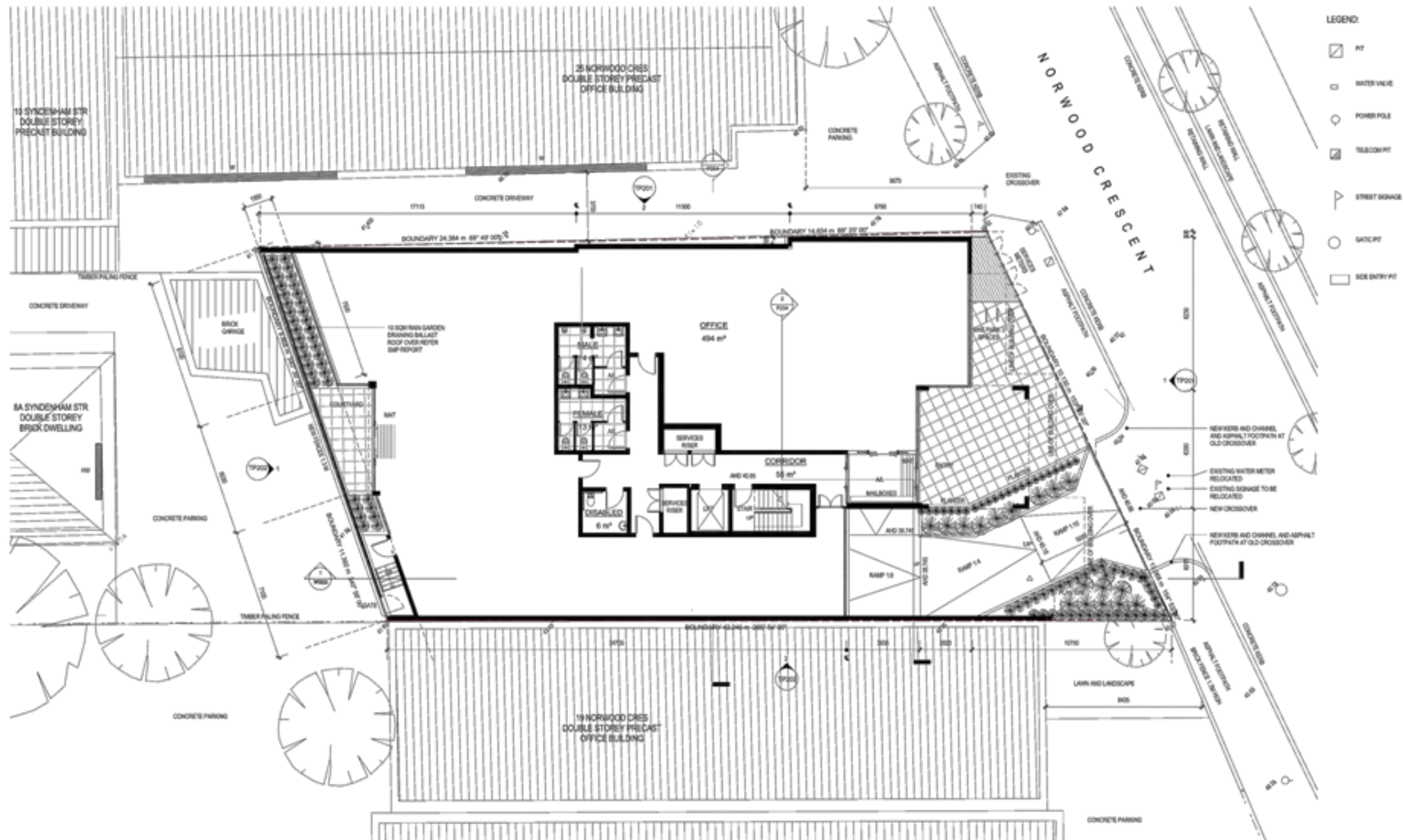
Project  
21- 23 NORWOOD CRESCENT, MOONEE PONDS

Date  
AUGUST 2015

Drawing Number  
**TP104**



Rev  
**A**



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Architecture and Design  
info@maparchitecture.com.au  
maparchitecture.com.au

Suite 1, 191 Glenwood Street  
Carlton Victoria 3053, AU  
Telephone +61 3 9550 0700

Drawing Title  
**GROUND FLOOR PLAN**

No. 2  
Description  
REVISED TO APPROVED FOR A/C

Date  
28 JULY 2015



Project number  
151382

Scale  
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Drawing Issue  
**TOWN PLANNING**

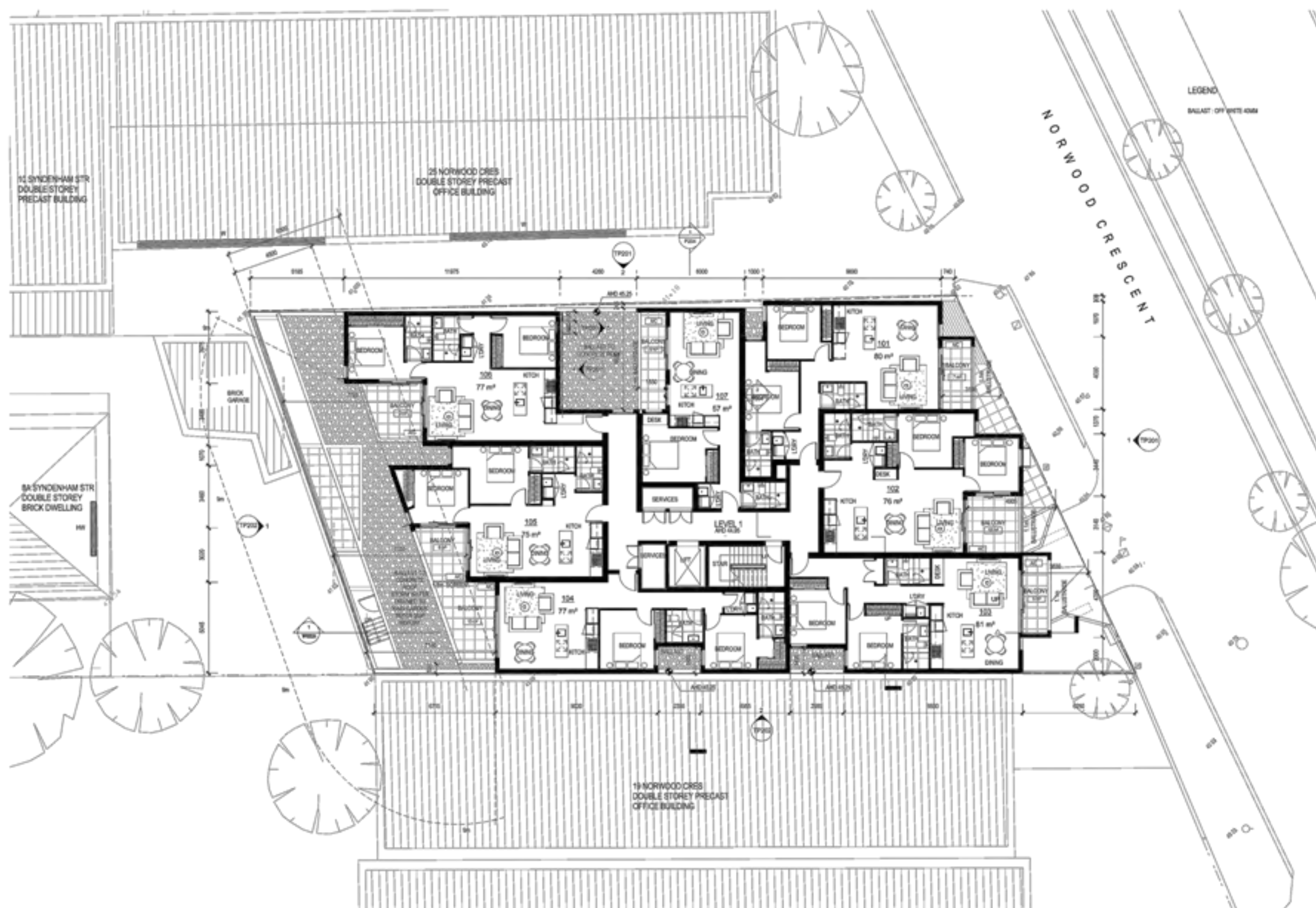
Project  
21- 23 NORWOOD CRESCENT, MOONEE PONDS

Date  
AUGUST 2015

Drawing Number  
**TP105**

Rev  
**A**





**MAP**

Architects and Design  
info@maparchitecture.com.au  
maparchitecture.com.au

Suite 1, 191 Drummond Street  
Carlton Victoria 3053, AU  
Telephone +61 3 8862 0700

Drawing Title  
**FIRST FLOOR PLAN**

No  
2  
People  
MAXIMUM OF 100 PEOPLE



Project number  
151382

Scale  
1:100

Drawing Issue  
**TOWN PLANNING**

Project  
21-23 NORWOOD CRESCENT, MOONEE PONDS

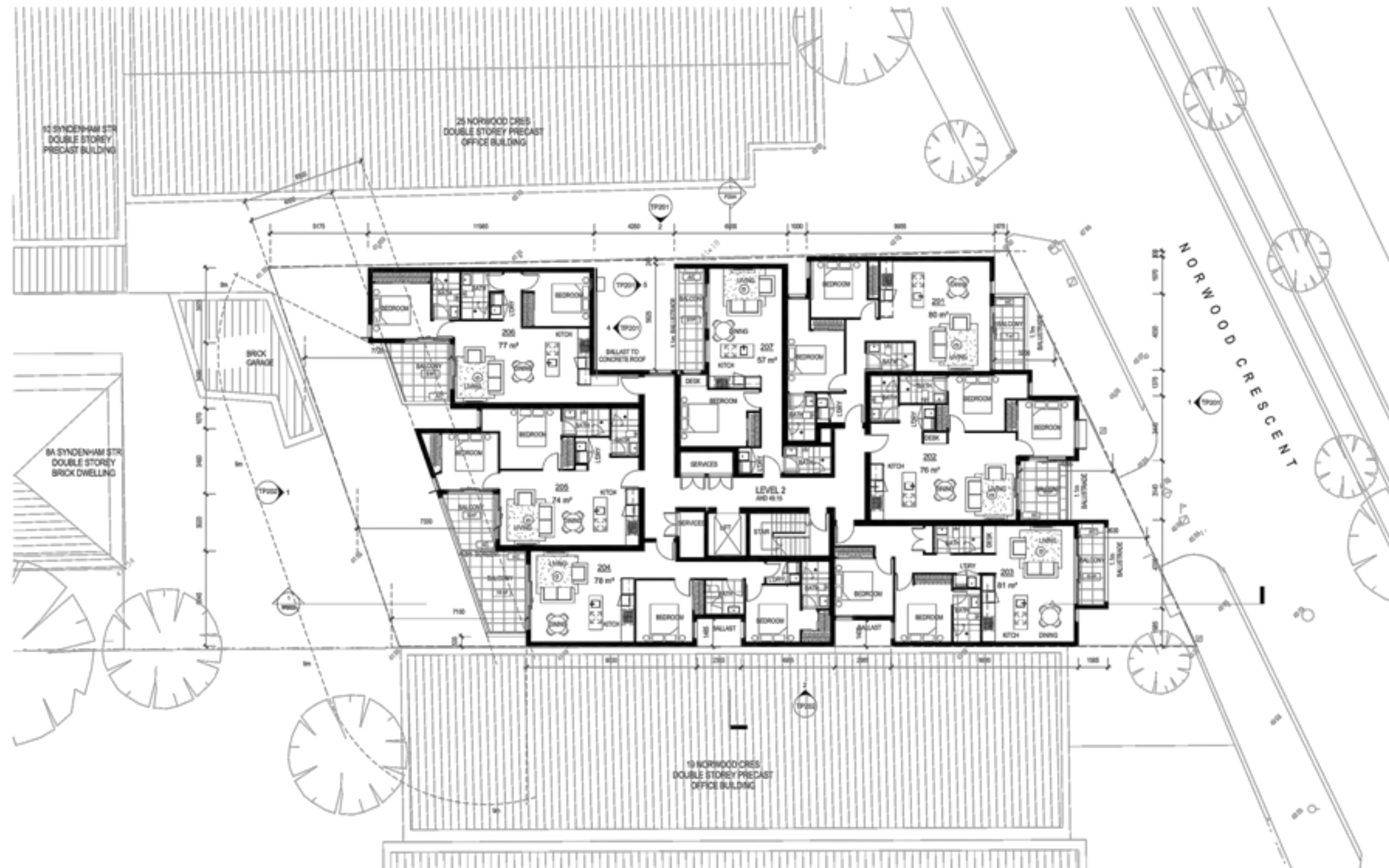
Date  
AUGUST 2015

Drawing Number  
**TP106**



Rev  
**A**





**MAP**

Architecture and Design  
info@maparchitecture.com.au  
maparchitecture.com.au

Suite 1, 191 Glenwood Street  
Carlton Victoria 3053, AU  
Telephone +61 3 9850 0700

Drawing Title  
**SECOND FLOOR PLAN**

No. 2  
Details  
REVISED TP 100/107

Date  
28 JULY 2015



Project number  
151382

Scale  
1 : 100

Drawing Issue  
**TOWN PLANNING**

Project  
21- 23 NORWOOD CRESCENT, MOONEE PONDS

Date  
AUGUST 2015

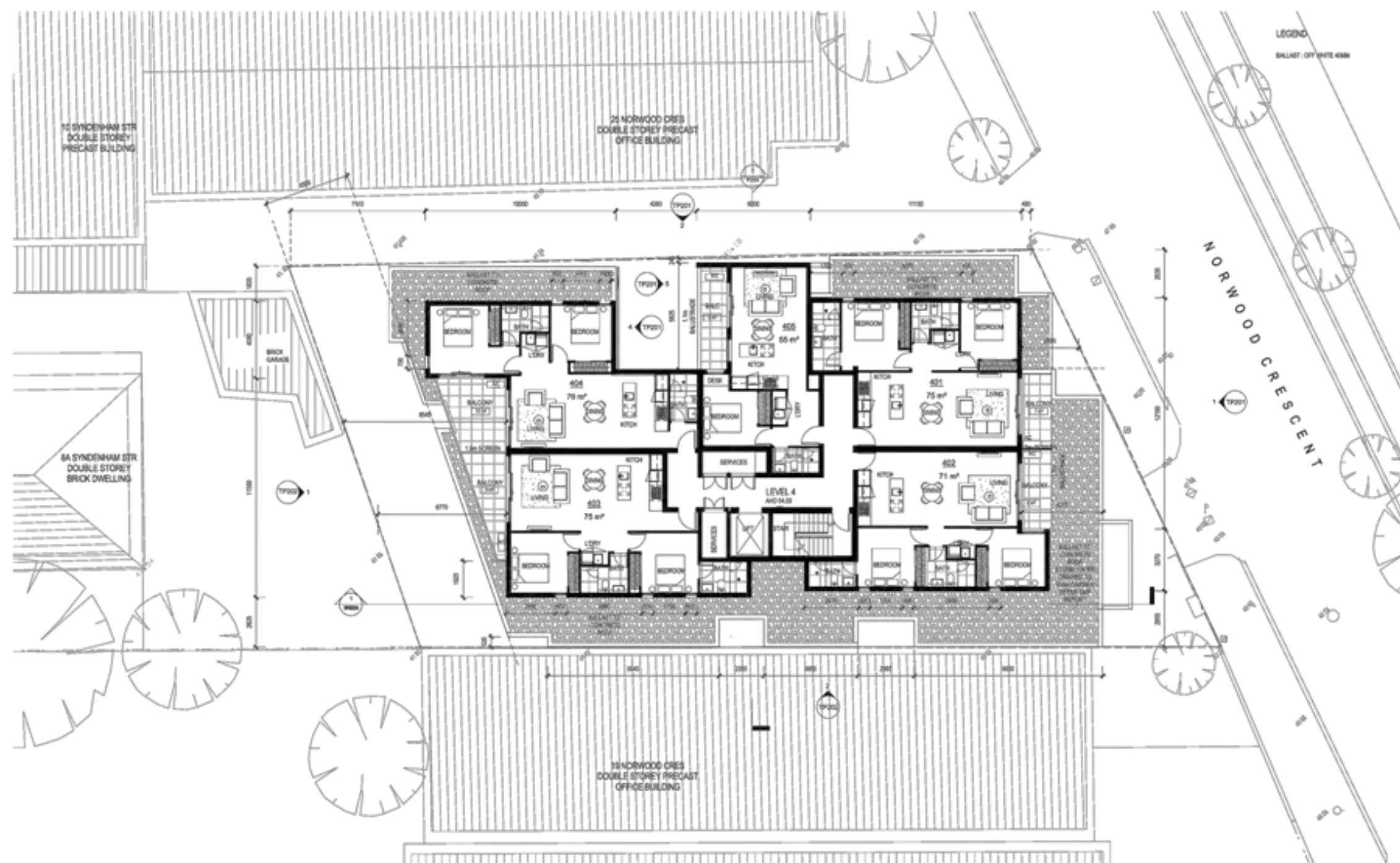
Drawing Number  
**TP107**

Rev  
**A**









**MAP**

Architecture and Design  
info@maparchitecture.com.au  
maparchitecture.com

Suite 1, 191 Glenwood Street  
Cairton Victoria 3058, AUS  
Telephone +61 3 9860 0788

Drawing Title  
**FOURTH FLOOR PLAN**

No  
2  
Details  
NOTED TO DRAWING FOR REF

Date  
26.8.2015



Project number  
151382

Scale  
1 : 100

Drawing Issue  
**TOWN PLANNING**

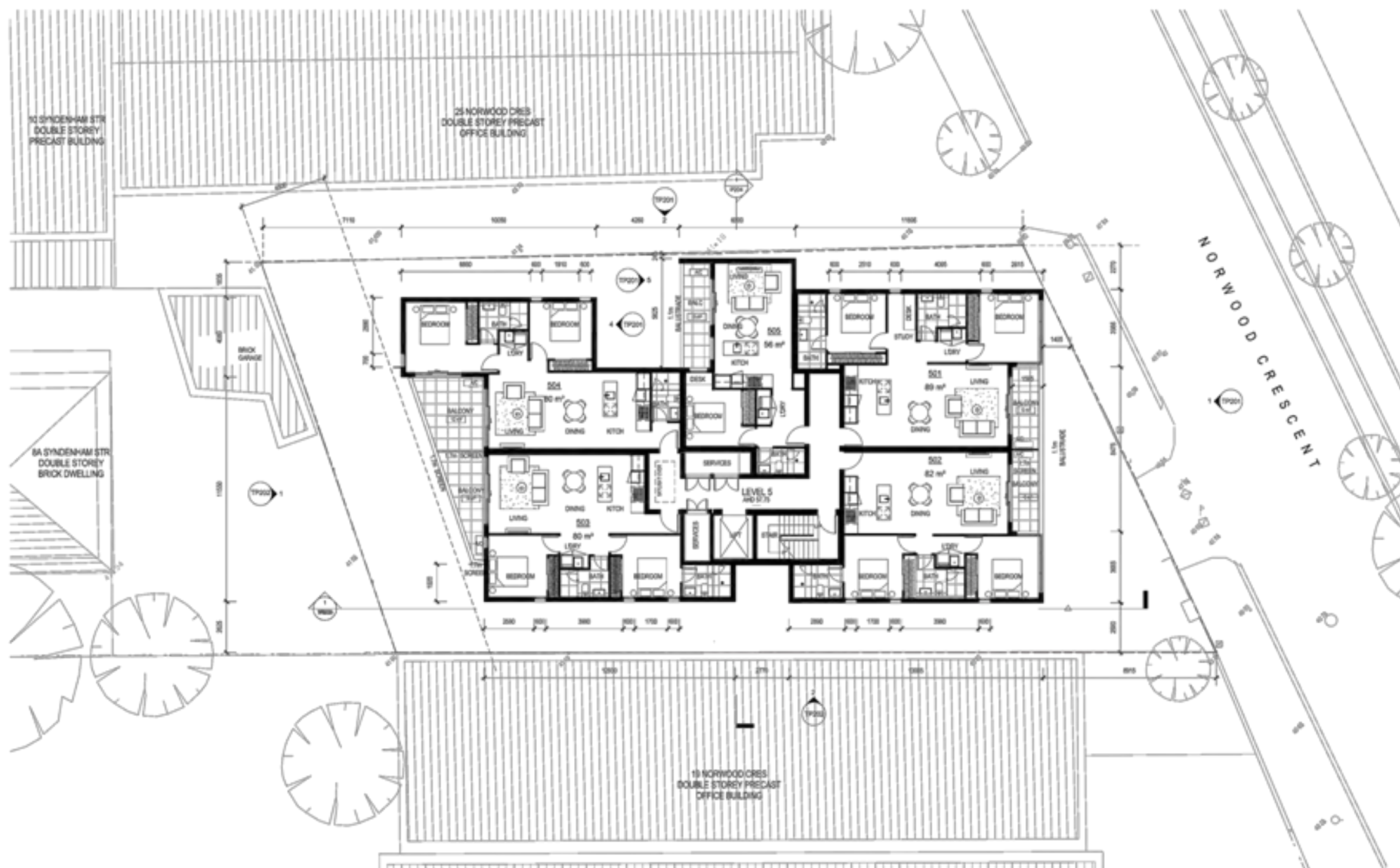
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21-23 NORWOOD CRESCENT, MOONEE PONDS

Date  
AUGUST 2015

Drawing Number  
**TP109**

Rev  
**A**





**MAP**

Architecture and Design  
info@maparchitecture.com.au  
maparchitecture.com.au

Suite 1, 191 Glenwood Street  
Carlton Victoria 3053, AU  
Telephone +61 3 9850 0700

Drawing Title  
**FIFTH FLOOR PLAN**

No. 2  
Description  
REVISED TO APPROVED FOR A1

Date  
26 JULY 2015



Project number  
151382

Scale  
1 : 100

Drawing Issue  
**TOWN PLANNING**

Project  
21- 23 NORWOOD CRESCENT, MOONEE PONDS

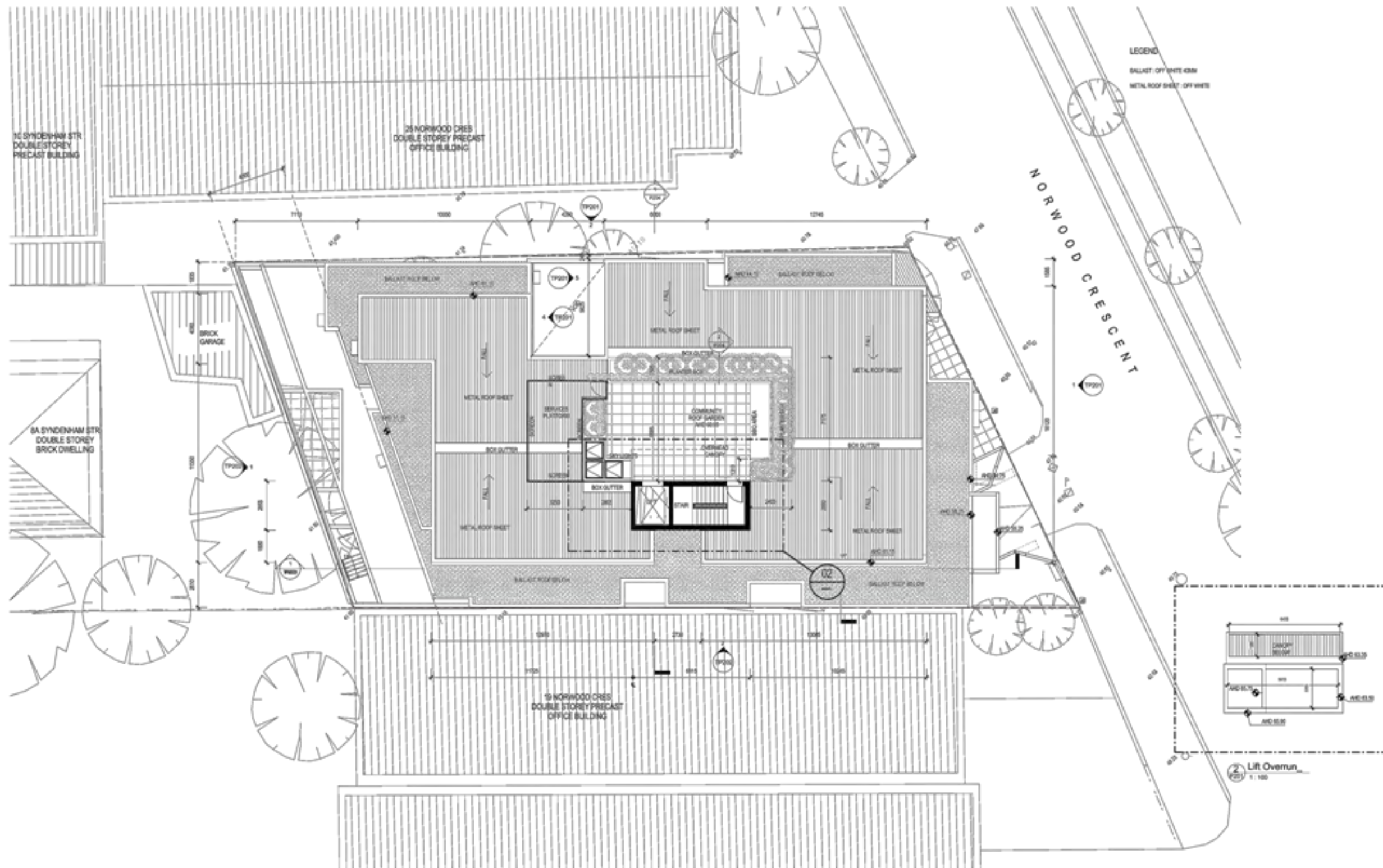
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AUGUST 2015

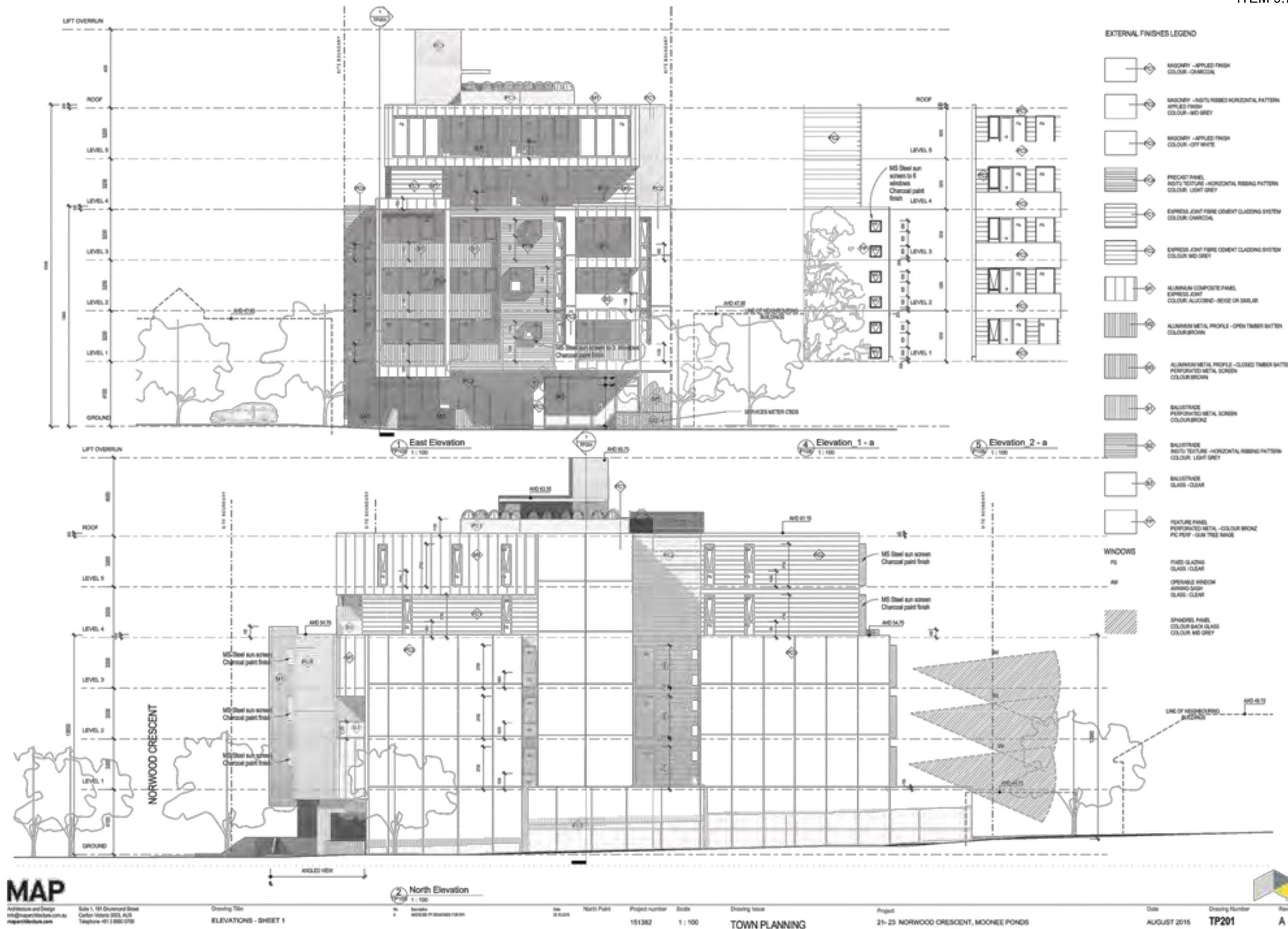
Drawing Number  
**TP110**

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**A**









**MAP**

Architecture and Design  
info@maparchitecture.com.au  
maparchitecture.com

Suite 1, 191 Drummond Street  
Carlton Victoria 3053, AUS  
Telephone +61 3 9862 0700

Drawing Title  
**ELEVATIONS - SHEET 1**

2 North Elevation  
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No.  
24/2015

Design  
ARCHITECTURE

Project number  
151382

Scale  
1:100

Drawing Issue  
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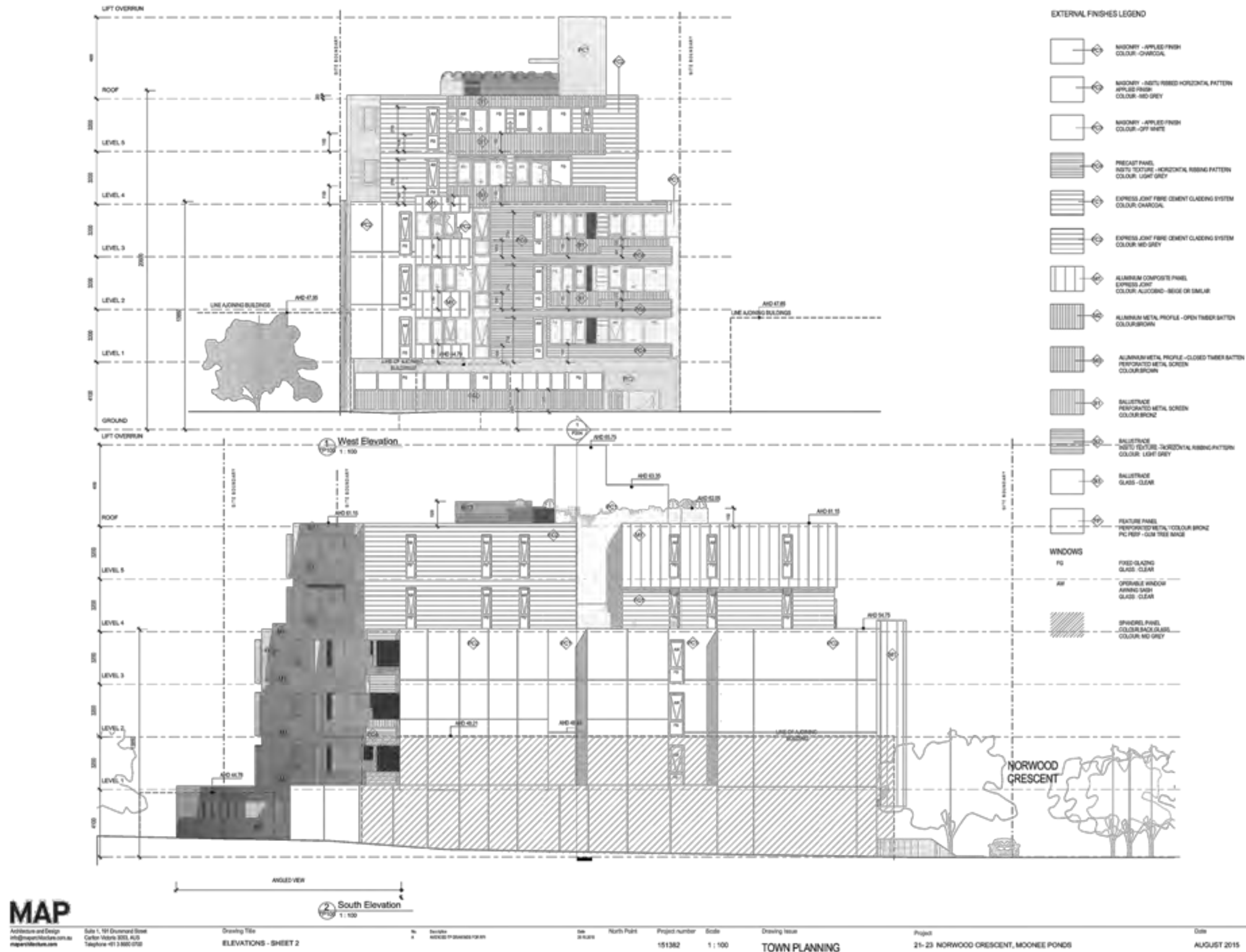
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21- 23 NORWOOD CRESCENT, MOONEE PONDS

Date  
AUGUST 2015

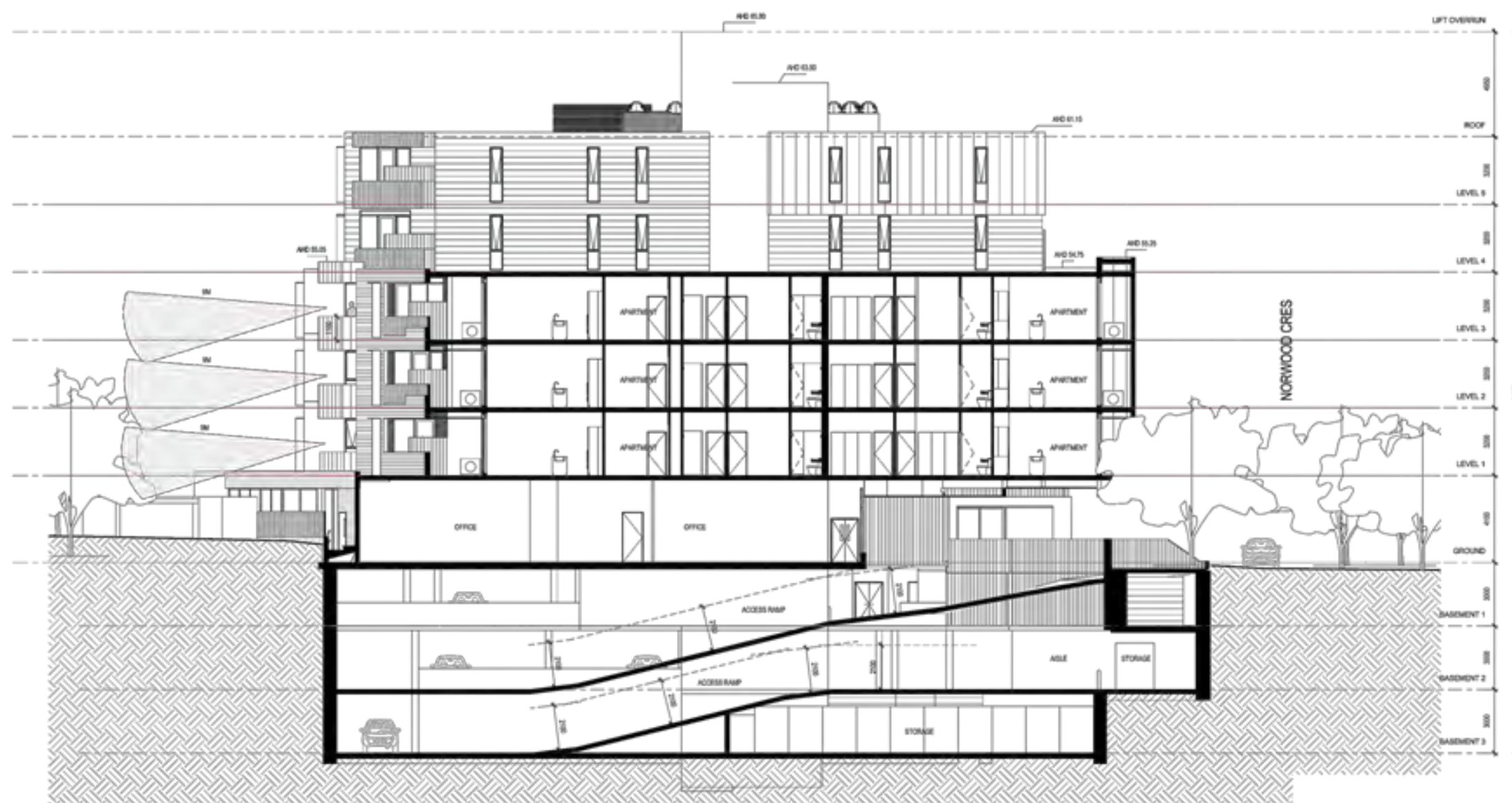
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**TP201**

Rev  
**A**









**MAP**

Architecture and Design  
info@maparchitecture.com.au  
maparchitecture.com.au

Suite 1, 191 Grosvenor Street  
Carlton Victoria 3053, AU  
Telephone +61 3 9655 0700

Drawing Title  
**LONG SECTION**

No  
4  
Details  
ACCESS TO BASEMENT FOR RPT

Date  
26 JUL 2015

North Point

Project number  
151382

Scale  
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Drawing Issue  
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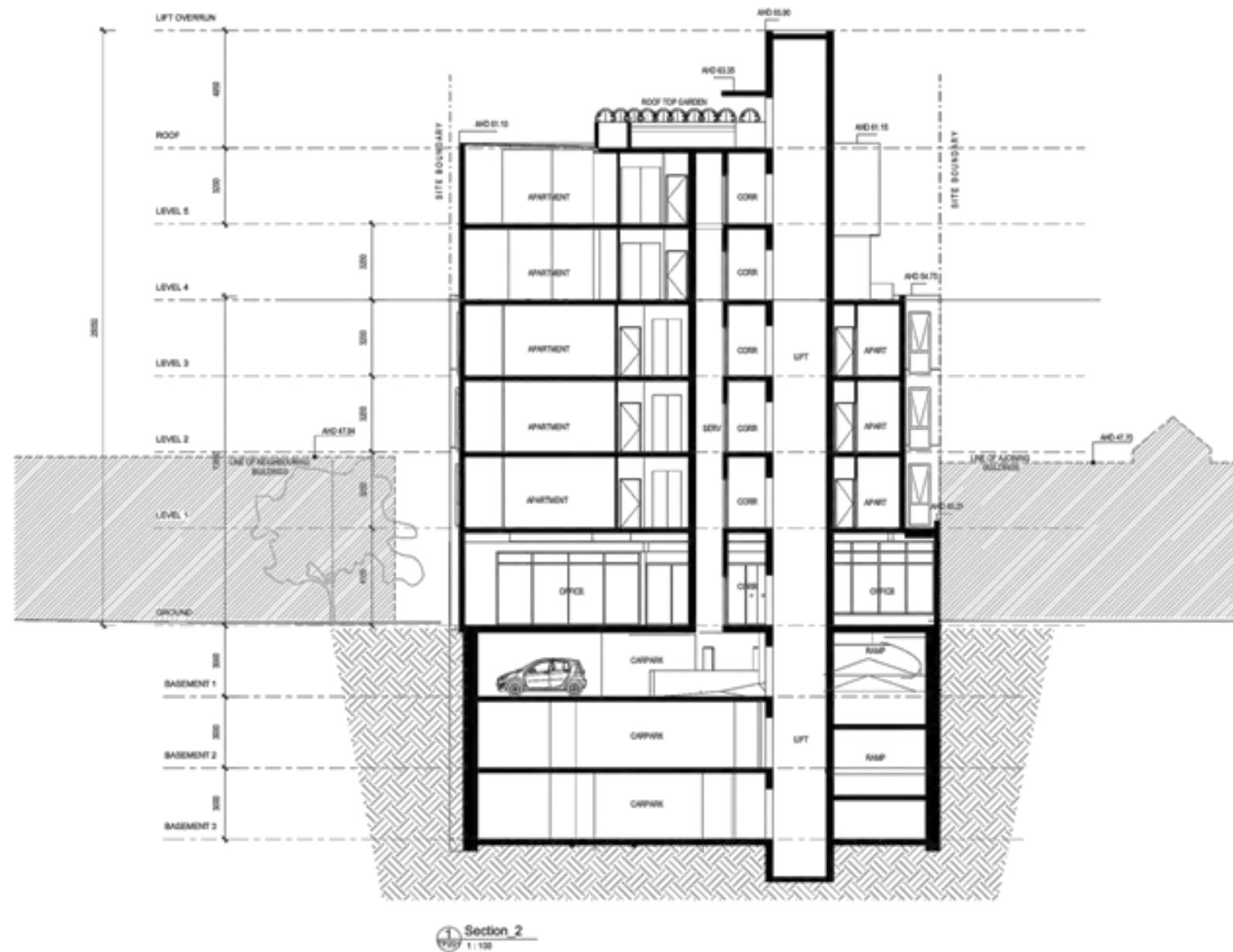
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21- 23 NORWOOD CRESCENT, MOONEE PONDS

Date  
AUGUST 2015

Drawing Number  
**TP251**



Rev  
**A**



**MAP**

Architecture and Design  
info@maparchitecture.com.au  
maparchitecture.com

Suite 1, 191 Drummond Street  
Carlton Victoria 3053, AU  
Telephone +61 3 8862 0708

Drawing Title  
**CROSS SECTIONS**

No  
4  
Details  
NOTES TO BE OBSERVED FOR ALL

Date  
28 JUL 2015

North Point

Project number  
151382

Scale  
1:100

Drawing Issue  
**TOWN PLANNING**

Project  
21-23 NORWOOD CRESCENT, MOONEE PONDS

Date  
AUGUST 2015

Drawing Number  
**TP252**

Rev  
**A**





# Draft Issues and Opportunities Report

Community Consultation  
Key Findings Report  
February 2016



9243 8888

[mvcc.vic.gov.au](http://mvcc.vic.gov.au)







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## **1. Executive Summary**

Moonee Valley City Council has worked extensively with the Airport West Activity Centre for many years. The first structure plan for the centre was prepared with community and stakeholder input and adopted by Council in 2008.

Council identified the need to review the 2008 Structure Plan following the State Government's announcement in March 2014 that the Metropolitan Planning Authority would work with Council and the management of Essendon Fields to develop a plan to integrate Airport West and Essendon Fields into one leading edge technology precinct. The precinct is anticipated to evolve as a significant commercial hub supported by a growing residential population in Airport West.

Council has therefore begun the process of reviewing the existing structure plan. Once completed, the revised Structure Plan will provide a long term vision for future growth and development within the activity centre over a 20 year timeframe. A draft Issues and Opportunities Report has been developed as the first step in this process.

The draft Issues and Opportunities Report provides a synthesis of the key issues affecting Airport West related to economic activity, land use, built form and urban design, access and movement, community infrastructure, heritage, open space and environmental sustainability. It also highlights anticipated opportunities for further investigation to be undertaken during the later development of the revised Structure Plan. The analysis and ideas presented in the report provided a starting point for further discussions with the community and stakeholders.

### **1.1. Consultation objective**

The draft Issues and Opportunities Report provides background on the Structure Plan review process. It highlights the issues facing Airport West and identifies opportunities that respond to these challenges. Over August and September 2015, Council asked the community and stakeholders for their views on the draft Issues and Opportunities Report.

The overall purpose of this stage of engagement was to allow for the early consideration of the identified issues and opportunities by the community and to generate feedback and ideas prior to detailed work being undertaken. The feedback received will assist in the development of the revised draft Structure Plan and ensure it considers the expectations and aspirations of the community and stakeholders.



## 1.2 Community feedback at a glance

Overall, there was strong participation in the engagement process and a diversity of views were expressed, demonstrating the community and stakeholder's strong interest in the future of the activity centre.

Over 5,000 people were directly engaged during the 4 week consultation period. People participated in the following ways:

Consultation Activity	Participant Numbers
Survey in two formats: <ul style="list-style-type: none"> <li>• Hardcopy</li> <li>• Online</li> </ul>	416: <ul style="list-style-type: none"> <li>• 385 hardcopy</li> <li>• 31 online</li> </ul>
Detailed written submissions	7
Drop in sessions (x4)	20 (approximately)
Information session (Italian)	11
Information session (Greek)	70 (approximately)
Website page views – Airport West Activity Centre Structure Plan Review page	533 total views: <ul style="list-style-type: none"> <li>• 184 mobile site</li> <li>• 349 desktop site</li> </ul>
Interactive map	90 total views: <ul style="list-style-type: none"> <li>• 1 comment</li> <li>• 33 'agrees'</li> <li>• 4 'disagrees'</li> </ul>
Summary brochures delivered to all residents, landowners and business owners in the study area	5,374

A series of broad observations can be drawn about the community and stakeholder's views on the future of the Airport West Activity Centre. The feedback has been collated into themes and is summarised below.

### Housing

There are mixed views amongst the community about accommodating population growth in Airport West. 45 per cent of survey respondents believe growth should be restricted to *lots of subdivision into more one/two storey houses across the majority of the suburb*. This is in contrast to the 25 per cent of respondents who would prefer to see more *medium three/four storey apartments and townhouses across a larger area of the suburb* and the 24 per cent who would like to see *a few tall apartment blocks in specific areas*.

While 33 per cent of survey respondents believe there is no appropriate location for higher density development in Airport West, 15 per cent of those who provided a response to this question said any area would be ok. Some respondents explicitly recommend replacing industrial land uses with higher density residential development. Other suggestions for accommodating housing growth typically included:

- Along or near Matthews Avenue
- Near Westfield Shopping Centre
- Within or adjacent to the industrial/commercial area
- Close to public transport
- Along or near Keilor Road

Where respondents indicated they did not wish to see population growth accommodated within Airport West, common reasons cited included the negative impact of development on existing residential amenity, loss of neighbourhood character and pressures on infrastructure, particularly in terms of traffic and parking.

#### **Economic activity**

When asked to indicate which services and businesses they would like to see in Airport West, many survey respondents nominated health and wellbeing services followed by shopping. In contrast, some respondents believe that no further services are needed as Airport West already offers everything they need. A few respondents also expressed a desire for the expansion of the McNamara Avenue strip shopping centre. The information sessions held with the Greek and Italian senior citizen groups revealed that many people in these cohorts would like to see a return of the Australia Post Office to this shopping strip.

Some major landholders who provided detailed written submissions questioned the viability of the industrial and commercial areas whose current zoning prohibits residential development. As such, they believe a review of land use zoning to facilitate alternative uses (i.e. residential) is justified.

#### **Built form and urban design**

Feedback suggests the most valued aspects of Airport West's character are its local parks and reserves as well as street trees and landscaping. Additional aspects of valued character related to the built or natural environment include the prevailing low rise character of the residential areas and houses with front yards and setbacks.

In terms of improving the industrial and commercial areas, many comments indicate strong support for general streetscape improvements, including street trees and landscaping, as well as additional public open space. Urban design features the community would like to see in Airport West include additional open

space and activating public space (i.e. Westfield Shopping Centre car park), trees, pedestrian and cycling infrastructure, additional seating, improved lighting and well-designed suburb gateways and interfaces with freeways.

Many comments also state the need to improve some amenity issues related to the industrial precinct, including the appearance of buildings and signage, general maintenance and litter management.

#### **Movement and transport**

A large number of suggestions were made with regards to priorities for improving pedestrian and cyclist access in the area. The most frequently mentioned locations requiring improved pedestrian crossings include:

- Matthews Avenue/Fullarton Road/Keilor Road intersection
- Matthews Avenue to all tram stops
- Parer Road and Roberts Road

The most frequently mentioned locations which require the provisions of on-road bicycle lanes include:

- Matthews Avenue
- Moore Road
- McNamara Avenue
- Parer Road
- Roberts Road

Feedback also indicates that improved, DDA compliant footpaths are required throughout the suburb. In particular, the need to better provide for pedestrians and improve parking conditions at the Westfield Shopping Centre was reinforced. More generally, enhancing pedestrian and cycling links to and within the suburb, including over the Tullamarine Freeway to Essendon Fields was raised as an issue requiring attention.

Many comments raised safety issues at various intersections around the suburb. The most frequently mentioned locations were:

- Matthews Avenue and Fullarton Road
- McNamara and Roberts Road
- McNamara Avenue and Fullarton Road
- McNamara and Laurence Avenues
- King Street and Bowes Avenue
- Parer Road and Roberts Road
- Sexton Street and Westfield Drive

The comments relating to public transport highlighted areas requiring improvement, particularly relating to the need for new bus services, increasing the



frequency of existing bus services, links to Tullamarine Airport and a train service to the CBD.

A range of improvements were suggested for Matthews Avenue and congestion issues related to school drop-off/pick-up at St Christopher's Primary School were raised by many.

**Community services and facilities**

Some members of the community feel there is a need for the expansion and/or modernisation of existing community services and facilities. A library, community centre and youth services were most typically mentioned as required in the area. Other commonly requested facilities or services were a post office, leisure centre/swimming pool, childcare and maternal and child health services.

**Heritage**

Survey respondents indicated that they would prefer Airport West's unique heritage be celebrated via festivals/public events and signage. In contrast, some respondents indicated that they do not believe there is any heritage to celebrate and therefore do not support money being spent in this way. Many comments under this theme related to a request for a suburb name change.

**Open space**

Feedback suggests that the suburb is considered to be undersupplied with regards to public open space and there is an urgent need for the creation of new green spaces. In particular, the suburb's gap in open space distribution in the north-west, including the Westfield Shopping Centre as well as residential and commercial areas, was duly noted in many comments. The lack of landscaping and any form of open space throughout the industrial precinct west of Matthews Avenue was also a commonly raised concern. The extension of the green spine along Louis Street to the Westfield Shopping Centre is a clear priority for many in Airport West. Strong support was also shown for improving and maintaining existing open space to a higher standard, with many comments indicating that the suburb has been neglected in this regard.

**Environmental sustainability**

Survey respondents believe that sustainable features in new buildings, water sensitive urban design and green infrastructure are the most important initiatives to achieve environmental sustainability. There is also widespread agreement amongst respondents that buildings should include provisions for rainwater collection, more trees and solar panels in order to ensure new development is environmentally sustainable. There is also widespread recognition of the potential benefit of water recycling and porous surfaces.

## 2. Introduction

### 2.1 Background

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

Activity centres are a focus for residential dwellings, shops, services, open space, employment and public transport; they are places where people shop, work, meet, relax and live. As a designated activity centre, State Government policy identifies that Airport West has additional scope to grow and accommodate more people, jobs and services.

Council adopted a 'structure plan' for the Airport West Activity Centre in 2008. A structure plan is a long-term strategic plan for an activity centre which guides future land use, how people access and move around the area, the design of buildings and open spaces and infrastructure improvement.

In the period since the adoption of the structure plan, the State Government has significantly developed its ambition to work with Council and the management of Essendon Fields to develop a plan to integrate Airport West and Essendon Fields into one leading edge technology precinct.

The technology precinct is anticipated to evolve as a significant commercial hub supported by a growing residential population. An additional 16,000 jobs are expected to be accommodated in the precinct, while around 1,400 more people are projected to be living in Airport West by 2031.

Council has therefore committed to undertake a review of the existing Airport West Activity Centre Structure Plan. The revised structure plan will help the State Government develop a framework plan for this transition as well as assist Council to manage the changes associated with this anticipated growth. A draft Issues and Opportunities Report was developed as the first step in the review process.

The draft Issues and Opportunities Report provides a synthesis of the key issues affecting Airport West relating to economic activity, land use, built form and urban design, access and movement, community infrastructure, heritage, open space and environmental sustainability. It also highlights anticipated opportunities for further investigation to be undertaken during the later development of the revised structure plan.

Over August and September 2015, Council asked the community for their views on the draft Issues and Opportunities Report in order to gain a better understanding

of what they think are the most important issues facing Airport West and how they would like to see them tackled.

## **2.2 Community Consultation**

The community consultation program was held between 15 August and 17 September 2015.

The objectives of the consultation were:

- To inform the community of Council's intention to review the Airport West Activity Centre Structure Plan.
- To understand the views of a variety of community members and stakeholders on the matters raised in the draft Issues and Opportunities Report relating to planning for the future of the activity centre.
- To reach a broad range of people with a connection to, or interest in, the study area.

## **2.3 Report Purpose**

This report provides a summary of the feedback received during the consultation period of the draft Issues and Opportunities Report. It is designed to acknowledge the responses, issues and opportunities identified by the community and stakeholders.

In particular, this report outlines the feedback received from survey respondents, detailed written submissions, comments received during information sessions as well as feedback provided via an interactive map. The feedback has been paraphrased to illustrate the sentiment of the participants.

This report does not evaluate the merits of the feedback received. Council will evaluate all responses and consider them in the development of the revised Structure Plan.

## **2.4 Limitations**

Limitations for the engagement program include:

- Respondents self-selected into the consultation and do not constitute a random sample. The feedback is not comparable to market research because respondents are not selected randomly. Targeted letters were sent to all owners and occupiers of property in the Study Area. Responses do not necessarily reflect the views of the general community.



### **2.5 Next Steps**

Council will consider all feedback received during the consultation period, together with directions set out in State Government policy and evidence from research studies that have been undertaken. The information will be used to inform the revised Airport West Activity Centre Structure Plan.

### 3. Consultation Approach

Community consultation was undertaken as part of the draft Issues and Opportunities Report from 15 August to 17 September 2015. The purpose of the consultation was to seek the community's views on key issues and opportunities to be addressed within the revised structure plan.

#### 3.1 Communication

The following methods of communication were used to create awareness of the project and the opportunities to be involved:

- Public notification

Advertorials were published in the Moonee Valley Leader on 17, 24, 31 August and 7 September 2015, to advise the community of the consultation period.

- Mail out

A total of 5,373 letters, including a summary brochure and survey, were posted directly to all residents and land owners of Airport West, as well as community groups and relevant stakeholders. Refer to Appendix A for the summary brochure and Appendix B for the survey template.

- Website

Information was made available online via Council's website, which included the following:

- Summary of the project to date.
- Links to the draft Issues and Opportunities Report and the documents that informed the report.
- A summary brochure.
- Links to the online survey and interactive map.

- Social media

Regular updates about the project and promotion of the online survey and interactive map were made via Council's social media accounts.

- Information at Council facilities

Copies of the draft Issues and Opportunities Report were available for viewing while summary brochures and surveys were made available for

hardcopy collection from Council's Civic Centre, Niddrie and Sam Merrifield Libraries as well as Bowes Avenue Community Centre.

### 3.2 Consultation platforms

The community, including local residents, landholders and other stakeholders, were given the opportunity to provide feedback via a number of platforms:

- Survey

There was an opportunity to complete a hardcopy or electronic survey. The survey sought feedback on a range of themes including housing; economic activity; built form and urban design; movement and transport; community services and facilities; heritage; open space; and environmental sustainability.

A total of 416 participants completed the survey. 31 surveys were completed online and 385 respondents completed the hardcopy.

- Written submissions

Detailed written submissions commenting on the draft Issues and Opportunities Report were received from 7 people, including a representative of one community group.

- Drop in sessions

Four drop in sessions were held over the four week consultation period:

- Thursday 27 August 2015, 3.45-5pm - Ratcliff Community Hall
- Saturday 29 August 2015, 12 noon-2pm - Ratcliff Community Hall
- Saturday 5 September 2015, 12 noon-2pm - Ratcliff Community Hall
- Wednesday 9 September 2015, 3pm-7pm - Bowes Avenue Community Centre

Members of the public were invited to drop in and discuss the Draft Issues and Opportunities Report with a Council officer. Background information was available for viewing and community members were given the opportunity to complete the survey. Approximately 20 people attended these sessions.

- Information sessions for culturally and linguistically diverse (CALD) communities in Airport West



The largest non-English speaking countries of birth in Airport West are Italy and Greece. Airport West is therefore home to very active Italian and Greek senior citizens groups who meet on a regular basis. As such, information sessions were organised to cater to the needs of residents from these two culturally and linguistically diverse groups.

The purpose of these events was to engage with groups who represent the two largest CALD groups within Airport West. The sessions provided an opportunity to provide information, answer questions, generate discussion and receive feedback from participants in a culturally appropriate format with the aid of interpreters.

The information sessions were promoted in the summary brochure. They were held on the following dates:

- Italian session: Wednesday 2 September 2015 – Ratcliff Community Hall
- Greek session: Thursday 3 September 2015 – Ratcliff Community Hall

There were 11 participants in attendance at the Italian session and approximately 70 people at the Greek session.

- Interactive map

An online interactive map was developed which allowed the community to graphically visualise the locations of the issues and opportunities identified in the draft Issues and Opportunities Report.

The map also allowed for feedback to be collected via comments and agree/disagree buttons. 90 people viewed the interactive map over the consultation period, with one comment, 33 'agrees' and 4 'disagrees' recorded on the map.

## 4. Reach of the consultation

The following section outlines the overall reach of this stage of the engagement.

### 4.1 Reach of the consultation

Over 5,000 people were directly engaged in the 4 week consultation period. They contributed in the following ways:

Consultation Activity	Participant Numbers
Survey in two formats: <ul style="list-style-type: none"> <li>• Hardcopy</li> <li>• Online</li> </ul>	416: <ul style="list-style-type: none"> <li>• 385 hardcopy</li> <li>• 31 online</li> </ul>
Detailed written submissions	7
Drop in sessions (x4)	20 (approximately)
Information session (Italian)	11
Information session (Greek)	70 (approximately)
Website page views – Airport West Activity Centre Structure Plan Review page	533 total views: <ul style="list-style-type: none"> <li>• 184 mobile site</li> <li>• 349 desktop site</li> </ul>
Interactive map	90 total views: <ul style="list-style-type: none"> <li>• 1 comment</li> <li>• 33 'agrees'</li> <li>• 4 'disagrees'</li> </ul>
Summary brochures delivered to all residents, landowners and business owners in the study area	5,374

## **5. Consultation feedback**

### **5.1 Survey**

All members of the community were invited to complete a survey, including people who live, work or own property in the study area. The survey was available in both hardcopy and electronic (online) formats and was able to be completed between 15 August and 17 September 2015.

Questions in the survey focused on encouraging three sets of feedback:

- **Demographics:** Respondents were asked to provide their gender, age bracket and to nominate what type of interest they had in the centre e.g. resident, business owner, land owner, visitor etc.
- **Issues and Opportunities:** Respondents were asked to answer a series of questions and provide comments related to the themes addressed in the draft Issues and Opportunities Report. These include: housing; economic activity; built form and urban design; movement and transport; community services and facilities; heritage; open space; and environmental sustainability.
- **Final Reflections:** Respondents were asked to provide any other comments they would like to make about planning for the future of the Airport West Activity Centre.

Respondents to the survey are referred to as "respondents" for the purpose of this report. It should be noted that not all respondents answered every question in the survey, resulting in variations of sample sizes that often do not total the full sample numbers (n=425). Where possible survey data was analysed against the demographics.

#### **5.1.1 Demographic profile of respondents**

The demographic profile in Figure 1 shows the characteristics of respondents who indicated that they live in Airport West (n=316), compared to the latest Census data for the suburb (ABS, 2011).

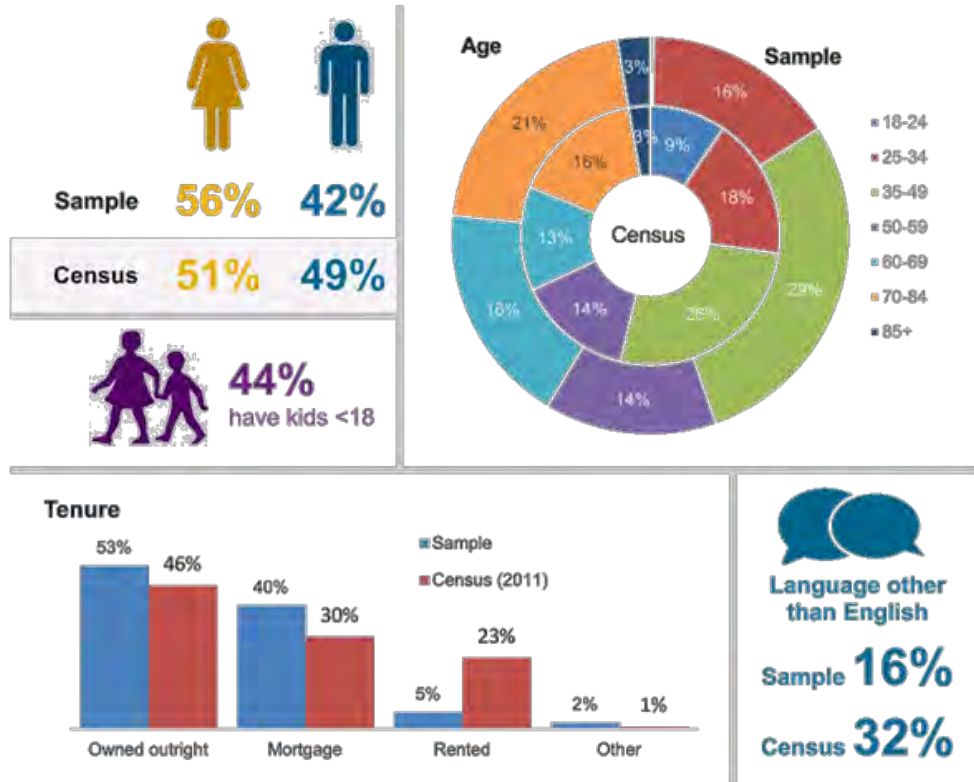


Figure 1: Demographic profile of respondents who live in Airport West compared to 2011 Census data

56 per cent of responses were from females and 42 per cent from males. The most common age groups were 35-49 (29 per cent) and 70-84 (21 per cent).

The sample shows an under-representation of young people, those who speak a language other than English, males and renters. It is typical for community research to be under-represented in these categories.

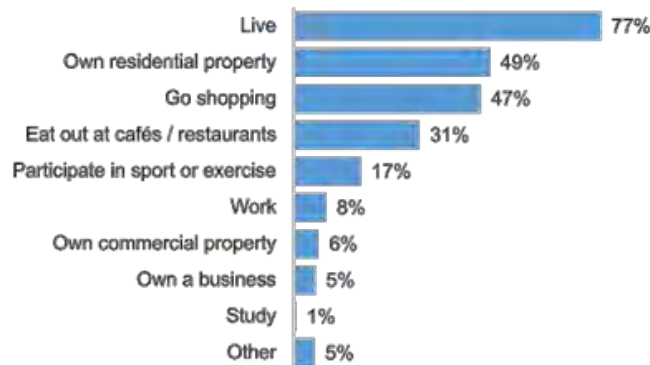
#### 5.1.2 Connection to Airport West

Respondents were asked indicate their connection to Airport West. 412 people responded to this question. The chart below summarises the overall contributions



by interest group. Please note that these percentages are approximate only as respondents could choose all categories that relate to them.

#### Connection to Airport West



Which of the following best describes your connection with Airport West? Multiple response. Base: all respondents who provided an answer, n=412

Of the full sample that answered this question (n=412), the vast majority (77 per cent) indicated that they *live* in Airport West. Of those who are not residents (n=96), the majority indicated that they *own investment properties* (63 per cent), *go shopping* (27 per cent) and/or *own commercial property* (20 per cent) in the suburb.

There were only 13 respondents who neither live nor own property (commercial or residential) in Airport West; most of these visit the area to *go shopping* (69 per cent) and or *eat out at cafes/restaurants* (31 percent).

Most of those who said *go shopping* live in the area (87 per cent). 79 per cent of those who *work* in the area also live in Airport West and most of those who *own commercial property* don't live in the suburb (76 per cent).

Of the 96 respondents who do not live in Airport West, a third (33 per cent) were not willing to say where they live, 39 per cent live outside of Moonee Valley and 29 percent live in suburbs within the municipality.

#### 5.1.3 Issues and Opportunities

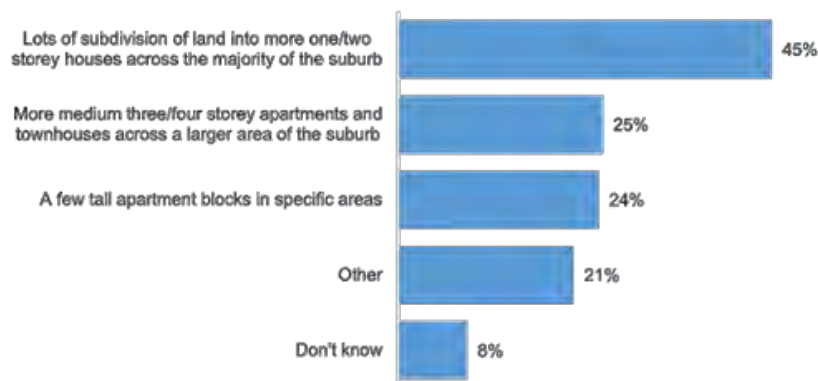
The feedback received from the survey responses are collated into the key themes below.

## Housing

### Preference for accommodating population growth

Respondents were informed that the population of Airport West is expected to increase by 1,400 people in the next 20 years, and asked their preference for accommodating this additional growth.

#### Preference for accommodating population growth



*Bearing in mind that the population of Airport West is going to increase by 1,400 people in the next 20 years, how do you think Council should guide additional housing to accommodate Airport West's increasing population? Multiple response. Base: all respondents who provided an answer, n=404.*

Of the full sample that answered this question (n=404), the majority (45 per cent) would prefer to see population growth accommodated via *lots of subdivision of land into more one/two storey houses across the majority of the suburb*.

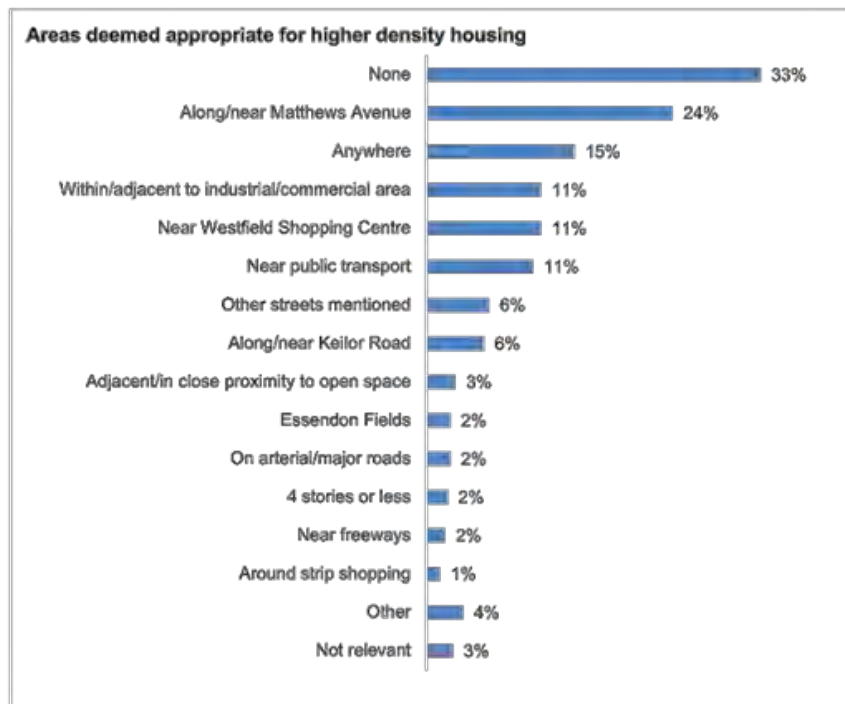
A quarter of respondents (25 per cent) would like to see more medium density development in the form of *three/four storey apartments and townhouses across a larger area of the suburb*. While almost a quarter (24 per cent) would prefer *a few tall apartment blocks in specific areas*.

The majority of 'other' suggestions related to respondents simply not wanting any more residential development in the area (17 per cent, 4 per cent overall), or no more developments over 1 or 2 storeys (16 per cent, 3 per cent overall). A suggestion to limit subdivision to 2 to 3 dwellings on a lot was made in several instances (15 per cent, 3 per cent overall) while 14 per cent (3 per cent overall) expressed concern that current infrastructure, particularly in relation to roads and on street parking, cannot support an increase in population.

Medium density was selected as a preferable option by a notably high proportion of respondents who are not residents of Airport West (33 per cent, compared with 22 per cent of residents), while residents show a higher instance of providing 'other' comments (25 per cent), mostly opposing infill development in existing residential areas.

#### Areas deemed appropriate for higher density housing

Respondents were asked to share where they think the most appropriate locations for higher density development would be in Airport West. Respondents could either tick one of two boxes which had the options *none* or *any area would be ok*. They could also provide alternative suggestions.



*Which areas of Airport West do you think would be most appropriate for higher density housing? By 'higher density' we mean both 'high density' (flats/apartments three or more storeys) and 'medium density' (townhouses, villa units and flats/apartments up to two storeys) development. Multiple responses. Base: all respondents who provided an answer, n=390.*

Of the full sample that answered this question (n=390), 31 per cent ticked the box which said *none*, indicating they believe there is no appropriate location for higher density residential development in Airport West. It should be noted, however, that of 31 per cent of respondents who ticked the none box, 9 per cent of them went on to nominate locations suitable for growth in the comments, often with a qualifier such as 'if need be'. 15 per cent respondents said any area would be ok.

It is interesting to note that 14.4 per cent of those who selected a few tall apartment blocks in specific areas in the previous question, went on to say no location was appropriate for this type of development. Similarly, 33 per cent of those who chose *lots of subdivision of land into more one/two storey houses across the majority of the suburb* also state that they there is no appropriate area in Airport West to accommodate any form of higher density housing, including units. This demonstrates a potential conflation of the terms "higher density" and "high density".

The remaining comments were grouped into themes for ease of analysis. A further two per cent commented that nowhere would be appropriate for further growth, bringing the total in this category up to 33 per cent (when combined with respondents who ticked the box).

From the comments provided, it is apparent that respondents are concerned about the impact of infill development on existing single dwellings. They are therefore keen for any new higher density development to have minimal impacts on existing residential amenity, with solar access, privacy, traffic congestion and availability of on street car parking all raised as key issues. As such, respondents were more inclined to nominate the following locations to accommodate housing growth:

- Along or near Matthews Avenue (24 per cent)
- Near Westfield Shopping Centre (11 per cent)
- Within or adjacent to the industrial/commercial area (11 per cent)
- Close to public transport (particularly the 59 tram) (11 per cent)
- Along or near Keilor Road (6 per cent)
- 'Other streets' (6 per cent), including
  - Fullarton Road
  - Roberts Road
  - Moore Road
  - McNamara Avenue
  - Parer Road

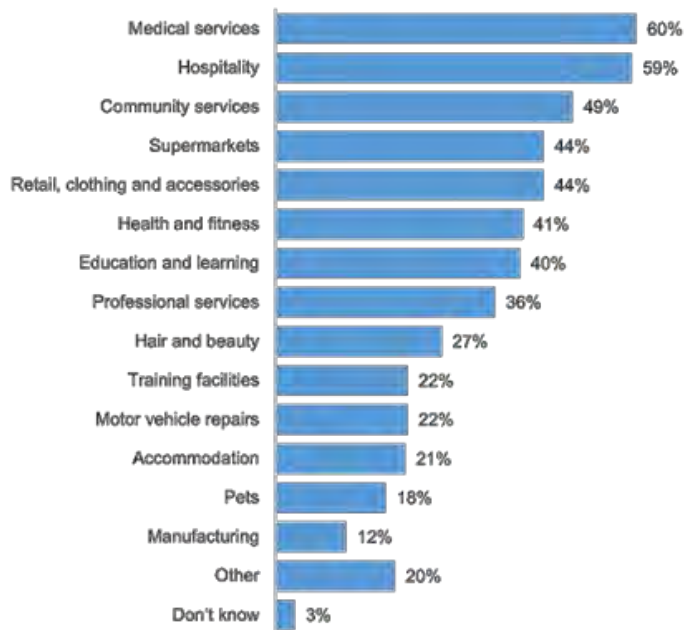


### Economic activity

#### Services and business respondents would like to see in Airport West

Respondents were asked to select from a list services and businesses that they would like to see available in Airport West.

#### Services and businesses respondents would like to see in Airport West



*What services and businesses would you like to see available in Airport West? Multiple responses.  
Base: all respondents who provided an answer, n=412.*

Of the full sample that answered this question (n=412), many nominated health and wellbeing services followed by shopping.

Those who said 'other' were encouraged to provide comment. Many mentioned that the options presented in the survey were already available, so no further services would be needed.

Others suggested a range of additional services, including, but not limited to, the following:

- Post Office in McNamara Avenue
- Pharmacy
- Swimming pool
- Hardware store
- Library

A few respondents also expressed a desire for the expansion of the McNamara Avenue strip shopping centre.

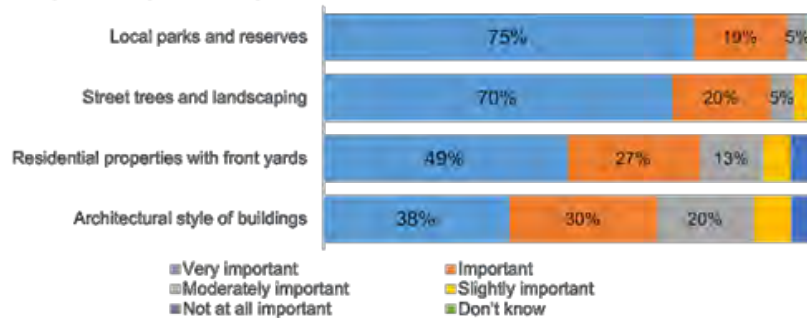
Those who live in the area show higher instances of saying they would like to see more medical, hospitality, community and/or pet services, whilst those who don't live locally show higher instances of selecting accommodation and/or professional services.

## Built form and urban design

### Important aspects of Airport West's character

When presented with a list of four aspects related to Airport West's character and asked to rate the importance of each, all were rated by most respondents as very important or important, with *local parks and reserves* receiving the strongest ratings.

#### Most important aspects of Airport West's character



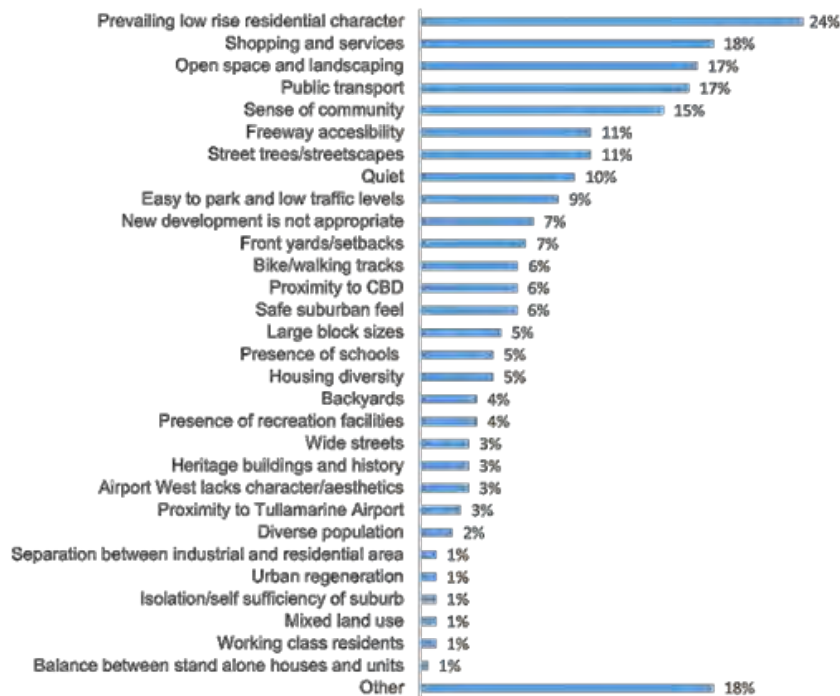
*How important to you are each of the following aspects of Airport West's character? Multiple responses. Base: all respondents who provided an answer, n= 411.*

Those who do not live in Airport West do not assign as great an importance to architectural style of buildings (58 per cent very important/important, compared to 70 per cent for residents), or to residential property with front yards (39 per cent very important, compared to 53 per cent for residents).

### Additional aspects of valued character

Respondents were invited to nominate additional valued aspects of Airport West's character; 199 respondents provided additional comments. These comments were grouped by theme, as summarised in the following chart.

#### Additional aspects of valued character



*Please tell us about any other aspects of Airport West's character that you value. Recorded verbatim and then coded into themes. Multiple responses. Base: all respondents who provided an answer, n = 199.*

While the intent of this question was to gauge what respondents value in terms of the built and natural environment, many responses raised a wider range of features which they consider to form an integral part of Airport West's character. For example, of the top five themes, only two related to the built or natural environment. These were appreciation of the prevailing low rise character of the suburb's residential area (24 per cent) as well as open space and landscaping (17 per cent).

The remaining three of the top five themes related to shopping opportunities (18 per cent), public transport (17 per cent) and sense of community (15 per cent).



It should be noted that three of the themes raised by respondents are repeated from the list of choices provided in the previous question. These were related to open space and landscaping (as mentioned above), street trees/streetscape (11 per cent), and front yards/setbacks (7 per cent).

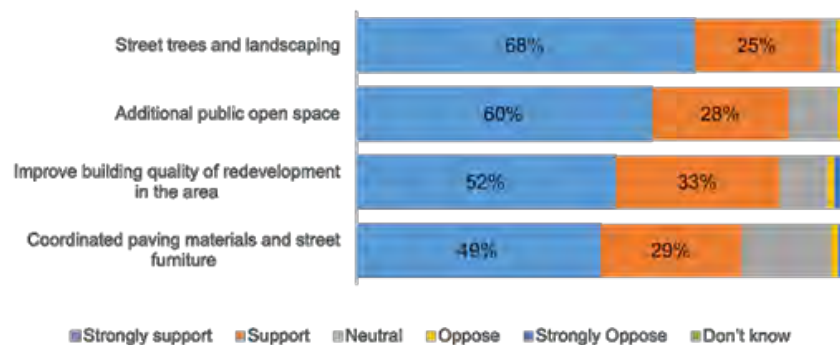
Respondents also praised the “quiet” nature of the suburb (10 per cent) and the relative ease of parking and lack of congestions (9 per cent).

The majority of ‘other’ comments relate to improvements respondents would like to see in the area, as opposed to existing characteristics. These included improvements to public transport provision, footpath upgrades and general beautification of the area. Respondents also provided comments on aspects they do not value, such as the presence of factories and the ‘run down’ appearance of the industrial area.

#### **Ideas for improving the appearance of the Airport West’s industrial and commercial precincts**

Respondents were asked to rate their support for a series of ideas relating to improving Airport West’s industrial and commercial areas. The provision of *additional public open space* as well as *street trees and landscaping* were the most supported options.

##### **Ideas for improving industrial and commercial areas**



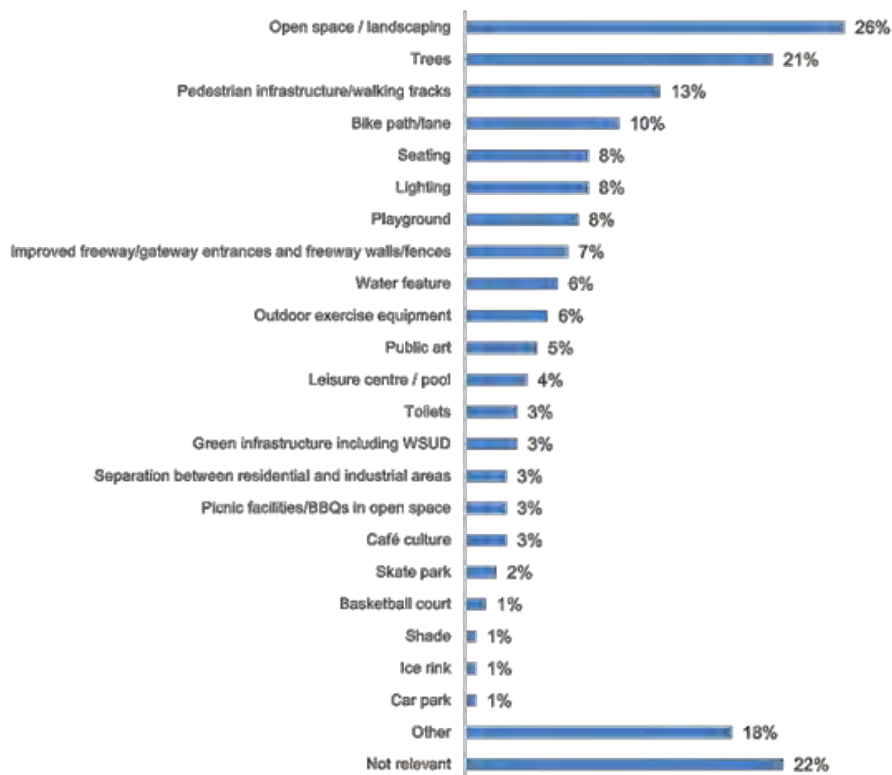
*Thinking about the industrial and commercial precincts of Airport West, to what extent do you support or oppose the following ideas for improving their appearance? Multiple responses. Base: all respondents who provided an answer, n= 405.*

Those who live in Airport West show stronger levels of support for each of these options for improving industrial and commercial areas than those who don't live locally.

### Urban design features respondents would like to see in Airport West

Respondents were provided with the opportunity to share any urban design features they have seen elsewhere that they would like to see in Airport West; 143 respondents provided a range of ideas, which have been categorised into themes as shown in the chart below.

### Urban design features respondents would like to see in Airport West



*Are there any urban design features you have seen around that you would like to see happen in Airport West? Recorded verbatim and then coded into themes. Multiple response. Base: all respondents who provided an answer, n=143.*

Whilst a few respondents provided specific examples, most comments were relatively general. The most common ideas related to open space and landscaping (26 per cent), such as introducing additional public open spaces or improving existing open spaces. Trees were one of the primary ideas put forth (21 per cent), with respondents suggesting that better and more consistent tree planting would help improve the area's character. The other most frequently cited responses related to the provision of better pedestrian and cycling infrastructure (13 and 10 per cent, respectively), particularly in the form of better footpaths, additional walking and cycling tracks linking open space and the provision of on-road bicycle lanes.

Comments relating to 'other' included:

- Limit on buildings heights
- Contemporary design
- Reduction in visual clutter/improved signage design in industrial and commercial areas
- Better public transport seating/shelter
- Place making/tactical urbanism
- Dog park

#### **Gateway design**

In order to assist with the development of design guidelines, respondents were asked to share three words to describe the message they would like to convey to visitors via gateway design. The nature of this question was such that it is more suited to a qualitative survey, where the discussion can be guided. As it was included in a quantitative survey without the ability to explain the concept, and therefore guide answers, very few of the responses provided the anticipated information. Instead, people tended to provide words they felt could be literally used on gateway signage. These have been collated in the following word cloud.

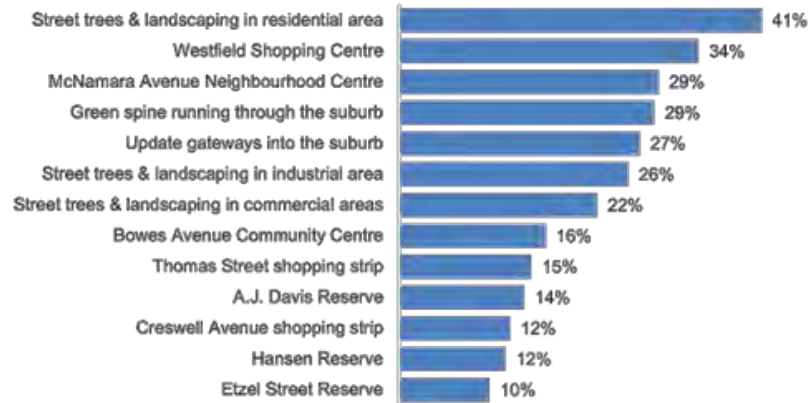


#### Upgrades to open space

Respondents were presented with a list of areas in Airport West and asked to rank them in order of priority for upgrade. The following chart shows the incidence of each area being named as one of the top three priorities.



**Public space upgrade priorities - incidence of being selected in top 3**



*There are a number of areas within Airport West which could be improved in terms of appearance and public spaces. Please number these in order of priority, with the area you think should be upgraded first as 1. Multiple responses. Base: all respondents who provided an answer, n = 378*

Residents of Airport West more frequently ranked the *green spine* (31 per cent compared to 20 per cent non-residents) and local shopping strips in the top three (Creswell Avenue: 15 per cent compared to 2 per cent non-residents; Thomas Street: 17 per cent compared to 7 per cent non-residents). Non-residents more often rank *street trees and landscaping in industrial areas* (33 per cent, 24 per cent residents) and/or *update gateways into the suburb* (35 per cent, 25 per cent residents) in the top three.

## **Movement and transport**

### **Opportunities to improve pedestrian and cyclist access**

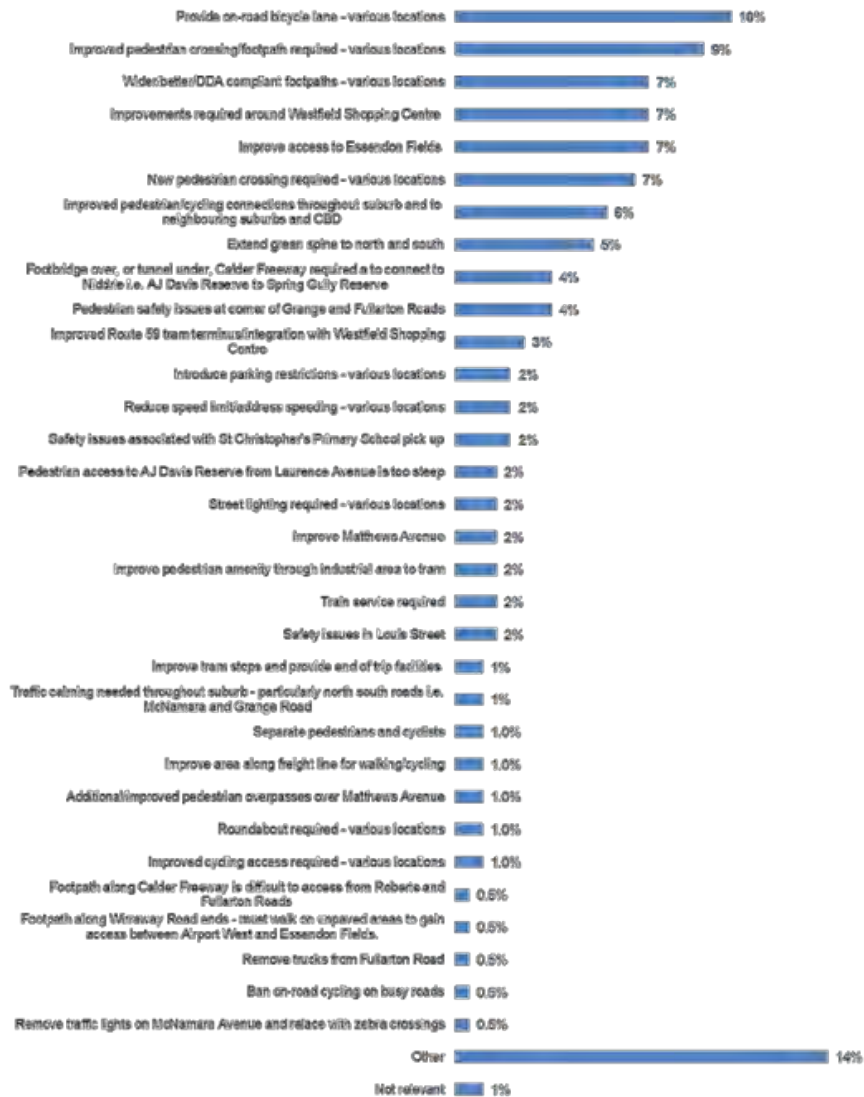
Respondents were asked to share locations where access for pedestrians and/or cyclists could be improved. In the online version of the survey, respondents could pin-point locations on a map and then type in comments about the location. The hardcopy version invited respondents to nominate an address and provide supporting comments.

Figure 2 shows the locations identified by respondents of both the online and hardcopy surveys.



Figure 2: Opportunities to improve pedestrian and cyclist access

#### Pedestrian and cyclist access improvements



*If there are any particular areas in Airport West where you think access for pedestrians and/or cyclists can be improved? Please provide the address (approximate ok) and a comment to explain how it can be improved. Multiple response. Base: all respondents who provided an answer, n=195.*



This question resulted in a wide range of suggestions. The most common response highlighted the need to improve cycling opportunities via the provision of dedicated on-road bicycle lanes at various locations throughout the suburb (10 per cent). The most frequently mentioned locations included:

- Matthews Avenue
- Moore Road
- McNamara Avenue
- Parer Road
- Roberts Road

Facilitating pedestrian access via improved crossings at various locations throughout the suburb was also mentioned by many (9 per cent). The most frequently mentioned locations included:

- Matthews Avenue/Fullarton Road/Keilor Road intersection
- Matthews Avenue to all tram stops
- Parer Road and Roberts Road intersection

Similarly, 7 per cent of respondents who answered this question would like to see wider and DDA compliant footpaths in many locations throughout Airport West, with McNamara Avenue being a particular hotspot. Other respondents believe improvements around the Westfield Shopping Centre (7 per cent) and better access to Essendon Fields (7 per cent) are also important issues.

#### **Opportunities to improve traffic and public transport**

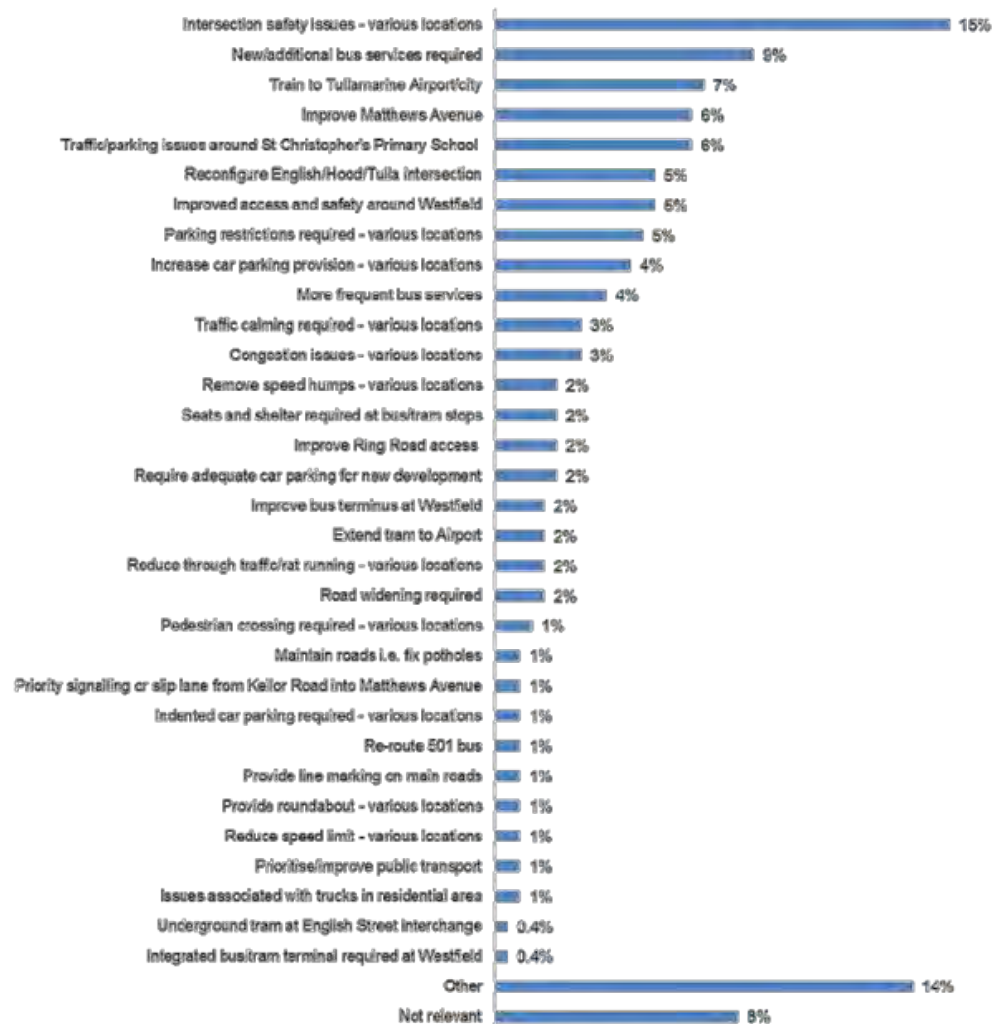
Respondents were asked to share locations where either car traffic or public transport could be improved. In the online version of the survey, respondents could pin-point locations on a map and then type in comments about the location. The hardcopy version invited respondents to nominate an address and provide supporting comments.

Figure 3 shows the locations identified by respondents of both the online and hardcopy surveys.



Figure 3: Opportunities to improve traffic and public transport

### Traffic and public transport improvements



*We would now like you to think about any areas where either car traffic or public transport could be improved. Please provide the address (approximate OK) and a comment to explain how it can be improved. Multiple response. Base: all respondents who provided an answer, n=247*

This question solicited a wide range of comments and suggestions. The majority of respondents raised safety issues at various intersections around the suburb (15 per cent). The most frequently mentioned locations were:

- Matthews Avenue and Fullarton Road
- McNamara Avenue and Roberts Road
- McNamara Avenue and Fullarton Road
- McNamara and Laurance Avenues
- King Street and Bowes Avenue
- Parer Road and Sexton Street
- Parer Road and Roberts Road
- Sexton Street and Westfield Drive

9 per cent of respondents expressed dissatisfaction with current bus services and called for the provision of new services, including buses to:

- Tullamarine Airport
- Essendon Fields
- DFO
- Roberts Road
- Schools within Moonee Valley
- On-call/by demand

Similarly, a further 4 per cent would like to see an increase of frequency of existing bus services. A train servicing Tullamarine Airport and the CBD was also mentioned by many (7 per cent), with the Westfield Shopping Centre being a frequently cited potential location for a train station.

Respondents suggested a range of improvements required for Matthews Avenue (6 per cent), such as improving traffic flow and congestion; road widening to allow for turning lanes and a bike lane; resurfacing; and more aesthetically pleasing barriers between the road and Tullamarine Freeway.

Traffic and parking issues associated with St Christopher's Primary School were also a concern for some respondents (6 per cent).

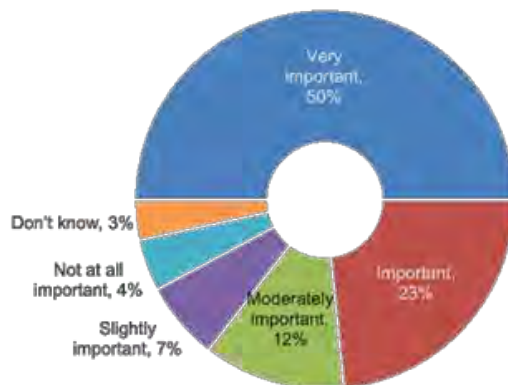
It is interesting to note that although responses to the question regarding locating housing growth (see page 17) revealed that lack of off-street parking associated with unit development is perceived by respondents to be causing congestion within the residential streets of Airport West, only 2 per cent of those who answered this question raised off-street parking as a concern when asked specifically to comment on traffic issues.



### **Pedestrian crossings over the Tullamarine Freeway**

Respondents were informed of VicRoads's intention to replace existing pedestrian crossings over the Tullamarine Freeway with ramps that are not compliant with the Disability Discrimination Act 1992 (DDA) and were asked how important they think it is for these ramps to be DDA compliant.

**Importance of Tullamarine Freeway overpasses being DDA compliant**



*At present, VicRoads is planning to replace existing pedestrian crossings over the Tullamarine Freeway with ramps that are not compliant with the Disability Discrimination Act; that is, they may not be accessible to some people with disabilities. How important or unimportant do you think it is that these ramps are Disability Discrimination Act compliant? Base: all respondents who provided an answer, n=406*

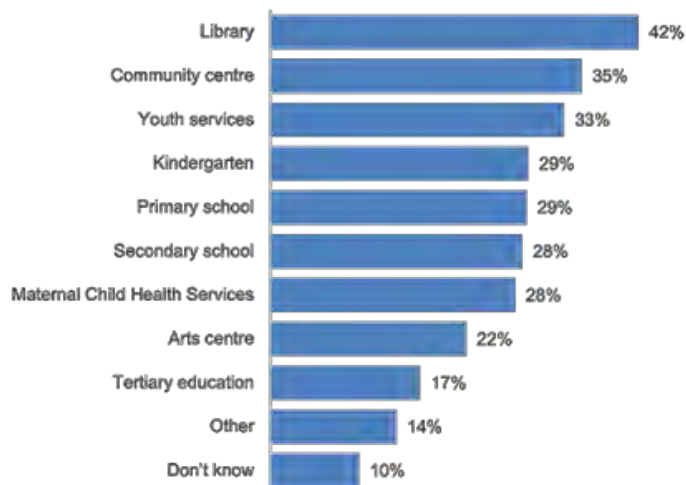
Of the full sample that answered this question (n=406), the clear majority support the provision of DDA compliant overpasses. Indeed, over 70 per cent rate this as either *important* or *very important*.

## Community services and facilities

### Additional community facilities

Respondents were asked to select from a list provided additional community services they would like to see available in Airport West.

#### Additional community facilities



*Which of the following additional community facilities would you like to see available in Airport West? Multiple response. Base: all respondents who provided an answer, n=402*

The top three selected were *library* (42 per cent), *community centre* (35 per cent) and *youth services* (33 per cent). The primary facilities mentioned in 'other' were a post office, leisure centre/swimming pool and cafés.

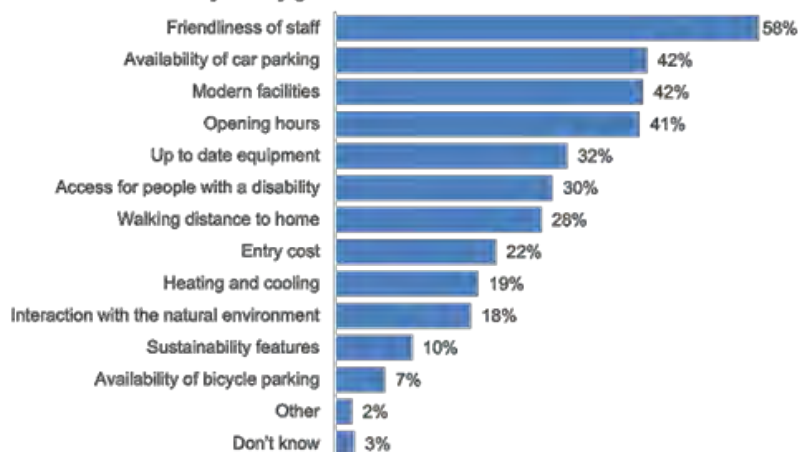
A library was appealing to a higher proportion of those who live in the suburb (44 per cent), females (49 per cent) and those aged under 50 years (47 per cent). Those under 50 years also showed higher instances of calling for additional maternal and child health services (33 per cent), kindergarten (39 per cent) and/or secondary school (38 per cent).

A community centre was selected as a desirable additional service by a higher proportion of females (42 per cent) and those without children (40 per cent).

### What makes a community facility a great place to visit

Respondents were asked to nominate from a list provided the top three things they think make a community facility a great place to visit. Many respondents selected more than three things; where this occurs all responses have been recorded.

#### What makes a community facility great



*Thinking about what it is that makes a community facility a great place to visit, which of the following are the three most important features of these services and facilities? Multiple response. Base: all respondents who provided an answer, n=403.*

Respondents who answered this question (n=403) were in strong agreement that the *friendliness of staff* (58 per cent) is the primary driver to positive perceptions about community facilities. *Availability of car parking* (42 per cent), *modern facilities* (42 per cent) and *opening hours* (41 per cent) are also important factors.

There were a range of notable variations by demographics. *Modern facilities* was selected by a higher proportion of those with children (56 per cent, compared to 39 per cent of those without children), those under 50 years (57 per cent, compared to 32 per cent 50+ year olds) and those who speak English (44 per cent, compared to 33 per cent of those who speak a language other than English – this may be due to those whose primary language is not English not understanding the term).

Understandably, a high proportion of residents selected *walking distance to home* (32 per cent) than non-residents (15 per cent).

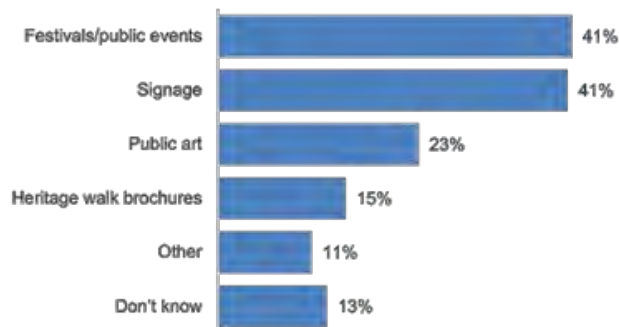
*Access for people with a disability* was selected by a higher proportion of those aged 50 years or over (40 per cent, compared to 16 per cent of those aged under 50).

## Heritage

### Best way to celebrate Airport West's heritage

Respondents were asked to nominate from a list provided, how they think Airport West's unique heritage can best be celebrated.

#### Best way to celebrate heritage



*Which of the following do you think would be the best way to celebrate Airport West's unique heritage? Multiple response. Base: all respondents who provided an answer, n=402*

Of the full sample that answered this question (n=402), the majority selected *festivals/public events* (41 per cent) and/or *signage* (41 per cent).

Most of the 'other' comments related to a name change request for the suburb (6 mentions), or calling for money not to be spent on this aspect (6 mentions), with some respondents asserting that there is no heritage to celebrate (6 mentions).

Findings across demographics are fairly consistent, although those under the age of 50 show a higher incidence of selecting *public art* as a preferred way to celebrate heritage (36 per cent) and *heritage walk brochures* were more popular amongst those aged 50 years or over (20 per cent) and/or those without children (20 per cent).



## **Open space**

### **Opportunities to create new public open space**

Respondents were asked to pinpoint a location on a map of Airport West where they felt would be an opportunity to create new public open space. Figure 4 (on the next page) shows the locations nominated by respondents.

The cluster of comments to the north of Moore Road relate to the Westfield Shopping Centre. Many respondents stated that more open space is needed in this area, as well as cycling infrastructure and outdoor seating.

Respondents also noted the gap in open space distribution in the suburb's north-west which comprises residential and commercial areas as well as the lack of landscaping and any form of open space throughout the industrial precinct west of Matthews Avenue.

A number of respondents expressed a desire to see the green spine extended north along Louis Street to the Westfield Shopping Centre, noting that the path currently comes to an abrupt end.

Other common suggestions included calls for improvements around existing open space, such as Hansen and Etzel Reserve and A.J. Davis Reserve, and for the provision of open space in the vacant land along the Albion-Jacana freight line adjacent to the suburb's western boundary.



Figure 4: Opportunities to create new public open space

#### **Ideas for improving open space in Airport West**

Respondents were asked to share their ideas for improving a range of existing public open spaces across Airport West. The following provides a summary of the responses for each location.

- **Steele Creek (44 ideas put forth)**

When grouping the comments into themes, the most common ideas related to trees and landscaping (16 mentions), primarily relating to the waterway, with calls for the removal of the concrete lining and converting the creek bed to its original natural state.

A number of respondents (7 mentions) suggested that there is a need for better access to A.J. Davis Reserve, as well as links to other parks and walking paths, and 4 respondents suggested that bike paths need to be improved.

The other key ideas revolved around the need for more or better seating (5 mentions) and toilets (3 mentions).

- **A.J. Davis Reserve (66 ideas put forth)**

As with Steele Creek, a number of respondents (17 mentions) suggested that an improvement in trees and landscaping is needed in this area, specifically in relation to removing the creek's concrete lining and converting it to its original natural state.

Many people (14 mentions) also put forth comments about infrastructure provision, calling for the installation of outdoor exercise equipment and an upgrade of the playground equipment.

The other ideas put forth by 7 or more people were:

- Better access/walking path links (9 mentions)
- Lighting (8 mentions)
- Clean up the park (8 mentions)
- Seating (7 mentions)

- **Etzel Street Reserve (45 ideas put forth)**

Many of those who put forth ideas for improving Etzel Street Reserve put forth suggestions regarding infrastructure provision (17 mentions); these were primarily related to children's play equipment, including fixing the existing equipment and provision of additional features.

Eleven respondents had ideas for the space relating to trees and landscaping, primarily calling for more trees. Toilets were also mentioned by 7 people, calling for the current toilets to be improved, or additional facilities to be installed in the reserve.

- Hansen Reserve (41 ideas put forth)

Upgrading infrastructure was the primary suggestion for this location (13 mentions), primarily through installing exercise equipment and upgrading the existing tennis court. The other main theme was trees and landscaping (10 mentions), with a call for more trees to be planted in the reserve.

Seating (6 mentions) and management of litter and graffiti (5 mentions) were also key themes for this location.

- Lawrence/Lock Reserve (23 ideas put forth)

Half of the ideas put forth for the Lawrence/Lock Reserve related to trees and landscaping (11 mentions), with people calling for better landscaping in general, and more trees. The other key suggestion was more seating (8 mentions).

- McNamara Reserve (50 ideas put forth)

The main ideas for this area were installing barbeque facilities (12 mentions), seating (9 mentions) and improved landscaping (9 mentions), in particular more trees.

Respondents also suggested that better lighting was necessary (8 mentions), 7 called for new or improved playground equipment and 6 wanted some sort of shade structure or gazebo.

A number of respondents also called for toilets (5 mentions) or a basketball court (4 mentions)

- Roberts Road Reserve (41 ideas put forth)

The primary suggestion for this reserve was to upgrade the landscaping (11 mentions) with specific reference to planting native trees. Lighting (8 mentions), seating (7 mentions) and toilets (7 mentions) were the other three primary ideas. Furthermore, 6 respondents said that the playground could be improved and 4 said that there was a need for better litter management.



- Roberts Road/Bowes Avenue Reserve (46 ideas put forth)

A number of respondents stated that they were not aware this space is a formal reserve due to a lack of facilities present on the site. This is reflected in the commonly requested improvements, which are mostly calls for basic infrastructure such as seating (11 mentions) and a playground (9 mentions) as well as better landscaping (17 mentions).

- Bowes Reserve (39 ideas put forth)

The main suggested improvement for Bowes Reserve was landscaping (10 mentions), specifically more trees. The two other main ideas were seating (8 mentions) and playground equipment (7 mentions).

- Weather Station Reserve (37 ideas put forth)

The primary suggestions for this reserve were landscaping (14 mentions), playground equipment (8 mentions) and seating (5 mentions). A few people also suggested finding a way to open the space up, such as removing the existing fence. Furthermore, 2 people suggested improving the adjacent community centre.

- Spring Gully Reserve (20 ideas put forth)

Landscaping (8 mentions) and seating (4 mentions) were the ideas most commonly put forth for this location. There were also a few calls for the removal of the galvanized fence to the rear of the car park and a formal creek crossing (currently limited to rocks).

It became evident through the analysis of written suggestions that a number of respondents simply copy and pasted their comments into all boxes in the online survey. These instances were mostly related to tree planting and native species (5 responses), with one respondent suggesting exercise equipment and one suggesting surveillance cameras at every location.

When provided the opportunity to make any other suggestions for parks and reserves, the main additional thoughts and ideas put forth were:

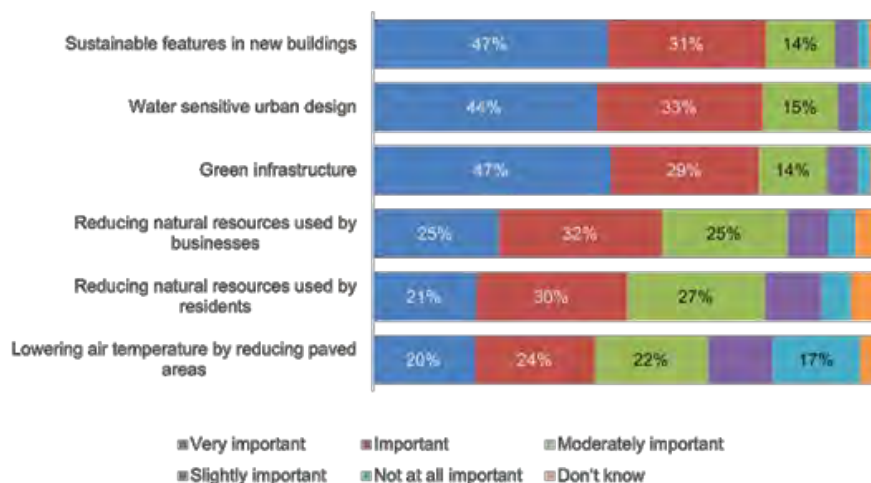
- Off lead dog park
- Extension of the green spine
- Better landscaping in general, using native species
- Better maintenance of public open space

## Environmental sustainability

### Importance of initiatives to achieve environmental sustainability

Respondents were asked to rate the importance of various options for achieving a more sustainable environment.

#### Importance of initiatives to achieve environmental sustainability



*Thinking about your local neighbourhood, how important to you are each of the following? Base: all respondents who provided an answer, n= 396.*

The top three most important options selected by respondents relate to *sustainability features in new buildings*, *water sensitive urban design* and *green infrastructure*. It is possible that the low importance rating for a reduction in paved areas to lower air temperature stems from a lack of awareness of the urban heat island effect.

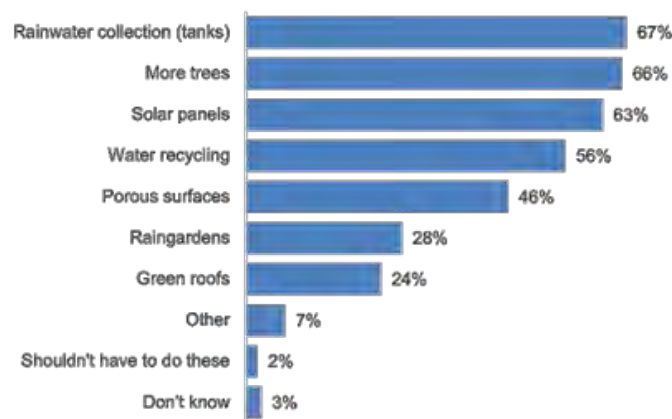
Those aged 50 and over and those who speak a language other than English at home show consistently higher incidences of rating each of these initiatives as very important, particularly water sensitive urban design (55 per cent and 64 per cent respectively) and resource reduction by businesses (32 per cent and 34 per cent respectively) and resource reduction by residents (27 per cent and 29 per cent respectively).

Those 50 years of age and over also show a higher incidence of rating sustainable features for new buildings as very important (57 per cent, as did those who live in the area (49 per cent, compared to 38 per cent of non-residents).

#### Best ways to make buildings more sustainable

Respondents were asked to select the best ways to make new buildings more environmentally sustainable from a provided list of options.

##### Best ways to make buildings more sustainable



*What do you think are the best ways to make new buildings more environmentally friendly and sustainable? Multiple response. Base: all respondents who provided an answer, n=407*

There is widespread agreement amongst respondents who answered this question (n=407) that buildings should include provisions for *rainwater collection* (67 per cent), *more trees* (66 per cent) and *solar panels* (63 per cent). There is also widespread recognition of the potential benefit of *water recycling* (56 per cent) and *porous surfaces* (46 per cent). Raingardens and green roofs are less familiar as concepts, which may account for their low instances of being selected by respondents.

Those who only speak English show higher instances of selecting each of these options, suggesting that there may be a need for further education in the merits of these types of building features in languages other than English.

Demographic analysis also reveals that females show a higher incidence of naming rainwater collection, green roofs and/or raingardens, suggesting that communications regarding the benefits of these may be missing the male market.

Finally, those who live in Airport West show a higher incidence of selecting water recycling and/or green roofs than non-residents.

#### **Additional feedback**

In addition to the survey questions, respondents were provided with the opportunity to share other comments about planning for the future of the area. There was a substantial response to this question with almost half (n=196) of respondents choosing to provide additional information. While many ideas put forth were repeats of information provided earlier in the survey, there were a number of themes that emerged amongst the comments:

- The majority of comments (36 per cent) related to concerns with medium and high density infill development. In particular, respondents cited the need to prevent poor design outcomes, protect existing neighbourhood character and reduce adverse impacts on existing residential amenity. To this end, many respondents stated that this type of development should be restricted to locations on the periphery of the suburb, along main roads and in proximity to public transport. Many comments also noted the lack of off street parking associated with recent unit developments has led to new residents parking on the street and causing congestion (28 per cent).
- There is a call for the extension of the green spine and creation of more public open space (14 per cent), particularly in the north of the suburb. It is perceived that public open space will be of increasing importance for future residents of higher density development which may not provide sufficient private open space on site.
- There were many respondents who expressed a desire to see the suburb name change (11 per cent), whilst 1 per cent said that it should stay as it is. A name change was also raised in several responses to various other questions throughout the survey. Reasons respondents gave for a name change included a belief that the name is not reflective of the suburb's identity and a perceived stigma attached to being associated with an airport and the industrial area. It should be noted, however, that this is not a poll, therefore these responses cannot be used to represent wider community sentiments.
- There was sentiment amongst some respondents that the area would benefit from improved amenity, stating that the local streetscapes, open spaces and infrastructure appear run-down and inadequately maintained (10 per cent).
- It is clear some respondents would like a train station to service the suburb (9 per cent), with suggestions throughout the survey that the Westfield



Shopping Centre would be an appropriate location. A further 6 per cent of respondents stated that public transport improvements are required, particularly in terms of bus services.

- A few comments raised the need for improved upkeep of the area (8 per cent), stating that the suburb has been ignored by Council over the years and as such, the physical environment suffers from visible signs of neglect. Respondents typically cited the poor appearance of public open space, dilapidated state of roads and footpaths as well as the 'untidy' appearance of the industrial area.
- The expansion and modernisation of existing community facilities and provision of additional community services was raised by 7 per cent of respondents who answered this question. Examples of desired facilities and services included a library, childcare and maternal and child health services, a library, additional community halls as well as sports facilities and a pool.
- Some respondents would like to see the Westfield Shopping Centre upgraded (4 per cent). Suggestions for improvements included the provision of outdoor areas that can be enjoyed by the community, a safer and more attractive car park and an improved environment for shoppers arriving by foot.
- There were calls for the rezoning of the industrial area (4 per cent) to allow for residential development. It was suggested that less industrial land uses would soften the appearance of what is essentially the gateway into the residential hinterland of the suburb.

## 5.2 Written submissions

A total of 7 submissions were received by people who chose to make detailed comments on a range of issues not covered in the survey. The following table provides a summary of each submission.

Submission number	Summary of comments
1	<ul style="list-style-type: none"> <li>Provides a detailed history of family's connection to Airport West. In particular, documents parent's post-war migration to the suburb and the development of their business and place of residence in the area.</li> <li>Would like public recognition of father's contribution to the suburb should any opportunities arise for naming of public spaces.</li> </ul>
2	<ul style="list-style-type: none"> <li>Supports the identification of the nominated land use, built form, economic and transport issues and opportunities.</li> <li>States that the Westfield Shopping Centre is contemplating short to medium-term opportunities for the site which have the potential to support and facilitate further investment and growth in the activity centre.</li> <li>Believes the revised Structure Plan should facilitate future investment and improve the competitiveness of the shopping centre to limit escape expenditure.</li> <li>Does not support promoting future redevelopment of Essendon Fields via policy as it will directly impact the viability of Westfield Shopping Centre and the wider activity centre.</li> <li>Future development at McNamara Avenue and Louis Street should be complimentary to Westfield Shopping Centre.</li> <li>Supports the amalgamation of the bus interchange and tram terminus to the east of Westfield Shopping Centre as well as the implementation of cycling and walking enhancements.</li> <li>Believe the revised Structure Plan should consider: <ul style="list-style-type: none"> <li>The opportunity for development bonuses to aid in the promotion of development activity</li> <li>That catalyst projects could assist in the delivery of short-term Structure Plan goals.</li> </ul> </li> </ul>
3	<ul style="list-style-type: none"> <li>Supports increased height and improved amenity on the corner of Hood Street/English Street and Matthews Avenue.</li> <li>Questions the ability to provide for quality office space in this location as suggested by the draft Issue and Opportunities Report due to competition with Essendon Fields.</li> <li>Requests that residential uses (apartments) should be considered for this site.</li> <li>Allowing for residential uses at this location would provide the landowner with opportunities to deliver amenity upgrades to the Matthews Avenue streetscape, wrapping around into Hood Street, reinforcing and improving the gateway presentation.</li> </ul>
4	<ul style="list-style-type: none"> <li>The existing activity centre boundary contains sufficient residential land therefore a boundary adjustment is not warranted.</li> </ul>

	<ul style="list-style-type: none"> <li>• Questions if residential land will be dealt with in conjunction with the development of the Housing Strategy and what role the Strategic Planning Advisory Committee will have in the Structure Plan review.</li> <li>• Opposes increased residential density abutting open space and remote from good public transport.</li> </ul>
5	<ul style="list-style-type: none"> <li>• Provides in principle support for the following elements: <ul style="list-style-type: none"> <li>◦ Investigation of improved physical links of pedestrian bridges or road connections between Airport West and Essendon Fields</li> <li>◦ A heavy rail station within Airport West as part of a future train line extension to Melbourne Airport.</li> <li>◦ Better provision of public transport into Airport West and Essendon Fields</li> <li>◦ Provision of DDA compliant pedestrian crossing points over the Tullamarine Freeway</li> <li>◦ Investigation of upgrade to Moore Road to become an east-west connection road with a direct connection from the Western Ring Road to Matthews Avenue.</li> </ul> </li> <li>• Essendon Airport would be pleased to work with Council to jointly lobby PTV to provide better services to the expanding local workforce.</li> <li>• Grade separation of the light rail at the English Street interchange must be considered and planned for now to remove conflict and facilitate growth in road and rail transport. Alternatively, expansion of Matthews Avenue into the light rail corridor, allowing the space to be shared by cars and trams could be considered.</li> <li>• Matthews Avenue requires a Lane Use Management System in order to maximise road efficiency.</li> </ul>
6	<ul style="list-style-type: none"> <li>• Supports increasing employment opportunities in the centre however cautions against creating an oversupply of retail uses that are vulnerable to economic downturns.</li> <li>• Steele Creek receives too much diffuse pollution from the light industrial area of Airport West. Renewal of industrial and commercial building stock should incorporate water sensitive urban design (WSUD) principles which will benefit Steel Creek.</li> <li>• Accepts that population growth will require more compact development but states that careful planning should seek to minimise detrimental amenity impacts that higher density can bring.</li> <li>• Small areas of open space should not be dwarfed by tall buildings.</li> <li>• Recommend locating medium density, 12 metre high buildings closer to: <ul style="list-style-type: none"> <li>◦ Public transport</li> <li>◦ The commercial precincts</li> <li>◦ Adjacent to industrial areas</li> </ul> </li> <li>• Support medium density in Matthews Avenue and land adjacent to Westfield Shopping Centre.</li> <li>• Higher built form must have appropriate setbacks to prevent sheer facades and wind tunnels.</li> <li>• Does not support medium density around Bowes Avenue Community centre or adjacent to A.J. Davis Reserve.</li> <li>• Support using open space contributions to acquire land for a 1-2 hectare park in the north of the suburb. The process must allow for genuine public consultation.</li> <li>• Investigate opportunities to acquire adjacent properties to widen and enhance the green spine. Suggests two properties in King Street could</li> </ul>

	<p>be suitable. Also suggests the purchase of a property to link El Reno Crescent to the green spine.</p> <ul style="list-style-type: none"> <li>• Recommends land in Roberts Road, adjacent to Steel Creek, be used for a community garden.</li> <li>• The Complete Streets concept should be fully implemented in Airport West.</li> <li>• Current tree selection in Airport West is adversely impacting on waterway quality. Tree selection should be based on WSUD principles and support Complete Streets.</li> <li>• Overhead wires should be removed to facilitate large canopy trees.</li> <li>• New residential development must have sufficient setbacks to allow for landscaping.</li> <li>• Sustainable building design is supported for both residential and commercial buildings.</li> <li>• Raises concerns with the green spine design and its lack of stormwater capture at the end of the Clydesdale Road drain.</li> <li>• Supports DDA compliant overpasses at the English Street interchange which facilitate both pedestrian and cyclist access.</li> </ul>
7	<p>Detailed submission which makes several recommendations related to two distinct themes:</p> <p><u>Strategy plan</u></p> <ul style="list-style-type: none"> <li>• That the proposal to develop a leading edge technology precinct be supported through developing links with the University of Melbourne or RMIT and that a strategy plan be prepared demonstrating how this proposal will be implemented within specified timelines.</li> <li>• That within this strategy plan, consideration be given as to how the National Broadband network can contribute to this strategy.</li> <li>• That linkages be established with schools in Airport West to encourage and facilitate participation in the Stephanie Alexander schools kitchen garden program and Council allocate funds to assist with this.</li> <li>• Plan for a performing arts program within the activity centre. Consider 3-15 Matthews Avenue as a venue for a performing arts incubator.</li> </ul> <p><u>Fullarton Road Industrial Precinct</u></p> <ul style="list-style-type: none"> <li>• That the Fullarton Road industrial precinct be rezoned as residential and that the rezoning includes a design and development overlay (DDO) that supports the implementation of ESD and the eco village concept.</li> </ul>

These submissions can be categorised by the following:

- 2 are on behalf of private property owners and relate to the impact of the revised structure plan on the future development of the subject sites.
- 1 is from a major landholder which requests consideration be given to a rezoning of the Fullarton Road industrial precinct.
- 1 is from Essendon Airport Pty Ltd and provides in principle support for the initiatives contained in the draft Issues and Opportunities Report as they relate to Essendon Fields.
- 1 is from a local community group who raise several issues and have a strong focus on the provision of public open space and protecting Steele Creek through the use of WSUD.



- 1 is from a resident of Moonee Valley with general concerns about the timing and process of the structure plan review, particularly with regards to residential land.

### 5.3 CALD information sessions

Council facilitated two information sessions to engage with groups who represent the two largest non-English speaking groups within Airport West: Italian and Greek. These sessions provided an opportunity to provide information, answer questions, generate discussion and receive feedback from participants in a culturally appropriate format with the aid of interpreters.

On 2 September 2015, an information session was held for the Italian community of Airport West, supported by an interpreter. The session took place immediately following the Circolo Pensionati Italiani di Airport West's ('Italian pensioners circle') regular meeting at Ratcliff Hall. 11 people attended this session.

On 3 September 2015, an information session was held for the Greek community of Airport West. The session was supported by two interpreters. The session took place during the Airport West Greek Senior Citizens' Club of Airport West regular meeting at Ratcliff Hall. Approximately 70 people were in attendance.

At each of the sessions, Council officers delivered a presentation outlining the scope of the project and a brief summary of the draft Issues and Opportunities Report. The presentation was followed by an interactive discussion soliciting the views of the groups.

Participants were asked to work in small groups to discuss the following key questions:

- What would you like to keep the same?
- What would you like to change about Airport West?
- What would make it easier for you to get around the centre?

Most commonly raised points from the sessions were as follows:

- What would you like to keep the same?
  - Maintaining the low scale feel of the residential areas. Many participants expressed concerns over the impacts of development and increased buildings heights on their privacy and existing neighbourhood character.
  - Community facilities, with specific reference to Ratcliff Hall and the ability to use a multipurpose indoor hall.
  - Opportunity to access community transport.
  - The ability to remain in the family home and age in place.

- What would you like to change?
  - Improve the current community facilities, with reference to upgrading the building and facilities of Ratcliff Hall and building a new hall as Ratcliff Hall was heavily used and difficult to gain access to.
  - Reinstating the Australia Post Office at McNamara Avenue.
  - The number of units without car parking spaces.
  
- What would make it easier for you to get around the centre?
  - Extending existing bus services into residential areas
  - Improving the community bus service: access, where it will go and making it free
  - A bus service to Keilor Cemetery
  - A train service

The tables below list and summarise the points participants raised in the two sessions.

**Italian Session**

Key Theme	Like to keep the same	Like to change
Built form and urban design	<ul style="list-style-type: none"> <li>• Privacy is an important aspect of the suburb's identity.</li> <li>• Important to maintain setbacks in residential areas.</li> </ul>	<ul style="list-style-type: none"> <li>• The regulations about parking on the street, home owners should be able to park at the front of their property.</li> <li>• Improve the quality of the footpaths.</li> <li>• Improve the street cleaning.</li> </ul>
Community services and facilities	<ul style="list-style-type: none"> <li>• Community facilities, in particular ensuring Ratcliff Hall remains a facility that the community have access to as it provides the space and opportunity to participate in social activities.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve the current community facilities, with reference to Ratcliff Hall. The hall needs upgrading.</li> <li>• Improve access to public toilets. Toilets at the football oval and Gilbert Road require a greater level of servicing and should be open longer hours. There should be more public toilets in the area with a request for one in Roberts Road Reserve.</li> </ul>
Economic		<ul style="list-style-type: none"> <li>• The Post Office moving to Essendon Fields is inconvenient and should be returned to McNamara Avenue.</li> </ul>
Movement and transport		<ul style="list-style-type: none"> <li>• Increase the number of buses on the current bus routes.</li> <li>• Extend 501 bus through residential area and provide stops in Niddrie, Westfield Shopping Centre and tram stops along Matthews Avenue.</li> <li>• Provide a greater level of community transport.</li> <li>• Provide a bus to Keilor Cemetery</li> </ul>

		<ul style="list-style-type: none"> <li>• Improve the bus stops and provide timetable information.</li> <li>• Improving public transport and buses will improve social isolation.</li> </ul>
Open space	<ul style="list-style-type: none"> <li>• Access to open space is important.</li> </ul>	

**Greek Session**

Key Theme	Like to keep the same	Like to change
Built form and urban design	<ul style="list-style-type: none"> <li>• The low rise character of the buildings and houses.</li> <li>• The current neighbourhood character.</li> <li>• Maintain the current population and ensure the suburb doesn't become overcrowded.</li> </ul>	<ul style="list-style-type: none"> <li>• Better building design and image for the suburb.</li> <li>• Concern that there will be high rise development.</li> <li>• Provide a buffer between industry and housing and improve the appearance of the industrial area.</li> <li>• Improve the quality of the roads and reduce congestion.</li> <li>• Improve the quality of the footpaths.</li> <li>• Improve the quality of the street signs and numbers on houses.</li> <li>• It's important that people can park in front of their home.</li> </ul>
Community services and facilities	<ul style="list-style-type: none"> <li>• Community facilities, with specific reference to Ratcliff Hall and the ability to use a multipurpose indoor hall.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve and provide increased community infrastructure: schools, community centres (another one like Ratcliff Hall as it is heavily used), and facilities that can be accessed in the evening.</li> <li>• Improve the facilities at Ratcliff Hall.</li> </ul>
Economic	<ul style="list-style-type: none"> <li>• Local shopping strips i.e. McNamara Avenue</li> </ul>	<ul style="list-style-type: none"> <li>• Improve the small shopping strips, increasing variety and number of shops.</li> <li>• The Post Office moving to Essendon Fields is inconvenient and it should be returned to McNamara Avenue.</li> </ul>
Movement and transport	<ul style="list-style-type: none"> <li>• Access to public transport.</li> <li>• Community bus.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve Matthews Avenue (needs resurfacing) and the access to getting on to freeway.</li> <li>• Provide more public transport.</li> <li>• The buses are not frequent enough, in particular the 501.</li> <li>• Provide a new bus that goes around Airport West and to the centre of the suburb.</li> <li>• Provide public transport in Roberts Road.</li> <li>• Provide a bus to Kellor Cemetery.</li> </ul>

		<ul style="list-style-type: none"> <li>• It is easy to get around if you have a car, but if you don't it's difficult as you get older.</li> <li>• Important to continue the community bus.</li> <li>• Would like the community bus to transport people to other municipalities and to be free of charge.</li> <li>• 90 minute parking not long enough needs to be extended.</li> <li>• Provide a train station.</li> <li>• Improve dangerous intersection at the corner of King Street and South Road.</li> <li>• Improve access for people in wheelchairs.</li> </ul>
Open space	<ul style="list-style-type: none"> <li>• Trees</li> </ul>	<ul style="list-style-type: none"> <li>• Increase open green space with more trees and better connections.</li> <li>• Provide playgrounds, outdoor barbeque areas and seating in parks.</li> <li>• Provide seating in Bowes Avenue Reserve.</li> <li>• The creek is desolate at night and this area needs to be improved.</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Rates are ok as it pays for sewage and roads.</li> <li>• Important to have the ability to stay in the area and be close to family and friends to have opportunities to meet in public places.</li> <li>• Proximity to Niddrie, Keilor and the airport.</li> </ul>	<ul style="list-style-type: none"> <li>• The rates are too high for pensioners and we want to stay in the area with friends.</li> <li>• Aging infrastructure needs improving i.e. sewage system not coping.</li> <li>• The air traffic impacts lifestyle.</li> </ul>



#### 5.4 Interactive map

An online interactive map was developed to allow interested parties to easily find out how the project affects them and allow for informal feedback to be collected.

The map was searchable by clicking on a theme, with results showing the issues and opportunities identified in the draft Report. Where issues and opportunities were not able to be shown geographically, these were shown in a 'pop-out' box.

Users were able to select a location on a map and make comments, state whether they agree or disagree with the identified issues and opportunities or add additional issues and opportunities to the map.

90 people accessed the interactive map over the four week consultation period. The map received one comment, 33 'agrees' and 4 'disagrees'. The one comment made on the map related to the provision of additional open space around Hansen Reserve and the need to 'break up' built form of units in long streets. The issues and opportunities that attracted the 'agrees' and 'disagrees' are outlined in the table below.

Issue/opportunity	Agree	Disagree
<b>Housing opportunity</b>  Niche locations may offer opportunities to support apartment development before median house prices reach levels that encourage broader underlying demand. Locations that may provide relatively greater support for apartment development may include those: <ul style="list-style-type: none"> <li>• Within walking distance of the Keilor Road Activity Centre (in the south-east) which offers an established lifestyle precinct.</li> <li>• Adjacent to the McNamara Avenue Neighbourhood Centre which over time may potentially include a wider mix of retail activities, including a café precinct.</li> <li>• Adjacent to the Green Spine that extends through Airport West.</li> </ul>	4	2
<b>Economic opportunity</b>  The expected level of demand for new office space within Airport West over the next 20 years is estimated to be up to around 3,000m <sup>2</sup> . This would be the equivalent of 3-5 developments comprising ground floor showrooms with offices above. The preferred location for new office space is along Matthews Avenue adjacent to the English Street connection to Essendon Fields.	1	-
<b>Economic opportunity</b>	2	-

<p>The McNamara Avenue Neighbourhood Centre offers the opportunity to provide a more convenient and centrally located alternative for top-up shopping through the expansion of the existing supermarket. Two options may exist for facilitating an expanded supermarket within the centre:</p> <ul style="list-style-type: none"> <li>• Expanding the IGA supermarket northwards to include the adjacent retail premises and childcare facility resulting in a development site of around 2,000m<sup>2</sup>.</li> <li>• The consolidation of residential zoned sites bounded by McNamara Avenue, Roberts Road and Highlawn Avenue, which would provide three street frontages and exposure to Roberts Road.</li> </ul>		
<p><b>Economic opportunity</b></p> <p>The Fullarton Road industrial precinct offers both industrial and residential development opportunities.</p> <p>This will require further investigation in relation to the competing policy positions of preserving industrial land for employment versus encouraging more intensive residential development.</p>	1	-
<p><b>Built form and urban design issue</b></p> <p>Poor quality built form and inconsistent public space design fail to make a positive contribution to the streetscape image at gateways in and out of the suburb.</p>	2	-
<p><b>Built form and urban design opportunity</b></p> <p>Manage built form, amenity and traffic issues at interfaces between different land uses such as industrial and residential. This could be achieved through landscaping, noise and emission controls or building setbacks. The green spine provides an opportunity to increase the sense of separation between industrial and residential uses.</p>	1	-
<p><b>Built form and urban design opportunity</b></p> <p>Consider the options for creating a community and civic focal point. This may be created within a large public space, or via a network of smaller public spaces throughout the study area. Existing clusters of community facilities, such as McNamara Avenue or Bowes Avenue, could be consolidated. In addition, connections should be improved to nearby community facilities, such as the Niddrie Library.</p>	4	-
<p><b>Built form and urban design opportunity</b></p>	2	-

Create a strong interconnection between Airport West and Essendon Fields through a co-ordinated urban design vision for the Tullamarine Freeway/ Matthews Avenue 'spine'.		
<b>Movement and transport issue</b>  The off-road walking and cycling network has several gaps. In particular, the pedestrian overpasses over the Tullamarine Freeway can only be accessed via stairs and are therefore not Disability Discrimination Act (DDA) Compliant. Road bridges that connect Airport West to adjacent areas do not include dedicated cycle facilities.	6	-
<b>Movement and transport issue</b>  Limited bus service coverage is provided through the centre of the suburb. There is no direct public transport access between Airport West and Essendon DFO.	1	-
<b>Movement and transport opportunity</b>  Investigate the upgrade of Moore Road as a connection between Essendon Fields and the M80 Ring Road to reduce dependence on Westfield Drive and provide Essendon Fields with additional capacity.	1	-
<b>Movement and transport opportunity</b>  Improve pedestrian and cycling connections over the Tullamarine Freeway to better link Airport West and Essendon Fields.	2	-
<b>Movement and transport opportunity</b>  Make the eastern industrial precinct a safer and more enjoyable area to walk through, which will encourage people to walk to/from Essendon Fields and the light rail corridor.	1	-
<b>Heritage issue</b>  Only one building in Airport West is currently protected through the Heritage Overlay. Places of potential heritage significance need further investigation.	1	-
<b>Heritage opportunity</b>  Undertake Stage 2 Heritage Studies recommended by the Heritage Gap Study and pursue options for statutory protection of heritage sites where warranted.	1	2

<b>Community services and facilities issue</b> There is not enough capacity at the Airport West Kindergarten to cater for additional demand.	1	-
<b>Community services and facilities issue</b> Residents in Airport West have the highest use of community halls in the municipality and Bowes Avenue Community Centre is at capacity.	1	-
<b>Community services and facilities opportunity</b> Continue to monitor the availability of childcare, kindergarten and maternal and child health facilities in light of changing population and demographic trends.	1	-



## 6. Conclusion

Having been identified by the State Government as part of a new employment precinct, the scale and pace of change in Airport West is set to increase. Council has therefore begun the process of reviewing the existing structure plan for the Airport West Activity Centre. Once completed, the revised structure plan will provide a long term vision for future growth and development within the activity centre over a twenty year time frame. A draft Issues and Opportunities Report has been developed as the first step in this process.

Over August and September 2015, Council asked residents, landowners, stakeholders and the wider community for their views on the draft Issues and Opportunities Report in order to gain a better understanding of what they think are the most important issues facing Airport West and how they would like to see them tackled.

Over 5,000 people were directly engaged during the 4 week consultation period. People were able to participate in various ways, including completing a survey, making written submissions, attending drop-in and information sessions and making comments on an online interactive map.

This Community Consultation Key Findings Report provides a summary of the feedback received during the consultation period. It is designed to acknowledge the responses and will inform the development of the revised structure plan to ensure it considers the expectations and aspirations of the community and stakeholders. From the feedback received, some key observations have been made and are summarised in the themes below.

### Housing

There are mixed views amongst the community about accommodating population growth in Airport West. 45 per cent of survey respondents believe growth should be restricted to *lots of subdivision into more one/two storey houses across the majority of the suburb*. This is in contrast to the 25 per cent of respondents who would prefer to see more *medium three/four storey apartments and townhouses across a larger area of the suburb* and the 24 per cent who would like to see *a few tall apartment blocks in specific areas*.

While 33 per cent of survey respondents believe there is no appropriate location for higher density development in Airport West, 15 per cent of those who provided a response to this question said any area would be ok. Some respondents explicitly recommend replacing industrial land uses with higher density residential development. Other suggestions for accommodating housing growth typically included:

- Along or near Matthews Avenue
- Near Westfield Shopping Centre
- Within or adjacent to the industrial/commercial area

- Close to public transport
- Along or near Kellor Road

Where respondents indicated they did not wish to see population growth accommodated within Airport West, common reasons cited included the negative impact of development on existing residential amenity, loss of neighbourhood character and pressures on infrastructure, particularly in terms of traffic and parking.

#### **Economic activity**

When asked to indicate which services and businesses they would like to see in Airport West, many survey respondents nominated health and wellbeing services followed by shopping. In contrast, some respondents believe that no further services are needed as Airport West already offers everything they need. A few respondents also expressed a desire for the expansion of the McNamara Avenue strip shopping centre. The information sessions held with the Greek and Italian senior citizen groups revealed that many people in these cohorts would like to see a return of the Australia Post Office to this shopping strip.

Some major landholders who provided detailed written submissions questioned the viability of the industrial and commercial areas whose current zoning prohibits residential development. As such, they believe a review of land use zoning to facilitate alternative uses (i.e. residential) is justified.

#### **Built form and urban design**

Feedback suggests the most valued aspects of Airport West's character are its local parks and reserves as well as street trees and landscaping. Additional aspects of valued character related to the built or natural environment include the prevailing low rise character of the residential areas and houses with front yards and setbacks.

In terms of improving the industrial and commercial areas, many comments indicate strong support for general streetscape improvements, including street trees and landscaping, as well as additional public open space. Urban design features the community would like to see in Airport West include additional open space and activating public space (i.e. Westfield Shopping Centre car park), trees, pedestrian and cycling infrastructure, additional seating, improved lighting and well-designed suburb gateways and interfaces with freeways.

Many comments also state the need to improve some amenity issues related to the industrial precinct, including the appearance of buildings and signage, general maintenance and litter management.

#### **Movement and transport**

A large number of suggestions were made with regards to priorities for improving pedestrian and cyclist access in the area. The most frequently mentioned locations requiring improved pedestrian crossings include:

- Matthews Avenue/Fullarton Road/Keilor Road intersection
- Matthews Avenue to all tram stops
- Parer Road and Roberts Road

The most frequently mentioned locations which require the provisions of on-road bicycle lanes include:

- Matthews Avenue
- Moore Road
- McNamara Avenue
- Parer Road
- Roberts Road

Feedback also indicates that improved, DDA compliant footpaths are required throughout the suburb. In particular, the need to better provide for pedestrians and improve parking conditions at the Westfield Shopping Centre was reinforced. More generally, enhancing pedestrian and cycling links to and within the suburb, including over the Tullamarine Freeway to Essendon Fields was raised as an issue requiring attention.

Many comments raised safety issues at various intersections around the suburb. The most frequently mentioned locations were:

- Matthews Avenue and Fullarton Road
- McNamara and Roberts Road
- McNamara Avenue and Fullarton Road
- McNamara and Laurence Avenues
- King Street and Bowes Avenue
- Parer Road and Roberts Road
- Sexton Street and Westfield Drive

The comments relating to public transport highlighted areas requiring improvement, particularly relating to the need for new bus services, increasing the frequency of existing bus services, links to Tullamarine Airport and a train service to the CBD.

A range of improvements were suggested for Matthews Avenue and congestion issues related to school drop-off/pick-up at St Christopher's Primary School were raised by many.

#### **Community services and facilities**

Some members of the community feel there is a need for the expansion and/or modernisation of existing community services and facilities. A library, community

centre and youth services were most typically mentioned as required in the area. Other commonly requested facilities or services were a post office, leisure centre/swimming pool, childcare and maternal and child health services.

#### **Heritage**

Survey respondents indicated that they would prefer Airport West's unique heritage be celebrated via festivals/public events and signage. In contrast, some respondents indicated that they do not believe there is any heritage to celebrate and therefore do not support money being spent in this way. Many comments under this theme related to a request for a suburb name change.

#### **Open space**

Feedback suggests that the suburb is considered to be undersupplied with regards to public open space and there is an urgent need for the creation of new green spaces. In particular, the suburb's gap in open space distribution in the north-west, including the Westfield Shopping Centre as well as residential and commercial areas, was duly noted in many comments. The lack of landscaping and any form of open space throughout the industrial precinct west of Matthews Avenue was also a commonly raised concern. The extension of the green spine along Louis Street to the Westfield Shopping Centre is a clear priority for many in Airport West. Strong support was also shown for improving and maintaining existing open space to a higher standard, with many comments indicating that the suburb has been neglected in this regard.

#### **Environmental sustainability**

Survey respondents believe that sustainable features in new buildings, water sensitive urban design and green infrastructure are the most important initiatives to achieve environmental sustainability. There is also widespread agreement amongst respondents that buildings should include provisions for rainwater collection, more trees and solar panels in order to ensure new development is environmentally sustainable. There is also widespread recognition of the potential benefit of water recycling and porous surfaces.

It is clear from the volume of responses received that this is a very engaged community who wish to be heard in terms of their aspirations for the future of the Airport West Activity Centre and surrounds. In particular, the high response rate of the survey (7.7 per cent) shows that the community have a keen interest in how their suburb will evolve. It will therefore be important to continue to engage this group in the next stage of the Airport West Activity Centre Structure Plan Review.



# Airport West Activity Centre Structure Plan Review

Issues and Opportunities Report March 2016



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## 1 | Introduction

Airport West has experienced significant change and growth since its post-war development. Today, the suburb is home to Moonee Valley's most significant area of industrial activity as well as a regional shopping centre and several community facilities which provide a range of services for its growing resident population.

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

Activity centres are a focus for housing, commercial, retail, community uses, employment, transport, leisure, open space, entertainment and other services. They are places where people shop, work, meet, relax and live.

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

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

into a new aviation and employment precinct, Council committed to undertake a review of the existing Structure Plan.

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

This draft Issues and Opportunities Report provides a synthesis of the key issues relating to economic activity, land use, built form and urban design, access and movement, community infrastructure, heritage, open space and environmental sustainability affecting Airport West. It also highlights anticipated opportunities for further detailed investigation to be undertaken during the later development of the revised Structure Plan.

To this end, the purpose of the Issues and Opportunities Report is to allow the early consideration and confirmation of anticipated key directions by Council and the community, prior to detailed work being undertaken as part of the development of the initiatives to be contained in the revised Structure Plan.

The analysis and ideas presented in this report provide a starting point for further discussions with the community and stakeholders. At this stage no decisions have been made as to the preferred future direction of the revised Structure Plan.



Image 1: 59 tram stop on Matthews Avenue

## The Structure Plan Review Process | 2

### 2.1 Why do we need to review the Structure Plan?

Council identified the need to review the 2008 Structure Plan following the State Government's announcement in March 2014 that the Metropolitan Planning Authority would work with Council and the management of Essendon Fields to develop a plan to integrate Airport West and Essendon Fields into one leading edge technology precinct. The precinct is anticipated to evolve as a significant commercial hub supported by a growing residential population in Airport West.

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

In addition, Council's 2014 Planning Scheme Review and Municipal Strategic Statement both identify the need for built form guidelines for the Airport West Activity Centre. The review process will therefore include the preparation of design guidelines. It is considered that these guidelines will provide greater certainty for Council, the community and developers in the consideration of new development within the centre.

### 2.2 The Revised Structure Plan and Issues and Opportunities Report

The revised Airport West Structure Plan will provide guidance to residents, businesses, land owners, government, developers and planners about appropriate direction and opportunities for change within the centre. It will be undertaken in two main stages:

#### 1. Stage 1 – The Issues and Opportunities Report (this document)

This report provides a detailed overview of the study area and offers an analysis of the key issues relating to economic activity, land use, built form and urban design, access and movement, community services and facilities, heritage, open space and environmental sustainability. It also identifies key opportunities for the centre which warrant further investigation.

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

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

#### 2. Stage 2 – The revised Structure Plan and Urban Design Guidelines

The Structure Plan is the long term development plan for the area. Its key aims are to plan for and develop a shared vision for the activity centre, and to identify the type and scope of change projected within the centre over time. The revised Structure Plan will include specific recommendations, objectives and strategies that will:

- Guide activities and land uses which includes nominating the preferred location for things like community facilities, higher density residential development and commercial activity.
- Identify the preferred height and form of new buildings within the centre.
- Identify ways to enhance public spaces including parks, reserves and footpaths.

The Urban Design Guidelines will provide built form guidance for future development of private land within the activity centre. They will include guidance for preferred heights and setbacks as well as frontage, interface and edge treatments to ensure there is appropriate criteria to deal with sensitive residential interfaces.

Once complete, the draft revised Structure Plan and Urban Design Guidelines will be placed on public consultation, providing a second opportunity to have input into the documents' content and recommendations.

After all feedback and submissions have been considered, Council officers will make any necessary changes to the draft Structure Plan and Urban Design Guidelines and prepare final versions that will be presented to Council for adoption.

### 2.3 The Study Area

Figure 1 shows both a 'Study Area Boundary' and a 'Current Activity Centre Boundary'. The Study Area is a wider area of influence around the actual activity centre. It takes in the entire suburb of Airport West which is bound by the Western Ring Road to the north-west,



## 2 | The Structure Plan Review Process

the Calder Freeway to the south and the Tullamarine Freeway to the east.

Land use within Airport West is a mixture of retail and commercial, industrial, residential, open spaces, education and recreation.

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

- Key public open spaces that have a strong relationship with the activity centre.

The boundaries shown in this report indicate the study area and current activity centre boundary and provides a starting point for community consultation. While there is scope for the current activity centre boundary to be modified during the review process, the extent of changes have not been determined at this stage. As the review progresses, Council will need to establish a final boundary for the Airport West Activity Centre in consultation with stakeholders.

### 2.4 The Activity Centre Boundary

The State Government provides clear direction on what an activity centre is and what it needs to include. Specifically, the State Government requires Council to include the following land uses within the activity centre boundary:

- Residential areas that surround the activity centre and are likely to be impacted by its future growth and development.
- Sufficient land to cater for the commercial activities required within the area over a 20 year period including retailing, office space and entertainment.
- Key public land uses such as schools, universities and hospitals.

### 2.5 Regional Context

Airport West is strategically located approximately 11km north of Melbourne's Central Business District and 7km from Melbourne's International Airport.

The suburb is bordered by the Calder Freeway to the south, the Tullamarine Freeway to the east and the Western Ring Road and Jacana-Albion Freight Line to the north-west.

Essendon Fields adjoins Airport West to the east of the Tullamarine Freeway and represents a key regional location for retail and commercial activity.

The Airport West Activity Centre is part of a network of other activity centres across Moonee Valley and into adjoining municipalities.

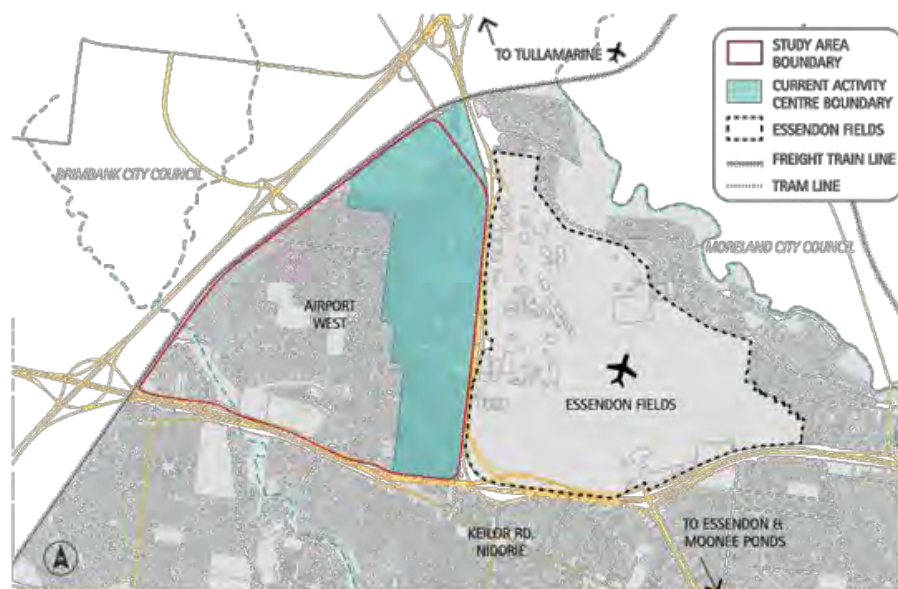


Figure 1: Study Area and Activity Centre Boundaries



## The Structure Plan Review Process | 2

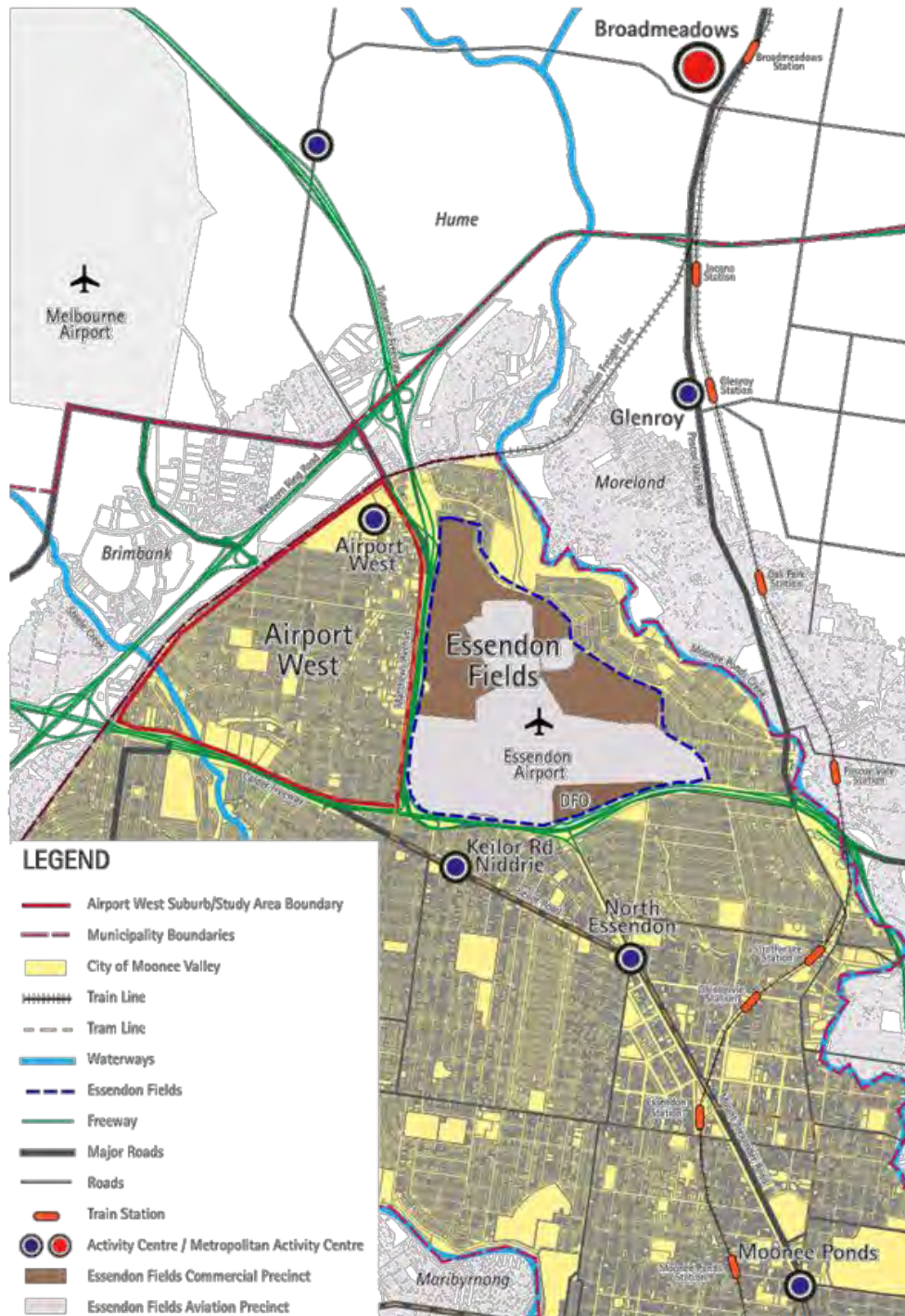


Figure 2: Regional Context

## 2 | The Structure Plan Review Process

### 2.6 Evolution of Airport West

Airport West was first subdivided in 1915 as the Spring Park Estate, comprising small farms. In 1921 a section of the suburb was subdivided for residential purposes coinciding with the establishment of Essendon Aerodrome.

Airport West was planned as a larger suburb at the start of the 20th Century. In the 1920s and 1930s the more significant eastern side was dissected off to expand the Essendon Aerodrome. The airport purchased additional land in 1939 and again in 1943 to accommodate its expansion and Matthews Avenue became the suburb's western boundary.

In 1943 the Essendon electric tram service (Route 59) was extended to Essendon Aerodrome to provide transport for an estimated increase of 5,000 employees in the aviation industry. By 1950 the airport had become Melbourne's first international airport.

People moved to the suburb as early as 1947 when a bungalow was built at 199-121 McNamara Avenue. Early residents included numerous European migrants, many of whom were employed in the factories that had begun to be developed in the area as well as the airport. The Victorian Municipal Directory acknowledged Airport West for the first time in 1957 describing it as a 'new residential and industrial suburb adjacent to Melbourne Airport'.

Initial residential development comprised single storey, detached bungalows. Earlier buildings were constructed of weatherboard, while later buildings constructed in the 1950s and 1960s were often of cream or orange brick.

As residential development burgeoned in the 1950s, community facilities began to appear towards the end of the decade, including a primary school in McNamara Avenue and churches in Roberts Road. New industries gravitated to the airport which brought in more workers. By the late 1950s a number of businesses connected with aviation industry had already established themselves along Matthews Avenue.

Major transport thoroughfares were developed along each of the suburb's boundaries, including the Tullamarine Freeway (1965), the Calder Freeway (1972) and the Western Ring Road (1982). These transport links made industrial development an attractive proposition in the early 1980s. They were also conducive to the establishment of the Westfield Airport West Shopping Centre which opened in 1976.

The nature and demand for housing has changed significantly since Airport West was first developed in the immediate post-war era. Declining affordability within Melbourne's now middle suburbs has encouraged a shift towards medium density housing, with evidence of this occurring within Airport West.



Image 2: Airport West in the 1950s



## Changes Since 2008 | 3

There have been significant planning policy changes, particularly at the State Government level, over the past seven years which have prompted the review of the 2008 Structure Plan. These are discussed below.

### 3.1 Metropolitan Planning Strategy – Plan Melbourne

Plan Melbourne is the current State Government Metropolitan Planning Strategy which sets a new planning vision for the future development of metropolitan Melbourne. One of the critical considerations of Plan Melbourne is how the future projected growth of the city is to be appropriately managed over the next 20 years and beyond.

Within this context, Plan Melbourne advocates for increased housing supply, particularly in designated areas such as urban renewal precincts, within the new Residential Growth Zone and Activity Centres such as Airport West. Accordingly, a critical consideration to be explored through the Structure Plan review is the way in which anticipated growth is managed within the centre.

A key objective of Plan Melbourne is to provide opportunities for people to live closer to services and where they work. Accordingly, it states that all structure plans need to demonstrate how they will deliver a greater diversity of housing, attract more jobs and help to deliver the 20 minute neighbourhood.

This is particularly relevant to the Airport West Activity centre given the presence of key employment and/or retail precincts such as Westfield Airport West, Essendon Fields and the Airport West commercial precinct adjacent to Matthews Avenue.

Also of relevance to the Airport West Activity Centre is the nomination of Essendon Airport as a 'Transport Gateway'. This includes encouraging complimentary uses and employment-generating activities in adjacent areas such as Airport West.

### 3.2 Reformed Residential and Commercial Zones

In July 2013, the State Government introduced new residential zones. The reformed residential zones came into full effect across Victoria on 1 July 2014.

All residentially zoned land is now included in one of the reformed residential zones and the previous Residential 1, Residential 2 and Residential 3 Zones have been removed from the Victorian planning system. The new residential zones are the:

- Residential Growth Zone
- General Residential Zone
- Neighbourhood Residential Zone

The new residential zones enable Council to better direct housing growth to areas which have attributes more suitable to cater for growth such as access to public transport and shopping centres. It can then discourage it in other locations such as those with special character or with heritage value.

Council prepared draft Amendment C137 in early 2014 which proposed to introduce the three new residential zones to all residentially zoned land in Moonee Valley.

Whilst the amendment process was underway, all residentially zoned land in the municipality was rezoned to the General Residential Zone by the State Government. This was considered a 'neutral' conversion of the zones as the requirements under the General Residential Zone are akin to the Residential 1 Zone.

A report from the Residential Zones Standing Advisory Committee for Moonee Valley was released in September 2014. The Committee's report concluded that Amendment C137 should not be prepared, adopted and approved and that the General Residential Zone should be applied until further strategic work, including an updated housing strategy, is undertaken. To this end, Council is currently preparing a new Housing Strategy for the municipality.

As well as residential zones, new commercial zones were introduced in July 2012. The previous five business zones have been consolidated into two new commercial zones which came into effect in July 2013.

The new commercial zones provide greater flexibility and growth opportunities for commercial and business centres. They also respond to changing retail, commercial and housing markets by allowing for a wider range of uses that will support more mixed use employment.

The Commercial 1 Zone replaces the Business 1, Business 2 and Business 5 Zones. This zone broadens the range of activities that land can be used for without the need for a planning permit and removes floor area restrictions.

The Commercial 2 Zone replaces the Business 3 Zone and Business 4 Zone. This zone provides more opportunities for office, commercial businesses, restricted retail premises, trade supplies and some limited retail activity.

## 3 | Changes Since 2008

Floor area restrictions for office and some retail uses have been removed in many instances to create new opportunities for office and retail growth.

### 3.3 Essendon Technology Precinct

In March 2014, the State Government announced that the Metropolitan Planning Authority would work with Council and the management of Essendon Fields to develop a framework plan to integrate Airport West and Essendon Fields into one leading edge technology precinct. The precinct is anticipated to evolve as a significant commercial hub supported by a growing residential population in Airport West.

The framework plan will incorporate the revised Airport West Activity Centre Structure Plan and aspects of the Essendon Airport Master Plan. As such, the structure plan review process will consider how the Airport West Activity Centre can be integrated within the wider technology precinct.

### 3.4 Essendon Airport Master Plan (2013)

Essendon Airport is required under the Airports Act 1996 to prepare a master plan with a 20 year strategic vision which is reviewed every five years.

The 2013 Master Plan sets out the operational direction and vision for the airport and includes future land uses,

development and associated noise and environmental impacts.

The main aviation features include:

- Retaining the two runway system;
- Study into shortening the north-south runway;
- Refurbishment of the existing passenger terminal;
- Proposed new control tower; and
- Increase in flights by 8 to 9 additional movements per day by 2033.

The main landside features include:

- Further construction of hangars, especially those associated with corporate jet activity;
- The extension of automotive retailing, including a service station and related commercial activity;
- Further office, retail, light industrial and commercial uses;
- Establishing a 150 room hotel in the English Precinct;
- Establishing a hospital; and
- 23 off-airport sites to be converted to residential or other uses within the Moonee Valley Planning Scheme.

### 3.5 CityLink Tulla Widening Project

The Victorian Government and Transurban (who manages the CityLink toll road) have announced a major upgrade to the western section of CityLink, the Bolte Bridge to Westgate Freeway interchange and the Tullamarine



Image 3: Traffic on the Tullamarine Freeway



## Changes Since 2008 | 3

### Freeway.

These widening works are proposed in a number of locations and will impact the existing crossings of the Tullamarine Freeway adjacent to Airport West, including the English Street interchange and the pedestrian bridges which provide access from Matthews Avenue to Essendon Fields. It will also involve metering the inbound ramp at McNamara Avenue.

The project will have a major influence on the redevelopment of the Airport West Activity Centre, given potential changes to existing access, road and bridge layouts and pedestrian movements. Construction will begin in late 2015 and finish in early 2018.

## 4 | Key Achievements Since 2008

The existing Airport West Activity Centre structure Plan was prepared between 2007 and 2008 and, following extensive community consultation, was adopted in June 2008. As well as providing a framework for new private development, the plan includes numerous recommendations and actions to be implemented by Council and other State Government agencies. Key achievements to date are outlined below.

### 4.1 Planning Initiatives

- Amendment C107 to the Moonee Valley Planning Scheme introduced the 2008 Structure Plan as a reference document in 2012. The amendment also introduced new objectives, strategies and policy guidelines contained in the Structure Plan in relation to built form and land use.
- Amendment C107 also made various zoning and overlay changes to implement some of the initiatives in the Structure Plan, including:
  - a. Rezoning land to the north of Moore Road and to the east of Westfield Shopping Centre from the former mix of Industrial 1, Industrial 3 and Business 4 Zones to the Business 2 Zone (since superseded by the Commercial 1 Zone) and applying the Environmental Audit Overlay to the same land.
  - b. Rezoning all land in the Airport West industrial precinct to the south of Moore Road that was zoned Industrial 1, Industrial 3 and Business 4 Zones to the Business 3 Zone (since superseded by the Commercial 2 Zone)

### 4.2 Public Realm and Open Space Initiatives

- Streetscape improvements - in the form of street tree planting along Matthews Avenue.
- Airport West Activity Centre Water Sensitive Urban Design Strategy (2012) - this strategy identifies opportunities to plan future Water Sensitive Urban Design (WSUD) projects, improve stormwater quality, as well as increase Airport West's liveability by providing more vegetation, reducing the heat island effect, protecting urban ecology, local waterways and the bay.
- Clydesdale Road Main Drain Storm Water Harvesting Opportunities Investigation Report (2014) - this report investigates stormwater harvesting opportunities along the Clydesdale Road main drain. It pays particular attention to the Green Spine which is in the upper reaches of the drain. The results of the report can be used by Council to decide upon the best course of action and to determine which option offers the greatest

benefit to the Airport West community.

- Green Spine Master Plan (2014) - this master plan has been prepared for the linear park that runs along the Airport West Easement between Parer Road and Fraser Street. The plan seeks to create a community focused design that improves the parkland through features such as BBQs, plantings, play spaces, shelters and seating. It also includes a design for harvesting, cleaning and re-using local stormwater which could include the creation of water features such as seasonal creek beds, ponds and underground water storage. Once implemented, the design will also improve the quality of local waterways
- The draft 2015/16 budget provides for the construction of the Green Spine in the 2015/16 financial year.

### 4.3 Walking and Cycling Initiatives

- Airport West to Essendon Fields Pedestrian and Bicycle Links Connectivity Study (2013) - sets out a feasibility assessment of potential pedestrian and bicycle links between Airport West and Essendon Fields. A number of recommendations were made as part of the study and will be considered as part of future capital work programs.
- Directional Signage - Signs have been rolled out as part of a wayfinding signage project to encourage local residents and visitors to walk to key destinations around Airport West and promote key attractions within the area.

## Policy context | 5

A range of State Government and Council policies will inform the review of the Airport West Activity Centre Structure Plan. This section provides a summary of those policies.

### 5.1 State Planning Policy

All Victorian councils operate within a broader State Government planning policy framework. To this end, it is essential that all planning decisions made by Council support the broader strategic direction provided by the State Government. This ensures a coordinated approach to urban planning issues across metropolitan Melbourne.

#### 5.1.1 Plan Melbourne

Plan Melbourne sets out the State Government's vision to manage Melbourne's growth and development to the year 2050, specifically to house, employ and move more people within the metropolitan area as the city grows.

The Strategy provides the following vision for Melbourne's future: Melbourne will be a global city of opportunity and choice.

This will be achieved by:

- Protecting the suburbs
- Developing in defined areas near services and infrastructure
- Creating a clearer and simpler planning system with improved decision making
- Rebalancing growth between Melbourne and regional Victoria, and
- Identifying an infrastructure pipeline.

In addition to its activity centre status, Airport West is identified in Plan Melbourne as an urban renewal opportunity with increased development and employment due to its access to established infrastructure, transport, commercial precincts and Essendon Fields as well as its close proximity to Melbourne's CBD.

particular relevance to the Airport West Structure Plan review process:

- Clause 11 – Settlement provides specific objectives and strategies for activity centres, active centre planning and structure planning. It encourages the concentration of major retail, residential, commercial, administrative and cultural developments into activity centres, which provide a variety of land uses and are easily accessible.
- Clause 15 – Built Environment and Heritage requires all new development to achieve high quality urban design and architectural outcomes that contribute positively to local urban character and enhance the public realm. It also encourages the identification and conservation of places of heritage significance.
- Clause 17 – Economic Development encourages development that will meet the community's needs for retail, entertainment, office and other commercial services. It also supports the establishment of commercial facilities in existing or planned activity centres. It seeks to ensure the availability of land for industry and to create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education.
- Clause 18 – Transport seeks to create a safe and sustainable transport system by integrating land use and transport. This includes concentrating key trip generators such as higher density residential developments in and around activity centres.
- Clause 19 – Infrastructure encourages the development of social and physical infrastructure in a manner that is efficient, equitable, accessible and timely. It also seeks to provide land for a range of accessible community resources including education, cultural and health facilities.

#### 5.1.2 State Planning Policy Framework (SPPF)

Every municipal planning scheme in Victoria includes the State Planning Policy Framework (SPPF). The SPPF comprises general principles for land use and development in Victoria. To ensure integrated decision making across state and local governments, Council is required to adhere to the broader policy direction contained in the SPPF.

The following clauses in the SPPF are considered to be of

### 5.2 Local Planning Policy

#### 5.2.1 Local Planning Policy Framework (LPPF)

The Local Planning Policy Framework (LPPF) sets the local policy context for Moonee Valley. It consists of a Municipal Strategic Statement and four local planning policies.

##### Municipal Strategic Statement (MSS)

Council's MSS presents the planning vision for Moonee

## 5 | Policy context

Valley. The following clauses within the MSS are considered most relevant to the Airport West Structure Plan review:

- Clause 21.04 – Sustainable Environment identifies the key environmental issues for Moonee Valley as climate change resilience, urban ecology, environmentally sustainable development, open space and linkages, rivers and creek corridors, potentially contaminated land and waste. Importantly, it affirms Council's commitment to encouraging best practice and improving the sustainability of the built environment through the use of the Sustainable Design Assessment in the Planning Process (SDAPP) program.
- Clause 21.05 – Housing seeks to provide a variety of housing choices in appropriate locations to meet the needs of an increasingly diverse range of households. Specifically, it encourages residential development in locations which have the capacity for change due to accessibility to public transport, services, commercial development and shops, within existing activity centres or along major transport routes.
- Clause 21.06 – Built Environment identifies the key built environment issues as neighbourhood character, heritage, safety, health and wellbeing, urban design and signage. Of relevance to the structure plan review, it encourages contemporary development that is innovative, legible and designed in a manner that responds to its location and context. It also states that, where relevant, all new development must be designed to protect flight safety by recognising its proximity to Essendon Airport and the height restrictions within airspace prescribed under the Airports Act 1996.
- Clause 21.07 – Activity Centres seeks to promote commercial, retail and residential growth within defined activity centres. It also identifies the need to apply the Design and Development Overlay to implement future built form guidelines for Airport West Activity Centre.
- Clause 21.08 Economic Development recognises that while manufacturing remains the highest output industry in the local economy, traditional industrial precincts in Airport West and Essendon Fields are evolving into dynamic employment hubs that have diversified to include a range of non-traditional industrial land uses. This clause highlights the need for improvements to the appearance, access and functionality of existing industrial precincts to encourage a transition to higher value-added uses. It also underlines the need for new commercial development

to maximise investment and employment opportunities in activity centres.

- Clause 21.09 – Transport seeks to reduce environmental impacts of transport and improve access to sustainable modes of transport. In particular, it encourages a greater percentage of road space within activity centres to be dedicated to pedestrians and cyclists. Actions relevant to Airport West include preparing a Car Parking Plan and advocating for the Melbourne Airport Rail Link, with the preferred option being the Flemington Link Corridor with stations at Airport West and East Keilor.

### Local Planning Policies (LPPs)

LPPs are tools used to implement the objectives and strategies of the MSS. LPPs give Council an opportunity to state its view on a particular planning issue or its future intentions for an area. The Moonee Valley Planning Scheme contains four LPPs, all of which are relevant to the study area.

- Clause 22.02 – Public Open Space Contribution implements the Moonee Valley Open Space Strategy and requires a contribution of five per cent of the land value for all subdivision of three lots or more. The policy identifies when and where land contributions for public open space are preferred over cash contributions and ensures that, where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council, to satisfy the public open space contribution requirement.
- Clause 22.03 – Stormwater Management (Water Sensitive Urban Design) seeks to achieve best practice water quality objectives and promotes the use of water sensitive urban design, including stormwater re-use. This policy applies to applications for new buildings and works, extensions which are 50 square metres in floor area or greater to existing buildings and subdivision in a commercial zone.
- Clause 22.04 – Licensed Premises Policy provides guidance around the consideration of new licensed premises and changes to the operation of existing licensed premises in order to minimise the potential for future negative impacts.
- Clause 22.05 – Gaming applies to all applications to install or use a gaming machine or use land for gaming. The policy seeks to minimise harm from gaming and the incidence of problem gaming, discourage the location of gaming machines in, and proximate to, disadvantaged areas and vulnerable communities, minimise opportunities



## Policy context | 5

for convenience gaming and protect the amenity of surrounding uses of venues containing gaming machines.

### 5.3 Zones and Overlays

Zone and overlay controls form part of the Victoria Planning Provisions and are used in all Victorian planning schemes. They typically build on the policy direction provided in the SPPF and LPPF.

The content and nature of all Zones and Overlays is determined by the State Government, however Council can decide where they should be applied throughout the municipality. Some zones and overlays also allow Council to include a schedule that can address local issues or provide direction on the preferred future development of an area.

#### 5.3.1 Zones

Every parcel of land within the municipality is zoned for a particular use. This helps Council to encourage certain types of use and development to establish within appropriate locations. For example, zoning controls prevent the spread of inappropriate commercial or industrial uses into sensitive residential areas.

Figure 3 shows the zoning controls applicable to the Airport West study area.

All of the zones are listed in the planning scheme and each one has a purpose and a set of requirements. This information will prescribe whether a planning permit is required, and the matters Council must consider before deciding whether to grant a permit.

Table 1 provides a summary of the primary objectives of the zones relevant to Airport West.

When Council undertakes strategic work for activity centres, it sometimes becomes apparent that additional land is needed to accommodate a particular use. For example, a growing centre such as Airport West may require additional commercial, recreational or community spaces.

In such instances, and following consultation with landowners and the broader community, it may be possible for Council to amend the planning scheme to rezone land to satisfy this need.

#### 5.3.2 Overlays

In addition to the zone requirements, the planning scheme also includes a suite of overlay controls to provide further direction relating a range of issues such as heritage, flooding and contaminated land.

Overlay controls can be used to require specific development outcomes for a key site or to control the height, setback and built form outcomes for a given area. There are six overlay controls that apply to various parcels of land within the study area. These are listed in Table 2 and shown in Figure 4.

## 5 | Policy context

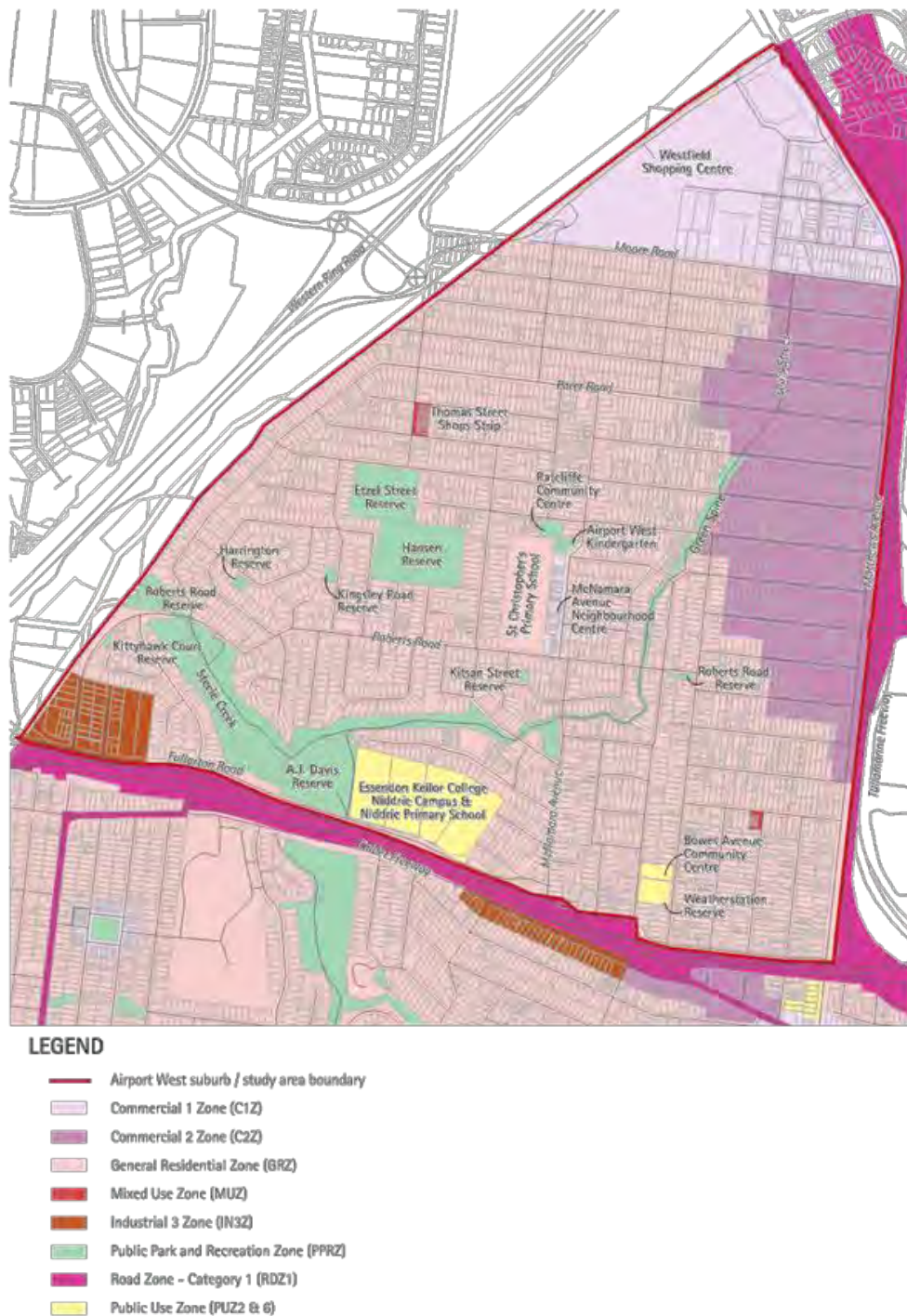


Figure 3: Land Use Zoning in Airport West

## Policy context | 5

Table 1: Zones affecting Airport West

Zone	Affected land	Primary purpose of zone
General Residential Zone	Applies to all residential land across the study area.	Allows for diversity of housing types and moderate housing growth that respects neighbourhood character in areas deemed to have good access to services and facilities. It also allows educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.
Mixed Use Zone	Applies to two small local strip shopping centres on Thomas Street and Creswell Street.	Allows for a range of residential, commercial, industrial and other uses that complement the mixed use function of the area. It also allows for higher density housing and the development of land in line with the existing or preferred neighbourhood character.
Industrial 3 Zone	Applies to a pocket of land along Fullarton Road in the south-west of the study area.	Provides for industries and associated uses where special consideration of the nature and the impacts of industrial uses are required and where the safety and amenity of adjacent and more sensitive land is required. It also allows for the development of limited retail opportunities, including convenience shops, small scale supermarkets and associated shops.
Commercial 1 Zone	Applies to the commercial areas north of Moore Street, the retail areas of Westfield Airport West and the McNamara Avenue Neighbourhood Centre.	Aims to 'create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses' and to 'provide for residential uses at densities complementary to the role and scale of the commercial centre'.
Commercial 2 Zone	Applies to the commercial areas to the west of Matthews Avenue.	The purpose of the zone is to 'encourage commercial areas for offices, appropriate manufacturing and industries, bulky good retailing, other retail uses, and associated business and commercial services' and to 'ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses'.
Public Use Zone	Applies to a small portion of Essendon Airport (PUZ1), Essendon Keilor College and Niddrie Primary School (PUZ2), Weather Station Park and Bowes Avenue Community Centre (PUZ6).	Denotes public land for a wide range of public utility and community services and facilities. Allows for uses that are consistent with public spaces such as service and utility, education, transport, health and community.
Public Park and Recreation Zone	Applies to a wide range of parks and open spaces within the study area, including Hansen Reserve, A.J. Davis Reserve and Steele Creek.	Allows of uses such as informal outdoor recreation and open sports grounds.



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Table 2: Overlays affecting Airport West

Overlay	Affected land	Primary purpose of overlay
Heritage Overlay	St Christopher's Roman Catholic Church on Roberts Road.	Seeks to conserve and enhance places of natural or cultural significance.
Design and Development Overlay (Schedules 8 and 9)	Applies to properties adjacent to the end of Essendon Airport's runways in the south of the study area.	Seeks to control development and ensure there are no obstacles to safe take-off and landing at Essendon Airport. The overlay specifies that all buildings and works in the area are within specified height limits and that appropriate external building materials are used to avoid creating hazards.
Environmental Significance Overlay	Applies to a pocket of land along Fullarton Road in the south-west of the study area.	Provides for industries and associated uses where special consideration of the nature and the impacts of industrial uses are required and where the safety and amenity of adjacent and more sensitive land is required. It also allows for the development of limited retail opportunities, including convenience shops, small scale supermarkets and associated shops.
Special Building Overlay	Affects the Green Spine linear park (with the underground Clydsdale main drain).	Identifies land liable to inundation by overland flows from the urban drainage system.
Land Subject to Inundation Overlay	Affects the Steele Creek corridor which is located to the west and south-west of the study area.	Identifies areas subject to flooding and helps to minimise damage to development by ensuring passage and temporary storage of floodwaters.
Environmental Audit Overlay	Applies to former industrial land in the north-east of the study area.	Ensures that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.



Policy context | 5

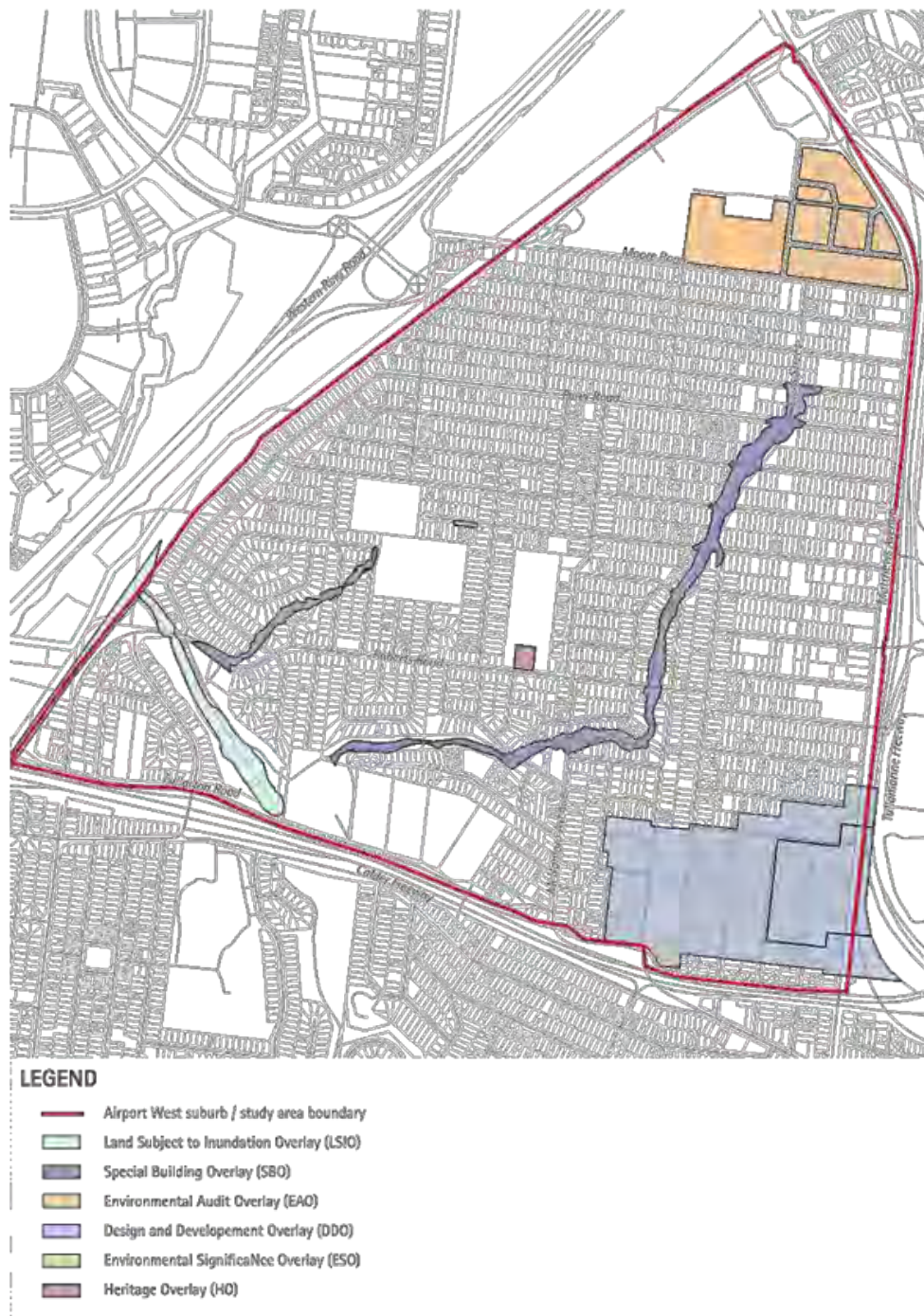


Figure 4: Overlays in Airport West

## 5 | Policy context

### 5.4 Council Policies

In addition to State and local planning policies, a number of Council policies will inform the revised Structure Plan. These are summarised below.

#### Moonee Valley Next Generation 2035 Community Vision (2012)

Moonee Valley Next Generation 2035 (MV2035) creates an overarching guide that sits above all other Council strategies and plans. It provides a shared understanding of the community's values and aspirations for the long term. Alongside other research, data and policy directions set by the State and Commonwealth Governments, the Community Vision provides a framework, goals and underpinning values that will drive future decision making.

The MV2035 vision is:

In 2035 Moonee valley will be a city of clean, green and beautiful, vibrant, diverse and sustainable communities that people experience as friends and safe to live in.

The key themes of MV2035 are:

- Friendly and safe – a community where people feel connected and safe
- Green, clean and beautiful – a sustainable environment for future generations
- Sustainable living – clear direction for growth and development of the City
- Vibrant and diverse – opportunities for all

#### Moonee Valley Council Plan 2013–17

The Council Plan sets out the medium-term strategic direction for Council. The plan outlines the areas Council will focus on to satisfy local community needs and sets out a range of initiatives that will facilitate quality outcomes for the community. It contains specific strategies, strategic indicators and a strategic resource plan that contributes to achieving the objectives of MV2035.

#### Moonee Valley Economic Development Strategy (2014)

The Economic Development Strategy is a long term vision to drive the economic growth of the municipality. It will be achieved through shorter term action plans reviewed every four years.

The following two themes outlined in the strategy are most relevant to Airport West:

- *Theme 1 – Active Precincts for all* – Activity centres are vibrant hubs where people shop, work, meet, relax and often live.

- *Theme 5 – Creating jobs for everyone* – Moonee Valley will encourage the aviation and automotive industries to expand and develop in Essendon Fields and Airport West.

#### Moonee Valley City Sustainability Policy (2013)

The City Sustainability Policy provides progressive, big-picture policy directions that will help Moonee Valley become a better place to live and work. The policy provides guidance through the use of four themes which the community has told Council are important to them. These are:

- Urban Ecology – Greening our City
- Living Locally – Designing our City Better
- Your Home and Workplace – Lessening the Impact
- Valuing our Resources – Ways to lessen our waste

The policy directions have been designed to bring together Council's social, economic and environmental goals. Of particular relevance to the Structure Plan review, the policy adopts the Complete Streets principles. A 'Complete Street' is one that is designed for people, not just cars. Complete Streets enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

#### Moonee Valley Neighbourhood Character Study (2012)

Council adopted a Neighbourhood Character Study and Neighbourhood Character Precinct Profiles for each residential area of Moonee Valley. Planning applications for development in the General Residential Zone will need to have regard to the preferred neighbourhood character statement and design guidelines of the relevant precinct.

In Moonee Valley, five broad character types have been identified across the city which correlate with key periods of development (refer Figure 5). These are:

- Inner Urban
- Urban Contemporary
- Garden Suburban
- Garden Court
- Central Residential

Each typology is further divided to better reflect the differences in building configuration and siting of a dwelling on the land. The Study identifies three residential character areas within Airport West – Garden Suburban 7 (GS7), Garden Court 3 (GC3) and Central Residential 2 (CR2). The characteristics of these areas are discussed in detail in Section 7.3.6 of this report.



Policy context | 5

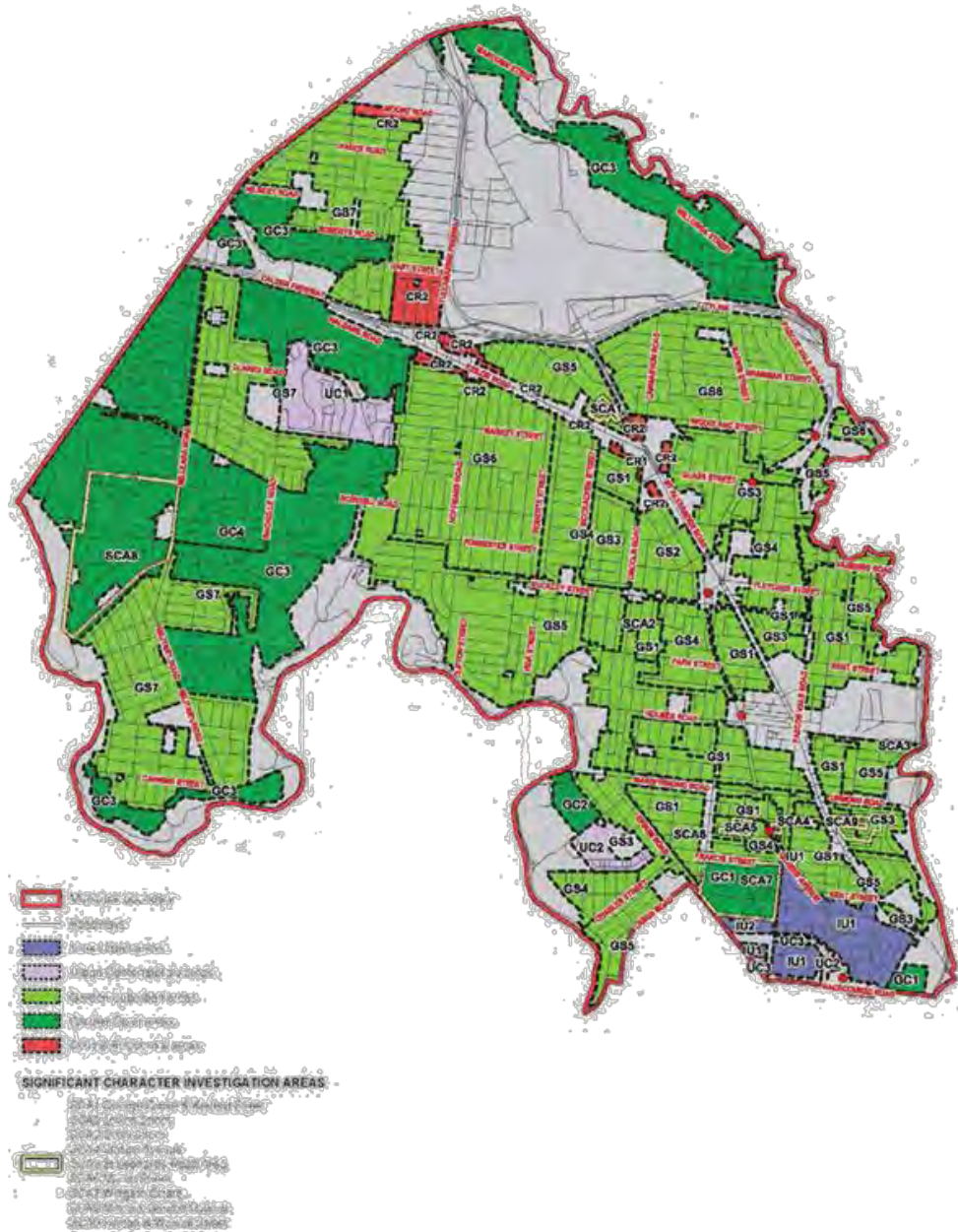


Figure 5: Neighbourhood Character Precinct Area Map

## 5 | Policy context

### Moonee Valley Housing Strategy (2010) and Review (2015)

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

Since this Strategy was adopted in 2010, there have been a number of changes both to demographics, as well as housing policy, particularly at a State Government level. Of particular importance is the introduction of new residential zones discussed previously in Section 3.2 of this report.

Council is therefore developing a new Housing Strategy to better address the current issues related to the housing needs of residents now and over the next 10 years.

### Moonee Valley Integrated Transport Plan (2008)

The Integrated Transport Plan (ITP) seeks to provide quality transport networks while meeting the future challenges of population growth, increasing congestion, rising fuel costs, peak oil, climate change and an ageing population. The plan aims to create choices for movement of people and goods through a network of vibrant, accessible mixed use centres which are closely aligned with and accessible by public transport, walking and cycling.

The key ITP contains several key recommendations that are related to the Airport West Activity Centre, including the creation of a transport hub at Airport West/Essendon Fields and a requirement for developers to build an additional pedestrian link between Airport West and Essendon Fields near Victory Road (Tram Stop 58).

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

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

Council has therefore identified the need to review the ITP. An initial discussion paper will be exhibited for public comment in late 2015.

### Moonee Valley Walking and Cycling Strategy 2012-2022

The Moonee Valley Walking and Cycling Strategy is a 10-year plan to increase the number of cycling and walking journeys for people of all ages. The aims of the Walking and Cycling Strategy include:

- Developing a walking and cycling culture, including increasing the number of people who walk and cycle, particularly for short trips (under a 2 km walk and a 5 km ride).
- Prioritising walking and cycling in planning and decision-making processes across Council.
- Promoting walking and cycling as easy, healthy, inexpensive and enjoyable ways to travel that also promote social inclusion.

The Strategy recommends that improvements in infrastructure be accomplished by programs designed to inspire, integrate and improve the convenience of walking and cycling in Moonee Valley. It includes a comprehensive list of key recommendations directly related to the Airport West Activity Centre.

### Municipal Parking Strategy (2011)

The Municipal Parking Strategy adopts a set of eight comprehensive, rigorous, effective and fair management tools. It aims to manage the parking demands of today, whilst taking a long term perspective to transition Moonee Valley to a more sustainable city.

### Moonee Valley Parking Permit Policy (2013)

The Parking Permit Policy assists Council manage parking across the municipality in a strategic way for the benefit of the whole community. It states the tools, principles and procedures Council will follow in order to manage its Parking Permit system now and into the future.

### Moonee Valley Open Space Strategy (2011)

The Moonee Valley Open Space Strategy (MVOSS) provides a detailed analysis of public open space provision throughout the municipality. It outlines a hierarchy of open space and identifies gaps in provision within particular areas across Moonee Valley.

The types of open space considered in the MVOSS include recognised public open spaces such as parks, creeks, reserves and playgrounds as well as civic and urban spaces within key activity centres. Of relevance to the Airport West Structure Plan review is that the MVOSS identifies gaps in open space provision within the study area.



## Policy context | 5



*Image 4 : Playground*

### **Community Facilities Plan (2011)**

This plan provides an assessment of the quantity and quality of existing community facilities in Moonee Valley, their varied functions and the needs of citizens and other users. The plan seeks to provide a strong network of facilities across the municipality for people to meet and participate in the life of their communities and neighbourhoods.

## 6 | Demographic Profile

A demographic and socio-economic analysis was undertaken for the study area using ABS 2011 Census data and Id Consultants' population forecasts. A summary of key socio-economic and demographic characteristics of residents living within Airport West is provided below.

- **Resident population** – The total population in 2011 was 6,958 and comprised of 3,389 (49%) males and 3,569 (51%) females. The population is currently estimated to be 7,552.
- **Age profile** – In 2011, the dominant age structure for people living in Airport West was 40 to 44, which accounted for 7.9% of the total population. The largest increase in persons between 2011 and 2026 is forecast to be in ages 30 to 34.
- **Place of birth** – Overall, 27.1% of the population was born overseas, and 23.2% were from a non-English speaking background. The largest non-English speaking country of birth in Airport West was Italy (8.9%).
- **Household type** – In 2011, the proportion of lone person households was 25.3% while the proportion of couples without children was 26.3%. 27.1% of total families were couple families with child(ren), and 13.4% were one-parent families.
- **Housing mix** – In 2011, there were 2,250 separate houses in the area, 662 medium density dwellings, and no high density dwellings. Medium density housing therefore accounts for 22% of dwellings in Airport West.
- **Income** – The median household income in Airport West was \$1,141 per week.
- **Education** – Compared to Moonee Valley overall, in 2011 there was a lower proportion of people in Airport West holding formal qualifications (Bachelor or higher degree; Advanced Diploma or Diploma; or Vocational qualifications), and a higher proportion of people with no formal qualifications. Overall, 39.3% of the population aged 15 and over held educational qualifications, and 49.9% had no qualifications.
- **Occupation** – In 2011 the three most popular occupations were:
  - Clerical and Administrative Workers (621 people or 18.8%)
  - Professionals (605 people or 18.3%)
  - Technicians and Trades Workers (548 people or 16.6%)
- **Employment status** – The size of the Airport West labour force in 2011 was 3,479, of which 1,070 were employed part-time and 2,146 were full time workers.

### 6.1 Resident Population

The total population of Airport West in 2011 was 6,958 and comprised of 3,389 (49%) males and 3,569 (51%) females. This represents an increase of 4.5% from 6,660 in 2006.

The current (2015) resident population is estimated by Id Consultants to be 7,552.

There was a decline in population of 18% (1,410) over the period 1981–2006 from 8,069 down to 6,659 before the trend was reversed and an increase of 299 residents (4.5%) occurred over the period 2006–2011. Id Consultants project that the suburb's population will increase by 20% or 1,464 residents over the period 2011–2031 (see Figure 6).

## Demographic Profile | 6

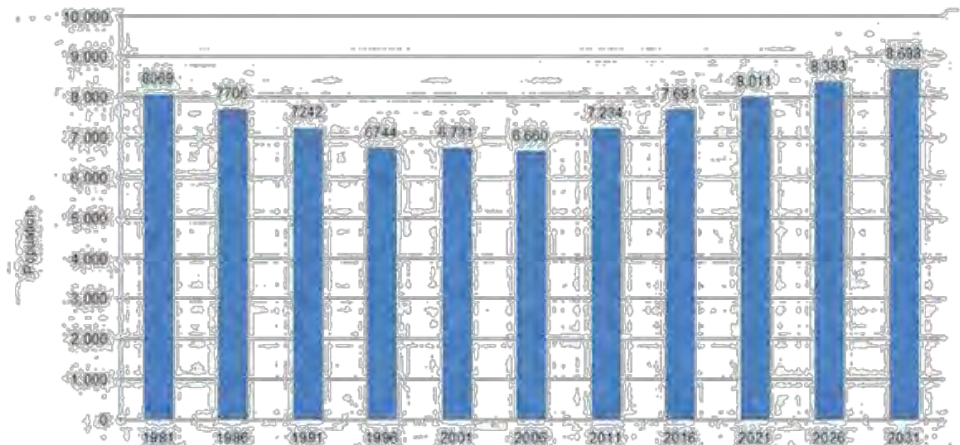


Figure 6: Airport West – Historic and Projected Population Growth 1981–2031  
 Source: ID Consultants, ABS, DTPLI Suburbs in Time

### 6.2 Age Profile

Airport West's existing age profile is particularly interesting when compared to Moonee Valley overall. As Figure 7 indicates, there is a higher proportion of residents in the older age groups over 60 years as well as notably smaller proportion of residents in the age groups from 5–9 year up to 20–24 year age groups.

The proportion of residents aged 0–4 years however is comparable to that of Moonee Valley after having increased from 4.7% to 6% over the period 2001–2011. Over the same period the proportion within Moonee Valley remained stable at just under 6%. This trend suggests that there may be younger families moving into Airport West consistent with an underlying process of gentrification.

The decline and subsequent projected increase in population over the 50 year profile of 1981–2031 highlights the cyclical nature of a suburb's life cycle. Figure 8 shows the five yearly population change for individual age groups. The notable decline in the population of the 0–4, 5–17 and 18–24 year olds has gradually reversed. Similarly, the population of the 35–49 year age group representing parents of these younger age groups has also transitioned from negative to positive population growth which is projected to continue. The demographic shifts occurring in Airport West is also reflected in the growth in the number of residents aged over 60 years declining significantly and projected to continue to be negative.

This shift in population growth from older to younger age groups is reflected in the projected total population of each group. As Figure 9 shows, the population of all

age groups up to 60 years is forecast to grow strongly compared to a stabilisation in the population of those aged over 60 years.

## 6 | Demographic Profile

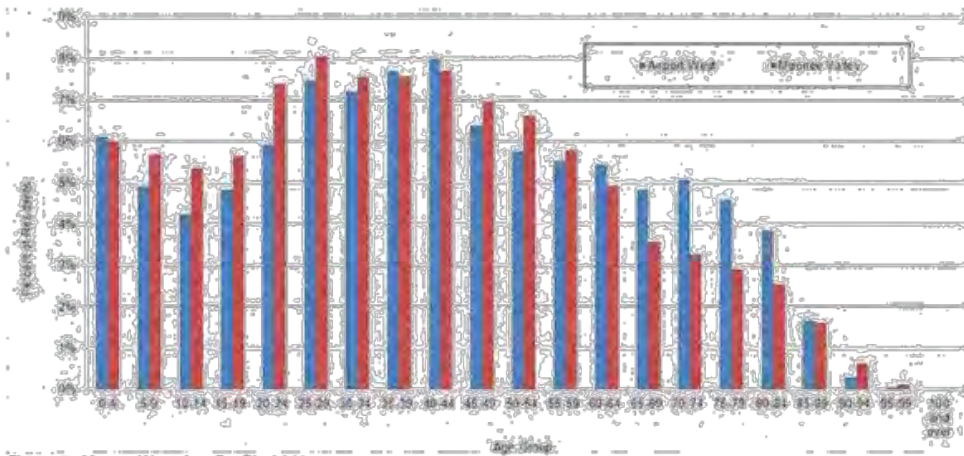


Figure 7: Airport West Age Profile 2011  
 Source: ABS

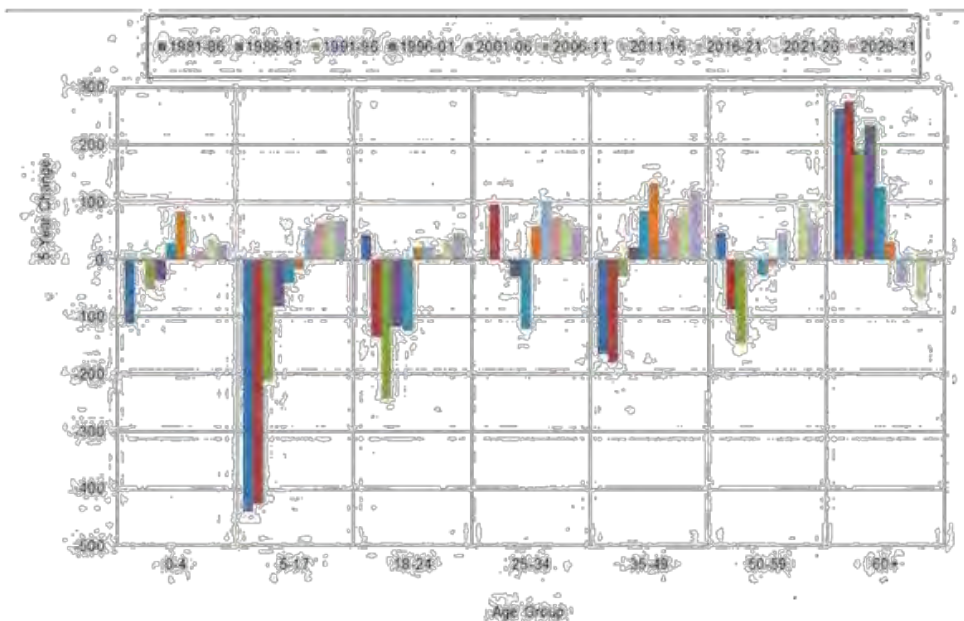


Figure 8: Airport West – Population Change (5 yearly) by Age Group 1981-2031  
 Source: ABS, ID Consultants, DTPLI



## Demographic Profile | 6

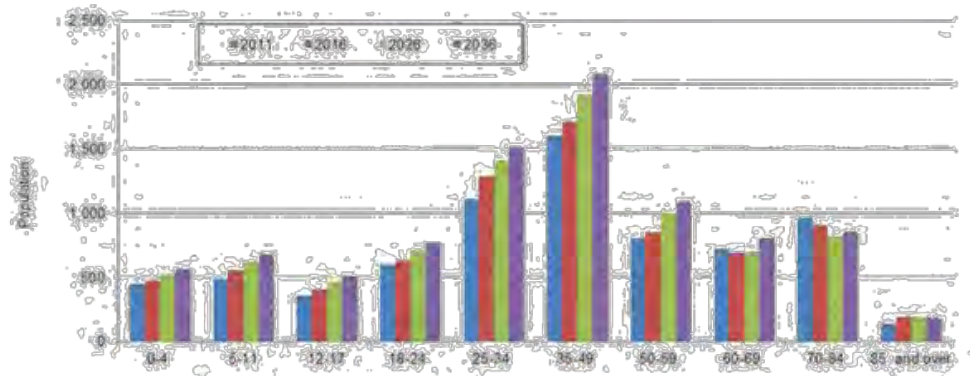


Figure 9: Airport West – Projected Population by Age Group  
Source: ID Consultants

## 6 | Demographic Profile

### 6.3 Birthplace

Country of birth data is indicative of the level of cultural diversity in Airport West. Overall, 27.1% of the Airport West population was born overseas, and 23.2% were from a non-English speaking background, compared with 27.3% and 22.9% respectively for the City of Moonee Valley. The largest non-English speaking country of birth in Airport West was Italy, where 8.9% (619 people) of the population were born.

Between 2006 and 2011, the number of people born overseas decreased by 76 (2.0%), and the number of people from a non-English speaking background decreased by 50 (3.0%). The largest changes in birthplace countries of the population in this area between 2006 and 2011 were for those born in:

- Italy (-71 persons)
- India (+67 persons)

Table 3: Birthplace – ranked by size

Airport West			2011			2006			Change
Birthplace	Number	%	City of Moonee Valley %	Number	%	City of Moonee Valley %	2006 to 2011		
Italy	619	8.9	5.0	690	10.4	5.8	-71		
United Kingdom	144	2.1	2.3	148	2.2	2.5	-4		
India	121	1.7	2.3	54	0.8	1.2	+67		
Greece	105	1.5	1.4	111	1.7	1.5	-6		
Malta	91	1.3	0.7	116	1.7	0.8	-25		
China	81	1.2	1.4	50	0.8	1.3	+31		
Sri Lanka	77	1.1	0.5	91	1.4	0.5	-14		
New Zealand	62	0.9	1.2	61	0.9	0.9	+1		
Egypt	44	0.6	0.4	42	0.6	0.4	+2		
Croatia	38	0.5	0.6	52	0.8	0.6	-14		
Ireland	36	0.5	0.3	15	0.2	0.3	+21		
Philippines	31	0.4	0.5	22	0.3	0.4	+9		
Germany	28	0.4	0.5	34	0.5	0.5	-6		
Serbia / Montenegro (fmr Yugoslavia)	22	0.3	0.3	20	0.3	0.3	+2		
United States of America	22	0.3	0.3	17	0.3	0.2	+5		

Source: ABS, ID Consulting

Table 4: Birthplace – summary

Airport West			2011			2006			Change
Birthplace	Number	%	City of Moonee Valley %	Number	%	City of Moonee Valley %	2006 to 2011		
Total Overseas born	1,888	27.1	27.3	1,926	28.9	26.3	-38		
Non-English speaking backgrounds	1,614	23.2	22.9	1,664	25.0	22.0	-50		
Main English speaking countries	274	3.9	4.4	262	3.9	4.2	+12		
Australia	4,727	67.9	67.4	4,184	62.9	66.5	+543		
Not Stated	343	4.9	5.3	546	8.2	7.2	-203		
Total Population	6,958	100.0	100.0	6,656	100.0	100.0	+302		

Source: ABS, ID Consulting

## Demographic Profile | 6

### 6.4 Household Type

Id Consultants project growth across all household types within Airport West over the period to 2031, albeit at

different rates. In line with the underlying gentrification of the suburb discussed above, couple families with dependents and lone person households are projected to show the strongest growth.

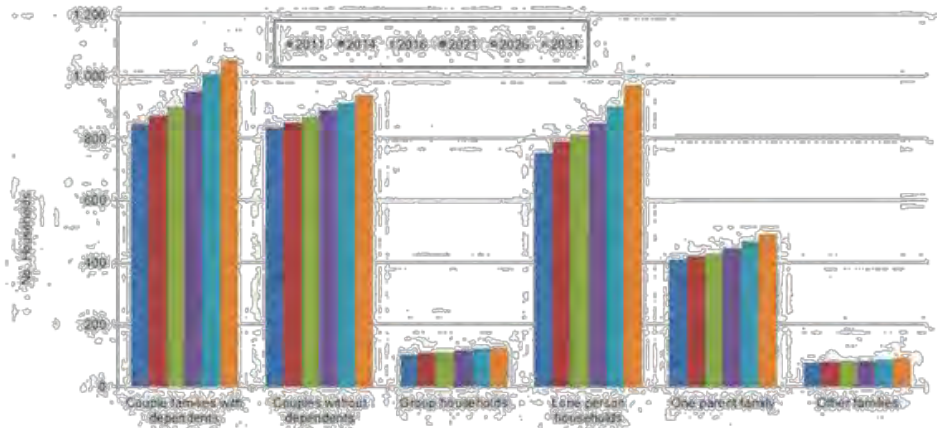


Figure 10: Airport West – Projected Household Type 2011–2031  
 Source: ABS



## 6 | Demographic Profile

### 6.5 Housing Mix

Census data confirms that Airport West has seen an increasing number of medium density dwellings<sup>1</sup> constructed over the past decade.

As table 5 indicates, the number of medium density dwellings within Airport West almost doubled over 2001-2011 from 348 to 622 dwellings, representing an average increase of just under 30 dwellings per annum. As a result, medium density housing now accounts for 22% of dwellings within Airport West.

Table 5: Airport West Housing Mix 2001-2011

Airport West	2001	2006	2011
Separate Houses	2,291	2,189	2,250
Medium Density Dwellings	348	571	622

Source: ABS

This proportion lies between that of Moonee Valley's two statistical local areas (SLAs) that account for the eastern and western portions of the municipality (refer Figure 11). The Moonee Valley-Essendon SLA, which includes sought-after locations serviced by rail services has 43% of all dwellings in the form of medium density housing compared to only 16% for the Moonee Valley-West SLA. Medium density dwellings account for 27% of metropolitan Melbourne's housing. The level of medium density housing within Airport West is generally consistent with that which would be expected based upon residential market conditions and the resulting demand for more affordable alternatives to traditional detached housing.

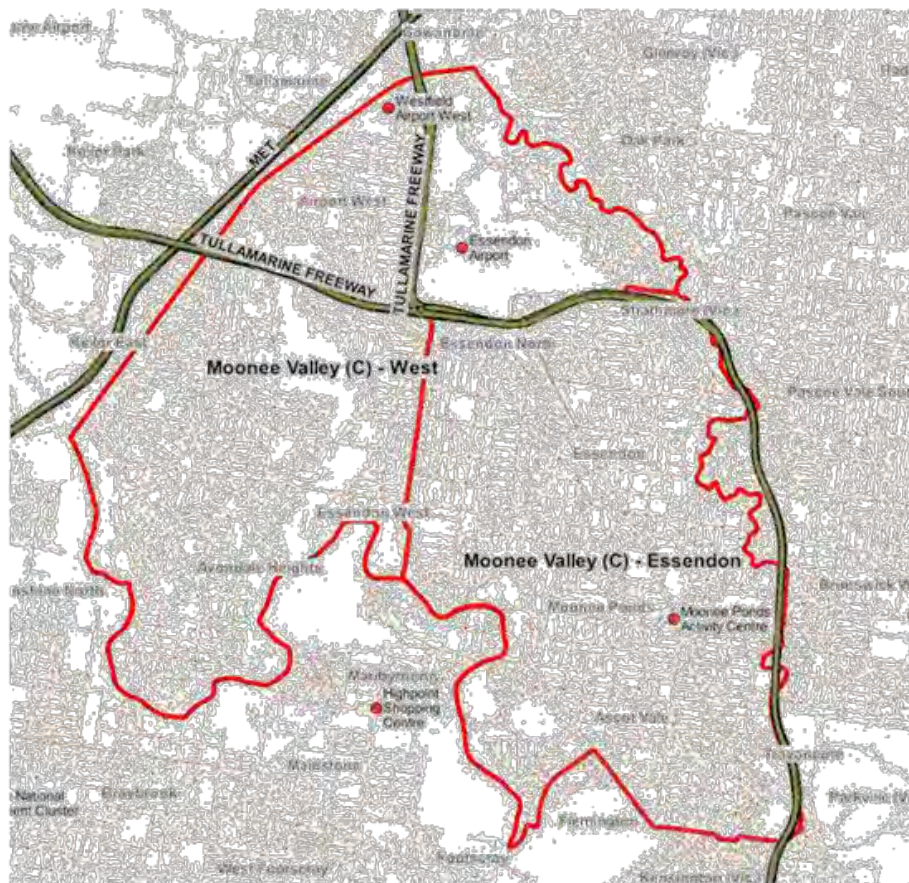


Figure 11: City of Moonee Valley Statistical Local Areas

<sup>1</sup>Medium density housing is defined as semi-detached dwellings (e.g. townhouses, flats, units and apartments.)



## Demographic Profile | 6

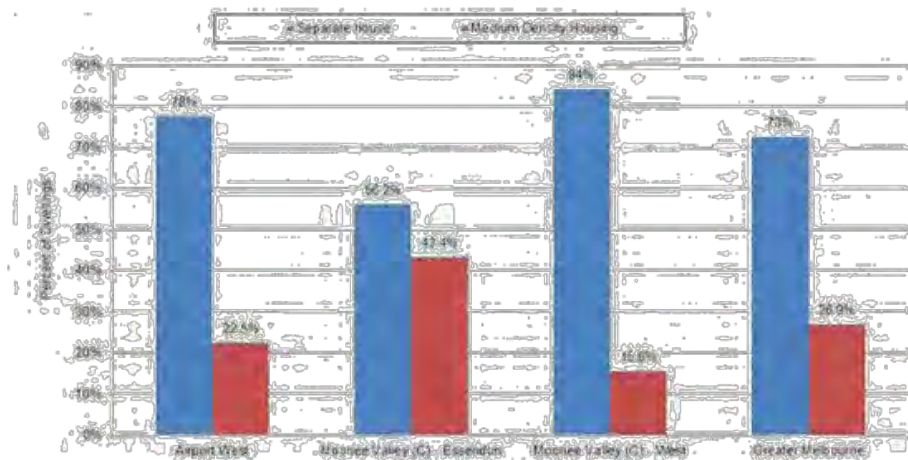


Figure 12: Occupied Dwelling Mix Comparison 2011  
Source: ABS

The age distribution of occupants of separate houses within Airport West is notably different to that of Moonee Valley overall and metropolitan Melbourne (refer Figure 13) with a higher proportion of residents in the 70-79 years and 80-89 years age group. Not only does this reflect the older age profile of Airport West's established residents, but also highlights the potential for a greater proportion of separate houses to become available for redevelopment for medium density housing in the near future.

Figure 14, which shows the proportion of each age group living in separate houses, further highlights the higher

proportion of older residents in Airport West living in these dwellings. In particular, while the proportion of Airport West residents within each age group living in separate houses is relatively similar to metropolitan Melbourne up until the 50-59 age group, there is a notable divergence after this. The likelihood of residents living in separate houses increases after 60 years whereas across the metropolitan area there is a downward trend. Figure 14 also shows that the proportion of 20-29 year old residents living in separate houses is higher in Airport West than across metropolitan Melbourne and notably more so than within the Moonee Valley-Essendon SLA.

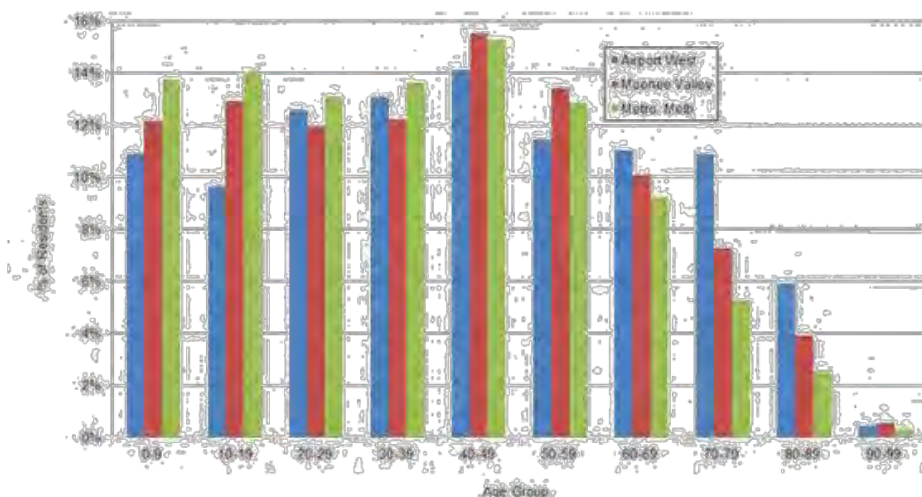


Figure 13: Separate Dwelling Occupants – Age Profile  
Source: ABS

## 6 | Demographic Profile

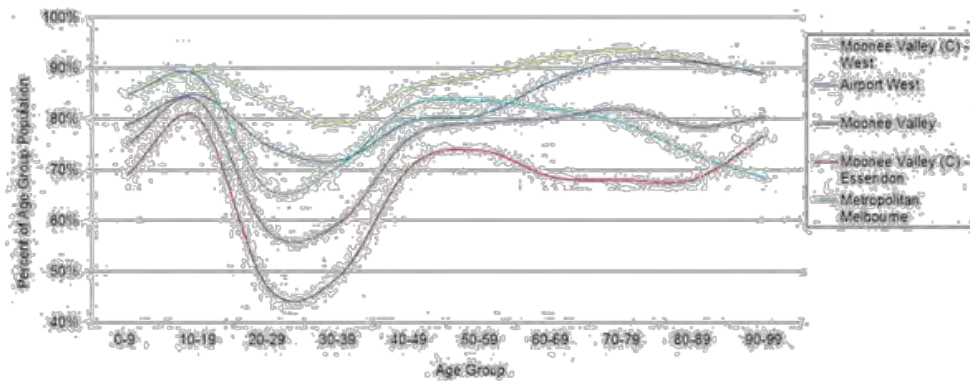


Figure 14: Separate Housing Occupancy Rate by Age Group  
Source: ABS

## Demographic Profile | 6

### 6.6 Household Income

In 2011 the median household income in Airport West was \$1,141 per week compared to \$1,377 and \$1,333 across Moonee Valley and metropolitan Melbourne respectively (see Table 6). However, median individual income levels have increased by 30% over 2006–2011 compared to only 23% across metropolitan Melbourne and slightly above 28.7% recorded across Moonee Valley. Similarly, household income has also increased at a slightly faster rate (26.4%) than it has across the metropolitan area (23.5%) but lower than for Moonee Valley overall (29.2%).

Using statistical measures such as medians to compare Airport West with other areas, however, overlooks the demographic composition of the population and the potentially short-term effect upon these broad-based socio-economic indicators. For example, as shown in Figure 7 (Airport West Age Profile), there appears to be a greater tendency for older residents of Airport West to 'age in place', which will skew the income distribution lower and give an incorrect impression of future household income levels.

A more meaningful indicator of household discretionary income would be that of full-time workers across the various age groups which would exclude older households that may not be living in the area in the future. Similarly, it would allow any increase in income

levels as a result of younger higher income households moving into the area to be identified.

Figure 15 shows the income distribution for full-time workers living in Airport West relative to the City of Moonee Valley by age group. 20% of Moonee Valley's resident full-time workers aged 30–39 years earn more than \$2,000 per week compared to only 11% of Airport West residents, indicating a variance of minus 9%. The variance however is much greater for older age groups being around minus 15%.

A similar trend may be seen for the \$1,500–\$1,999 income band. The opposite trend may be observed for the lower and middle income bands with older workers in Airport West being more likely to be in these income groups than younger workers when compared to the municipal level.

This suggests that there may be a level of gentrification occurring within Airport West as a result of younger resident workers earning incomes more consistent with the municipal average than their older counterparts. As such, the gap between incomes earned by residents of Airport West and the wider municipality is narrowing based on this inter-generational comparison. This trend is also reflected in median house prices increasing faster than elsewhere within Moonee Valley as higher income households move into the area.

Table 6: Median Income Measures 2006 and 2011

	Area	Personal	Family	Household
2006	Airport West	\$415	\$1,079	\$903
	Moonee Valley	\$488	\$1,319	\$1,066
	Greater Melbourne	\$481	\$1,242	\$1,079
2011	Airport West	\$539	\$1,360	\$1,141
	Moonee Valley	\$628	\$1,776	\$1,377
	Greater Melbourne	\$591	\$1,576	\$1,333
Increase	Airport West	29.3%	26.0%	26.4%
	Moonee Valley	28.7%	34.6%	29.2%
	Greater Melbourne	22.9%	26.9%	23.5%

Source: ABS

## 6 | Demographic Profile

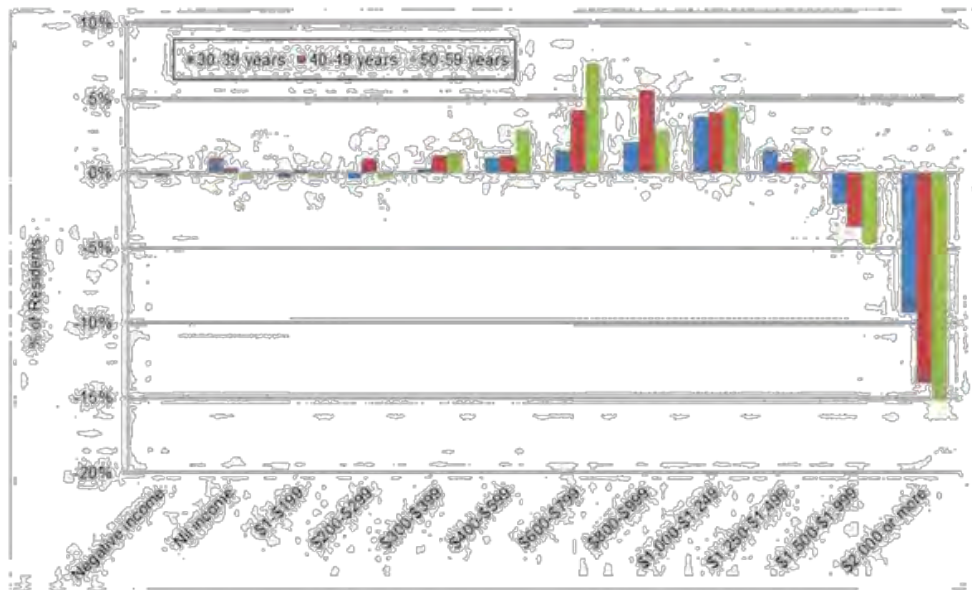


Figure 15: Airport West – Variance of Individual Income Distribution from City of Moonee Valley 2011\*

Source: ABS, Charter Keck Cramer

\*full-time workers

### 6.7 Education

Individual income levels are closely aligned with the education level of residents which is steadily increasing across the age groups as shown in Figure 16. This is

also a key driver of residential gentrification and an increased availability of household expenditure that may be directed towards local businesses.

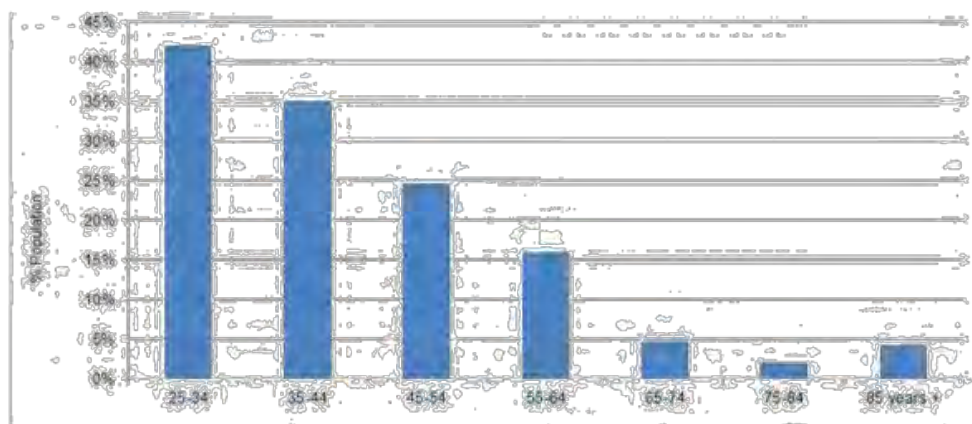


Figure 16: Airport West – Tertiary Educated Residents by Age Group (% Age Group Population)

Source: ABS, Charter Keck Cramer



## Demographic Profile | 6

### 6.8 Employment Status

The size of the Airport West labour force in 2011 was 3,479, of which 1,070 were employed part-time and 2,146 were full time workers (refer Table 7).

Analysis of the employment status (as a percentage of the labour force<sup>2</sup>) in Airport West in 2011 compared

to the City of Moonee Valley shows that there was a similar proportion in employment, as well as a similar proportion unemployed. Overall, 95.6% of the labour force was employed (56.2% of the population aged 15+), and 4.4% unemployed (2.6% of the population aged 15+), compared with 95.3% and 4.7% respectively for the City of Moonee Valley.

Table 7: Employment Status

Airport West - Total persons (Usual residence)		2011		2006		Change	
Employment status	Number	%	City of Moonee Valley %	Number	%	City of Moonee Valley %	2006 to 2011
Employed	3,326	95.6	95.3	2,908	95.0	95.1	+418
Employed full-time	2,146	61.7	61.0	1,969	64.3	62.0	+177
Employed part-time	1,070	30.8	32.3	875	28.6	30.3	+195
Hours worked not stated	110	3.2	1.9	64	2.1	2.8	+46
Unemployed (Unemployment rate)	153	4.4	4.7	154	5.0	4.9	-1
Looking for full-time work	100	2.9	2.7	105	3.4	3.0	-5
Looking for part-time work	53	1.5	2.0	49	1.6	1.9	+4
Total Labour Force	3,479	100.0	100.0	3,062	100.0	100.0	+417

Source: ABS

<sup>2</sup> Labour force participation rate refers to the proportion of the population aged 15 years and over that was employed or actively looking for work.

## 6 | Demographic Profile

### 6.9 Occupation

An analysis of the jobs held by the resident population in Airport West in 2011 shows the three most popular occupations were:

- Clerical and Administrative Workers (621 people or 18.8%)
- Professionals (605 people or 18.3%)
- Technicians and Trades Workers (548 people or 16.6%)

In combination these three occupations accounted for 1,774 people in total or 53.7% of the employed resident population.

In comparison, in the City of Moonee Valley 17.1% of residents were employed as Clerical and Administrative Workers; 27.8% as Professionals; and 11.1% as Technicians and Trades Workers.

The largest changes in the occupations of Airport West residents between 2006 and 2011 were for those employed as:

- Professionals (+151 persons)
- Clerical and Administrative Workers (+71 persons)
- Technicians and Trades Workers (+62 persons)

Table 8: Occupation of Employment

Airport West - Total persons (Usual residence)							
Occupation	2011			2006			Change
	Number	%	City of Moonee Valley %	Number	%	City of Moonee Valley %	
Managers	333	10.1	13.9	292	10.0	13.1	+41
Professionals	605	18.3	27.8	454	15.6	25.8	+151
Technicians and Trades Workers	548	16.6	11.1	486	16.7	11.8	+62
Community and Personal Service Workers	294	8.9	8.6	261	8.9	8.4	+33
Clerical and Administrative Workers	621	18.8	17.1	550	18.8	17.7	+71
Sales Workers	336	10.2	9.6	307	10.5	9.9	+29
Machinery Operators And Drivers	242	7.3	3.9	225	7.7	4.6	+17
Labourers	257	7.8	5.9	265	9.1	6.7	-8
Inadequately described	68	2.1	2.3	78	2.7	2.0	-10
Total employed persons aged 15+	3,304	100.0	100.0	2,918	100.0	100.0	+386

Source: ABS

## Demographic Profile | 6

### 6.10 Workplace Location

Figure 17 indicates the workplace location of Airport West residents across three broad occupational groups being white collar, blue collar and community and sales workers which is a significant determinant of where residents within each group may work.

Despite offering a vastly greater number of white collar employment opportunities, the number of Airport West residents working within the City of Melbourne (444) is not significantly greater than within the City of Moonee Valley (322).

The number of residents working locally in community

and sales jobs is also more than double the number working within the City of Melbourne despite the latter again offering extensive employment opportunities. Similarly, blue collar workers are most likely to work within the City of Moonee Valley rather than within the adjoining City of Hume which has large-scale industrial precincts.

This would appear to suggest that Airport West residents have a relative abundance of local employment opportunities. As shown in Figure 18, just over 10% of Airport West residents work locally within Airport West followed by the suburb of Melbourne.

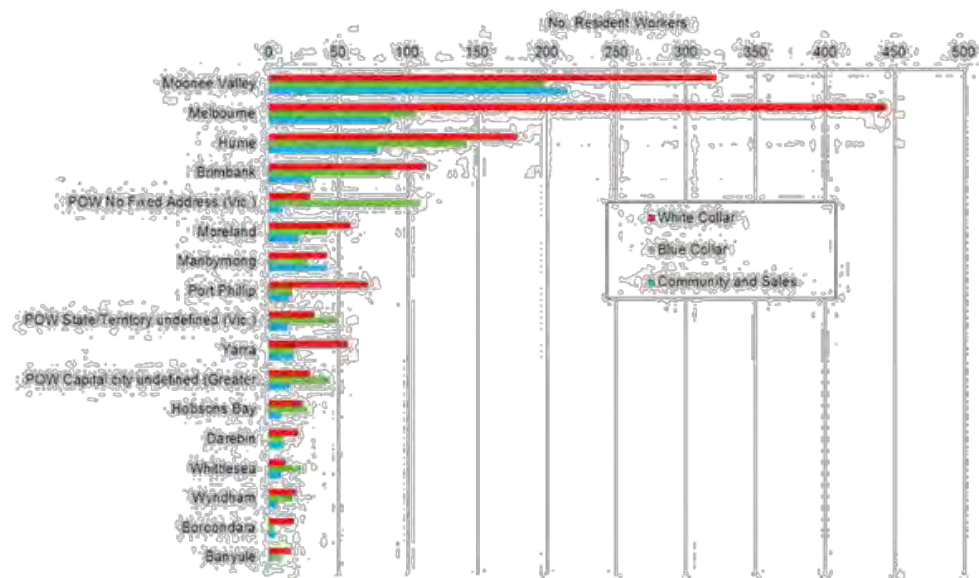


Figure 17: Airport West Residents' Place of Work (POW) by Occupational Group  
Source: ABS

## 6 | Demographic Profile

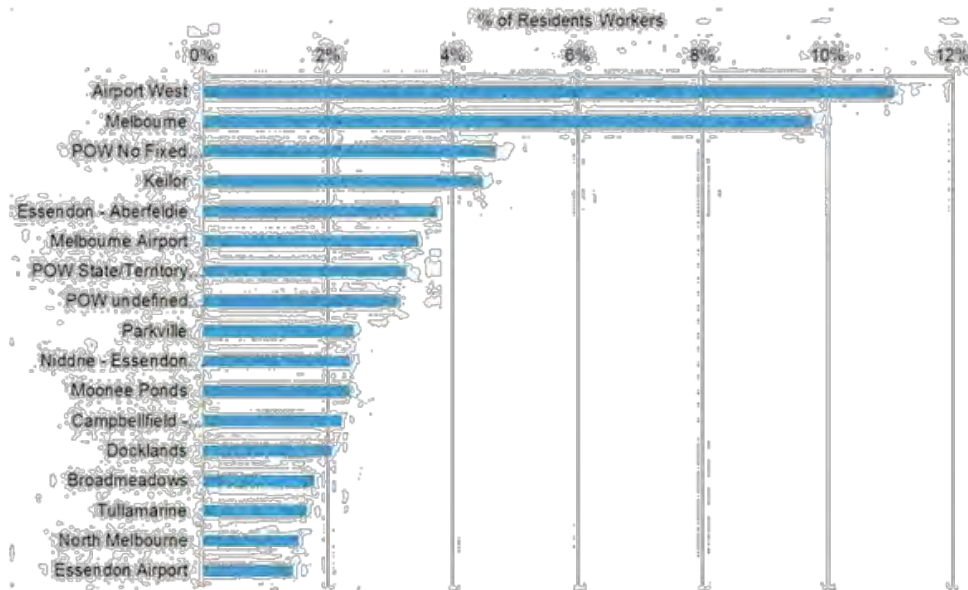


Figure 18: Airport West Resident Workers – Place of Work  
 Source: ABS



## Analysis and Identification of Issues and Opportunities | 7

The analysis contained in this section represents a starting point for discussions between Council and the broader community in relation to the future of the Airport West Activity Centre. It is hoped that, along with the accompanying consultation program, the ideas contained within report will stimulate an open dialogue between Council, the community, stakeholders and State Government agencies.

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

- Economic Analysis and Market Feasibility Assessment (Charter Keck Cramer, 2015) (Refer Appendix A)
- Urban Design and Built Form Analysis (Planisphere, 2015) (Refer Appendix B)
- Transport, Access and Mobility Assessment (GHD, 2015) (Refer Appendix C)

### 7.1 Housing Analysis

Airport West is in the initial stages of a potentially significant period of residential gentrification as a growing number of younger families replace older, long established residents. The impacts of gentrification is beginning to be seen with growth in median house prices.

The nature and demand for housing has also changed significantly in recent years. Housing development in Airport West is increasingly in the form of small scale townhouse projects consistent with the growing demand for more affordable alternatives to traditional detached housing experienced across metropolitan Melbourne.

#### 7.1.1 Median House Prices

In 2013, median house prices in Airport West were \$530,000 which is slightly higher than the \$508,000 recorded across metropolitan Melbourne but below Niddrie (\$635,000) and Essendon North (\$628,750) located immediately to the suburb's south (refer Figure 19).

While Airport West's median house price is noticeably less than more established suburbs in Moonee Valley, growth in house prices has been significantly stronger over the period since 2000 (refer Figure 20).

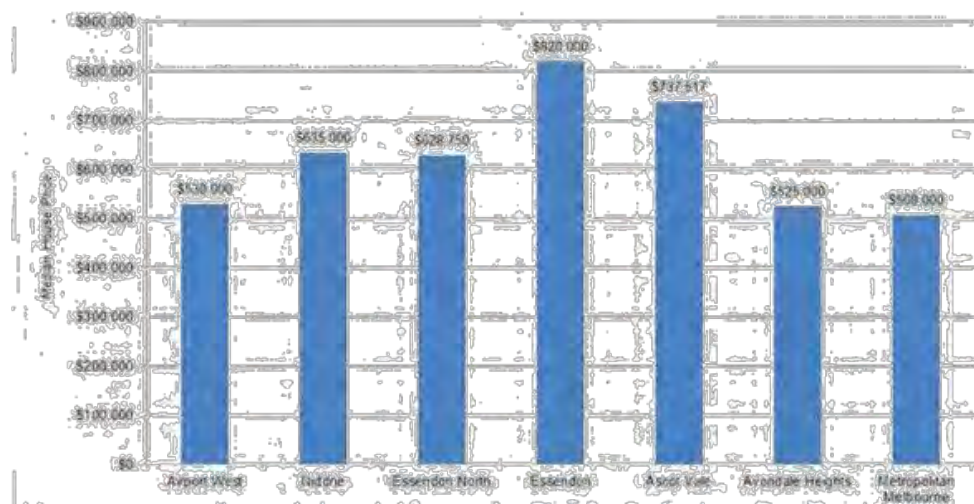


Figure 19: Median House Price 2013  
Source: Valuer General Victoria

## 7 | Analysis and Identification of Issues and Opportunities

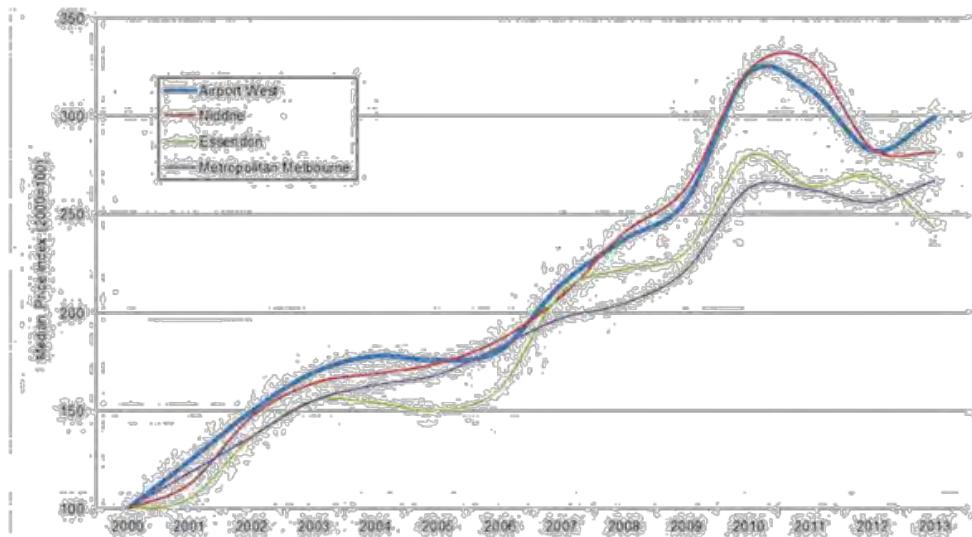


Figure 20: Median House Price Growth 2000-2013 (Base Year 2000 = 100)  
 Source: Valuer General Victoria

### 7.1.2 Residential Development Activity

There has been a growing level of residential development activity within Airport West with the total number of planning applications for multi-unit developments and subdivision of existing residential lots increasing threefold over the period 2012-2014 (see Table 9).

Approximately 87% of development applications submitted to Council over the period 2008-2013 resulted in completed projects by the end of 2014. These development outcomes are shown spatially in Figure 21.

The nature of demand for housing has changed significantly since Airport West first developed over 50 years ago in the immediate post-war era. Recent housing development activity has been in the form of small scale townhouse projects consistent with the growing demand for more affordable alternatives to traditional detached housing experienced across metropolitan Melbourne. Apartment development within Moonee Valley, however, has been largely concentrated in Essendon, Travancore and Moonee Ponds, and to a lesser extent Ascot Vale and Essendon North. Demand for rental accommodation in these locations is reflected in higher market rents for traditional accommodation such as two-bedroom houses with median rents in excess of \$380 per week compared to around \$300 in Airport West.

Given the connection between the rental market and house prices (via property yields) a broader metropolitan-wide analysis of the relationship between median house

prices and broad-based apartment development activity indicates that an indicative median house price of approximately:

- \$710,000 is required to support projects of up to 25 apartments;
- \$750,000 to support projects of 50-75 apartments;
- \$815,000 to support projects of more than 75 apartments.

It needs to be recognised that these indicators are a broad measure of the potential for apartment development based upon market conditions at a suburb level. Within any suburb, there is likely to be locations such as within an activity centre, close to public transport or near recreational facilities such as parks that contribute to the overall liveability within that particular location and which may support higher density apartment projects.

## Analysis and Identification of Issues and Opportunities | 7

Table 9: Residential Development Applications 2008-2014

Year	2+ Dwellings	Subdivision- 2 Lots	Subdivision- 3 + Lots	Total
2008	1			1
2009	3			3
2010	2			2
2011	5			5
2012	21	8	4	33
2013	47	18	22	87
2014	54	22	23	99
Total	127	48	49	224

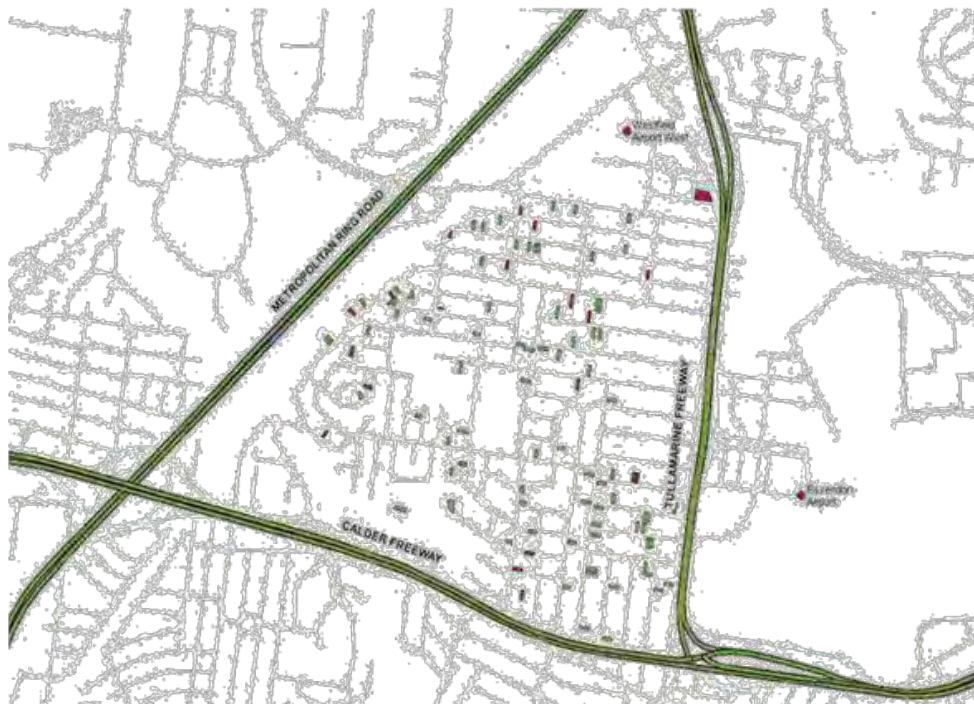


Figure 21: Residential Development Application Outcomes (2008-2013)

Figure 22 shows the median house price for selected suburbs within Moonee Valley relative to the identified median house price thresholds for various scales of apartment development. As would be expected median house prices in the suburbs of Moonee Ponds, Essendon, Ascot Vale and Strathmore have reached the relevant median price threshold required to support various scales of apartment development.

Similarly, Niddrie and Essendon North are also beginning to approach the threshold median house price required to support a critical mass apartment market for smaller scale projects, which is confirmed by the level of

development activity that has already occurred. However both of these locations benefit from the availability of larger development sites (former car yards) and/or a vibrant activity centre environment.

While locations such as Airport West may offer potentially more affordable apartment development sites, any savings are likely to be more than offset by market and development risks associated with:

- Reduced depth of demand limiting the scale of development that may be supported.
- Slower sales rates resulting in increased site holding costs.



## 7 | Analysis and Identification of Issues and Opportunities

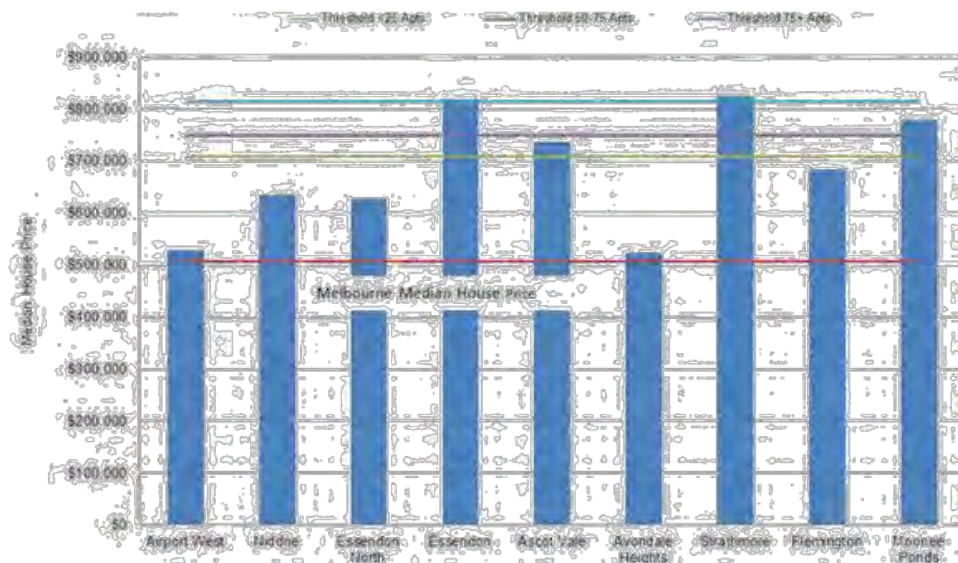


Figure 22: Selected Suburbs – Median House Price and Indicative Apartment Project Thresholds  
Source: Valuer General Victoria, Charter Keck Cramer

- Longer time period between construction and settlement resulting in increased interest costs.
- Higher financing costs reflecting financiers' assessment of the market risks associated with unproven apartment locations.

These risks are reflected in lower market values for potential development sites relative to those in more established medium density housing locations.

The opportunity for locations such as Airport West to attract a share of future apartment development activity will also be dependent upon competition from apartment projects that are currently either under construction or have received planning approval.

Apartment projects within Moonee Valley that are either under construction, being marketed or with the planning approval (1,769 apartments) are estimated to represent approximately six years supply based on historical trends. Mooted projects account for a further 4,000 apartments. Any future apartment project in Airport West will therefore need to establish a niche market position that enables it to compete effectively with better located projects.

The key implications for future residential development within Airport West is that underlying residential property market conditions do not yet support broad-based apartment development within the suburb. Median house prices in Airport West would need to

increase by around 33% in real terms from \$530,000 to over \$700,000 in order to support broad-based apartment development. An increase of this magnitude is unlikely to occur within the foreseeable future and as a result any medium density housing development will continue to be dominated by townhouse style projects, such as those which currently occur within the area. There may however be opportunities for niche apartment developments in premium locations offering higher levels of amenity where key lifestyle benefits may be identified.

### 7.1.3 Housing Issues and Opportunities

#### Issues:

1. Median house prices in Airport West have not reached levels sufficient to support broad-based apartment development. As a result, underlying land values need to be significantly higher in order for apartment projects to represent an affordable alternative to townhouses.
2. Apartment development within Airport West would be limited to niche projects in key strategic locations. These locations will need to be able to compete with future identified and mooted projects elsewhere within the City of Moonee Valley which typically offer higher levels of amenity and accessibility.



## Analysis and Identification of Issues and Opportunities | 7

### *Opportunities:*

1. The age distribution of occupants of separate houses within Airport West shows a high proportion of residents in the 70-79 years and 80-89 years age group. This highlights the potential for a greater proportion of separate houses to become available for redevelopment for medium density housing in the near future.
2. Niche locations may offer opportunities to support apartment development before median house prices reach levels that encourage broader underlying demand. Locations that may provide relatively greater support for apartment development may include those:
  - Within walking distance of the Keilor Road Activity Centre (in the south-east) which offers an established lifestyle precinct.
  - Adjacent to the McNamara Avenue Neighbourhood Centre which over time may potentially include a wider mix of retail activities, including a cafe precinct.
  - Adjacent to the Green Spine that extends through Airport West.



*Image 5: Unit development in Airport West*

## 7 | Analysis and Identification of Issues and Opportunities

### 7.2 Economic Analysis

#### 7.2.1 Industrial land use

As Figure 23 shows, Airport West represents the most significant area of industrial activity within Moonee Valley. It is strategically well located adjacent to the Tullamarine Freeway, the Calder Freeway and the Metropolitan Ring Road which enables businesses to service other businesses and households within both inner Melbourne and the outer western and northern regions via the freeway system.

Industrial related activities within Airport West are

primarily located within a core industrial precinct extending from the Westfield Shopping Centre southwards along Matthews Avenue. A much smaller industrial precinct is located in the south-west corner of Airport West adjacent to Fullarton Road.

A land use survey was undertaken by Charter Keck Cramer for the core industrial area as well as the secondary industrial precinct adjacent to Fullarton Road. The survey provides a profile of business activities as well as the potential redevelopment opportunities based upon the size of sites and existing capital improvements.

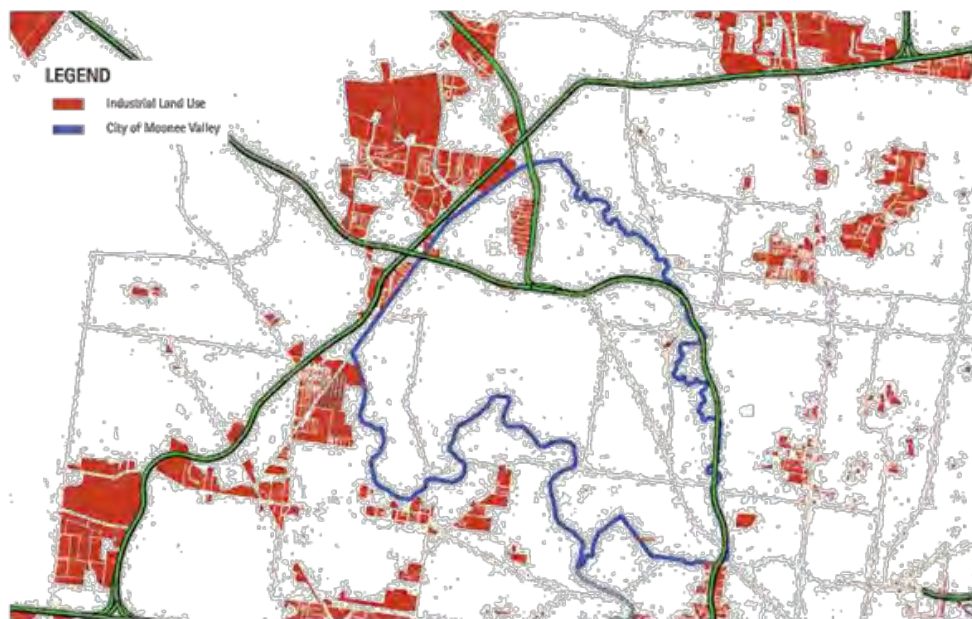


Figure 23: City of Moonee Valley Industrial Land Use Context  
Source: DTPLI Urban Development Program 2014

## Analysis and Identification of Issues and Opportunities | 7

### 7.2.1.1 Industrial Land Use Survey

The findings of the land use survey highlighted a relatively diverse mix of business activities.

Table 10 indicates that of the 401 businesses within the core employment precinct (excluding Westfield Airport West), 74 (18.5%) relate to automotive repairs and maintenance (predominantly motor mechanics and panel beaters). This reflects the accessibility of Airport West for households from across a wider region. While these activities generally impact negatively upon the amenity of an industrial area, they do play a key role in servicing the needs of households as well as generate local employment opportunities.

Warehouses for which an occupant could not be identified accounted for 15.8% of properties. The majority of these are likely to be used for storage purposes by a range of businesses. Given that these properties may in many cases be accessed infrequently or after hours, it is important not to assume that they are vacant. Rather they may play an important role in facilitating the operations of businesses in other locations. Properties advertised for lease accounted for 2.3% which is consistent with similarly well located precincts offering a variety of accommodation for industrial uses.

Traditional industrial uses (manufacturers, industrial supplies and wholesaling) account for approximately a quarter of all businesses and service a diversity of markets from local households through to specialised industrial markets.

Retailers account for 12% of businesses and are predominantly located along Matthews Avenue with a focus upon building materials, furnishings and automotive goods. This is however largely a location for 'peripheral sales' rather than a bulky goods precinct.

In addition to these industrial related activities, there are also a number of personal and business services providers which is not surprising given the presence of the Westfield Shopping Centre and local workforce. The availability of affordable floorspace would also be an attraction for some activities which include gymnasiums and dance studios.

The Fullarton Road industrial precinct is notably smaller than Airport West's core industrial precinct, with only 42 properties within an area of 5ha. It comprises a mix of small businesses within a variety of industrial purposes. Significant landholdings include two potential development sites in the eastern portion of the precinct adjacent to residential areas.



Image 6: Warehouse development in Airport West



## 7 | Analysis and Identification of Issues and Opportunities

Table 10: Airport West Employment Precinct – Business Mix (Excluding Westfield)

Activity	No. Businesses	Percent
Automotive repairs and Maintenance	74	18.5%
Warehouse	64	16.0%
Building Supplies, Installation and Construction	51	12.7%
Manufacturing	48	12.0%
Retailing	41	10.2%
Industry Supplies, Installation & Services	30	7.4%
Wholesaling	20	5.0%
Business Services	11	2.7%
Personal Services	10	2.5%
For Lease	9	2.2%
Retail	6	1.5%
Trade Supplies	6	1.5%
Household Services	5	1.2%
Cafes and Take away	5	1.2%
Car Park, Hard Stand Etc.	6	1.5%
Offices	4	1.0%
Hire Services	3	0.7%
Training	2	0.5%
Unknown	2	0.5%
Health Services	1	0.2%
Hospitality	1	0.2%
Media	1	0.2%
Museum	1	0.2%
Total	401	100.0%



## Analysis and Identification of Issues and Opportunities | 7

### 7.2.1.2 Redevelopment opportunities

#### Core industrial area

The land use survey identified a number of larger industrial sites that may provide future opportunities for more intensive industrial development such as that which has occurred within the nearby Tullamarine industrial area as well as within smaller industrial locations elsewhere across Melbourne's inner and middle north.

Figures 24 and 25 and associated tables 11 and 12 provide a graphical indication of lot sizes within the core industrial precinct. Figure 24 relates to the portion south of Moore Road which is zoned Commercial 2 while the Figure 25 profiles the remaining portion to the north and adjacent to Westfield which is zoned Commercial 1.

Within the core industrial precinct (zoned Commercial

2) smaller lots of less than 1,000m<sup>2</sup> account for 60% of sites and would be expected to remain in their current form in the future given the limited opportunity for adding value to sites through more intensive development. These sites however only account for 28% of the combined area of all sites within the precinct.

The remaining sites of over 1,000m<sup>2</sup> account for 72% of the total area of sites and may represent potential redevelopment opportunities depending upon location and value of capital improvements (buildings). The majority of these larger sites (63) are in the range 2,000-5,000m<sup>2</sup> and account for one third of the combined area of all sites.

There are a number of larger under-utilised sites fronting Matthews Avenue that may be potential development sites in the future including:



Figure 24: Lot Size Mix – Core Industrial Area

## 7 | Analysis and Identification of Issues and Opportunities

- Qantas staff car park (corner Earl Street).
- Reece site (corner Fraser Street).
- Middy's site (corner Fraser Street).
- Total Eden (corner Parer Road).

These sites may potentially support more intensive activities that value high exposure locations such as office uses. These may locate above the showrooms which characterise Matthews Avenue.

There are also a number of larger underutilised sites in the streets behind Matthews Avenue which may support

more intensive activities but do not require the level of exposure and amenity of offices. Such uses may include office warehouses but with a relatively high office component.

### Commercial Precinct

The Commercial 1 precinct immediately adjacent to the Westfield Shopping Centre has comparable distribution of lot sizes as the core industrial precinct. Just over half of all sites are less than 1,000m<sup>2</sup>, but again there are a significant number of larger sites that may be potentially



Figure 26: Lots Size Mix – Commercial Precinct

Table 11: Core Industrial Precinct lot Size Mix

	No. Lots	%	Total Area (m <sup>2</sup> )	%
Under 1,000 sqm	260	60.3%	163,230	28.1%
1,000 - <2,000 sqm	96	22.3%	145,585	25.1%
2,000 - <5,000 sqm	63	14.6%	193,637	33.4%
5,000 - <10,000 sqm	10	2.3%	55,318	9.5%
Over 10,000 sqm	2	0.5%	22,785	3.9%
Total	431	100.0%	580,555	100.0%

Table 12: Commercial Precinct Lot Size Mix

Lot Size	No. Lots	%	Total Area (m <sup>2</sup> )	%
Under 1,000 sqm	66	53.2%	39,227	20.8%
1,000 - <2,000 sqm	32	25.8%	41,519	22.0%
2,000 - <5,000 sqm	22	17.7%	65,776	34.9%
5,000 - <10,000 sqm	2	1.6%	14,346	7.6%
Over 10,000 sqm	2	1.6%	27,811	14.7%
Total	124	100.0%	188,679	100.0%



## Analysis and Identification of Issues and Opportunities | 7



Figure 26: Vacant and Underutilised Sites

redeveloped for more intensive uses, particularly given their proximity to Westfield.

Figure 26 highlights those larger sites within the two precincts which are generally underutilised with building improvements covering a relatively smaller portion of site area. As a result, these sites may represent potential redevelopment opportunities in the future.

### Fullarton Road Precinct

While there are a number of vacant and underutilised sites within the Fullarton Road precinct, the most significant of these are the two larger sites in the eastern portion of the precinct adjacent to residential properties which have a combined land area of 1.5 ha. The Fullarton Road industrial precinct therefore offers both industrial and residential development opportunities.

Given likely future residential property market conditions within Airport West, the two larger sites within the eastern most portion of the precinct may offer the opportunity for townhouse style developments, consistent with that which is occurring elsewhere within the study area.

This precinct is adjacent to a potential railway station associated with a proposed future rail link to Melbourne Airport. While the construction of a railway station adjacent to the precinct would support more intensive



Figure 27: Fullarton Road Industrial Precinct  
 Source: Nearmap

## 7 | Analysis and Identification of Issues and Opportunities

residential development, the lack of retail facilities within the immediate area is likely to prevent more intensive apartment development.

Given the opportunity for both industrial and medium density housing development within the precinct, any future rezoning of sites for residential development will be subject to further analysis of the pros and cons relating to the preservation of industrial land for employment uses versus encouraging more intensive residential development.

### 7.2.1.3 Current Industrial Market

Analysis undertaken by Charter Keck Cramer reveals that Airport West's core industrial precinct and the smaller industrial precinct adjacent to Fullarton Road, both appear to be performing well when the age and functionality of existing industrial accommodation is taken into account.

Industrial properties differ from their residential and commercial counterparts in that the functionality of building improvements play a much larger role in determining demand for properties by businesses. Unlike dwellings and retail premises, industrial properties are more likely to become obsolete as the accommodation requirements of industry change. Property owners are

compensated for these additional risks through higher rental yields which in theory funds the construction of new buildings to meet these changing needs. However, many buildings will never reach complete obsolescence and therefore have the potential to generate rental income through being used for storage or by other users such as automotive repairers that do not require contemporary accommodation.

These factors need to be taken into account when assessing the current performance of Airport West as an industrial location. Importantly, the few contemporary industrial premises constructed over the past decade within Airport West have achieved market values in excess of that achieved for similar properties within the Tullamarine industrial area.

The absence of any significant new industrial development within Airport West is therefore most likely due to the availability of vacant industrial land within the Tullamarine industrial area which currently offers a higher level of amenity than Airport West. There is likely to be an increasing focus upon redeveloping sites within Airport West once the remaining (non-Melbourne Airport) sites within that area are developed. This will also result in the progressive improvement in the amenity of Airport West's industrial areas thereby attracting demand for modern industrial facilities.



Image 7: Business in Fullarton Road Industrial Precinct



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### 7.2.1.4 Future Industrial Market

Despite the necessary redevelopment of many former industrial areas across inner and middle Melbourne for alternative uses, there is still an ongoing role for well-located industrial precincts in servicing a growing inner city economy as well as a preferred location for many businesses. The nomination of the Fishermans Bend Urban Renewal Area as a future residential area would be expected to result in businesses looking for alternative locations across Melbourne's middle suburbs.

There is a lack of alternative industrial locations within Melbourne's inner and middle south-eastern suburbs. Similarly while industrial locations within the western region may appeal to transport and logistics activities, those businesses seeking access to higher skilled workers may look to locations such as the Monash technology precinct in Melbourne's east and to a lesser degree Melbourne's north-west region, including Airport West/Tullamarine, given its relatively high level of access to the freeway system.

With the relocation of larger scale industrial land uses elsewhere, Melbourne's established inner city industrial areas are becoming increasingly characterised by new higher value adding activities. A key driver for these businesses locating in inner city locations is the ability to access both customers and skilled employees from across the metropolitan area.

The case studies presented Charter Keck Cramer's Draft

Economic Analysis and Market Feasibility Report (refer Appendix A) highlight the underlying demand for inner-suburban industrial properties for businesses servicing the growing inner-Melbourne region which has resulted in the redevelopment of older industrial stock for more contemporary industrial premises. A similar process would be expected to occur within Airport West over the next 15-20 years.

Given Airport West is Moonee Valley's only significant industrial precinct, together with its strategic location with easy access to the freeway network, highlights the potential role of the area in servicing the inner Melbourne area. The development of new industrial premises would be expected to attract a wider mix of businesses including those with a stronger focus upon technology related activities. This may however take the form of distribution, sales and servicing rather than research and development which is likely to still favour other locations across metropolitan Melbourne.

### 7.2.1.5 Commercial Offices and Contemporary Office Warehouses

Office related activities may represent a key component of suburban activity centres through providing access to local business services as well as more community related activities including health and government services. Activity centres also provide a level of amenity often sought by office users, including access to cafes/



Image 8: Commercial development in Airport West

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take away food outlets and retailers which offer lunchtime activities for staff.

Despite the improving skill base of residents within Airport West and the surrounding area, the demographic profile of residents within the wider north-west region from which businesses would look to attract staff still limits the potential to attract larger corporate office uses. Similarly, the suitability of the Airport West Activity Centre for government agencies/departments is limited by the absence of good public transport provision in the form of a rail service.

There may, however, be the potential to attract smaller office users which are to a greater degree influenced by where a business owner lives rather than the need to attract a significant number of staff. Similarly, many smaller businesses have a greater focus upon servicing local households and other businesses within the local area and as a result do not require a higher profile office location.

Contemporary office warehouses within Airport West have market values comparable or slightly above properties within the nearby Tullamarine industrial area after taking account of variations in lettable floor area. This suggests that there is equal level of demand for such properties within Airport West as there is within Tullamarine where there has been considerable new industrial development over the past decade.

Within the context of Melbourne's north-west region, the Airport West Activity Centre faces strong competition from a number of alternative office locations which together offer a wide range of options for businesses seeking to establish within the region. These locations include Essendon Fields, Keilor Road Activity Centre, Moonee Ponds Activity Centre, Broadmeadows Metropolitan Activity Centre and the Tullamarine industrial area (stand-alone offices).

The scale of office related activities that may be supported within Airport West will reflect a number of factors, primarily being:

- The socio-economic profile of local households and the resulting demand for business services such as accountants and financial planners as well as health services.
- The level of demand from local business owners looking to establish an office close to where they live.
- Its appeal to other businesses servicing the industrial sector which are more likely to consider a more affordable industrial location.
- The ability to compete with other office locations that may offer a higher level of amenity and car

parking for staff and visitors.

- The opportunity to leverage off the profile and services offered by Westfield Airport West and Essendon Fields.

Although growing, the population of Airport West is projected to still only be approximately 8,700 by 2031 with the adjacent suburbs north of the Metropolitan Ring Road accounting for little additional residential population. This limited population base, combined with the recognised role of nearby Keilor Road as an office precinct, will restrict demand for office floorspace by businesses servicing local residents.

Similarly, 'business to businesses' activities have greater flexibility in choosing where to establish an office. This is increasingly likely to polarise between higher profile, well serviced locations, such as the Moonee Ponds and Keilor Road Activity Centres, and the Tullamarine industrial area where there is the opportunity for affordable office space in a high amenity industrial setting.

### 7.2.1.6 Future Commercial Offices and Contemporary Office Warehouses Market

In order to maximise the opportunities for office development, Airport West will need to leverage off the amenity and profile of Westfield or Essendon Fields while still competing with future office space within the latter. However given the level of traffic congestion associated with the Westfield Shopping Centre, sites in more prominent locations along Matthews Avenue and adjacent to the English Street connection to Essendon Fields would be expected to offer the greatest opportunities to support office development.

Any office development opportunities within Airport West are therefore likely to be limited to possibly one or two small scale office suite developments in a high profile location along Matthews Avenue where there is the opportunity to take advantage of the amenity of Essendon Fields. Such a location would also provide access to the McNamara Avenue Neighbourhood Centre which may offer a greater number of cafes and takeaway food outlets in the future.

Encouraging office development at the intersection of Matthews Avenue, English Street and Hood Street would provide a gateway entrance into the Airport West employment precinct which may assist in raising its overall market profile relative to competing locations.

The revised Structure Plan should therefore aim to firstly maximise exposure and accessibility, and secondly strengthen pedestrian and vehicular connections



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with Essendon Fields and the McNamara Avenue Neighbourhood Centre.

### 7.2.2 Retailing

Retail centres play a key role in generating employment, but need to be distinguished from industrial and commercial activities given the different range of factors influencing the performance of each sector. Similarly, retailing plays a greater role in supporting the liveability of an area for residents which in turn may support higher density residential development than may otherwise be the case.

Within and adjacent to the broader Airport West Activity Centre there are a variety of retail centres and precincts that service not only residents within the suburb of Airport West but also the wider region. A broad overview of each of these centres is provided below.

- Westfield Airport West offers sub-regional retail facilities including two major discount department stores, the three major supermarkets and a range of specialty retailers across a total lettable area of 52,361m<sup>2</sup>. The centre is also complemented by an eight screen Village Cinema complex.
- Essendon DFO/Homemaker Hub is a major regional attraction but relatively less accessible than the Westfield Shopping Centre for local residents of Airport West. The DFO alone offers 121 retailers across a gross lettable floor area of 19,710m<sup>2</sup>. A further 15 retailers are located within the Homemaker Hub.
- Essendon Fields Shopping Centre is easily accessed from English Street and offers a full-line Coles supermarket and 15 specialty stores together with La Manna Direct which is a major regional attraction. For many Airport West residents this centre may represent a more convenient location for weekly food shopping than either Westfield or Keilor Road given the availability of convenient at grade car parking and reduced traffic congestion.
- McNamara Avenue Neighbourhood Centre offers a collection of convenience retailing (IGA Express, pharmacy, bakery, news agency, delicatessen) as well as health and community services (health providers, kindergarten, bilingual preschool). The centre is centrally located within the Airport West residential area with virtually all residents living within 1 km of the centre. As a result, the centre provides an important focus for the community which is likely to be reinforced by the emerging gentrification of Airport West.
- Keilor Road Activity Centre is located in Niddrie,

just to the south of the Airport West Activity Centre and represents an important retail precinct for Airport West residents. In addition to offering a full-line supermarket, the centre also offers a wide range of food and non-food retailers, personal and business services. Over the past decade the centre has also emerged as a recognised cafe and restaurant precinct which is consistent with the gentrification that has occurred within Niddrie.

In summary, residents of Airport West currently have access to weekly supermarket shopping facilities at Westfield Airport West (Coles, Woolworths, Aldi); Essendon Fields (Coles, La Manna Direct) and Keilor Road, Niddrie (Woolworths). In addition to these centres, they may also access a small convenience style supermarket (IGA Xpress) and a number of complementary specialty retailers within the McNamara Avenue Neighbourhood Centre.

Accessibility to the three larger centres offering full-line supermarkets (Coles, Woolworths) may be limited by a number of factors including:

- The overall size of Westfield Airport West making it less convenient for supermarket shopping and in particular top-up shopping given the distance of car parking from stores.



Image 9: Signage in Westfield Shopping Centre

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- The Tullamarine Freeway and Calder Freeway creating barriers for residents to access Essendon Fields and Keilor Road supermarkets, particularly by walking or cycling.
- Potential future levels of congestion within Essendon Fields associated with increased development.

Projected population growth within Airport West together with the opportunity to offer a more convenient shopping experience may provide opportunities for the McNamara Avenue Neighbourhood Centre to support a larger supermarket and possibly a wider mix of specialty retailing. This centre appears to be performing well with no observed vacancies and provides a focal point for the local community.

Given this Neighbourhood Centre's central location within Airport West and its existing mix of retail and community related facilities there would appear to be the prospect for an increase in retail activity to service the suburb's growing population. Ideally this would include an expansion of the existing independently operated supermarket to provide a stronger retail anchor to attract visitors and support complimentary specialty retailing.

The McNamara Avenue Neighbourhood Centre is also a similar distance from the employment area adjacent to Matthews Avenue as retail facilities within Essendon Fields. McNamara Avenue may potentially service workers within this employment area thereby also assisting in attracting more intensive employment activities to the area. Similarly, workers within the

employment area may provide support for cafes and takeaway food outlets.

### 7.2.2.1 Regional Retail Market

This section investigates the current operating environment and future development opportunities for regional retailing activities in the study area, primarily focusing on Westfield Airport West.

While Melbourne's western and northern growth corridors are both projected to experience strong population growth, competition from Highpoint and Watergardens Shopping Centres will focus regional retailing opportunities within Airport West upon future households within the northern corridor.

The population of Melbourne's outer north region is projected to grow over the period to 2031 at an average annual growth rate of 3.1% per annum. The combined population of the municipalities of Hume, Macedon Ranges, Mitchell and Whittlesea is projected to increase by approximately 350,000 residents over 2011-2031.

This population growth will however support a number of new retail centres including a proposed Principal Activity Centre at Donnybrook as well as the recently developed Craigieburn Central that offers sub-regional shopping facilities. As a result, any benefits of this projected population growth for traditional retailing activities within Airport West are likely to be limited to niche segments of the retail market rather than generic retailing such as that within Westfield Airport West.

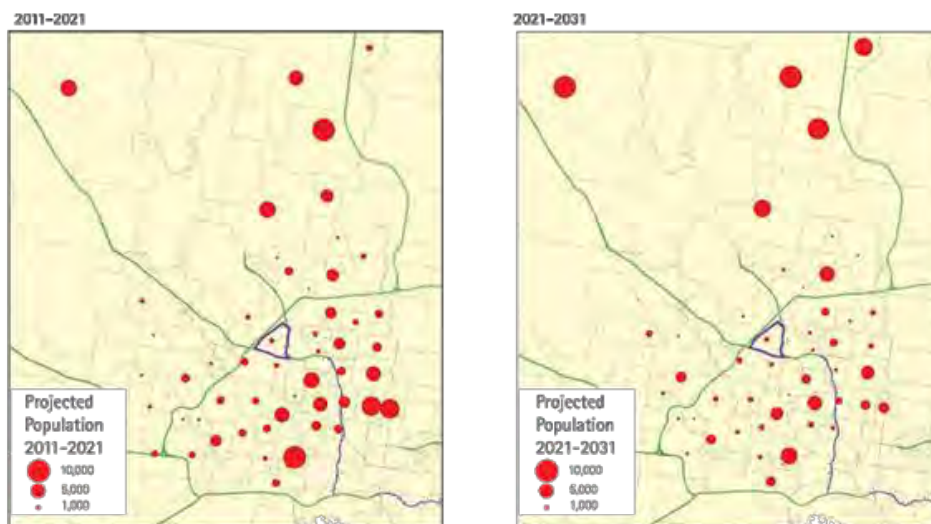


Figure 28: North West Region Population Growth by Suburb 2011-2021



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There will however still be relatively strong population growth within the municipalities of Moonee Valley and Moreland. Residents within both of these municipalities may access Airport West via either the Tullamarine Freeway or other arterial roads. Figure 28 shows the distribution of this projected population growth for 2011–2021 and 2021–2031.

Westfield Airport West is supported in its role as a sub-regional shopping destination by its key anchors being

three discount department stores (Kmart, Target and Harris Scarfe) and to a lesser extent its three major supermarkets (Coles, Woolworths and Aldi). Together with approximately 165 specialty stores, these retailers occupy just over 52,000m<sup>2</sup> of retail floorspace and attract 6.9 million customer visits per annum. An eight screen Village Cinema complex also represents an additional attraction of the centre.

Figure 29 identifies the trade area for Westfield Airport

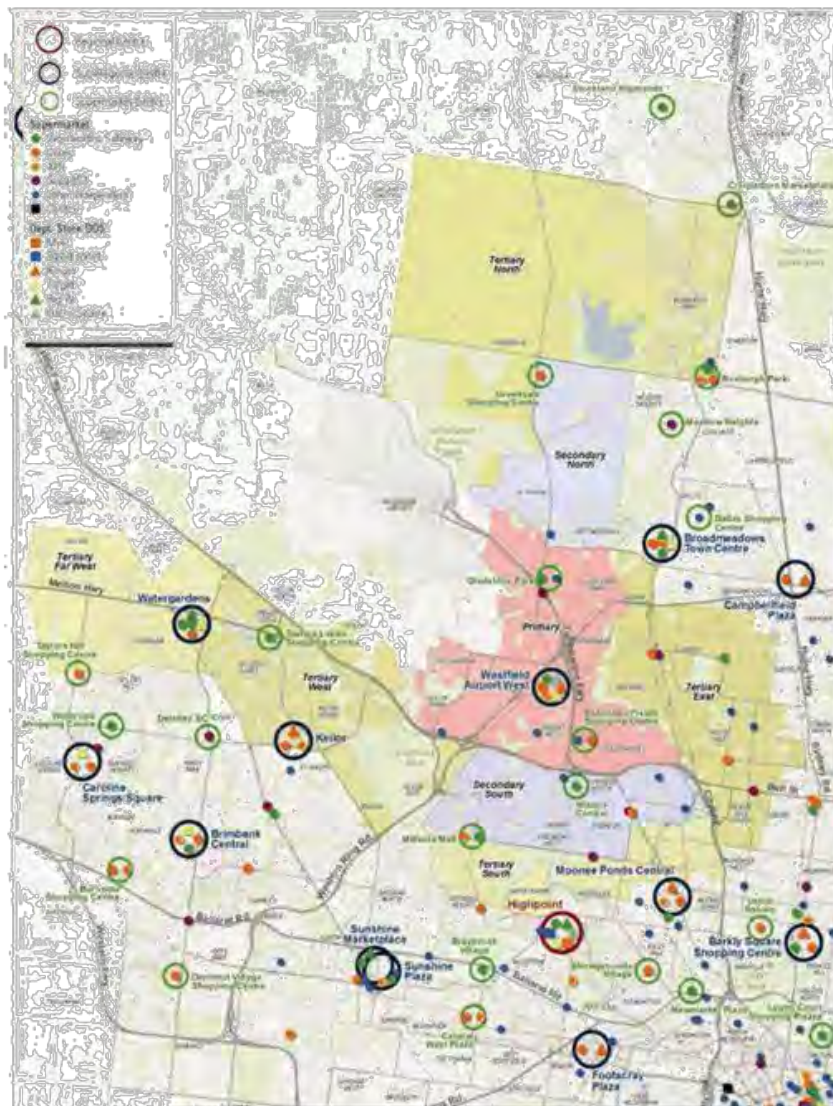


Figure 29: Westfield Airport West Trade Area  
Source: Westfield

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West and in particular the influence of the freeway system and the impact of competing centres. It should be noted that this trade area map was prepared by Westfield in June 2013 and therefore would not reflect the impact of either the expansion of Highpoint Shopping Centre or the opening of a new sub-regional shopping centre in Craigieburn (Craigieburn Central) in late 2013.

It is particularly notable that there is no secondary trade area to the west reflecting the level of competition from Watergardens Town Centre and Keilor Shopping Centre. Similarly to the east there is again no secondary trade area due to competition from Broadmeadows Town Centre and Campbellfield Plaza. In addition, the Maribyrnong River and Merri Creek both create physical barriers to the west and east that limit access to Airport West.

The opening of Craigieburn Central Shopping Centre and the Highpoint Shopping Centre expansion in 2013 would also be expected to have impacted upon the market share held by Westfield Airport West within its Secondary North and Secondary South trade areas.

Westfield Airport West's trading performance has been impacted upon by a number of factors including:

- The expansion of competing regional (Highpoint and Northland Shopping Centres) and sub-regional (Broadmeadows Shopping Centre) centres.
- Competition from new retail centres including DFO Essendon and Moonee Ponds Central.
- The impact of the Global Financial Crisis upon

household expenditure and increased online retail activity associated with generic retail items.

- Structural changes within the retail industry resulting in the declining importance of department stores as retail anchors and the rise of mini major retailers<sup>3</sup>.

For seven years following the expansion of the centre in 1999 total retail sales grew strongly at an average of 7% per annum compared to an underlying inflation rate of 3.3% (refer Figure 30). This rate of growth also exceeded the average growth in retail sales at a state level of 6.0%.

However over the next seven year period (2006-2013) the centre's retail sales virtually stagnated at an average of only 1.1% per annum, well below the average inflation rate for the period of 2.5% and the state level annual retail sales growth rate of 3.8%.

Westfield Airport West has not been identified by Westfield as a redevelopment opportunity within the next 5-7 years. One of the key determinants of whether additional retail floorspace may be supported within privately operated shopping centres is the trading performance of specialty retailers. As any additional retailers will impact upon retail sales of existing businesses, it is necessary for turnover levels for these businesses to be sufficiently high to absorb any competitive impact.

In addition, given the relationship between the sales performance of specialty retailers and their capacity

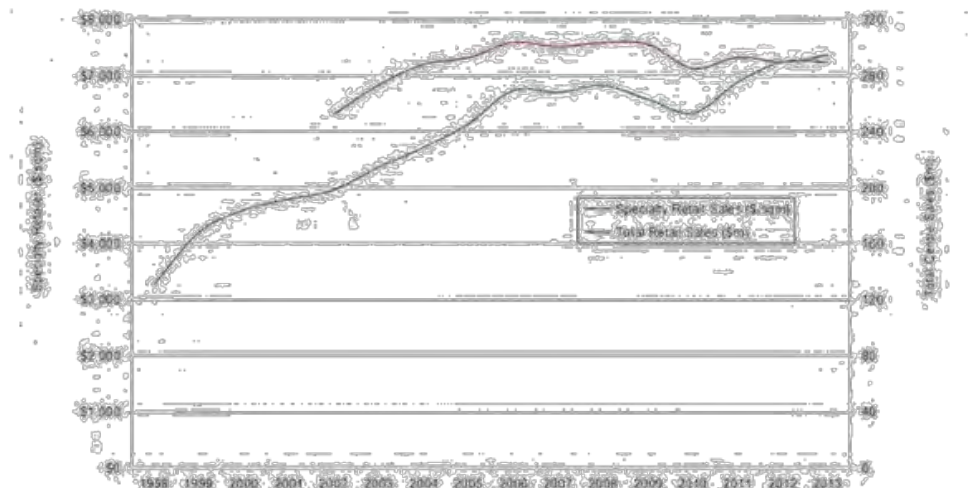


Figure 30: Westfield Airport West Retail Sales Performance 1999-2013

<sup>3</sup> Retail outlets of 600-1,500m<sup>2</sup>



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to pay rent, a threshold turnover level is required to support the rents necessary to make the development of additional floorspace commercial viable.

Figure 31 shows the turnover per square metre of specialty retailers within Westfield's Australian shopping centres. It also identifies those centres which are currently proposed for redevelopment (green bars) as well as Westfield Airport West (red bar).

Westfield Airport West's specialty retailers recorded an average turnover of \$7,366/m<sup>2</sup> in 2013 which is well below levels of around \$9,000 per sqm being the minimum for centres proposed for redevelopment.

There is little likelihood of any significant redevelopment of Westfield Airport West within the foreseeable future given Westfield's stated program for the redevelopment of centres. Furthermore given the current performance of specialty retailers it is not envisaged that the development of any additional retail floorspace would be commercially supported.

Westfield Airport West does however still represent a major attraction which provides exposure to businesses adjacent to the centre. While this has already occurred to some degree with retailers such as Officeworks and Repco immediately adjacent to the centre's main entrance, there is unlikely to be any additional opportunities along Louis Street as it would

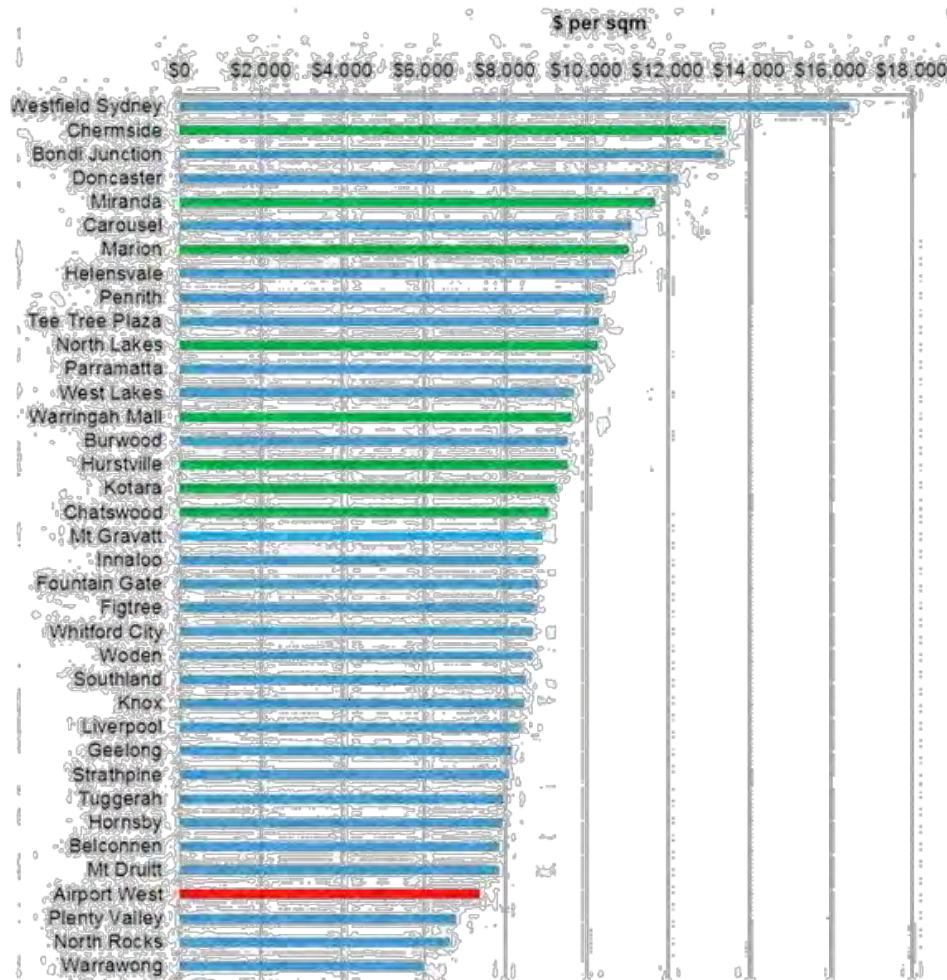


Figure 31: Westfield Centres - Specialty Retailers Turnover per m<sup>2</sup> (2013)  
Source: Westfield

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not be expected to offer sufficient exposure to support additional retailers because the street is not a route for shoppers visiting Westfield.

Furthermore, the capacity for activating Westfield's Louis Street frontage to better connect to the adjacent employment area may be limited by this part of the centre being occupied by Village Cinemas. While requiring further investigation it would appear that there may be difficulties in integrating retail space into the Cinema.

Any new retail activity will therefore need to be a destination in its own right, rather than rely upon exposure to visitors to Westfield. While it is difficult to anticipate what form any such retailing activity may take it is likely to be minimal and limited to a small number of properties at the northern end of Louis Street.

The opportunity for new 'destination style' retailers may arise from the projected population growth within the Moonee Valley and Moreland municipalities and the level of accessibility to Airport West via the Tullamarine Freeway and other arterial roads such as Bell Street. However in order to compete with retailers elsewhere, any retail activity will need to offer a distinct point of difference. The La Manna Direct supermarket in the Essendon Fields is a good example of this occurring.

### 7.2.3 Cafes and Restaurants

The McNamara Avenue Neighbourhood Centre already includes a recently opened café next to the IGA supermarket which reflects the emerging residential gentrification of the area. Further population growth and an increasing number of higher income households would be expected to result in additional hospitality related businesses.

### 7.2.4 Serviced Apartments

Serviced apartments may be potentially supported within Airport West given its likely appeal to business travellers visiting various industrial precincts and employment nodes within the immediate area (Essendon Fields, Tullamarine industrial area) or accessed via the Metropolitan Ring Road. Proximity to Melbourne Airport will also generate demand for accommodation.

Business travellers represent the primary users of serviced apartments with such travellers being less reliant upon an inner-city location than holiday travellers. As a result, serviced apartments are widely spread across suburban locations and typically close to major industrial areas and office precincts. In addition to short-term business travellers, the relocation of employees is a key source of demand for service apartments.

Serviced apartments generally do not offer on-site dining and other facilities, which enables them to provide more



Image 10: Local business in McNamara Avenue Neighbourhood Centre



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competitive rates than hotels. It does however create a greater need to ideally be located close to cafes and restaurants and if possible near supermarkets.

Airport West will offer potentially strong opportunities to incorporate a serviced apartment establishment that will cater for a range of markets both locally and across the wider region. A proposed hotel development at Essendon Fields may generate some competition but this would depend on its format and the extent to which it may compete with serviced apartments.

### 7.2.5 Medical Services

Residents of Airport West are primarily serviced by two existing medical centres located within the Westfield Shopping Centre and the McNamara Avenue Neighbourhood Centre. With local medical centres being primarily used by residents within the surrounding area, there would be expected to be growing demand for services in line with projected population growth.

Larger health facilities focusing upon the delivery of specialist health services to households across a wider region would however not be expected to be supported. Such facilities are typically located within recognised health precincts adjacent to major hospitals. However, in the event that a hospital being considered for Essendon Fields eventuates, there may be the opportunity for specialist medical services within Airport West.

There are a wide range of health services unrelated to hospital treatments that may be provided in a variety of locations including medical clinics, as well as specialist medical providers such as dentists, radiologists, optometrists and physiotherapist. Growing demand for health services is occurring nationally in response to technological advances within the health sector and an increasing proportion of households with health insurance. These trends combined with the increasing affluence of local residents within Airport West will generate demand for local health services.

### 7.2.6 Education and Training

There may be opportunity for the expansion of aviation related training facilities within the Airport West Activity Centre in line with the projected growth in air traffic at both Melbourne Airport and Essendon Airport. It is, however, not possible to predict the likely level of floorspace or site area required as this will be dependent upon the operational decisions of individual airlines.

### 7.2.7 Economic Issues and Opportunities

#### Issues:

1. Residential redevelopment opportunities for industrial sites are limited by relatively high values for older industrial properties of around \$600-\$800/m<sup>2</sup> of land.
2. Airport West Activity Centre currently lacks the profile within the industrial property market to attract institutional investors and developers largely due to the relatively small size of potential development sites. Similarly, the poor amenity of the centre's core industrial precinct may be discouraging investment in new industrial properties.
3. The activity centre experiences considerable competition from a range of nearby office locations including:
  - Essendon Fields
  - Keilor Road Activity Centre
  - Moonee Ponds Activity Centre
  - Broadmeadows Activity Centre
  - Tullamarine industrial precinct (stand-alone offices)
4. Airport West's proximity to a range of larger activity and retail centres generates considerable competition for retail and food/grocery spending. This will impact upon any opportunities for supermarket retailing within Airport West.
5. Westfield Airport West is expected to continue in its existing role with limited opportunities for expansion given its current performance, together with strong competition from larger regional shopping centres and sub-regional centres in new greenfield locations.
6. A proposed hotel at Essendon Fields may generate competition for serviced apartments located within Airport West.

#### Opportunities:

1. The core industrial precinct (zoned Commercial 2 Zone south of Moore Road) offers a number of potential redevelopment opportunities on key strategic sites fronting Matthews Avenue. This may extend to other less exposed sites as the general amenity of the area improves.
2. The core commercial precinct (zoned Commercial 1 Zone north of Moore Road) has a significant number of larger sites that may be potentially redeveloped.
3. The Fullarton Road industrial precinct offers both industrial and residential development opportunities. This will require further investigation in relation to the competing policy positions of preserving industrial land for

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- employment versus encouraging more intensive residential development.
4. Opportunities for the redevelopment of sites for modern industrial facilities are expected to emerge over the next 15–20 years as vacant land within the Tullamarine industrial area is developed and demand for well-located inner and middle suburban industrial properties continues to grow.
  5. Residential gentrification, along with the potential for more intensive employment activities in the core industrial precinct, may support more locally focussed retailing and increased hospitality activities (café and takeaway food), particularly within the existing McNamara Avenue Neighbourhood Centre.
  6. The expected level of demand for new office space within Airport West over the next 20 years is estimated to be for up to around 3,000m<sup>2</sup>. This would be the equivalent of 3–5 developments comprising ground floor showrooms with offices above. The preferred location for any new office space would be along Matthews Avenue adjacent to the English Street connection to Essendon Fields.
  7. The McNamara Avenue Neighbourhood Centre offers the opportunity to provide a more convenient and centrally located alternative for supermarket top-up shopping through the expansion of the existing supermarket. Two options may exist for facilitating an expanded supermarket within the centre:
    - The opportunity may exist for the IGA supermarket to be expanded northwards to include the adjacent retail premises and childcare facility resulting with a development site of around 2,000m<sup>2</sup>.
    - An alternative option may be for the consolidation of residential zoned sites bounded by McNamara Avenue, Roberts Road and Highlawn Avenue which would provide three street frontages and exposure to Roberts Road.
  8. There are opportunities for destination-style retailers within locations adjacent to the Westfield Shopping Centre. Any such opportunities will be largely limited to Louis Street.
  9. Serviced apartments may be potentially supported within Airport West given its likely appeal to business travellers visiting various industrial precincts and employment nodes within the immediate area or easily accessed via the Metropolitan Ring Road. Proximity to Melbourne Airport will also generate demand for accommodation.
  10. The growing and increasingly affluent local population is likely to support an expansion of medical services to the potential for purpose-built medical facilities offering a wider range of health providers. There is also the opportunity for specialist hospital services to locate in the activity centre should the planned hospital at Essendon Fields eventuate.
  11. There may be opportunity for the expansion of aviation related training facilities within the centre in line with the projected growth in air traffic at both Melbourne Airport and Essendon Airport.

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### 7.3 Built Form and Urban Design Analysis

The built form and urban design analysis examines the existing conditions, current issues and future opportunities of the study area, in order to inform future recommendations and guidelines of the Structure Plan. Overarching issues and opportunities for the Structure

Plan to address are summarised in Section 7.3.8.

More detailed analysis of issues and opportunities has been undertaken by way of precincts which share similar urban design and land use characteristics, within Sections 7.3.2 – 7.3.7. These precincts are shown in Figure 32.



Figure 32: Study Area Precincts



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### 7.3.1 Existing Built Form and Public Realm Conditions

There is a mix of land uses within the study area, including industrial, residential and retail. These land uses are located within clearly defined precincts, each of which have different building typologies and a distinctly different urban image, due to their role and era of development.

Much development of the industrial areas occurred during the Postwar era, and initial residential neighbourhoods were established at that time to provide housing for workers. Subsequent residential neighbourhoods were developed during the 1960s onwards, with the Westfield Shopping Centre opening in 1976.

Across the study area building heights range from 1-3 storeys and a number of architectural styles are represented, mostly from 1950s-present. The study area has seen an increase in development activity in recent years, particularly for medium density housing (generally comprising double storey units) and commercial proposals.

There are several open spaces including formal recreation reserves, parklands and the 'Green Spine' open space corridor.

The study area includes a high school and both a public and Catholic primary school. There is a community centre in Bowes Avenue, a cluster of community facilities around the McNamara Avenue Neighbourhood Centre and several churches and community halls.

There is a hierarchy of street functions and design, which includes a gridded internal street layout of local roads and major arterial roads around the periphery. The grid layout distorts or disconnects around open spaces, topographic changes in the southwest corner and the Westfield Shopping Centre in the north, which creates disconnections within the street network.

Matthews Avenue is the key north-south connection and a busy local street, running parallel to, but separated from, the Tullamarine Freeway. Moore Road, Parer Road and Roberts Road are important east-west links. Generally, the east-west streets from the Matthews Avenue spine provide good access and legibility. However, improved north-south connections are required through the central part of the study area.

Several major infrastructure elements are evident: electricity transmission lines to the north of the study area and a substation on Moore Road. The Albion-Jacana freight rail line is the standard gauge link to Sydney, occupying a reservation that is part of the previous State

Government's proposed alignment of the airport rail link.

Figure 33 summarises the existing conditions of the study area.



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Figure 33: Existing Conditions

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### 7.3.2 Retail Precinct

The retail precinct forms the northern gateway to the study area and is within a highly visible location.

The Westfield Shopping Centre and adjoining commercial sites (including Officeworks and the Skyways Hotel) comprise a cluster of 'big box' retail and commercial developments set around surface carparking areas. The northwest and northeast edges of this precinct are bounded by hard physical barriers of freeways and the freight railway line.

Residential properties on the south side of Moore Road form a sensitive interface. This area has been identified as suitable for higher density development in the Moonee Valley Neighbourhood Character Study.

Moore Road is a busy thoroughfare, carrying local vehicular traffic and heavy goods vehicles. There is also relatively high pedestrian movement through this area. A tram terminus is located on Matthews Avenue and a major bus stop on Louis Street provides the start/end destination for several routes.

#### 7.3.2.1 Retail Precinct Built Form and Urban Design Issues and Opportunities

##### *Issues:*

1. The retail precinct appears as islands of development set within a sea of carparking. Fragmented land ownership and development has led to a lack of overall design co-ordination within this key precinct of Airport West.
2. Although the retail precinct is a focal point of Airport West and a primary activity node, it decidedly lacks a 'sense of place' or identity.
3. Many of the buildings in this precinct are internalised malls, with pedestrian access facing into carparking areas. Many buildings present blank walls to the surrounding public spaces.
4. The public realm is dominated by the hard surfaces of road space and carparking. There are few trees to provide shade or visual relief. There are no outdoor public spaces.
5. Buildings are of a poor design quality and, together with the harsh public realm, do not form an attractive gateway to Airport West. The northern interfaces of the industrial area, freeways, railway line and transmission lines are unattractive.
6. The precinct is congested and difficult to navigate for all forms of transport. The tram and bus interchanges have limited passenger amenity and are not connected. Pedestrian links are unclear

and secondary to the road network.

7. The southern edge of the precinct presents a poor interface of blank facades with the residential neighbourhoods along Moore Road. Heavy vehicle traffic along Moore Road also impacts upon residential amenity.

##### *Opportunities:*

1. Develop a coordinated design vision for buildings and spaces across the precinct, to provide an improved image and identity for the study area.
2. Improve the quality and appearance of buildings and the public realm to complement the precinct's role as a vibrant retail and mixed use area and focal point for Airport West.
3. Activate the exterior of buildings to better integrate with the surrounding area and public spaces.
4. Investigate options for an improved public realm and outdoor spaces. This could include additional tree planting and improved ground surface treatments, or the creation of a plaza space or a 'main street' as a focus for outdoor dining or activity.
5. Encourage well-designed, higher scale buildings set within an attractive and activated public environment to form a distinctive northern gateway. Locate higher scale buildings on the northern edge of the precinct away from sensitive interface considerations.
6. Improve access and safety for pedestrians, cyclists and cars throughout the precinct. Upgrade public transport facilities, including tram and bus stops. Investigate the potential to create an integrated tram and bus transport interchange.
7. Work with property owners to investigate options to establish active uses along the northern side of Moore Road; this could include higher density residential or mixed use.

### 7.3.3 Eastern Industrial and Commercial Precinct

The eastern industrial and commercial precinct is located immediately behind Matthews Avenue. Residential areas adjoin the precinct to the west and the retail area to the north.

There is a wide range of building types throughout the precinct. Building scales range from low, single storey development to large warehouses and factories (some of which would equate to a three storey scale).

Buildings have a utilitarian design, reflecting their



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commercial or industrial use. Building forms and setbacks are mixed. Many sites have buildings constructed to the street edge; other sites have a setback which is paved and used for carparking or open storage.

Public realm treatments are mixed. All streets have a concrete kerb, channel and footpath; some streets also feature a grassed nature strip and occasional street trees.

Streets are often congested with parked cars. Parking on the nature strip also occurs. Many sites with frontage parking are accessed by wide crossovers.

The Green Spine is the closest open space to this area.

### 7.3.3.1 Eastern Industrial and Commercial Precinct Built Form and Urban Design Issues and Opportunities

#### *Issues:*

1. While the mix of building types and styles is typical of the precinct's industrial and commercial function, many sites do not present a positive interface to the street.
2. The lack of consistency in public realm treatments and excessive parking across site frontages also detracts from streetscape amenity. There is a need to improve east-west links between the Green Spine and residential area and into Essendon Fields.
3. The precinct presents a poor visual amenity, as well as noise and pollution issues at the interface with adjoining residential and retail areas.
4. The northern edge of the precinct presents a poor interface with the retail areas, with inactive facades or site frontages dominated with car parking areas.
5. Future increases in housing density within the commercial/mixed use areas to the north of the study area may result in conflict with the existing industrial uses of this area.

#### *Opportunities:*

1. Develop design guidelines for improved presentation of sites to the street and to improve building quality as sites are redeveloped or altered.
2. Co-ordinate and enhance public realm treatments, including paving materials, planting and street furniture, to improve the precinct's urban image and strengthen east-west links.
3. Manage the interface with retail and residential areas by encouraging lower built form in these transitional areas.

4. Encourage higher scale, mixed use development in the north of the precinct (north of Moore Road) that will activate the retail precinct and bring a greater diversity of activity to the area.
5. Investigate options to manage conflict between future residential development to the north and the existing industrial uses in this area.
6. Identify areas suited to accommodate a diversity of housing.
7. Celebrate the diversity of activity in this area.

### 7.3.4 Matthews Avenue and Essendon Fields Precinct

Matthews Avenue runs parallel to the Tullamarine Freeway and the Route 59 tram line and is the key north-south thoroughfare for local traffic within Airport West. It is highly visible from the freeway.

A range of commercial and industrial buildings are located along Matthews Avenue, north of Hart Street.

Buildings are generally the equivalent of two to three storeys, with varied frontage treatments and setbacks.

The scale of buildings is higher than those within the industrial hinterland sites to the west. Several of these sites are profiting from the high exposure of Matthews Avenue and present a well designed and well maintained image to the street. A number of sites have been recently been redeveloped and refurbished.

At the northern end near the retail precinct, applications for higher scale residential and serviced apartment buildings have been received, for buildings of five and twelve storeys. Several large scale pole signs have been erected for site identification and advertising billboards.

South of Hart Street is residential, comprising mostly single detached dwellings. The 2008 Structure Plan identified this residential area as a possible location for higher density housing.

Matthews Avenue has a concrete kerb, channel and footpath, with a grassed nature strip in some locations. There is irregular planting of exotic and native trees on both sides of the road. In some locations there are more regular plantings of ornamental pears.

The 2008 Structure Plan identified three gateway sites along Matthews Avenue, to be better defined with higher built form of between three and six storeys. The gateways are at Fullarton Road (near the junction with Keilor Road), at the Hood Street and English Street intersection (the key connection to Essendon Fields) and at Moore Road (as the main entry to the shopping

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precinct).

On the opposite side of the road, and across the Freeway, higher scale form is planned along the western edge of Essendon Fields. An eight storey hotel building has recently been approved and the Essendon Airport Masterplan shows buildings up to 10 storeys along this edge, clustered around the English Street spine.

### 7.3.4.1 Matthews Avenue and Essendon Fields Precinct Built Form and Urban Design Issues and Opportunities

#### Issues:

1. Overall, Matthews Avenue presents an unattractive eastern edge to Airport West and a poor interface with the Tullamarine Freeway and Essendon Fields.
2. The streetscape has an inconsistent and cluttered appearance due to the varied public realm treatments, large scale signage, overhead wires and freeway/tramway infrastructure.
3. The low scale of buildings and inconsistent street planting (with tree height limited by powerlines) also contribute to Matthews Avenue lacking a distinctive image.
4. There is little sense of connection to Essendon Fields due to the physical barriers of the freeway and tram line, and the lack of a strong built form presence on either side of the road.
5. The gateway sites identified in the 2008 Structure Plan have not been redeveloped as per the Plan's vision: they currently lack a strong visual presence in the street due to a poor quality of built form and public realm design.
6. Proposed high scale, high density development may present amenity issues within the streetscape or for adjoining residential areas. Future occupants of high density development also require adequate internal amenity.
7. While the residential sites in the southern section of Matthews Avenue present opportunities for higher scale and higher density development, Design and Development Overlays (DDO8 and DDO9) limit the height of buildings due to Essendon Airport's flight path restrictions.

#### Opportunities:

1. Develop a coordinated design vision for Matthews Avenue, as a key 'avenue' space within the study area and its highly visible eastern commercial edge. The combined road space of Matthews Avenue together with the Tullamarine Freeway should be reviewed and redesigned as a future

'spine' of the Airport West-Essendon Fields technology precinct.

2. Advocate to VicRoads to upgrade the appearance of the freeway as the integral interface between Airport West and Essendon Fields, in the context of the proposed technology precinct. This would include designing the roadway infrastructure of overpasses and lighting as sculptural elements that add to the image of this precinct and rationalise the number and placement of large scale signs along the street.
3. Consider the potential for tramway greening.
4. Locate higher scale form along Matthews Avenue, with well-designed buildings that complement the proposed building scale of new development at the western edge of Essendon Fields. Design buildings to address the street and establish a consistent palette of public realm treatments and street planting. Investigate options to underground powerlines so that a stronger avenue of higher scale trees can be established.
5. Create stronger physical and visual connections between Matthews Avenue and English Street with clearer access points and higher scale built form on both sides of the road.
6. Enhance gateway sites with a higher scale form of a high standard of design, set within a well designed public realm.
7. Prepare design guidelines to manage internal and external amenity issues associated with higher scale, higher density buildings.
8. Use gateway treatments at the southern entry point of Matthews Avenue that comply with flight path building height restrictions, such as planting or innovative low-scale buildings. Higher density residential development could be achieved within low-scale, compact building forms, and benefit from easy access to the Keilor Road Activity Centre.

### 7.3.5 Fullarton Road Industrial Area

The Fullarton Road industrial area is a small pocket of industrial uses at the southwestern corner of the study area, bordered by the Calder Freeway and the freight railway line. It adjoins established residential areas to the east.

There is a mix of development types in this small area. This includes a range of industrial buildings of varying size and scale, as well as sites that are fenced yet not developed (most likely used for storage). Several commercial and light industrial buildings have been recently developed and are of a high quality.



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The potential for a new train station to be developed immediately adjoining this precinct in the vicinity of the Calder Freeway/Western Ring Road interchange as a part of the Melbourne Airport Rail Link has previously been considered, however, this project does not currently have Government funding and is not considered a priority by the State Government. Notwithstanding this, there is an opportunity to influence the location of a station in the long term through intensification of residential development within this precinct.

### 7.3.5.1 Fullarton Road Industrial Area Built Form and urban Design Issues and Opportunities

#### *Issues:*

1. This area has an urban character of a typical industrial area, with a mixed quality of design and public realm treatment. The area is also visually dominated by freeways and railway line infrastructure.
2. The industrial character interfaces abruptly with adjoining residential streets.

#### *Opportunities:*

1. Investigate opportunities to improve the area's appearance through additional street planting or by working with land owners to plant trees in frontsetbacks. This will help to screen adjoining freeway and railway infrastructure.
2. Manage the interface with adjoining residential areas through measures such as building scale and setbacks or buffer planting.
3. In the long term, should a new station be established, this area could be redeveloped for transit-oriented, high density residential development. This area falls within a 400m walking distance of the potential station site and provides an excellent opportunity for a range of housing types and densities. Higher scale buildings could be developed at the edges of this area alongside the freeway and railway line, transitioning down in scale to the established residential areas.

### 7.3.6 Residential Areas

The residential neighbourhoods of the study area are well established with single detached dwellings dating from the 1940s onwards.

A subtle intensification of multi-unit development in the form of villa units or town houses has recently occurred.

The Moonee Valley Neighbourhood Character Study identified three residential character areas within Airport West:

- Garden Suburban, which includes the area of flat topography and gridded street layout, where buildings have a consistent one-two story scale and pitched roof form. These streets form the oldest residential areas of Airport West and were developed from the 1940s onwards;
- Garden Court, which includes the hilly area around Steele Creek with curvilinear street networks and larger scale houses of varying designs and forms. These streets were developed later, from the 1970s onwards;
- Central Residential, which includes the areas near Activity Centres where it has been identified that higher density development could occur in the future.

Most streets have nature strips and well-established street trees.

Community facilities located within the residential areas including open spaces, small local shopping centres, schools and community halls.

### 7.3.6.1 Residential Areas Built Form and Urban Design Issues and Opportunities

#### *Issues:*

1. There is a lack of housing diversity (i.e. smaller dwelling types such as apartments or units) within Airport West, with most sites supporting single detached dwellings. There has, however, been an increase in medium density development in recent years.
2. In some instances there is a lack of space for vegetation within multi-unit development, particularly for large canopy trees.
3. Some streets have inconsistent street tree planting.
4. There is a lack of community focal points and meeting places within the residential areas.
5. Pedestrian links to activity areas, open spaces or community facilities could be improved in some streets.

#### *Opportunities:*

1. Support an incremental change in housing diversity and density throughout residential neighbourhoods that reflects the preferred future character of the area. Encourage higher density housing in appropriate locations, near to high use destinations, community facilities and adjacent to

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- the Green Spine.
2. Ensure new development provides adequate space for large trees on-site, to strengthen the tree canopy across the suburb.
  3. Develop a street planting network across the study area. Improve street tree planting where current planting is inconsistent or lacking.
  4. Investigate opportunities for additional community focal points and open spaces across the residential neighbourhoods.
  5. Improve connections for pedestrians and cyclists around the residential neighbourhoods (refer to the recommendations of the Walking and Cycling Analysis in Section 7.4.2).

### 7.3.7 Local Neighbourhood Centre and Shops

There are three small local shopping centres within the residential area – in McNamara Avenue, Thomas Street and Creswell Avenue. These comprise typical 'fine grain' shopfronts, of single and double storey scale.

The McNamara Avenue Neighbourhood Centre contains a mix of offices, shops and food outlets, including a cafe with outdoor dining on the pavement. It has single and double storey scale buildings and features recent development of offices and townhouses. It adjoins a cluster of community facilities, including the St Christopher's Primary School, a kindergarten, child care centre, community centre and tennis courts.

Shops within the Thomas Street and Creswell Avenue strips have mostly been converted to offices or residences. Many of the front windows of the strip are blocked out by blinds or opaque window treatments. Both strips also feature recent townhouse development.

#### 7.3.7.1 Local Neighbourhood Centre and Shops Built Form and Urban Design Issues and Opportunities

##### *Issues:*

1. There is a lack of pedestrian links between the different community facilities around the McNamara Avenue Neighbourhood Centre.
2. Inactive street frontages detract from the ambience and amenity of the local centres.
3. Angle carparking along the frontage tends to visually dominate the streetscape.
4. There is a mix of building types and scale, which leads to a lack of visual consistency.

5. Pedestrian links to the centres need to be improved.

##### *Opportunities:*

1. Consolidate the role of the McNamara Avenue Neighbourhood Centre as a local focal point, and maximise opportunities for additional housing, community activities and retail. Improve the integration of the strip with the surrounding community facilities.
2. Encourage street level activation to enhance the activity of these centres. In addition, encourage further shop top development for commercial or residential uses above existing ground level shops.
3. Provide additional tree planting along the street edges. Create small 'pause places' or plaza spaces along each strip, suited to its role and level of activity.

### 7.3.8 Overarching Built Form and Urban Design Issues and Opportunities

From the above analysis, a number of overarching issues and opportunities relating to built form and urban design have been identified and are presented below.

##### *Issues:*

1. Airport West is an island suburb, bounded on all sides by hard physical barriers. This creates a sense of 'dislocation' from adjoining neighbourhoods and, in particular, the nearby Keilor Road Activity Centre and Essendon Fields.
2. New development is proposed within the Essendon Fields site at the interface with Airport West. These two precincts have very different roles and functions and are segregated by the Tullamarine Freeway and tramline.
3. The study area lacks a distinctive urban image or character, due to a mixed quality of architectural design and public realm treatments, and its range of disparate land uses.
4. This is particularly evident on key gateway sites, within the main retail and commercial areas and at the Matthews Avenue interface with Essendon Fields. In these key locations, a poor quality built form as well as inconsistent public realm design fail to make a positive contribution to the streetscape image or amenity.
5. The industrial areas suffer from ageing building stock and a poor quality public realm.
6. Interface issues exist between the residential areas and adjoining industrial uses and big box retail areas and require careful management.
7. There is a lack of housing diversity – most housing comprises single detached dwellings.

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8. Established green spaces are not well linked, and there is a lack of green space in the northern part of the study area.
9. While there are several centrally located community facilities, there is no place within Airport West that serves as a focal point for the community, either as a formal civic space or a principal meeting place. There is a lack of clear connections, particularly for pedestrians, to community facilities in nearby locations outside the study area, such as the Niddrie Library.
10. Access and linkages for all forms of transport, particularly pedestrians, need to be made clearer. Overall, there is a dominance of motor vehicle access and parking throughout the study area.

### *Opportunities:*

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



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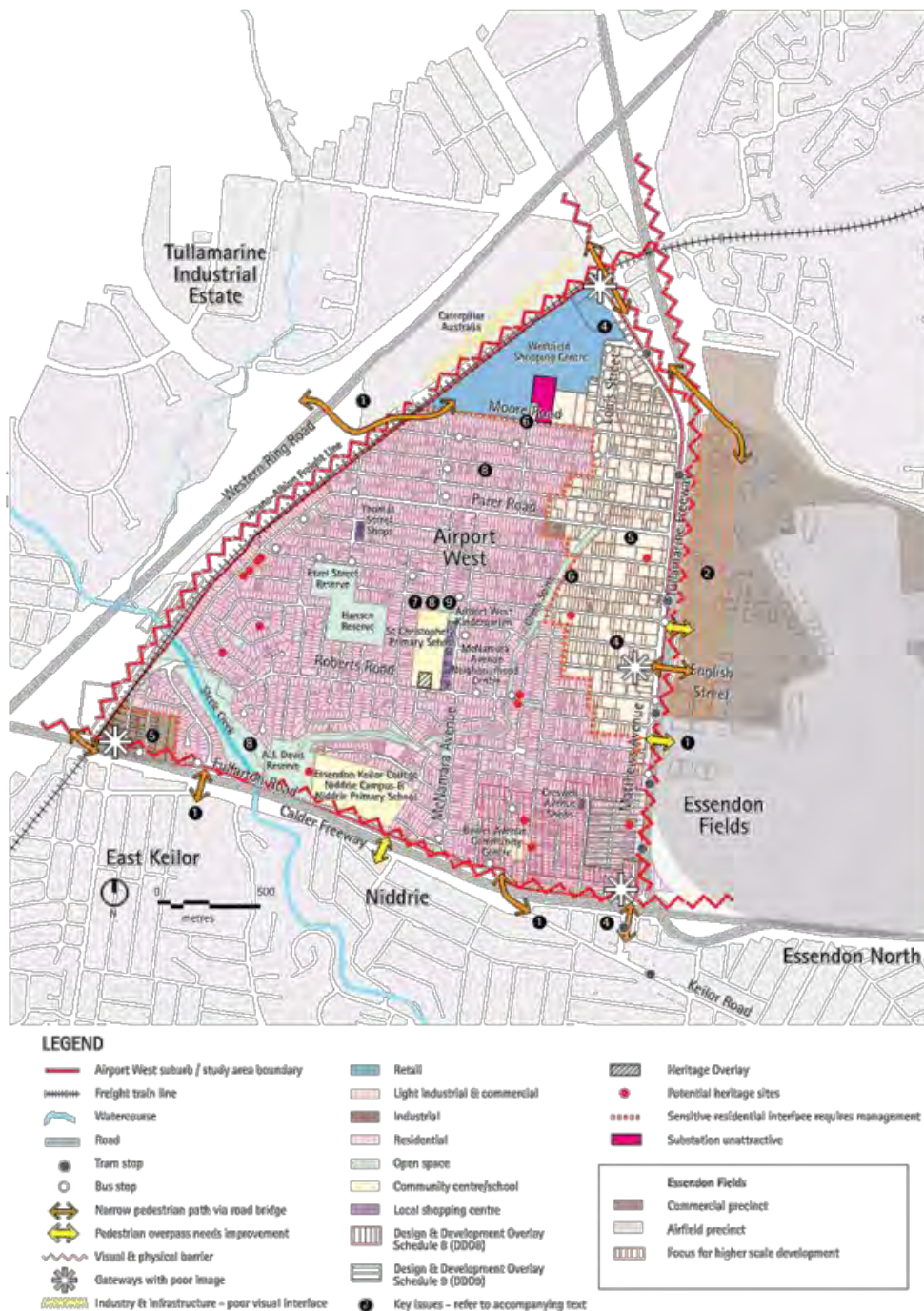


Figure 34: Built Form and Urban Design Issues



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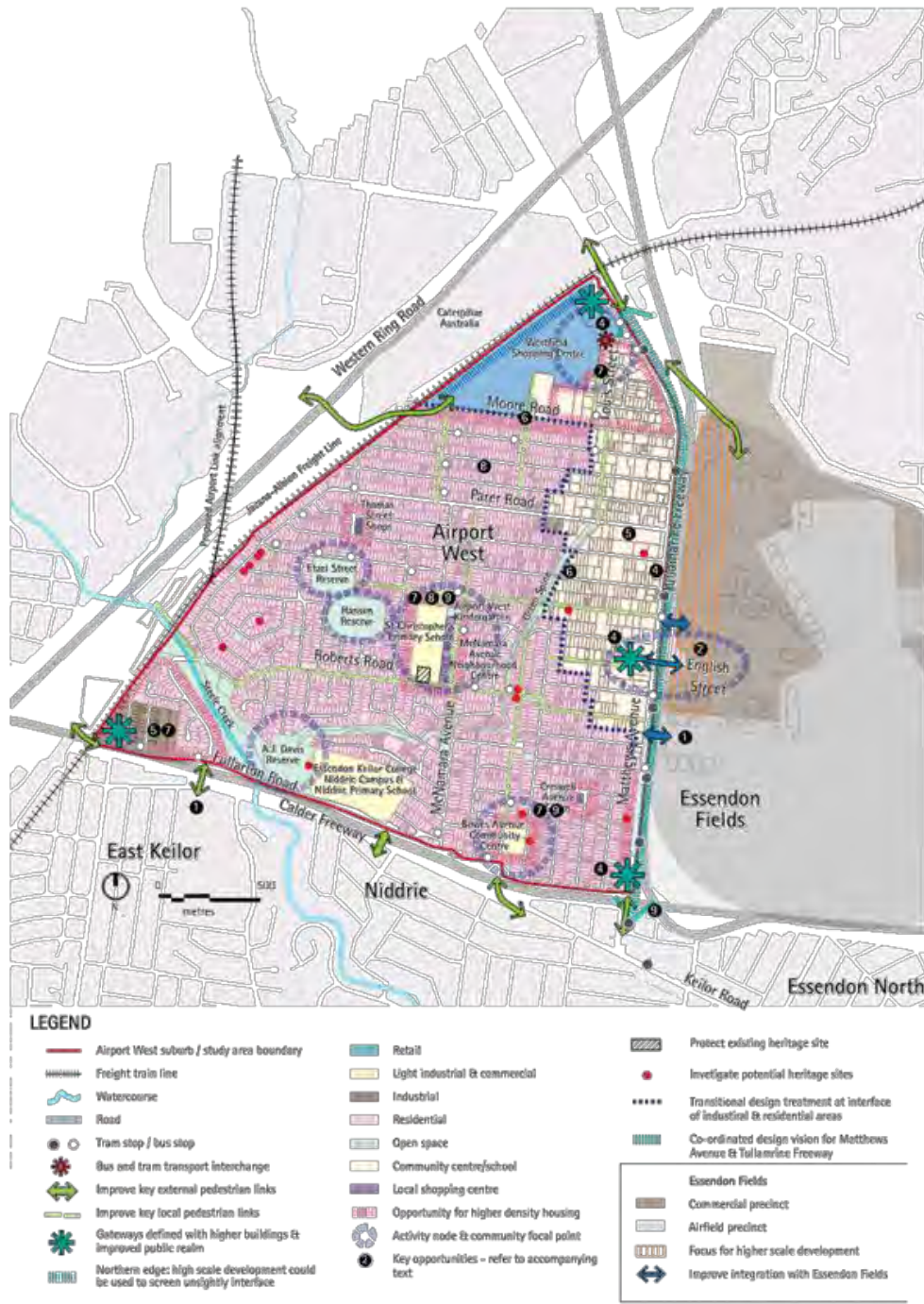


Figure 35: Built Form and Urban Design Opportunities

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### 7.4 Movement and Transport Analysis

The centre offers a range of transport services catering to tram, bus, bicycle and pedestrian travel. Nevertheless, a significant number of issues and opportunities have been identified for walking, cycling, public transport, traffic and parking. These are discussed below.

#### 7.4.1 Public Transport

Public transport in Airport West consists of tram and bus services. Tram Route 59 operates along the eastern side of Matthews Avenue and terminates at the intersection of Melrose Drive, Matthews Avenue and Dromana Avenue. The route operates from Flinders Street Station travelling along Elizabeth Street, Mount Alexander Road, Keilor Road and Matthews Avenue.

A number of bus services operate on the suburb's periphery, with a single bus service taking a central route through the residential area. Little is provided in the way of dedicated bus facilities with the exception of bus queue jump lanes on Melrose Drive.

A bus interchange that serves seven routes is located adjacent to Westfield Shopping Centre in Louis Street.

Tram and bus passengers have to walk nearly 200 metres when changing between modes, which includes a crossing of Matthews Avenue at the signalised intersection.

The closest passenger heavy rail line to Airport West is the Craigieburn line, with Essendon being the closest station offering significant park and ride opportunities. Essendon Station is also an interchange point for the Route 59 tram and the 465, 476, 477, 483 and 501 bus services, with the bus services taking a range of different routes to access the station.

Patronage data aggregated by route is provided at Appendix C – Transport, Access and Mobility Assessment of the Airport West Activity Centre Issues and Opportunities Report (GHD).

#### 7.4.1.1 400 metre Radius Public Transport Catchment Areas

Figure 36 shows walkable catchment areas around existing bus and tram stops. The 400m radius catchment in blue indicates areas that can generally be reached within a five minute walk from public transport stops.

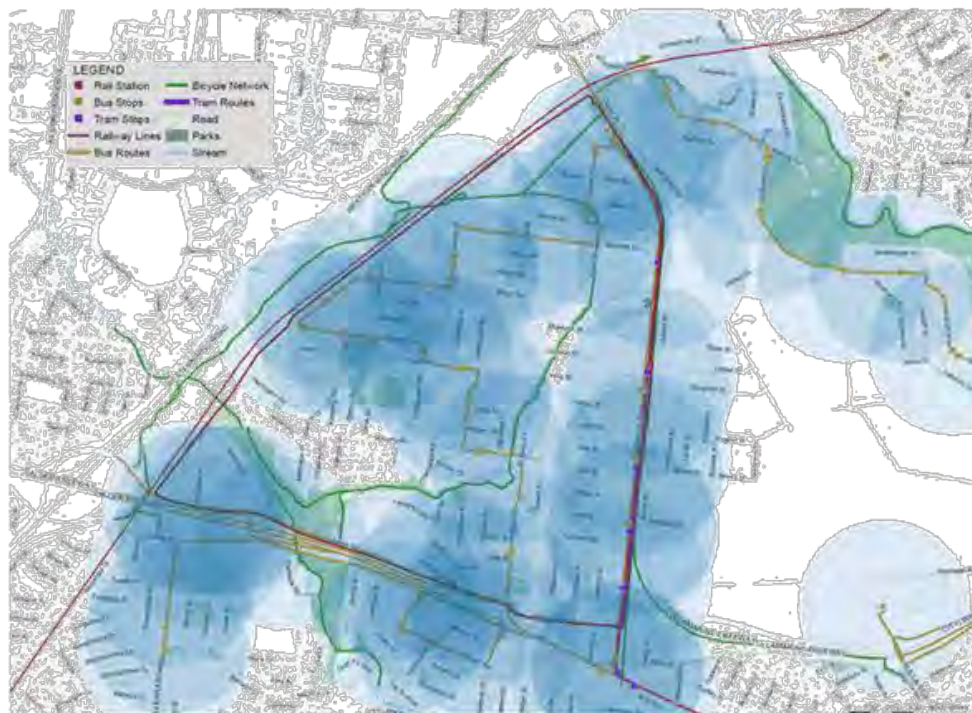


Figure 36: 400m radius public transport catchment areas

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This high level analysis identifies areas which are not adequately serviced by public transport. The intensity of blue catchment areas represents the number of stops within a walkable area. The existing coverage is quite extensive however there are some pockets within Airport West that are do not fall within a 400 m catchment area. The main area with a lower level of public transport coverage is around the western section of Roberts Road.

### 7.4.1.2 Public Transport Service Frequency

#### Tram Route 59

The tram operates approximately every 5-10 minutes throughout the day with the first service departing Airport West at 5.23 am during the week and the last service arriving at Airport West at 12.52 am Monday to Thursday, 1.49 am on a Friday, 1:52 am on a Saturday and 12:30 am on a Sunday.

#### Bus Routes

The bus routes in Airport West are shown in Table 13 which is an extract taken from Public Transport Victoria's website. Table 13 provides details of each bus route travelling within Airport West.



Image 11: Bus interchange signage in Louis Street



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Table 13: Bus Routes in Airport West

BUS ROUTE		465 Essendon to Keilor Park via East Keilor		476 Moonee Ponds to Hillside via Keilor		477 Moonee Ponds to Broadmeadows Railway Station via Essendon, Airport West, Gladstone Park	
Location through Airport West		Travels along Fullarton Road in the south west corner.		Travels along the length of Fullarton Road.		Travels along Matthews Avenue.	
MONDAY TO FRIDAY	Frequency	Approximately every 10 minutes during peak and 20 minutes during off peak periods.		Approximately every 15 minutes during peak and 30 minutes during off peak periods.		Approximately every 10-15 minutes during peak and 30 minutes during off peak periods.	
	Operating hours	First bus leaves Essendon at 6.12 am.	Last bus arrives at Essendon at 8.55 pm.	First bus leaves Matthews Avenue/Keilor Road at 5.40 am.	Last bus arrives Matthews Avenue/Keilor Road at 10.15 pm.	First bus leaves Dawson Street/ Broadmeadows Road at 5.55 am.	Last bus arrives Broadmeadows Railway Station/Pascoe Vale Road at 10.10 pm.
SATURDAY	Frequency	Approximately every 20-30 minutes.		Approximately every 40 minutes.		Approximately every 30 minutes.	
	Operating hours	First bus leaves Essendon at 6.40 am.	Last bus arrives at Essendon at 8.57 pm.	First bus leaves Matthews Avenue/Keilor Road at 6.57 am.	Last bus arrives Matthews Avenue/Keilor Road at 9.35 pm.	First bus leaves Dawson Street/ Broadmeadows Road at 6.25 am.	Last bus arrives Broadmeadows Railway Station/Pascoe Vale Road at 9.45 pm.
SUNDAY	Frequency	Approximately every 40 minutes.		Approximately every 40 minutes.		Every hour.	
	Operating hours	First bus leaves Essendon at 9.20 am.	Last bus arrives at Essendon at 8.50 pm.	First bus leaves Matthews Avenue/Keilor Road at 8.57 am.	Last bus arrives Matthews Avenue/Keilor Road at 10.22 pm.	First bus leaves Dawson Street/ Broadmeadows Road at 8.45 am.	Last bus arrives Broadmeadows Railway Station/Pascoe Vale Road at 10.20 pm.



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Table 13: Bus Routes in Airport West (Continued)

BUS ROUTE		478 – Airport West Shopping Centre to Melbourne Airport via Melrose Drive		479 – Airport West Shopping Centre to Sunbury Railway Station via Melbourne Airport		482 – Airport West Shopping Centre to Melbourne Airport via South Centre Road	
Location through Airport West		Terminates at Airport West Shopping Centre.		Terminates at Airport West Shopping Centre.		Terminates at Airport West Shopping Centre.	
MONDAY TO FRIDAY	Frequency	Every hour.		Every hour.		Every hour.	
	Operating hours	First bus leaves Airport West Shopping Centre at 6.15 am.	Last bus arrives at Airport West Shopping Centre at 7.52 pm.	First bus leaves Airport West Shopping Centre at 5.45 am.	Last bus arrives at Airport West Shopping Centre at 8.22 pm.	First bus leaves Airport West Shopping Centre at 5.35 am.	Last bus arrives at Airport West Shopping Centre at 6.37 pm.
SATURDAY	Frequency	Every hour.		Two services.		Does not operate on weekends.	
	Operating hours	First bus leaves Airport West Shopping Centre at 7.45 am.	Last bus arrives at Airport West Shopping Centre at 7.20 pm.	First bus leaves Airport West Shopping Centre at 8.45 am.	Last bus arrives at Airport West Shopping Centre at 5.20 pm.		
SUNDAY	Frequency	Every hour.		Two services.		Does not operate on weekends.	
	Operating hours	First bus leaves Airport West Shopping Centre at 7.45 am.	Last bus arrives at Airport West Shopping Centre at 7.20 pm.	First bus leaves Airport West Shopping Centre at 8.45 am.	Last bus arrives at Airport West Shopping Centre at 5.20 pm.		

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Table 13: Bus Routes in Airport West (Continued)

BUS ROUTE		490 – Airport West to Gowanbrae via Melrose Drive, Gowanbrae Drive		501 – Moonee Ponds to Niddrie via Strathmore		902 – Chelsea to Airport West	
Location through Airport West		Terminates at Airport West Shopping Centre.		Travels through the local streets of Airport West.		This is a SmartBus Route that terminates at Airport West Shopping Centre.	
MONDAY TO FRIDAY	Frequency	Approximately every 30 minutes during the peak and hourly during the off peak periods.		Approximately every 40 minutes.		Approximately every 10 minutes during peak and 20 minutes during off peak periods.	
	Operating hours	First bus leaves Airport West at 5.55 am.	Last bus arrives at Airport West at 7 pm.	First bus leaves Matthews Avenue/Keilor Road at 6.15 am.	Last bus arrives at Matthews Avenue/Keilor Road at 9.45 pm.	First bus leaves Airport West Shopping Centre at 5.23 am.	Last bus arrives at Airport West Shopping Centre at 2.12 am.
SATURDAY	Frequency	Every hour.		Every 45 minutes.		Every 30 minutes.	
	Operating hours	First bus leaves Airport West at 9.25 am.	Last bus arrives at Airport West at 4.25 pm.	First bus leaves Matthews Avenue/Keilor Road at 6.45 am.	Last bus arrives at Matthews Avenue/Keilor Road at 9.45 pm.	First bus leaves Airport West Shopping Centre at 5.46 am.	Last bus arrives at Airport West Shopping Centre at 12.52 am.
SUNDAY	Frequency	Does not operate on Sunday.		Every 45 minutes.		Every 30 minutes.	
	Operating hours			First bus leaves Matthews Avenue/Keilor Road at 9.00 am.	Last bus arrives at Matthews Avenue/Keilor Road at 9.00 pm.	First bus leaves Airport West Shopping Centre at 6.39 am.	Last bus arrives at Airport West Shopping Centre at 9.18 pm.

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### 7.4.1.3 Public Transport Issues and Opportunities

#### *Issues:*

1. No heavy rail is provided in close proximity to Airport West, limiting the area's connectivity to other parts of Melbourne via passenger heavy rail and reducing travel options for residents and businesses.
2. Limited bus service coverage is provided through the centre of the suburb. The 501 bus services this area but travels in a circuitous route via Strathmore Heights to the key destination of Essendon.
3. No direct public transport access is provided between Airport West and Essendon DFO.
4. The western edge of Essendon Fields near English Street is served by the Route 59 tram, however the eastern and northern parts of the development are not within easy walking distance of public transport.
5. The Route 59 tram is subject to delays resulting from congestion on Keilor Road and Mt Alexander Road once it leaves the segregated corridor adjacent to Matthews Avenue.
6. The tram terminus and bus interchange adjacent to Westfield are not integrated. Visibility between the two facilities is limited and passengers must walk longer than desirable to change between modes, including crossing signalised intersections.
7. Walking connections through the eastern industrial area are not attractive and may discourage residents and workers from walking to the tram.
8. The pedestrian bridges to Essendon Fields are not Disability Discrimination Act (DDA) compliant, which may make mobility impaired pedestrians less likely to use the tram as a mode for accessing Essendon Fields.
5. Consider options to better service Essendon Fields with public transport (trams, light rail, trains), potentially via a dedicated bus service to avoid adversely impacting users of existing services.
6. Investigate the merits of providing a bus service to Essendon DFO to assist Airport West residents to access the shopping and recreational opportunities provided by this development.
7. Establish and preserve a corridor for future extension of the 59 tram route to Melbourne Airport. Buses currently connect Airport West to the airport but future patronage may warrant, and be maximised through the provision of light rail, particularly if the heavy rail link to the Tullamarine Airport is not provided in the medium term.
8. Provide improved pedestrian crossing points over the Tullamarine Freeway that are DDA compliant to encourage workers and visitors to take the tram to Essendon Fields.
9. Enhance walking connections through Airport West's eastern industrial area to make walking to/from the tram more attractive and encourage its use.

#### *Opportunities:*

1. Provide a passenger heavy rail station as part of a future train line extension to Melbourne Airport.
2. Consider the advantages and disadvantages of re-routing the 501 bus to provide a more direct connection with Essendon Railway Station without travelling the circuitous route through Strathmore Heights.
3. Prepare a business case and advocate to PTV for higher frequencies for local bus services and tram connections to the city.
4. Investigate options for a consolidated tram and bus interchange in the north of Airport West near Westfield Shopping Centre that better integrates



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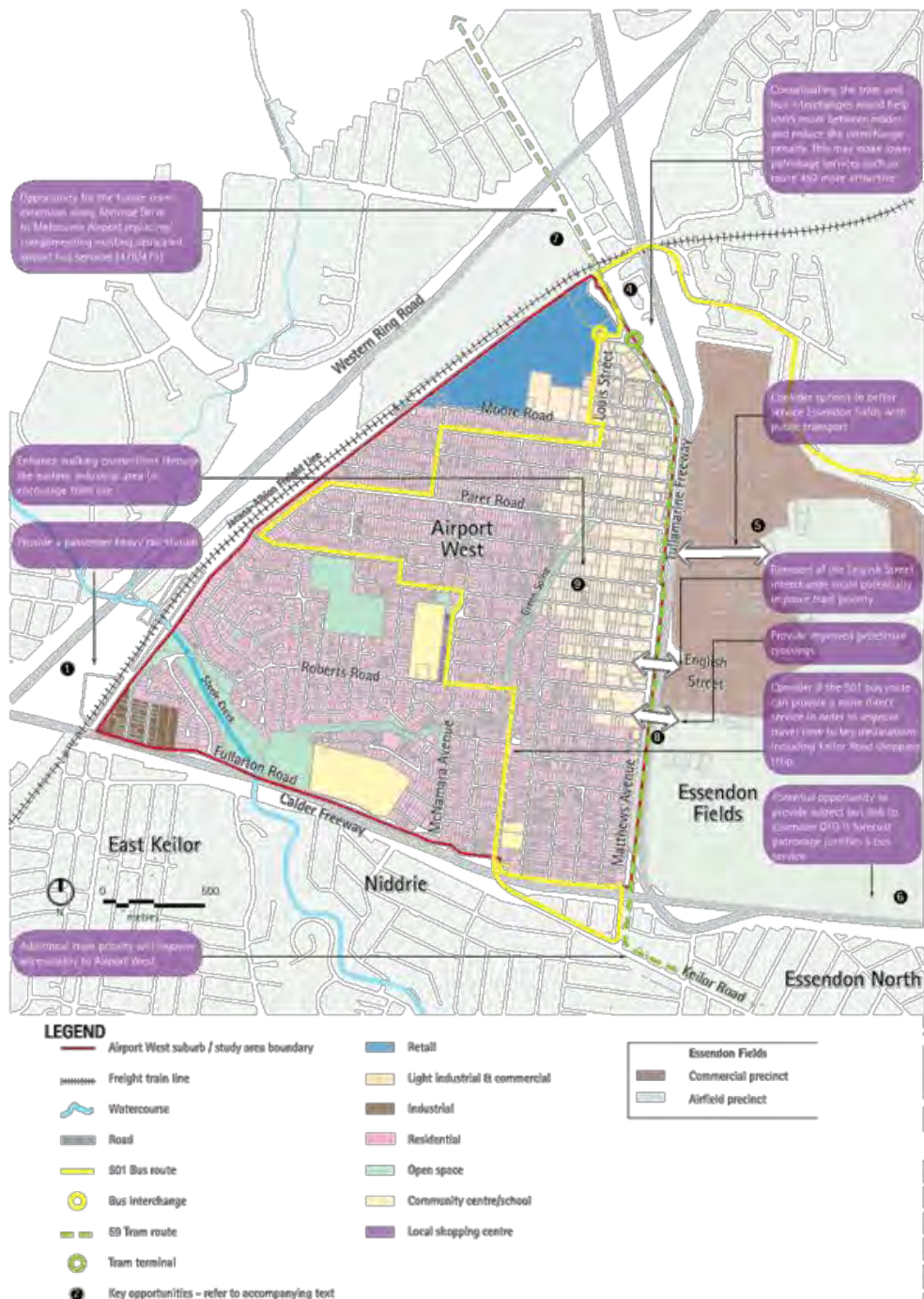


Figure 37: Public Transport Opportunities



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### 7.4.2 Walking and Cycling

Figure 38 shows the key bicycle and pedestrian facilities in Airport West, including off-road paths and links across the Calder Freeway, Tullamarine Freeway and Western Ring Road/Jacana-Albion Freight line. In addition to the off-road path network, pedestrians are able to utilise footpaths that are provided along the majority of roads.

While street-side footpaths serve as the primary means of pedestrian movement internally within Airport West, the freeway and rail network surrounding the suburb limit the free movement of pedestrians to surrounding areas.

Figure 38 shows that there is little provided in the way of formal cycle facilities for much of the residential area.

The existing pedestrian nodes include:

1. Westfield Airport West Shopping Centre.
2. McNamara Avenue Neighbourhood Centre.
3. Tram stops along Matthews Avenue to travel to/from the city.
4. St Christopher's Primary School.
5. The Green Spine recreational path.
6. Etzel Street Reserve

7. Hansen Reserve
8. AJ Davis Reserve
9. Weather Station Park
10. Essendon Keilor College and Niddrie Primary School
11. Bus interchange
12. Bowes Avenue Community Centre

It is anticipated that these nodes will maintain their position as key areas for pedestrian activity in the future.

Key walking links between the nodes generally align with the informal on road bike routes and the Green Spine. The streets within Airport West which feature higher levels of pedestrian activity include:

- a) Dromana Avenue and Louis Street
- b) McNamara Avenue between Roberts Road and Fraser Street
- c) Roberts Road between McNamara Avenue and Clydesdale Road

Refer to Appendix C for a CrashStats analysis and pedestrian and cycling issues.



Image 12: Existing pedestrian and cyclist path running through the Green Spine

## 7 | Analysis and Identification of Issues and Opportunities

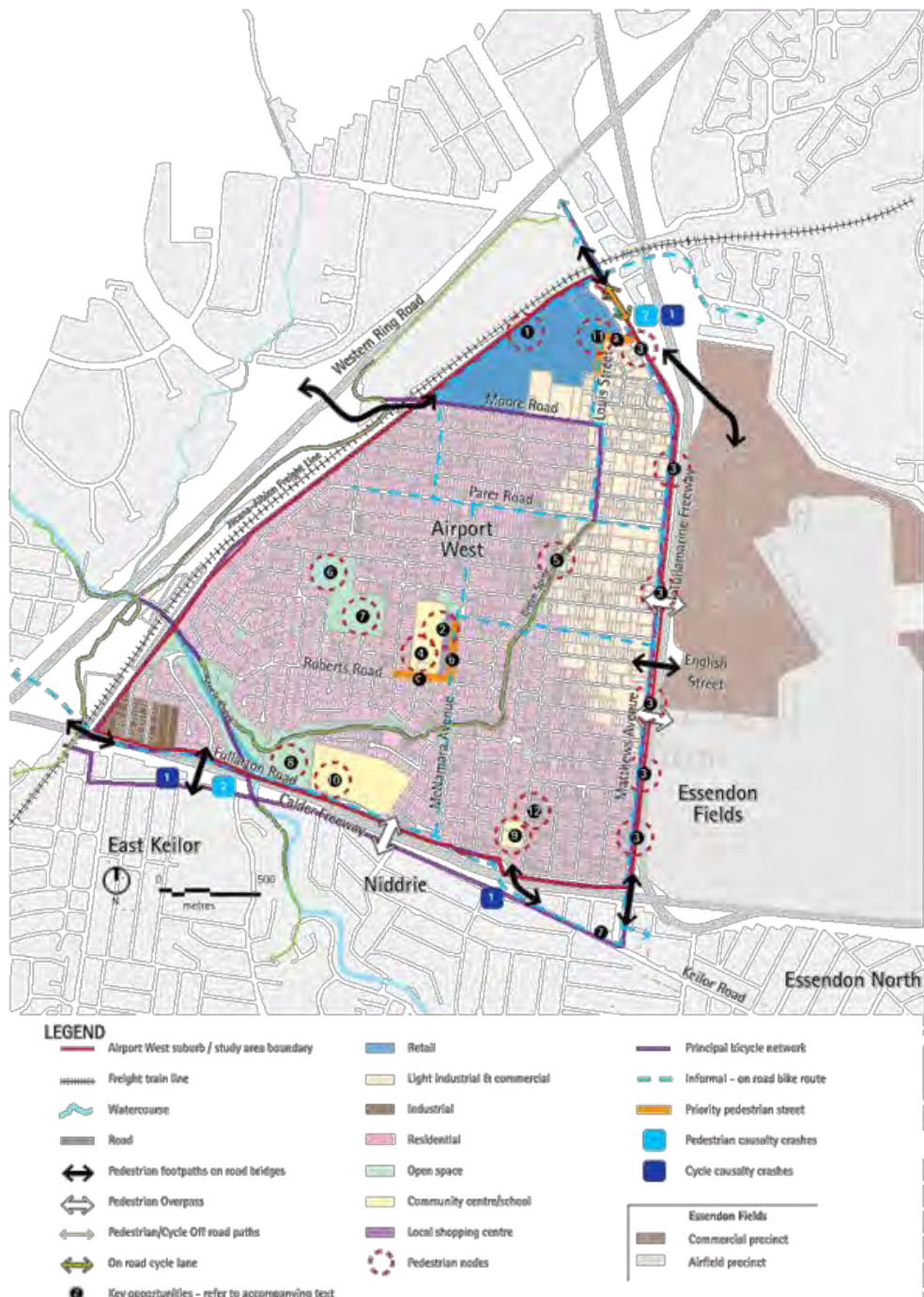


Figure 38: Walking and Cycling Existing Conditions



## Analysis and Identification of Issues and Opportunities | 7

### 7.4.2.1 Walking and Cycling Issues and Opportunities

#### Issues:

1. Pedestrian overpasses over the Tullamarine Freeway can only be accessed via stairs and are therefore not DDA compliant.
2. Road bridges that connect Airport West to adjacent areas generally have narrow footpaths next to busy roads, which creates an environment which is not conducive to walking.
3. English Street interchange with Tullamarine Freeway is congested and of low amenity for pedestrians. The time it takes pedestrians to cross the freeway corridor can be lengthy due to competing demands for signal cycle time.
4. The Green Spine does not provide seamless continuity for pedestrians at local road crossings.
5. The industrial area to the east offers low amenity for pedestrians with a lack of green infrastructure, which may discourage walking. Footpaths are often obstructed by parked vehicles.
6. Limited pedestrian access is provided to Westfield Shopping Centre. The shopping centre and its car park are also configured in a way that does not provide direct and legible access by pedestrians.
7. Pedestrian movements at intersections are often limited by the lack of dedicated pedestrian facilities such as pedestrian crossings.
8. Limited on-road cycle facilities are provided to facilitate movement of cyclists through the area. Matthews Avenue has been identified by VicRoads as a strategic route for cyclists in the Principal Bicycle Network, but no dedicated facilities are provided and cyclists must travel on-road with general traffic.
9. Road bridges that connect Airport West to adjacent areas do not include dedicated cycle facilities, which may discourage cycling as a mode for travelling to the area.
10. Cyclists have limited access to Essendon Fields as the pedestrian overpasses do not have ramps and no cycle infrastructure is provided at the English Street or Wirraaway Road interchanges. The existing overpasses are also narrow, which could impact the ability of cyclists to pass one another.
11. The Green Spine does not provide seamless continuity for cyclists at local road crossings. On-street car parking is permitted near the access points which can restrict visibility.
12. The off-road path network does not connect seamlessly to the Western Ring Road shared path



Image 13: St Christopher's Primary School children's crossing

## 7 | Analysis and Identification of Issues and Opportunities

or Spring Gully Reserve to the south of the Calder Freeway, impacting the ability of cyclists to move freely between Airport West and adjacent areas.

13. Westfield Shopping Centre is not cyclist friendly.
14. The lack of dedicated off-street paths and connections to the wider shared path network may discourage recreational cycling.
15. Opportunities for commuter cycling are limited by the lack of suitable connections to the wider shared path network across the Tullamarine and Calder freeways.

### *Opportunities:*

1. Strengthen pedestrian and cyclist connections through the eastern industrial area, linking the Green Spine to Tullamarine Freeway crossing points.
2. Provide new DDA compliant bridges at new locations over the Tullamarine Freeway to maintain connectivity between Airport West and Essendon Fields and better cater for cyclists and the mobility impaired. The Tullamarine Freeway widening will potentially remove the existing pedestrian bridges. This affords an opportunity to provide upgraded DDA compliant bridges that also cater for cyclists in place of the existing bridges. An additional pedestrian link between Airport West and Essendon Fields near Victory Road (Tram Stop 58) is also suggested in Council's Integrated Transport Plan.
3. Enhance pedestrian and cyclist crossing facilities as part of the English Street interchange remodel that is to be undertaken as part of the Tullamarine Freeway upgrade project.
4. Provide a connection from the Green Spine to Westfield Shopping Centre.
5. Upgrade the interfaces between the Green Spine and local roads to improve safety and directness and strengthen the green spine's role as an active transport corridor.
6. Improve links from the Green Spine to the McNamara Avenue Neighbourhood Centre and St Christopher's Primary School.
7. Provide an improved cyclist and pedestrian link along Matthews Avenue between the Keilor Road Activity Centre and Tullamarine Freeway, connecting in with Airport West and Essendon Fields.
8. Connect the Airport West cycle network to the M80 shared path.
9. Construct a new link between the Green Spine shared path and the shared path at Spring Gully Reserve.
10. Enhance connections from the residential area

through to Westfield Shopping Centre and modify the shopping centre so it better interfaces with residential development such as by providing an additional pedestrian crossing along Moore Road.

11. Strengthen informal cycle connections (as per Moonee Valley's Travel Smart map) with appropriate treatments.
12. Construct a three metre off-street shared pedestrian and cyclist path east of Matthews Avenue between the tram reserve and carriageway.
13. Investigate the opportunity to develop Louis Street as a main shared pathway route, or install on-road bicycle lanes (in place of on-street parking).
14. Construct a shared path on the north side of Moore Street linking Sexton Road with Louis Street and the Green Spine.



## Analysis and Identification of Issues and Opportunities | 7

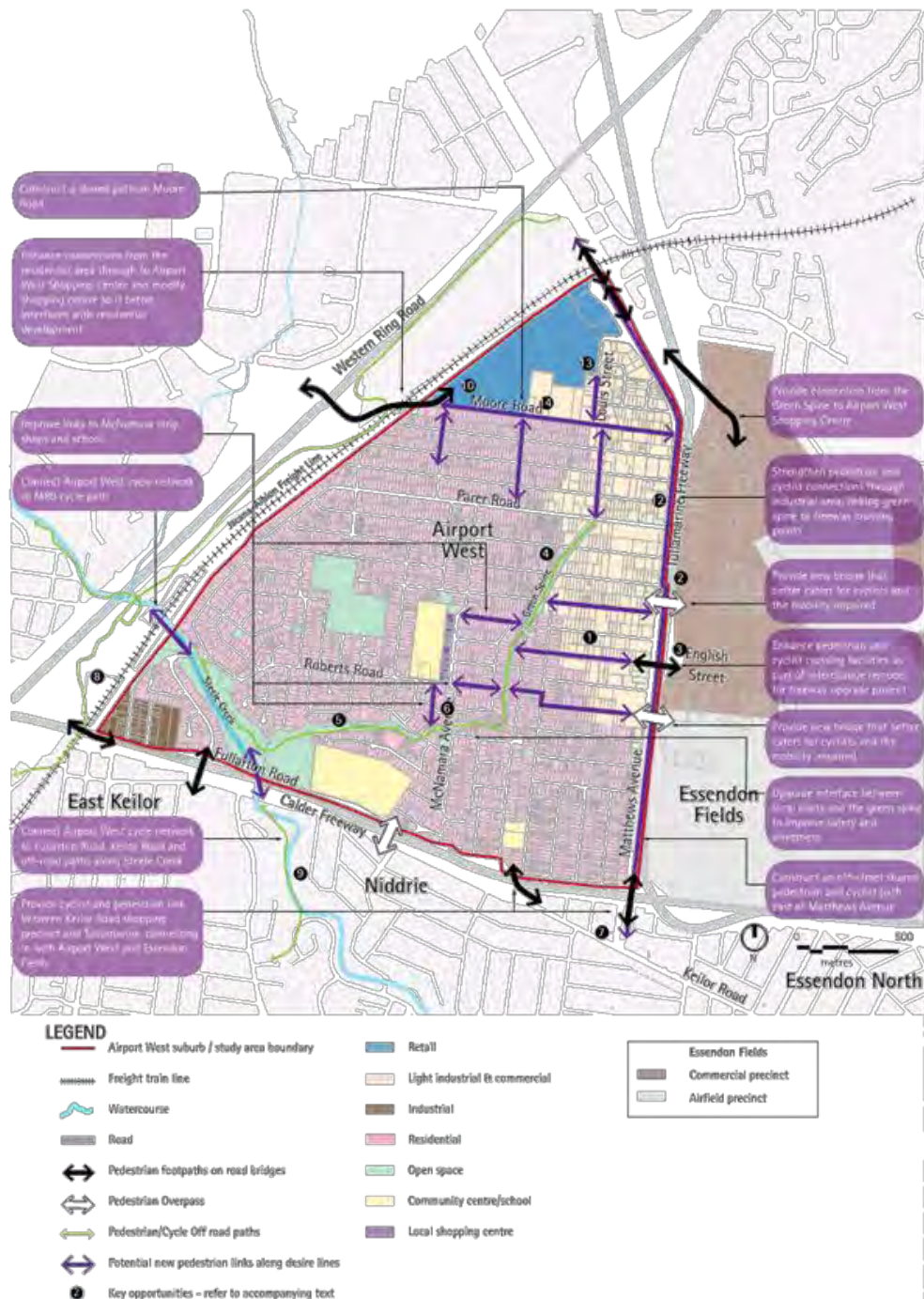


Figure 39: Walking and Cycling Opportunities

## 7 | Analysis and Identification of Issues and Opportunities

### 7.4.3 Traffic and Car Parking

#### 7.4.3.1 Roads

The Airport West road network has evolved over time in response to development in the region and the introduction of major transport and services corridors. The suburb is bounded by the Tullamarine Freeway to the east, Calder Freeway to the south and Western Ring Road/Albion-Jacana Freight line/transmission line corridor to the northwest.

The internal road network within Airport West consists of a sometimes poorly interconnected network of local roads that intersect with higher order roads on the southern, eastern and northern suburb boundaries. These arterial/collector roads are generally located just inside the major transport corridors on the suburb periphery.

Freeway interchanges are provided at the following locations:

1. Tullamarine Freeway / English Street / Matthews Avenue
2. Tullamarine Freeway / Melrose Drive / Wirraway Road
3. Calder Freeway / Fullarton Road
4. Calder Freeway / Moorna Drive
5. Western Ring Road / Westfield Drive / Airport Drive

Figure 40 shows the SmartRoads hierarchy for Airport West with the preferred traffic routes coloured in blue. The bus priority routes are shown in orange and the tram priority routes are shown in green.

There are a few on-road bicycle paths that are part of the Principal Bicycle Network within Airport West. These include the on-road informal bicycle routes along Fullarton Road and Melrose Drive.

A number of crossings of the freeways/freight line are provided that connect Airport West to the road networks in adjoining areas, including Essendon Fields, Niddrie, Keilor East, Keilor Park and Tullamarine.

#### 7.4.3.2 Existing Traffic Conditions

To better understand current traffic conditions in Airport West, traffic volume data was collected for five locations using automated traffic counters.

The traffic data was collected for a 7 day period between 9 pm Sunday 8 February and Sunday 15 February, 2015. The locations chosen were based on the existing Airport West Activity Centre boundary, and were as follows:

- Moore Road (between Cope Street and Sexton

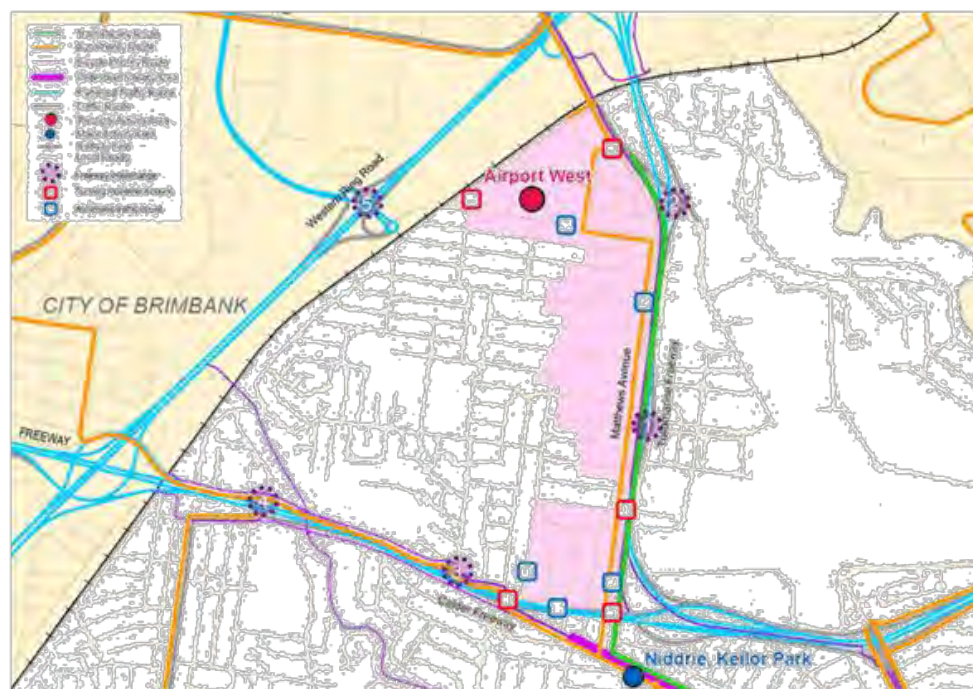


Figure 40: SmartRoads Hierarchy



## Analysis and Identification of Issues and Opportunities | 7

- Street)
- Matthews Avenue (between Halsey Road and Parer Road).
- Matthews Avenue (between Cameron Street and Fullarton Road).
- Fullarton Road (between Creswell Avenue and Walters Avenue)
- Bowes Avenue (between Fullarton Road and Cameron Street).

The location of the automatic traffic counts is shown in Figure 37 above.

Insights gained from analysis of the traffic data include:

- The surveyed roads are operating under theoretical midblock capacity.
- Heavy vehicle volumes are generally low, with Moore Road having the highest percentage of heavy vehicles with 13.4%.
- The majority of heavy vehicles are classes C4-C6, which correspond to medium vehicles (small trucks and vans).
- There does not appear to be excessive congestion at any location surveyed. This is supported by on site observations during peak and interpeak periods where traffic was observed to be flowing freely.

To better understand the operation of key intersections, turning movement traffic counts were collected on Wednesday 11 February 2015 during the AM and PM peak periods at the following sites:

- Fullarton Road / Matthews Avenue.
- Fullarton Road / Keilor Drive.
- Matthews Avenue / English Street / Tullamarine Freeway Interchange.
- Matthews Avenue / Tullamarine Freeway / Melrose Drive / Dromana Avenue.
- Moore Road / Sexton Street.

The location of turning movement counts is shown in Figure 37 above.

Using the turning movement count data, intersection traffic modelling was undertaken using SIDRA software to assess each intersection's operation. Insights gained from the intersection modelling include:

- Fullarton Road / Matthews Avenue is currently operating satisfactorily, though the right turn into Fullarton Road does experience delays at peak times in both the AM and PM peak.
- Fullarton Road / Keilor Road is currently operating satisfactorily with minimal delays.
- Matthews Avenue / English Street / Tullamarine Freeway Interchange experiences significant delays and congestion at peak times.

- Matthews Avenue / Tullamarine Freeway / Melrose Drive / Dromana Avenue is currently operating satisfactorily as a whole with acceptable delays, though delays on individual approaches may be greater than desirable during peak times.
- Moore Road / Sexton Street is currently operating satisfactorily with minimal delays.

The analysis indicates that the key congestion locations are at the interchange points with the Tullamarine Freeway. These locations are gateways to Airport West and Essendon Fields, and hence need to accommodate significant traffic volumes at peak times. Intersections in close proximity to the Calder Freeway and Western Ring Road interchanges have increased delays during peak periods, but intersection operation is considered acceptable. On the south side of the Calder Freeway, Council has identified opportunities to improve safety and traffic flow at the intersection where Keilor Road diverges and at the Keilor Road / Newman Street intersection.

### 7.4.3.3 Existing Parking Conditions

Car parking within Airport West is a combination of on street and off street. There are limited areas within the suburb where on street parking is restricted. The key off street parking locations are generally within the vicinity of shopping areas and sporting/community venues which include:

- Westfield Airport West Shopping Centre
- McNamara Avenue Neighbourhood Centre
- Hansen and Etzel Street Reserves
- A.J. Davis Reserve
- Bowes Avenue Community Centre

Whilst a number of properties in the eastern industrial area provide off-street car parking for staff, on-site parking is generally inadequate in the area, requiring employees and visitors to park on-street.

Site observations of publicly accessible off-street parking indicate that the Etzel Reserve and Bowes Avenue Community Centre car parks are not fully utilised on a typical week day. The peak utilisation of these facilities is likely to occur on weekends or during events. Parking at these locations is unrestricted.

Site observations of the McNamara Avenue Neighbourhood Centre indicate that parking can be highly utilised at times, although turnover is such that it is normally possible for shoppers to get a parking space. Parking at this location is predominately restricted to three hours during week day working hours and on Saturday morning, with some 15 minute and one hour

## 7 | Analysis and Identification of Issues and Opportunities

spaces also provided.

Car ownership rates per dwelling are similar to the Victorian and Australian average. There were a high proportion of households with one motor vehicle (37.8% compared to 34.7%) compared to the Victorian average and a lower proportion of households with three or more motor vehicles (13.1% compared to 16.8%). 8.4% of households do not own a car. Refer to Appendix C for a full analysis.

Early engagement with the community has identified that on-street parking in residential areas with narrow streets can impact two way traffic flow at times, requiring drivers to give way to opposing traffic. Feedback has also indicated that the roads around the schools in the area are subject to localised congestion at peak school traffic times (pick up and drop off).



Image 14: Car park in Westfield Shopping Centre



## Analysis and Identification of Issues and Opportunities | 7

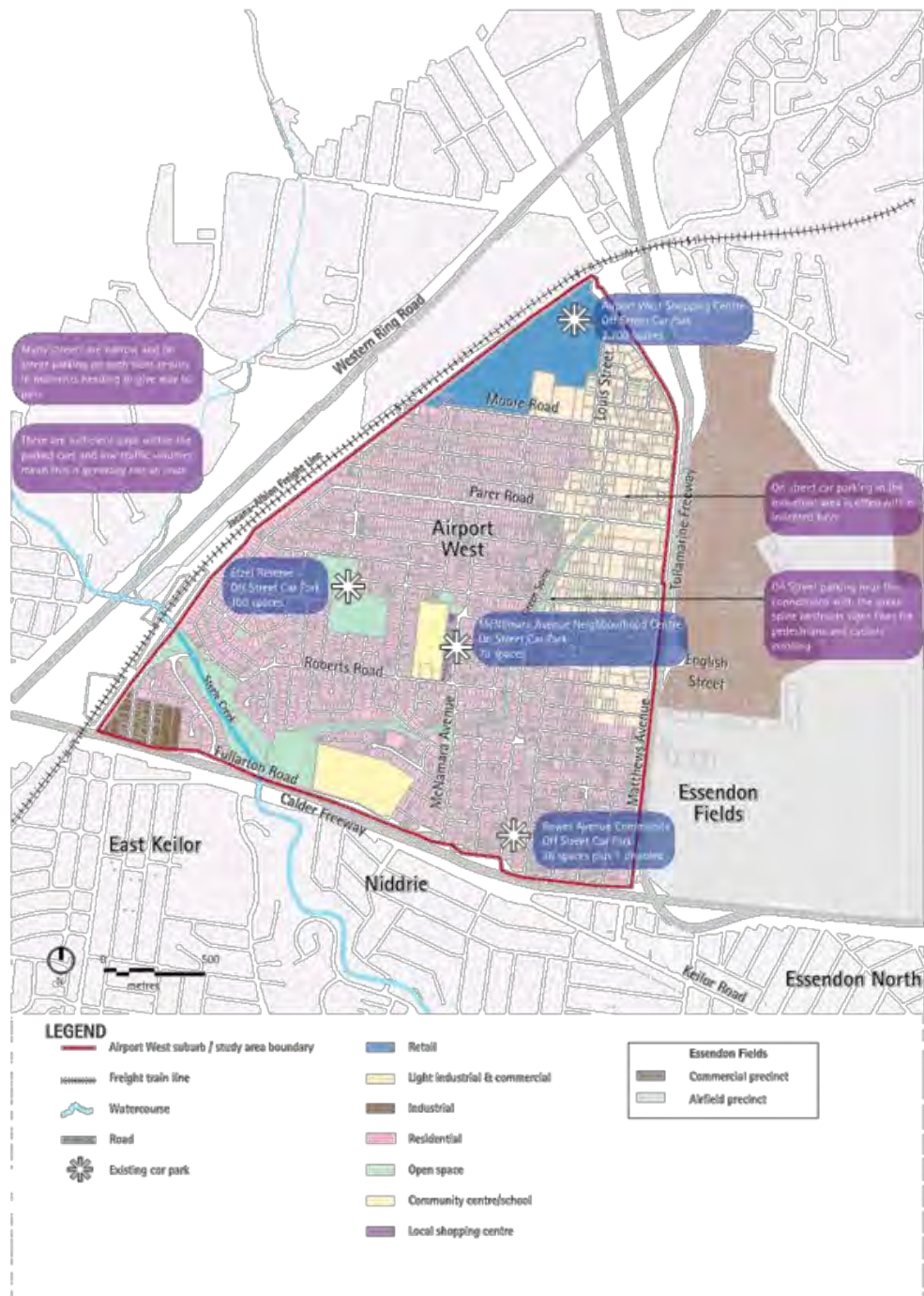


Figure 41: Car Parking – Existing Conditions

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### 7.4.3.4 Traffic and Car Parking Issues and Opportunities

#### *Issues:*

1. The local road network, proximity to freeways and limited public transport opportunities promote car usage within the area.
2. Vehicles (including trucks) associated with the light industrial land uses in the east may need to travel through the residential areas to access the Western Ring Road or make turning manoeuvres.
3. The English Street interchange is heavily congested at peak times, resulting in delays for vehicles travelling on Matthews Avenue and exiting Essendon Fields.
4. The high volume of traffic travelling through the Melrose Drive/Wirraway Road interchange and the number of approaches create delays during peak periods.
5. Access to the Western Ring Road interchange is not direct, particularly for traffic travelling from Essendon Fields. Westfield Drive is currently used for access but is configured as more of a car park circulatory road than urban collector. It is also managed by Westfield, which may limit opportunities for it to be upgraded.
6. Travel from Essendon Fields to Airport West via Melrose Drive is circuitous due to drivers not being able to turn left into Dromana Avenue.
7. The intersection between Westfield Drive and Sexton Street can be congested at peak times.
8. Parking on footpaths in the industrial areas impacts walking opportunities.
9. Parking near the Green Spine impacts visibility to crossing pedestrians and cyclists.
10. Cars parked on both sides of the narrow residential streets can impact two-way traffic flow.
11. The intensification of land use due to subdivision has led to a growth in the demand for on-street parking.
12. Narrow local roads (typically 6.5m) with parked cars result in cyclists travelling inside the dooring zone.
13. Proposed metering of the freeway ramps at McNamara Avenue will protect the integrity of the traffic flow on the Calder Freeway, however this is expected to increase congestion in the local road network.

#### *Opportunities:*

1. Consider options to improve the access to the Western Ring Road interchange and reduce the number of vehicles travelling through residential areas by:

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



## Analysis and Identification of Issues and Opportunities | 7

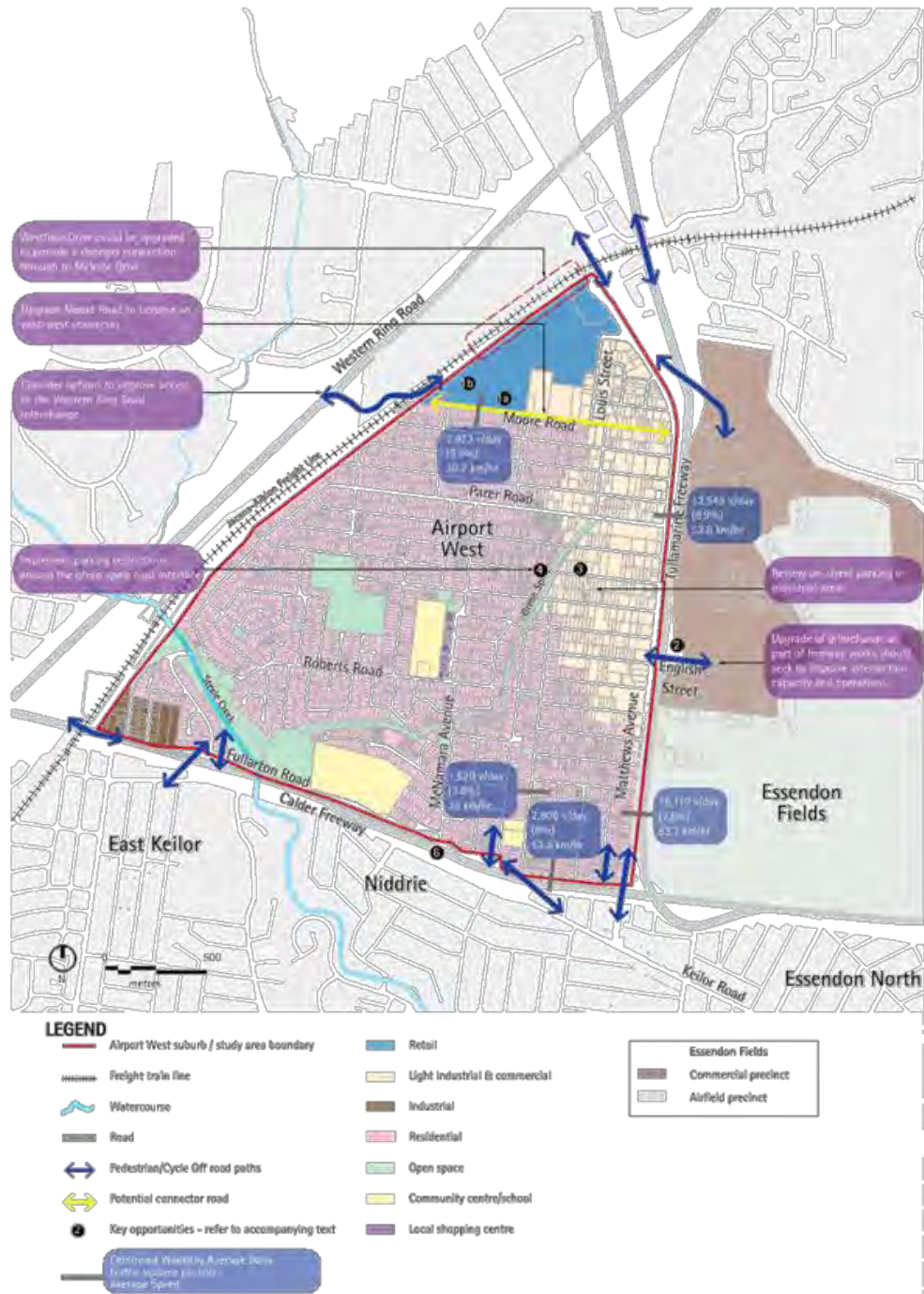


Figure 42: Traffic and Car Parking Opportunities

## 7 | Analysis and Identification of Issues and Opportunities

### 7.5 Community Services and Facilities

Council is in the process of developing a Long Term Community Facility Planning Framework to manage the development of Council's community facilities. Whilst this work is yet to be completed, initial analysis reveals that Airport West has a range of community services and facilities that are very popular and almost at capacity.

#### 7.5.1 Libraries

There is no dedicated library facility in Airport West however Niddrie Library, located at 483 Keilor Road, is located less than 300m south of the centre. It is easily accessible from Airport West via tram or bus and provides a full range of library and learning services.

Research undertaken for Council's Long Term Community Facility Planning Framework identified the need for a significant increase in floor space across the library network. In order to meet future demand and service levels, the Niddrie Library requires an increase of 90% (564m<sup>2</sup>) of current library floor space to meet 2023 requirements. The current facility is also significantly undersupplied in program and even and self-directed community space allocation.

Council's adopted Library and Learning Strategy (2011) also identified a key strategic action to '...investigate opportunities for co-location, relocation and larger scale renovation of existing library facilities'. Any future

expansion of the facilities and services in offer at Niddrie Library would directly benefit the growing population of Airport West. Any relocation of the library would also need to consider the needs of Airport West residents to ensure it remains easily accessible.

#### 7.5.2 Multi-purpose Community Facilities

Multi-purpose community facilities provided by Moonee Valley City Council include neighbourhood houses, community centres, community halls and neighbourhood centres. These facilities accommodate a range of user groups and house a variety of social, wellbeing and recreational activities.

Bowes Avenue Community Centre, hall and netball courts are located at Bowes Reserve in the south-east of the study area. These facilities are very popular and at capacity but their location and functionality are not ideal.

Bowes Avenue Community Hall is Moonee Valley's most use utilised community centre for hire. It is popular with dance and calisthenics groups.

Bowes Avenue Community Centre is used for community use and for Council's neighbourhood house programs. The Centre is at capacity and has no additional space for neighbourhood house programs which are in high demand.



Image 15: Ratcliff Hall



## Analysis and Identification of Issues and Opportunities | 7

Ratcliff Hall (hall for hire) is extremely popular. It is the biggest community hall for hire in Moonee Valley. Seating 150, it is the only hall in the municipality that seats above 100 people and has one of the biggest storage capacities. It is used predominantly by seniors groups during the week and calisthenics groups on the weekend.

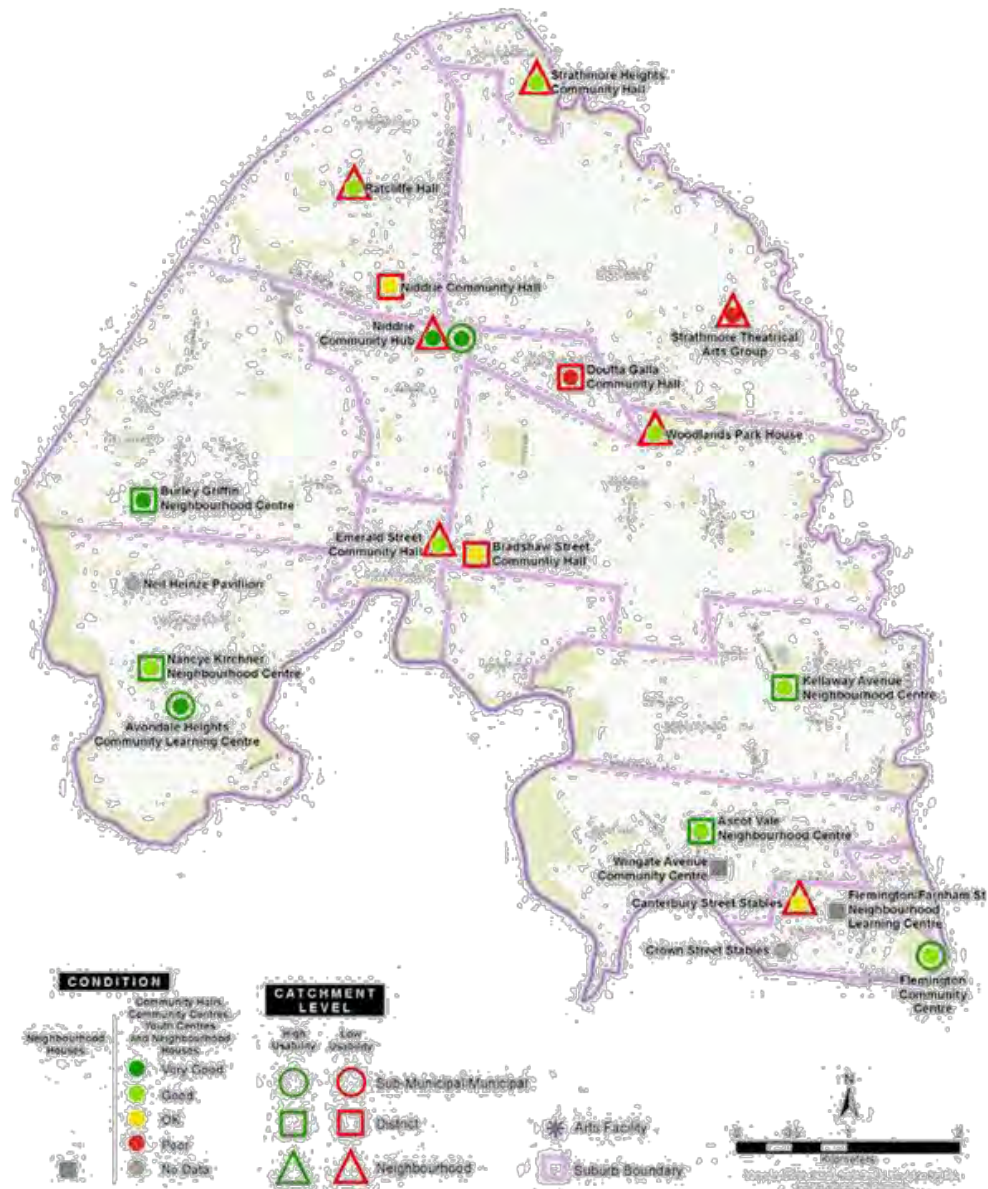


Figure 43: Distribution of multi-purpose community facilities within Moonee Valley

## 7 | Analysis and Identification of Issues and Opportunities

Table 14: Airport West / Essendon Fields Long Day Care Services

Name	Established	Address	Capacity
Airport Day Nursery	1984	79 McIntosh Street, Airport West	41 places
Airport West Early Learning Co-operative	1994	4 Clydesdale Road, Airport West	48 places
Bimbi Day Care	2005	63 - 69 McNamara Avenue, Airport West	51 places
Essendon Fields Kinder Haven	2008	Essendon Fields Shopping Centre	120 places
Total			260 places

### 7.5.3 Early Years Facilities

The Maternal and Child Health (MCH) service is provided to children aged 0-6 and involves a series of consultations with a MCH nurse at key stages in childhood development.

The Airport West MCH Centre is well located and despite only having 1 room, has good functionality. Research undertaken as part of the Long Term Community Facility Planning Framework suggests that some additional space will be required but not a full-time, dedicated space.

There are currently four childcare centres within Airport West and Essendon Fields offering long day care services with a total of 260 places. The largest of these is the Essendon Fields Kinder Haven with a total of 120 places.

There is likely to be growing demand for a child care facility within Airport West as a result of the projected increase in both the number of children aged 0-4 years living within the area and growth in the number of employees within Essendon Fields. The number of children aged 0-4 years living within Airport West is projected to increase by 74 children (16%) over the period 2014-2026 from 454 to 528 children.

Although the future provision of a child care facilities within Airport West is likely to be the focus of other Council strategies, the structure plan review should recognise the potential growing demand for such facilities.

Key factors influencing the location of childcare centres include the availability of convenient car parking either on-street or within a dedicated car park, a safe environment for children and the limiting of any negative impacts upon adjoining land uses. The land area that is likely to be occupied by a child care centre would be in the order of 2,000-2,500m<sup>2</sup>.

Kindergartens provide the first step in a child's formal education. They are commonly co-located with primary schools or children's services hub as can be seen in Airport West which is well located in close proximity to St Christopher's Catholic Primary School. Despite the kindergarten having good functionality, there will not be

enough capacity to cater for the additional demand as it is only a one-room facility.

### 7.5.4 Youth Facilities

Council currently provides a range of youth services to young people aged 12-25, including a dedicated youth hub in Niddrie. In addition to this, numerous youth programs and events are run from multi-purpose facilities, community halls and schools.

The Niddrie Youth Hub is located just south of the study area. It is managed by Council's Youth Services department and houses a music recording studio and a rehearsal and performance space.

Given the close proximity of this facility to the Airport West Activity Centre, there is inadequate strategic justification for the provision of a purpose built youth facility in the centre itself. However, there is an opportunity to look at ways to better utilise multi-purpose community facilities such as halls, community centres and sports pavilions to accommodate local youth programs and events.

### 7.5.5 Arts and Cultural Facilities

There are currently no dedicated facilities for arts and culture in the study area. Given the profound social impact value of creative and cultural participation and experience, this is a major shortcoming. There is therefore scope to identify opportunities to introduce these types of facilities into the activity centre through the Structure Plan review.

### 7.5.6 Community Services and Facilities Issues and Opportunities

#### Issues:

1. Niddrie Library requires additional meeting and program spaces to meet future demand.
2. Residents in Airport West have the highest use of community halls in the municipality and Bowes

## Analysis and Identification of Issues and Opportunities | 7

Avenue Community Centre is at capacity.

3. There is not enough capacity at the Airport West Kindergarten to cater for additional demand.
4. There is a requirement for additional youth services and programming and the provision of arts and cultural facilities in the study area.

### *Opportunities:*

1. Support any future plans to expand the facilities at the Niddrie Library and advocate for any

relocation to consider the need to service the Airport West community.

2. Investigate ways to improve the provision of multi-purpose community facilities to better accommodate youth programs and art and cultural activities within the activity centre.
3. Continue to monitor the availability of childcare, kindergarten and maternal and child health (M&CH) facilities in light of changing population and demographic trends.



Image 16: Bowes Avenue Community Hall



## 7 | Analysis and Identification of Issues and Opportunities

### 7.6 Heritage

While Airport West's built environment has a relatively recent history, it is important that places of historical significance remain to tell the suburb's story. Without protection, important heritage buildings may be lost or unsympathetically redeveloped.

Airport West was largely developed in the postwar era. Internationally, there is a growing appreciation of mid-late twentieth century architecture and recognition that important buildings of this era should be protected.

#### 7.6.1 Existing Heritage Overlay Controls

Despite its interesting and unique history, the Heritage Overlay only applies to one site in Airport West – St Christopher's Roman Catholic Church (H0344) at 34 Roberts Road.

#### 7.6.2 Moonee Valley Heritage Gap Study

Council adopted the Thematic Environmental History (TEH) in 2012. The TEH traces the major historical themes that have resulted in the physical development of the area since European settlement and provides a framework to understand what is distinctive about Moonee Valley.

The TEH included a recommendation for Council to undertake a municipal-wide survey aimed at identifying all places of potential cultural heritage within Moonee Valley for further investigation, using the TEH as a guide.

In November 2013, Council commissioned a Stage 1 Heritage Gap Study. The Gap Study determines which themes from the TEH are already well-represented on the Heritage Overlay, and which ones are not. It then identifies the places that best illustrate these themes (particularly poorly represented ones), across Moonee

Valley.

The Heritage Gap Study was adopted in November 2014. As well as identifying gaps in Moonee Valley's heritage protection, it also provides a prioritised work program that may be used to guide which heritage studies should be undertaken in future.

The Heritage Gap Study identified 15 sites of potential heritage significance within Airport West (refer Table 15).

These sites include industrial, residential and community buildings dating from the 1940s–1970s which show potential architectural merit or represent an important aspect of the area's history. They are shown spatially in Figure 44.

Places and precincts identified in the Heritage Gap Study are recommended to undergo a future Stage 2 heritage assessment in order to determine whether they are significant and warrant heritage protection. The time frame for carrying out future studies is planned as follows:

- High priority: in 1–5 years;
- Medium priority: in 6–8 years;
- Low priority: in 8 or more years.

#### 7.6.3 Stage 2 Heritage Study 2015

Council is currently undertaking a Stage 2 Study for the following recommended high priority studies:

- Shops, commercial buildings and shopping centres
- Transport-related places including stables
- Industrial places and suburban infrastructure
- Community-use buildings

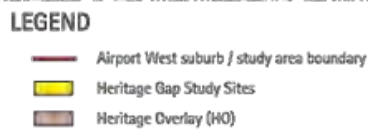
The following places in Airport West are included in the current stage 2 study:

- 47 King Street, Airport West
- 8–10 McIntosh Street, Airport West

Table 15: Places of potential heritage significance in Airport West

Address	Place/building type
8–10 McIntosh Street, Airport West	Postwar former National Instruments Company factory
47 King Street, Airport West	Postwar Factory
1A South Road, Airport West	Late Twentieth Century R.G. Ratcliff Community Centre
300 Fullarton Road, Airport West	Postwar Period 5th Kellor Scout Hall
1 Et 6 Roberts Road, Airport West	Postwar Houses
191–193 & 199–201 Parer Road, Airport West	Postwar Houses
39 Bowes Avenue, Airport West	Postwar House
53 Matthews Avenue, Airport West	Postwar House
28 Bowes Avenue, Airport West	Postwar House
6 Patrick Court, Airport West	Late Twentieth Century House
56 Hilbert Road, Airport West	Postwar House





*Figure 44: Heritage Overlay and Heritage Gap Study Sites*

## 7 | Analysis and Identification of Issues and Opportunities

- 300 Fullarton Road, Airport West
- 1A South Road, Airport West

The Stage 2 Heritage Study will investigate these properties in detail to ascertain whether they require protection via the Heritage Overlay.

### 7.6.4 Heritage Issues and Opportunities

#### *Issues:*

1. Airport West's unique history is often overlooked and undervalued.
2. Only one building in Airport West is currently protected through the Heritage Overlay. Places of potential heritage significance need further investigation.
3. Clear direction is required to guide development on heritage sites and adjoining interface sites.

#### *Opportunities:*

1. Embrace and celebrate Airport West's heritage and history. This could include improved interpretation of heritage places through the use of signage or public art.
2. Undertake the Stage 2 Heritage Studies recommended by the Heritage Gap Study and pursue options for statutory protection of heritage sites where warranted.
3. Finalise design guidelines for development affected by the Heritage Overlay and, where a sensitive interface requires management, to control development on adjoining sites.

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### 7.7 Open space

There are several open space areas within Airport West, each with a differing function and character. Generally, the open spaces are well planted and well maintained, and a highly valued community resource.

#### 7.7.1 Public open space provision and distribution

Adopted by Council in 2011, the Moonee Valley Open Space Strategy (MVOSS) provides a detailed assessment of the provision and distribution of open space within Airport West. Key findings include:

- Airport West contains 25.3 hectares of open space.
- 5.3% of the total suburb area is open space.
- There is 33sqm of open space per person.
- Major adjoining open space reserves include Spring Gully Reserve as part of the Steel Creek Linear Park, however access is difficult due to the presence of the Calder Freeway.
- There is a gap in open space distribution in the suburb's north-west.

Figure 45 shows all existing open space within the study area.

AJ Davis Reserve is the largest open space reserve in Airport West, with Steele Creek flowing through it. Although the creek bed has been channelled to manage

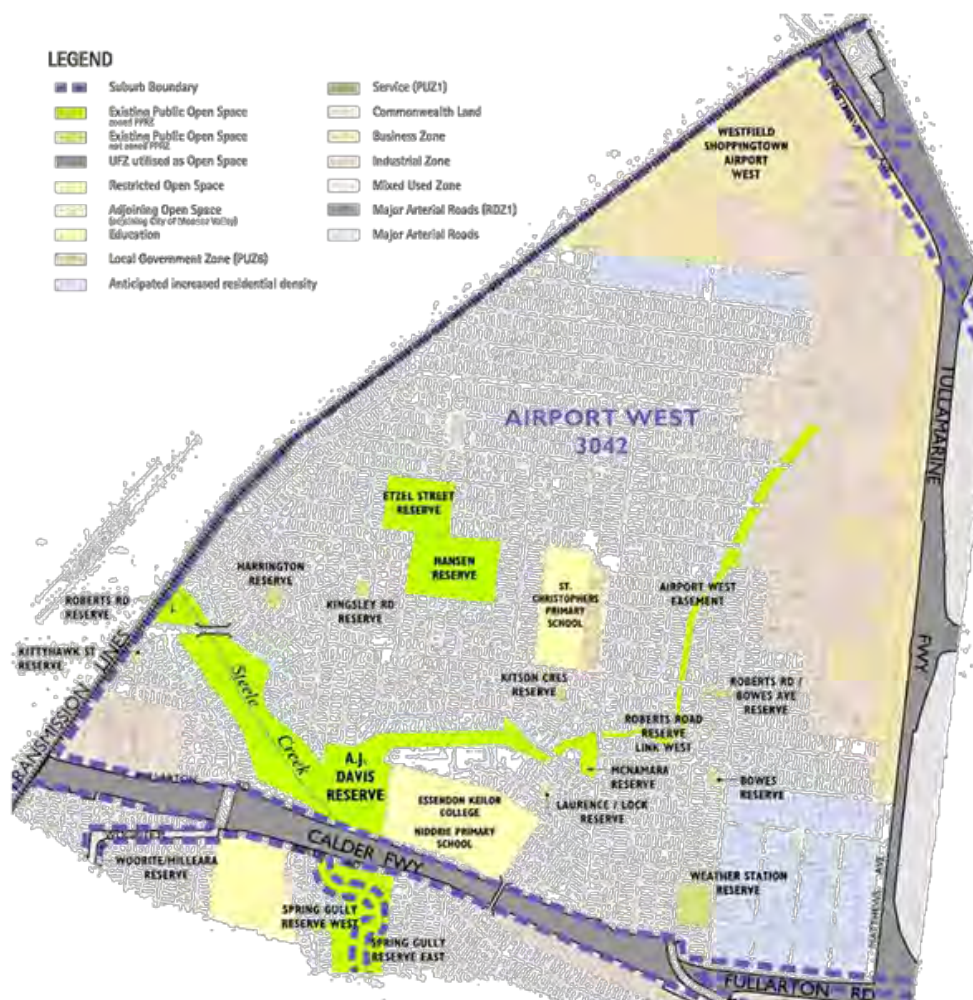


Figure 45: Existing open space in Airport West



## 7 | Analysis and Identification of Issues and Opportunities

water flow, the reserve has a naturalistic feel.

A narrow linear parkland runs east of AJ Davis Reserve, from Roberts Road in the west, north to Parer Road, providing a connection to the wider open space network. The section between Fraser Street and Parer Road is the Green Spine, which runs along the Airport West easement and is in the process of being upgraded as a series of active and passive recreation spaces.

Two sporting reserves, Hansen Reserve and Etzel Street Reserve are located together in the centre of the suburb with surrounding residential use. Etzel Street and Hansen Reserves provide active recreation spaces.

There is a gap in open space provision in the north that coincides with anticipated future increase in residential densities as part of the existing Structure Plan. There is a large grassed area adjoining Westfield Shopping Centre which serves as a retarding basin but is not developed as an open space. Growth in commercial and residential development will therefore require upgrade of the existing open space and provision of new open space in the north of the suburb.

The southern and central parts of Airport West are well provided for with open space. There are a number of small pocket parks scattered throughout residential areas, including McNamara Reserve, Bowes Avenue-Roberts Road Reserve, Kingsley Road Reserve, Harrington Reserve, Kittyhawk Court Reserve and Weather Station Reserve. Future increase in residential densities

anticipated in the south-east area of the suburb will result in increased use of nearby open space, including Weather Station Reserve and Bowes Reserve.

For residents in Airport West, the Tullamarine Freeway, Calder Freeway and Railway all form barriers to safe and easy pedestrian access to open space in adjoining suburbs. There is access from Westfield Shopping Centre via Matthews Avenue and the street network east to Moonee Ponds Creek in Strathmore Heights. The MVOSS recommends improvements to these links. There are also links to an existing shared trail along the Western Ring Road that connects down to Maribyrnong River, which require improvement.

### 7.7.2 Green Spine Master Plan

A Master plan has been prepared for the linear park that runs along the Airport West Easement between Parer Road and Fraser Street. The project aims to create a community focused design that improves the parkland through features such as BBQs, plantings, play spaces, shelters and seating.

### 7.7.3 Hansen and Etzel Reserve Master Plan

Prepared in 2007, the Hansen and Etzel Reserve Master Plan seeks to improve existing sporting facilities and



Image 17: AJ Davis Reserve



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Figure 46: Hansen and Etzel Reserve Master Plan

provide recreation opportunities which cater to a wide variety of user groups. The new facilities include integrated walking trail, multi-purpose hard court, a centrally located adventure playground and picnic area with extensive landscaping throughout the reserve. The rationalisation of space associated with existing car parking allows for the introduction and development of these other important park elements.

The master plan has been partially implemented through the provision new public amenities as well as female and accessible change rooms in the pavilion. Funding for the works required to implement the remaining

recommendations of the plan will be subject to Council's Capital Works budgetary considerations.

The master plan may warrant review due to its age and the significant demographic and socio-economic changes that have occurred in Airport West since 2007. The review should take into account the initiatives contained in revised Structure Plan once it is completed.

## 7 | Analysis and Identification of Issues and Opportunities

### 7.7.4 Open Space Issues and Opportunities

#### Issues:

1. Open space in Airport West is distributed predominantly through the central and southern part of the suburb. Additional open space is required to service residential areas to the north of Airport West and the retail precinct.
2. Many buildings adjoining parklands do not provide a positive edge to the open space, with high fences or a lack of landscaping at the interface.
3. Links for pedestrians and cyclists to nearby open spaces are unclear in some locations, which reduces the area's accessibility. In particular, better links from the Matthews Avenue industrial area to the Green Spine are needed.
4. There is a need to improve the quality of design of some reserves to increase their use by the community.
2. Prepare design guidelines for new development to ensure that it positively addresses adjoining parkland in terms of building siting, fencing and landscaping.
3. Improve links to existing parkland. In particular, improve east-west links to the Green Spine from the industrial area, and north from the retail precinct along Louis Street. Enhance the Green Spine as a means of spatial separation between the industrial and residential areas.
4. Prepare and implement a landscape masterplan for AJ Davis Reserve and Weather Station Reserve.
5. Review the 2007 Hansen Reserve and Etzel Street Masterplan once the Structure Plan review is completed.

#### Opportunities:

1. Investigate the potential to provide an additional open space in the gap area in the suburb's north.

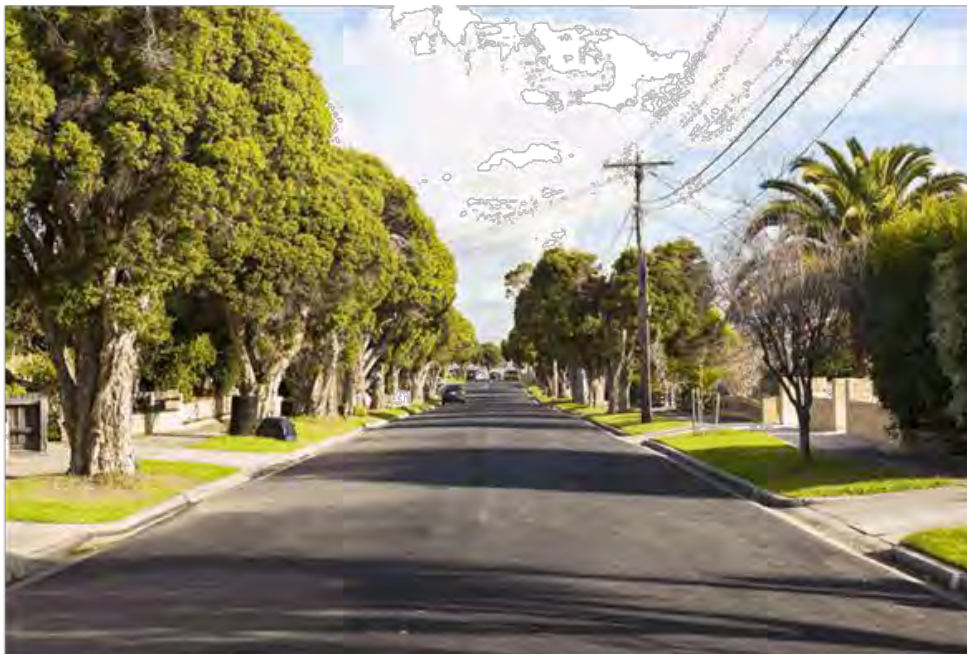


Image 18: Residential streetscape



## Analysis and Identification of Issues and Opportunities | 7

### 7.8 Environmental Sustainability

Along with the wider Moonee Valley area, development within Airport West needs to result in design outcomes that address emerging climate change and environmental challenges. Urban development has a significant role to play within the broader context of achieving environmental sustainability. The revised Structure Plan therefore presents an opportunity to improve the centre's environmental performance over the next 20 years.

#### 7.8.1 Ecologically Sustainable Development

Addressing our city's increasing greenhouse gas emissions, excessive water consumption and excessive energy use resulting from the construction and operation of buildings is central to achieving a more sustainable future. Improving the environmental performance of Airport West's current and future building stock therefore has a significant role to play within the broader context of achieving ecologically sustainable development (ESD).

In the absence of State Government direction, over recent years there has been significant investment and innovation by a number of councils which has led to the development of the Built Environment Sustainability Scorecard (BESS) assessment tool and the establishment of the Sustainable Design Assessment in the Planning Process (SDAPP) framework.

Council is a strong advocate for the development of more sustainable buildings throughout the municipality and has adopted the use of SDAPP framework. This requires planning permit applications to be benchmarked against key ESD principles. The framework identifies 10 key sustainable design criteria that need to be addressed by applicants. These include:

- Indoor environment quality
- Energy efficiency
- Water resources
- Storm water management
- Building materials
- Transport
- Waste Management
- Urban Ecology
- Innovation
- Ongoing building and site management

The SDAPP framework acknowledges that the scale of a project has a bearing on the level of information and the types of sustainability initiatives that can be incorporated in a project. To address this, two assessment methodologies have been developed to target different

sized projects. These are:

- Sustainable Design Assessment (SDA)
- Sustainability Management Plan (SMP)

An SDA is a simple sustainability assessment of a proposed building at the planning stage. The assessment supports the planning application by demonstrating how the proposal addresses the 10 sustainable design criteria. An SMP provides a detailed sustainability assessment of a proposed design at the planning stage. It addresses the 10 sustainable design criteria and demonstrates that a holistic ESD review has been undertaken during a project's early design stages. It also identifies beneficial, easy to implement and best practice initiatives. The nature of larger developments provides the opportunity for increased environmental benefits and the opportunity for major resource savings. Hence, greater rigour in investigation is justified.

Clause 21.04-3 (Ecologically Sustainable Environment) of the Moonee Valley Planning Scheme requires the following classes of applications to provide an SDA:

- Residential/mixed-use: Development of three to nine dwellings.
- Commercial/industrial: Development with a 100m<sup>2</sup> to 10,000m<sup>2</sup> gross floor area.
- Alterations and additions between 100m<sup>2</sup> to 10,000m<sup>2</sup>.

It also requires the following classes of applications to provide an SMP:

- Residential/mixed-use: Development of ten or more dwellings.
- Commercial/industrial: Development with a gross floor area of more than 10,000m<sup>2</sup>.
- Alterations and additions greater than 10,000m<sup>2</sup>.

Council engages an ESD officer to facilitate the implementation of the SDAPP framework.

#### 7.8.2 Water Sensitive Urban Design

Water Sensitive Urban Design (WSUD) integrates the management of the urban water cycle with urban planning. It is applied across all scales of development to deliver multiple benefits including; protecting receiving waters from excess flows and pollutant loads associated with catchment urbanisation, providing water security through provisions for an alternative water supply, reducing nuisance flooding, improving amenity and liveability outcomes, and enhancing microclimate benefits and community well-being. Examples of WSUD include:

- Raingardens
- Wetlands

## 7 | Analysis and Identification of Issues and Opportunities



Image 19: Tree planting along Matthews Avenue

- Swales and buffers
- Porous pavement

In 2011 Council commissioned the preparation of a Water Sensitive Urban Design Strategy for the Airport West Activity Centre. The aim of the strategy was to identify opportunities to plan future WSUD projects to improve stormwater quality as well as to increase the centre's liveability by providing more vegetation, reducing the heat island effect, protecting urban ecology, local waterways, including Steele Creek, and the bay.

The strategy is intended to inform Council's future project planning, capital works scheduling, budgeting and water quality targets. In addition, Council's local planning policy Stormwater Management (Water Sensitive Urban Design) contained at Clause 22.03 of the Moonee Valley Planning Scheme requires best practice WSUD practice for certain types of development.

### 7.8.3 Urban Ecology and Biodiversity

There is no doubt that the urbanisation of Airport West has led to significant and irreversible changes to the ecology that existed here before European settlement. There has been significant loss of flora and fauna, introduction of weeds, changes in the microclimate, increased impervious surfaces, increased water run-off and air, water and soil pollution. Land managers, both public and private, have removed indigenous vegetation and replaced it with exotic vegetation, led many species

to extinction (in the local area) and irreversibly changed the way energy, nutrients and water cycles through the environment.

Despite these impacts, our parks, streets, buildings, backyards, waterways, soil and groundwater still support an abundance of plant and animal species. Airport West is still home to significant flora and fauna such as the Peregrine Falcon and Red Wattle bird as well as the Myrmong flower and Flax Lily. Nevertheless, there are many ways to improve the area's biodiversity, including:

- Preventing new land use activities that may impact on local biodiversity.
- Identifying and protecting areas of significant biodiversity.
- Using innovative building and design techniques that integrate, support and connect with our urban ecology.
- Maximising the use of green spaces, vegetation and canopy tree planting in new developments and the public realm.

### 7.8.4 Green Infrastructure

Climate change modelling undertaken by the Victorian State Government predicts that Melbourne's future climate will be hotter and drier. Activity centres like Airport West are particularly vulnerable as they contain a high concentration of buildings, roads and paved surfaces. This can result in higher surface temperatures known



## Analysis and Identification of Issues and Opportunities | 7

as the 'urban heat island effect'. Green infrastructure in urban landscapes is recognised as a cost effective means of providing infrastructure capable of addressing climate change as well as increasing an area's liveability. Green infrastructure can take a number of forms across a range of scales and includes street trees, green walls and roofs, urban agriculture, parks and gardens.

The built up nature of Airport West combined with its anticipated growth suggests that green infrastructure will be a key component of mitigating many of the adverse effects of urbanisation in a time of climate change. Green infrastructure also provides the benefit of enhancing the general attractiveness of the area.

Many of the residential streets within Airport West are consistently 20 metres wide with footpaths and grassed nature strips to both sides. Generally, trees densities are one tree per plot or more than one tree on wider allotments. Nevertheless, in many streets, particularly those running north-south (i.e. Sexton and Cope Streets), there are insufficient plantings as the trees used are very small and widely spaced. Apart from trees and nature strips, the residential streets do not exhibit other forms of green infrastructure. There is a distinct lack of green infrastructure in Airport West's commercial and industrial areas. These areas are characterised by inadequate street tree planting and lack of vegetation/nature strips. Tree planting in the Westfield car is also sparse, with very limited understory and small shrub plantings to kerb outstands and occasionally between car park rows.

The dominance of cars, roads and commercial/industrial development within the centre has thus resulted in large areas of concrete and bitumen that provide little relief from the elements. It is therefore important that future developments and streetscape improvements within the centre prioritise the inclusion of green infrastructure.

time as a result of its progressive development and urbanisation.

5. There is a lack of street trees within the centre, particularly in the commercial/industrial areas.

### *Opportunities:*

1. Apply Sustainable Design Assessment in the Planning Process (SDAPP) requirements to all new developments in Airport West as part of the planning permit process to ensure mitigation of the environmental impacts associated with urban development.
2. Adopt high levels of sustainability in all new Council buildings and public realm works undertaken in the activity centre.
3. Maximise opportunities for rainwater harvesting and WSUD principles within public realm improvements and private development.
4. Progressively implement the WSUD Strategy prepared for the centre.
5. Future proof the centre against predicted drought, heatwave and extreme weather events through the incorporation of green infrastructure, including rain gardens, green roofs, urban agriculture and canopy trees.

### 7.8.5 Environmental Sustainability Issues and Opportunities

#### *Issues:*

1. Airport West is characterised by concentrations of buildings which consume vast amounts of natural resources.
2. The majority of streets and public spaces throughout Airport West do not currently utilise WSUD principles.
3. The area contains a high concentration of buildings, roads and paved surfaces which can contribute to increased temperatures.
4. Biodiversity in the area has been degraded over

## 7 | Analysis and Identification of Issues and Opportunities

### 7.9 Suburb Identity

The naming of suburbs in Victoria is governed by the Geographic Place Names Act 1998 (the Act). Section 5 of the Act stipulates that a set of guidelines is to provide an instructional guide to naming, renaming and adjusting the boundaries of features, localities and roads in Victoria.

The Guidelines (Geographic Names Guidelines 2010) outline a set of principles that are to be considered in relation to geographic naming, including:

- **Public safety** – In the process of selecting and amending place names, naming authorities should ensure that the chosen names do not compromise public safety and operational safety for emergency services, or cause confusion for transport, communication and mail services.
- **Recognition and use of Indigenous names** – The use of traditional Indigenous names is encouraged and preferred for unnamed features, subject to agreement from the relevant Indigenous communities.
- **Linking the name to the place** – Place names should have some sense of connection to the areas in which they are applied by naming authorities. This could relate to things such as Indigenous culture and occupation of the land, local flora and fauna, European exploration and settlement, local geography and geology, significant events, the cultural diversity of past and current inhabitants, or patterns of land usage and industrial/mineral/agricultural production.
- **Duplication of names** – Naming authorities should not duplicate place names, use names with potentially confusing spelling, or use names that sound the same, in close proximity to other places with the same or similar spelling or sounds. The Registrar has reserve authority to leave such names off the Register, and to request that naming authorities submit alternative names.
- **Dual names** – Naming authorities may assign dual or multiple names to places, in those instances where it is appropriate to give official recognition to names drawn from two or more cultural backgrounds.
- **Commercial and business names** – Naming authorities should not name places after commercial businesses, trade names, or non-profit organisations.
- **Commemorative names** – Naming authorities should not name places after living persons, unless exceptional circumstances apply, and then only after due process with appropriate consultation has occurred.
- **Discriminatory names** – Place names should not cause offence on the basis of race, ethnicity,



Image 20: An example of a local business using the suburb name as part of their business name

## Analysis and Identification of Issues and Opportunities | 7

religion and gender, or to particular community groups.

- Consultative processes – Naming authorities should undertake appropriate consultative processes in fulfilling their naming responsibilities. Use of Indigenous names is subject to consultation with, and agreement by, relevant Indigenous communities.

In the situation of renaming an entire suburb, it is pertinent that an extensive public consultation process is undertaken. The effects on residents and businesses are significant and may include disturbances to utilities, postal and emergency services. Out of pocket expenses would also be incurred by businesses in changing of advertising and marketing material. There would also be widespread changes to such items as driver's licences which would require consultation with government departments.

In addition, it should also be noted that there are community and sporting organisations within Airport West that have the name of the suburb as part of their club's name, which has implications for the replacement of jumpers, promotional signs/logos etc, which the respective clubs will have to fund if they wish to change their names in line with a new suburb name.

Typically, the consultation process would take a minimum of six months and would include:

- Initial consultation with Councillors, utility companies, neighbouring municipalities, emergency services, geospatial and mapping services, government departments etc;
- Report to Council to determine whether to progress with proposal, and if accepted;
- Media release and public notice;
- Consult with Indigenous communities;
- Surveys sent to all land owners/occupiers in the suburb (including suggestions for alternative suburb names);
- Secondary consult with emergency response and other public service providers;
- Collation and analysis of responses, and if majority in favour;
- Report to Council to choose preferred name;
- Media release, public notice, seek feedback on naming proposal;
- Final report to Council to endorse name change;
- Lodgement with Office of Geographic Names;
- Registrar to consider proposal;
- Gazettal of proposal if accepted; and
- Registration and notification of names.

Any proposal to rename a suburb must be in the public interest. There must therefore be substantial community

support within the affected area, in favour of a suburb re-naming. In line with all other prescribed activities, Council will also need to advertise this proposal across the municipality, inviting submissions from all interested parties.

Without taking into consideration the costs involved for Council to undertake the above consultation, it should be noted a 2009 Council report into the proposed renaming of Keilor East and Airport West estimated costs associated with new identification signage, including for Council buildings and facilities, in the two suburbs to be approximately \$10,000.

It is also important to note that in 2009 Council initiated a survey of each property in Airport West to determine whether there was community support for a proposal to change the suburb name. Wider community feedback was also initiated via Council's website. The survey form and online feedback also allowed affected community members to submit naming suggestions, where they supported the idea of a suburb name change. In relation to Airport West, the well supported names included Essendon Fields, Niddrie and Niddrie North. Based on 61.5% (1115) of respondents indicating they would not support a name change, Council determined not to proceed further with the proposal at that time and therefore it is not recommended that renaming of the suburb be pursued at this time.



## 8 | Community and Stakeholder Engagement

Community and stakeholder engagement is an integral part of the structure plan review process. The analysis and ideas presented in this report provide a starting point for further discussions with the community in relation to the future of the activity centre. Targeted engagement activities will be undertaken at key stages throughout the structure plan review process to ensure that the community and stakeholders have clear, meaningful and ongoing input into this project.

### 8.1 Community Reference Group

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

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

The feedback and ideas received from this group thus far have helped to identify and shape many of the issues and opportunities contained in this report.

### 8.2 Project Management Group

A Project Management Group has been convened comprising Council officers from the Strategic Planning Unit and other key internal units and representatives from state government agencies as well as representatives from Essendon Airport/Essendon Fields. The role of the group is to:

- Work collaboratively across government agencies and organisations to review the Airport West Activity Centre Structure Plan;
- Provide feedback, discuss ideas and/or issues at key stages in the structure plan review process; and
- Consider actions contained in the revised structure plan to be included in future projects undertaken by their respective organisations.

### 8.3 Engagement Strategy

The objectives of the engagement strategy is to gather information from the community and stakeholders to inform the final Issues and Opportunities Report as well as the revised Structure Plan and Urban Design Guidelines. Broad engagement will be undertaken in

two stages as outlined below:

#### 1. Stage 1 – Draft Issues and Opportunities Report

This stage presents an opportunity for the wider community to contribute to the development of a vision for the future growth and development of the activity centre. The feedback and ideas generated will assist in the development of initiatives to be contained within the revised draft Structure Plan for Airport West. Proposed engagement activities include:

- Letters sent to all stakeholders and owners/occupiers of properties within the study area (approximately 7,000 letters). The letter will provide background information on the structure plan review and will invite owners/occupiers to provide feedback using either a hard copy survey or an online survey (see below).
- Summary brochures distributed with letters sent to stakeholders and landowners/occupiers. The summary brochure will provide background on information on the structure plan review and a summary of the issues and opportunities identified in the draft Issues and Opportunities Report. It will also include information about how to get involved in the consultation process.
- Council's website will be used to build awareness of the project and inform community members of opportunities for involvement. The project will be promoted in the 'Long term planning' and 'Have your say' sections and will include a link to an online interactive map and online survey. The interactive map will allow the community to easily identify the location of the issues and opportunities identified for the study area. The survey will ask a series of questions related to the identified issues and opportunities and the project in general.
- Social media such as Twitter and Facebook will be used to promote the exhibition period and regular e-bulletin updates will be sent to anyone who registers and interest with Council.
- Advertisements be placed in the Moonee Valley Leader and Moonee Valley Weekly throughout the exhibition period.
- Informal community drop-in sessions to be



## Community and Stakeholder Engagement | 8

staged at various locations within the study area, providing an opportunity for community members to speak with Council staff.

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

### 2. Stage 2 – Draft Structure Plan and Urban Design Guidelines

This stage presents an opportunity for the community and stakeholders to review the draft Airport West Activity Centre Structure Plan and Urban Design Guidelines. Proposed engagement activities include:

- Letters sent to stakeholders and all owners/occupiers of properties within the activity centre and in close proximity of the centre boundary. The letter will provide background information on the revised structure plan and will invite stakeholders and owners/occupiers to provide feedback.
- Summary brochures distributed with letters sent to stakeholders and landowners/occupiers. The summary brochure will provide background information on the initiatives contained within revised structure plan. It will also include information about how to get involved in the consultation process.
- Council's website will be used to build awareness of the project and inform community members of opportunities for involvement. The project will be promoted in the 'Long term planning' and 'Have your say'.
- Social media such as Twitter and Facebook will be used to promote the exhibition period and regular e-bulletin updates will be sent to anyone who registers and interest with Council.
- Advertisements be placed in the Moonee Valley Leader and Moonee Valley Weekly throughout the exhibition period.
- Informal community drop-in sessions to be staged at various locations within the activity centre, providing an opportunity for community members to speak with Council staff.
- The draft Structure Plan will be made available for download on Council's website and hard copies available to view at Council's Civic Centre, the Niddrie Library and Community facilities located in the study area. Hard copy summary brochures and surveys will also be made available at these locations.

## 9 | Summary and Next Steps

This Issues and Opportunities Report provides a detailed overview of the study area and identifies a range of opportunities for the activity centre's future development.

### 9.1 Summary of Opportunities

The opportunities outlined in Table 16 below represent a starting point for community consultation. Further investigation – including robust community and stakeholder engagement – is now required to test the feasibility and appropriateness of these opportunities.

feedback, a decision will be made by Council on which opportunities are to be taken forward and addressed in the revised Structure Plan.

### 9.2 Next Steps

The Structure Plan review is being undertaken in four stages, with two rounds of community consultation. The key objectives of each stage are illustrated in Figure 47. The exhibition of the draft Issues and Opportunities Report represents the second stage in the process. Following the exhibition period and consideration of



Figure 47: Structure Plan Review Process Timeline

## Summary and Next Steps | 9

Table 16: Summary of Opportunities Identified in the Draft Issues and Opportunities Report

Theme	Identified Opportunities
Housing	<p>1. The age distribution of occupants of separate houses within Airport West shows a high proportion of residents in the 70-79 years and 80-89 years age group. This highlights the potential for a greater proportion of separate houses to become available for redevelopment for medium density housing in the near future.</p> <p>2. Niche locations may offer opportunities to support apartment development before median house prices reach levels that encourage broader underlying demand. Locations that may provide relatively greater support for apartment development may include those:</p> <ul style="list-style-type: none"> <li>• Within walking distance of the Kellor Road Activity Centre (in the south-east) which offers an established lifestyle precinct.</li> <li>• Adjacent to the McNamara Avenue Neighbourhood Centre which over time may potentially include a wider mix of retail activities, including a cafe precinct.</li> <li>• Adjacent to the Green Spine that extends through Airport West.</li> </ul>
Economic Activity	<p>1. The core industrial precinct (zoned Commercial 2 Zone south of Moore Road) offers a number of potential redevelopment opportunities on key strategic sites fronting Matthews Avenue. This may extend to other less exposed sites as the general amenity of the area improves.</p> <p>2. The core commercial precinct (zoned Commercial 1 Zone north of Moore Road) has a significant number of larger sites that may be potentially redeveloped.</p> <p>3. The Fullarton Road industrial precinct offers both industrial and residential development opportunities. This will require further investigation in relation to the competing policy positions of preserving industrial land for employment versus encouraging more intensive residential development.</p> <p>4. Opportunities for the redevelopment of sites for modern industrial facilities are expected to emerge over the next 15-20 years as vacant land within the Tullamarine industrial area is developed and demand for well-located inner and middle suburban industrial properties continues to grow.</p> <p>5. Residential gentrification, along with the potential for more intensive employment activities in the core industrial precinct, may support more locally focussed retailing and increased hospitality activities (café and takeaway food), particularly within the existing McNamara Avenue Neighbourhood Centre.</p> <p>6. The expected level of demand for new office space within Airport West over the next 20 years is estimated to be for up to around 3,000m<sup>2</sup>. This would be the equivalent of 3-5 developments comprising ground floor showrooms with offices above. The preferred location for any new office space would be along Matthews Avenue adjacent to the English Street connection to Essendon Fields.</p> <p>7. The McNamara Avenue Neighbourhood Centre offers the opportunity to provide a more convenient and centrally located alternative for supermarket top-up shopping through the expansion of the existing supermarket. Two options may exist for facilitating an expanded supermarket within the centre:</p> <ul style="list-style-type: none"> <li>• The opportunity may exist for the IGA supermarket to be expanded northwards to include the adjacent retail premises and childcare facility resulting with a development site of around 2,000m<sup>2</sup>.</li> <li>• An alternative option may be for the consolidation of residential zoned sites bounded by McNamara Avenue, Roberts Road and Highlawn Avenue which would provide three street frontages and exposure to Roberts Road.</li> </ul> <p>8. There are opportunities for destination-style retailers within locations adjacent to the Westfield Shopping Centre. Any such opportunities will be largely limited to Louis Street.</p>

## 9 | Summary and Next Steps

Theme	Identified Opportunities
Economic Activity	<p>9. Serviced apartments may be potentially supported within Airport West given its likely appeal to business travellers visiting various industrial precincts and employment nodes within the immediate area or easily accessed via the Metropolitan Ring Road. Proximity to Melbourne Airport will also generate demand for accommodation.</p> <p>10. The growing and increasingly affluent local population is likely to support an expansion of medical services to the potential for purpose-built medical facilities offering a wider range of health providers. There is also the opportunity for specialist hospital services to locate in the activity centre should the planned hospital at Essendon Fields eventuate.</p> <p>11. There may be opportunity for the expansion of aviation related training facilities within the centre in line with the projected growth in air traffic at both Melbourne Airport and Essendon Airport.</p>
Built Form and Urban Design	<p>1. Enhance the existing 'ingredients' within Airport West (which include retail and employment areas, community facilities, open spaces and residential neighbourhoods) which are all located within a compact area with excellent transport links to the Melbourne CBD. There is a great unrealised potential for Airport West to achieve the Plan Melbourne vision of the '20 minute city', which enables living and working proximity. This requires good linkages as well as a mix of land uses.</p> <p>Investigate options to establish improved links to adjoining neighbourhoods and activity centres for all forms of transport. This could include new or improved physical links of pedestrian bridges or road connections to Essendon Fields or Keilor Road Activity Centre, as well as a strengthened perception for pedestrians of connection to these adjoining areas (for example, with wayfinding signage, visual 'cues' to denote crossing points).</p> <p>2. Maximise synergies between Airport West and Essendon Fields through a co-ordinated urban design vision for the Tullamarine Freeway/Matthews Avenue 'spine'.</p> <p>3. Clearly define the character and image of each precinct and encourage improvements to the quality of architecture to suit. Prepare design and built form guidelines to encourage new development that achieves improved urban design outcomes.</p> <p>4. Use the major structural elements of gateways, bridges, landmark buildings, boulevards, pathways and green links to help strengthen the area's image and legibility.</p> <p>5. Encourage redevelopment of industrial areas to improve building quality. Identify opportunities to improve the public realm.</p> <p>6. Manage built form, amenity and traffic issues at the interface between divergent land uses, which are likely to co-exist into the future. This can be achieved in a number of ways, such as landscaping or public realm treatments, noise and emission controls or building setbacks. For example, the Green Spine provides an opportunity to increase the sense of separation between industrial and residential uses.</p> <p>7. Consider opportunities to increase housing diversity by providing higher density housing in locations close to existing facilities or in mixed use areas.</p> <p>8. Investigate options for additional green space, particularly within the northern part of the study area. The Green Spine (or its landscaping themes) could be extended north into the commercial area.</p> <p>9. Consider the options for creating a community and civic focal point. This may be created within a large public space, or via a network of smaller public spaces throughout the study area. Existing clusters of community facilities, such as McNamara Avenue or Bowes Avenue, could be</p>



## Summary and Next Steps | 9

Theme	Identified Opportunities
Built Form and Urban Design	<p>consolidated. In addition, connections should be improved to nearby community facilities, such as the Niddrie Library.</p> <p>10. Elements within the public realm, such as pavement design or planting themes, can be used to visually integrate different parts of study area. Public realm upgrades should be focused upon the key north-south and east-west pedestrian links and around public transport stops.</p>
Public Transport	<ol style="list-style-type: none"> <li>1. Provide a passenger heavy rail station as part of a future train line extension to Melbourne Airport.</li> <li>2. Consider the advantages and disadvantages of re-routing the 501 bus to provide a more direct connection with Essendon Railway Station without travelling the circuitous route through Strathmore Heights.</li> <li>3. Prepare a business case and advocate to PTV for higher frequencies for local bus services and tram connections to the city.</li> <li>4. Investigate options for a consolidated tram and bus interchange in the north of Airport West near Westfield Shopping Centre that better integrates both modes and makes it easier and more attractive to travellers to undertake multi-modal trips.</li> <li>5. Consider options to better service Essendon Fields with public transport, potentially via a dedicated bus service to avoid adversely impacting users of existing services.</li> <li>6. Investigate the merits of providing a bus service to Essendon DFO to assist Airport West residents to access the shopping and recreational opportunities provided by this development.</li> <li>7. Establish and preserve a corridor for future extension of the 59 tram route to Melbourne Airport. Buses currently connect Airport West to the airport but future patronage may warrant, and be maximised through the provision of light rail, particularly if the heavy rail link to the Tullamarine Airport is not provided in the medium term.</li> <li>8. Provide improved pedestrian crossing points over the Tullamarine Freeway that are DDA compliant to encourage workers and visitors to take the tram to Essendon Fields.</li> <li>9. Enhance walking connections through Airport West's eastern industrial area to make walking to/from the tram more attractive and encourage its use.</li> </ol>
Walking and Cycling	<ol style="list-style-type: none"> <li>1. Strengthen pedestrian and cyclist connections through the eastern industrial area, linking the Green Spine to Tullamarine Freeway crossing points.</li> <li>2. Provide new DDA compliant bridges at new locations over the Tullamarine Freeway to maintain connectivity between Airport West and Essendon Fields and better cater for cyclists and the mobility impaired. The Tullamarine Freeway widening will potentially remove the existing pedestrian bridges. This affords an opportunity to provide upgraded DDA compliant bridges that also cater for cyclists in place of the existing bridges. An additional pedestrian link between Airport West and Essendon Fields near Victory Road (Tram Stop 58) is also suggested in Council's Integrated Transport Plan.</li> <li>3. Enhance pedestrian and cyclist crossing facilities as part of the English Street interchange remodel that is to be undertaken as part of the Tullamarine Freeway upgrade project.</li> <li>4. Provide a connection from the Green Spine to Westfield Shopping Centre.</li> </ol>

## 9 | Summary and Next Steps

Theme	Identified Opportunities
Walking and Cycling	<p>5. Upgrade the interfaces between the Green Spine and local roads to improve safety and directness and strengthen the green spine's role as an active transport corridor.</p> <p>6. Improve links from the Green Spine to the McNamara Avenue Neighbourhood Centre and St Christopher's Primary School.</p> <p>7. Provide an improved cyclist and pedestrian link along Matthews Avenue between the Keilor Road Activity Centre and Tullamarine Freeway, connecting in with Airport West and Essendon Fields.</p> <p>8. Connect the Airport West cycle network to the M80 shared path.</p> <p>9. Construct a new link between the Green Spine shared path and the shared path at Spring Gully Reserve.</p> <p>10. Enhance connections from the residential area through to Westfield Shopping Centre and modify the shopping centre so it better interfaces with residential development such as by providing an additional pedestrian crossing along Moore Road.</p> <p>11. Strengthen informal cycle connections (as per Moonee Valley's Travel Smart map) with appropriate treatments.</p> <p>12. Construct a three metre off-street shared pedestrian and cyclist path east of Matthews Avenue between the tram reserve and carriageway.</p> <p>13. Investigate the opportunity to develop Louis Street as a main shared pathway route, or install on-road bicycle lanes (in place of on-street parking).</p> <p>14. Construct a shared path on the north side of Moore Street linking Sexton Road with Louis Street and the Green Spine.</p>
Traffic and Car Parking	<p>1. Consider options to improve the access to the Western Ring Road interchange and reduce the number of vehicles travelling through residential areas by:</p> <ul style="list-style-type: none"> <li>a) Upgrading Moore Road to become an east-west connector road with a more direct connection from the Western Ring Road interchange and Matthews Avenue, potentially extending further over the Tullamarine Freeway to link into Essendon Fields; or</li> <li>b) Upgrading Westfield Drive to strengthen its role as a route for the movement of traffic, and provide additional wayfinding signage to encourage vehicles to travel via higher order roads to access the Western Ring Road rather than local streets. It is noted that an upgrade of Moore Road and connections would be a significant road project requiring detailed consideration of benefits and costs, particularly given that alternative (but less legible and direct) routes exist that provide similar functionality.</li> </ul> <p>2. Upgrade the English Street interchange as part of the Tullamarine Freeway widening project to address the current issues with congestion during peak periods without impacting local roads. Consider options to remove conflict with light rail if possible.</p> <p>3. Review on-street parking in the industrial areas and develop an approach to accommodate parking whilst allowing pedestrian and cyclist movement objectives to be achieved.</p> <p>4. Implement parking restrictions around the Green Spine road interfaces to prevent parked vehicles from obstructing visibility to path users.</p> <p>5. Ensure that future development proposals provide parking in accordance with the Moonee Valley Planning Scheme and that any parking dispensations are granted only if supported by robust analysis of parking supply, utilisation and demand.</p>

## Summary and Next Steps | 9

Theme	Identified Opportunities
Traffic and Car Parking	<ol style="list-style-type: none"> <li>6. Ensure that proposed ramp metering of inbound ramp at McNamara Avenue will involve appropriate treatment and mitigation measures for queuing on McNamara Avenue.</li> </ol>
Community Services and Facilities	<ol style="list-style-type: none"> <li>1. Support any future plans to expand the facilities at the Niddrie Library and advocate for any relocation to consider the need to service the Airport West community.</li> <li>2. Investigate ways to improve the provision of multi-purpose community facilities to better accommodate youth programs and art and cultural activities within the activity centre.</li> <li>3. Continue to monitor the availability of childcare, kindergarten and M&amp;CH facilities in light of changing population and demographic trends.</li> </ol>
Heritage	<ol style="list-style-type: none"> <li>1. Embrace and celebrate Airport West's heritage and history. This could include improved interpretation of heritage places through the use of signage or public art.</li> <li>2. Undertake the Stage 2 Heritage Studies recommended by the Heritage Gap Study and pursue options for statutory protection of heritage sites where warranted.</li> <li>3. Finalise design guidelines for development affected by the Heritage Overlay and, where a sensitive interface requires management, to control development on adjoining sites.</li> </ol>
Open Space	<ol style="list-style-type: none"> <li>1. Investigate the potential to provide an additional open space in the gap area in the suburb's north. Consider options to create new parkland or plaza spaces around the Westfield Shopping Centre and the retail precinct. For example, use the retarding basin for a new parkland space.</li> <li>2. Prepare design guidelines for new development to ensure that it positively addresses adjoining parkland in terms of building siting, fencing and landscaping.</li> <li>3. Improve links to existing parkland. In particular, improve east-west links to the Green Spine from the industrial area, and north from the retail precinct along Louis Street. Enhance the Green Spine as a means of spatial separation between the industrial and residential areas.</li> <li>4. Prepare and implement a landscape masterplan for AJ Davis Reserve and Weather Station Reserve.</li> <li>5. Review the 2007 Hansen Reserve and Etzel Street Masterplan once the Structure Plan review is completed. Identify sites surrounding these spaces suitable for intensification, to provide the catalyst to realise the design vision of the Masterplan.</li> </ol>
Environmental Sustainability	<ol style="list-style-type: none"> <li>1. Apply SDAPP to all new developments in Airport West as part of the planning permit process to ensure mitigation of the environmental impacts associated with urban development.</li> <li>2. Adopt high levels of sustainability in all new Council buildings and public realm works undertaken in the activity centre.</li> <li>3. Maximise opportunities for rainwater harvesting and WSUD principles within public realm improvements and private development.</li> <li>4. Progressively implement the WSUD Strategy prepared for the centre.</li> <li>5. Future proof the centre against predicted drought, heatwave and extreme weather events through the incorporation of green infrastructure, including rain gardens, green roofs, landscaping and canopy trees.</li> </ol>

## 9 | Summary and Next Steps

<i>Theme</i>	<i>Identified Opportunities</i>
Suburb Identity	1. It is not recommended that a suburb name change be pursued at this time as the previous process did not indicate community support for a name change.



9243 8888

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## Airport West Activity Centre Structure Plan Review Survey

Moonee Valley City Council has released a Draft Issues and Opportunities report for the Airport West Activity Centre Structure Plan review. We are now inviting feedback on the issues and opportunities raised in the report, to ensure that we haven't missed anything which might be critical to Structure Plan development.

This survey is designed for anyone with an interest in the future of Airport West including residents, investment property owners, business owners, managers and employees, and visitors to the area.

Your responses to this survey are completely anonymous and will be presented in group form alongside the responses of other people who participate. To see our privacy policy please go to [mvcc.vic.gov.au/surveyprivacy](http://mvcc.vic.gov.au/surveyprivacy).

Please return this survey in the reply paid envelope enclosed before **Friday, 11 September 2015**. Alternatively you can complete this survey online at [mvcc.vic.gov.au/airportwestsp](http://mvcc.vic.gov.au/airportwestsp).

### Instructions

To complete this survey, please tick the box ☒ for the answer or answers that are relevant to you and write in your answers where required. Please select only one answer per question unless otherwise instructed in grey text.

When writing in comments, please write neatly and clearly so our analysts can read it. And please include lots of information so that we can understand the context.

**Q1 Which of the following best describes your connection with Airport West?**

*Please select all that apply*

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Live                     | <input type="checkbox"/> Own commercial property          | <input type="checkbox"/> Study                        |
| <input type="checkbox"/> Work                     | <input type="checkbox"/> Go shopping                      | <input type="checkbox"/> Other (please specify) _____ |
| <input type="checkbox"/> Own a business           | <input type="checkbox"/> Eat out at cafés / restaurants   | _____   |
| <input type="checkbox"/> Own residential property | <input type="checkbox"/> Participate in sport or exercise | _____   |

**Q1a If you don't live in Airport West, in which suburb do you live?**

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aberfeldie       | <input type="checkbox"/> Essendon West | <input type="checkbox"/> Strathmore                         |
| <input type="checkbox"/> Ascot Vale       | <input type="checkbox"/> Flemington    | <input type="checkbox"/> Strathmore Heights                 |
| <input type="checkbox"/> Avondale Heights | <input type="checkbox"/> Keilor East   | <input type="checkbox"/> Travancore                         |
| <input type="checkbox"/> Essendon         | <input type="checkbox"/> Moonee Ponds  | <input type="checkbox"/> Other (please specify below) _____ |
| <input type="checkbox"/> Essendon North   | <input type="checkbox"/> Niddrie       | _____   |

This survey will run through some specific questions for each theme, to help us with understanding the opinions of the community. At the end you will be provided with space to write/type in any further thoughts and comments specific to each theme.

## Theme 1: Housing

**H1 Bearing in mind that the population of Airport West is going to increase by 1,400 people in the next 20 years, how do you think Council should guide additional housing to accommodate Airport West's increasing population?**

*Please select all that apply*

- ☐ A few tall apartment blocks in specific areas
- ☐ More medium three/four storey apartments and townhouses across a larger area of the suburb
- ☐ Lots of subdivision of land into more one/two storey houses across the majority of the suburb
- ☐ Other (please specify) \_\_\_\_\_
- ☐ Don't know

**H2 Which areas of Airport West do you think would be most appropriate for higher density housing?**

*By 'higher density' we mean both 'high density' (flats/apartments three or more storeys) and 'medium density' (townhouses, villa units and flats/apartments up to two storeys) development.*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

- ☐ None
- ☐ Any area would be OK

## Theme 2: Economic activity

### E1 What services and businesses would you like to see available in Airport West?

Please select all that apply

- |  |   |
|--|---|
| <input type="checkbox"/> Retail, clothing and accessories    | <input type="checkbox"/> Hair and beauty                                      |
| <input type="checkbox"/> Medical services                    | <input type="checkbox"/> Manufacturing  |
| <input type="checkbox"/> Motor vehicle repairs               | <input type="checkbox"/> Health and fitness                                   |
| <input type="checkbox"/> Hospitality (cafés and restaurants) | <input type="checkbox"/> Pets   |
| <input type="checkbox"/> Training facilities                 | <input type="checkbox"/> Professional services (e.g. accountants and lawyers) |
| <input type="checkbox"/> Accommodation                       | <input type="checkbox"/> Don't know   |
| <input type="checkbox"/> Supermarkets                        | <input type="checkbox"/> Other (please specify below)                         |
| <input type="checkbox"/> Education and learning              | _____   |
| <input type="checkbox"/> Community services                  | _____   |

## Theme 3: Built form and urban design

### B1 How important to you are each of the following aspects of Airport West's character?

Please select one answer per row

	Very important	Important	Moderately important	Slightly important	Not at all important	Don't know
Architectural style of buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street trees and landscaping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Residential properties with front yards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local parks and reserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### B1a Please tell us about any other aspects of Airport West's character that you value.

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☐ Nothing further to add



B2 Thinking about the industrial and commercial precincts of Airport West, to what extent do you support or oppose the following ideas for improving their appearance?

Please select one answer per row

[illegible]

B2a Are there any urban design features that you have seen around that you would like to see happen in Airport West?

[illegible]☐ Nothing further to add

B3 There are a number of 'gateways' into Airport West, such as freeway exits, main roads and pedestrian paths. It is proposed that these gateways be enhanced to create a stronger sense of arrival to Airport West. Please use up to three words to describe the message you would like to send to visitors about the area through gateway design.

☐ Don't know



- 84 **There are a number of areas within Airport West which could be improved in terms of appearance and public spaces. Please number these in order of priority for upgrade, with the area you think should be upgraded first as 1.**

*Please number from 1 to 13. If you can't number them all, please try to number the top 3.*

- ☐ Update gateways into the suburb
- ☐ AJ Davis Reserve
- ☐ Etzel Street Reserve
- ☐ Hansen Reserve
- ☐ Westfield shopping centre
- ☐ McNamara Avenue Neighbourhood Centre
- ☐ Thomas Street shopping strip
- ☐ Creswell Avenue shopping strip
- ☐ Bowes Avenue Community Centre
- ☐ Green Spine running through the suburb
- ☐ Street trees and landscaping in the industrial area
- ☐ Street trees and landscaping in commercial areas
- ☐ Street trees and landscaping in residential areas
- ☐ Other (specify)

☐ Don't know

#### Theme 4: Movement and transport

- T1 **If there are any particular areas in Airport West where you think access for pedestrians and/or cyclists can be improved? Please provide the address (approximate OK) and a comment to explain how it can be improved.**

Address: \_\_\_\_\_

How can it be improved?: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

- T2 We would now like you to think about any areas where either car traffic or public transport could be improved. Please provide the address (approximate OK) and a comment to explain how it can be improved.

Address: \_\_\_\_\_

How can it be improved?: \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

- T3 At present, VicRoads is planning to replace existing pedestrian crossings over the Tullamarine Freeway with ramps that are not compliant with the Disability Discrimination Act; that is, they may not be accessible to some people with disabilities. How important or unimportant do you think it is that these ramps are Disability Discrimination Act compliant?

☐ Very important    ☐ Important    ☐ Moderately important    ☐ Slightly important    ☐ Not at all important    ☐ Don't know

## Theme 5: Community services and facilities

- C1 Which of the following additional community facilities would you like to see available in Airport West?

*Please select all that apply.*

☐ Youth services    ☐ Secondary school    ☐ Arts centre  
☐ Maternal and Child Health Services    ☐ Tertiary education    ☐ Don't know  
☐ Kindergarten    ☐ Library    ☐ Other (please specify below)  
☐ Primary school    ☐ Community centre

- C2 Thinking about what it is that makes a community facility a great place to visit, which of the following are the three most important features of these services and facilities?

*Please select just three*

☐ Friendliness of staff    ☐ Interaction with the natural environment    ☐ Availability of bicycle parking  
☐ Opening hours    ☐ Up to date equipment    ☐ Access for people with a disability  
☐ Modern facilities    ☐ Entry cost    ☐ Don't know  
☐ Heating and cooling    ☐ Walking distance to home    ☐ Other (please specify below)  
☐ Sustainability features    ☐ Availability of car parking

## Theme 6: Heritage

Hr1 Which of the following do you think would be the best way to celebrate Airport West's unique heritage?

- ☐ Signage      ☐ Public art      ☐ Festivals/public events  
☐ Heritage walk brochures      ☐ Don't know      ☐ Other (please specify below)

## Theme 7: Open space

01 At present in Airport West, most of the public open space is in the central and southern areas of the suburb. Please circle on the map below any areas where you think there might be an opportunity to create new open spaces.



Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**02 Please tell us about any ideas you have for improving any of the following open spaces in Airport West?**

Steele Creek (specify) \_\_\_\_\_

AJ Davis Reserve (specify) \_\_\_\_\_

Etzel Street Reserve (specify) \_\_\_\_\_

Hansen Reserve (specify) \_\_\_\_\_

Lawrence / Lock Reserve (specify) \_\_\_\_\_

McNamara Reserve (specify) \_\_\_\_\_

Roberts Road Reserve (specify) \_\_\_\_\_

Roberts Road / Bowes Avenue Reserve (specify) \_\_\_\_\_

Bowes Reserve (specify) \_\_\_\_\_

Weather Station Reserve (specify) \_\_\_\_\_

Spring Gully Reserve (specify) \_\_\_\_\_

Other (please specify) \_\_\_\_\_

None / Don't know \_\_\_\_\_

## Theme 8: Environmental sustainability

**E1 Thinking about your local neighbourhood, how important to you are each of the following?**  
*Please select one answer per row*

	Very important	Important	Moderately important	Slightly important	Not at all important	Don't know
Reducing the amount of natural resources used by businesses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reducing the amount of natural resources used by residents	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water sensitive urban design (to filter stormwater and prevent flooding)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lowering air temperature by reducing paved areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Green infrastructure such as street trees, green roofs and urban agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Including sustainable features in new buildings (i.e. to reduce water and energy use)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



**E2** What do you think are the best ways to make new buildings more environmentally friendly and sustainable?

*Please select all that apply*

- ☐ Rainwater collection (tanks)  
☐ Water recycling (greywater etc.)  
☐ Green roofs  
☐ More trees  
☐ Raingardens  
☐ Solar panels  
☐ Porous surfaces (which let water through to the soil instead of running into stormwater)

☐ Other (please specify below)  


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☐ Don't think buildings should have to do these things  
☐ Don't know

Everyone

If you have any other feedback you would like to provide, please select the item you would like to provide feedback on and then write in your comments.

- ☐ Housing
- ☐ Economic activity
- ☐ Built form and urban design
- ☐ Movement and transport
- ☐ Community services and facilities
- ☐ Heritage
- ☐ Open space
- ☐ Environmental sustainability

[illegible]

## Demographics

The next questions will help us group your responses with other people in a meaningful way. We will not use this information to identify you, in accordance with our privacy policy (mvcc.vic.gov.au/surveyprivacy).

Qa Please record your gender.

☐ Male ☐ Female ☐ Other / X

Qb What is your age?

years

We ask this so that we can group your responses with other people in a variety of different age ranges.

Qc What is the main language you speak at home?

☐ English ☐ Other (please specify) \_\_\_\_\_

Qd Are there any children in your home aged...?

Please select all that apply

☐ 0-4 years ☐ 5-11 years ☐ 12-17 years ☐ No children under 18 ☐ I'd prefer not to say

Qe Is the place where you live..?

☐ Owned outright ☐ Owned with mortgage ☐ Rented ☐ Other \_\_\_\_\_

So that we can group responses according to background knowledge, please indicate in the table below which aspects of the Draft Issues and Opportunities Report you read. Please note there are 2 versions of the report, the whole report (112 pages) and the summary brochure (20 pages).

Please select all that apply

	Full report	Summary brochure
I read all of it	<input type="checkbox"/>	<input type="checkbox"/>
Housing	<input type="checkbox"/>	<input type="checkbox"/>
Economic activity	<input type="checkbox"/>	<input type="checkbox"/>
Built form and urban design	<input type="checkbox"/>	<input type="checkbox"/>
Movement and transport	<input type="checkbox"/>	<input type="checkbox"/>
Community services and facilities	<input type="checkbox"/>	<input type="checkbox"/>
Heritage	<input type="checkbox"/>	<input type="checkbox"/>
Open space	<input type="checkbox"/>	<input type="checkbox"/>
Environmental sustainability	<input type="checkbox"/>	<input type="checkbox"/>
None	<input type="checkbox"/>	<input type="checkbox"/>

Knowing the address of your residential/businesses property in Airport West can help us a great deal with adding context to your comments. You do not have to provide this, but if you do it will assist us greatly with the research analysis. Your address will not appear in any public reporting and will only be used internally by Council for the purpose of analysing this research, in accordance with privacy law.

**[IF LIVE/OWN RESIDENTIAL PROPERTY IN AIRPORT WEST]**

So that we can add context to the feedback you have given, please provide the residential street address of the property you live in or own (investment) in Airport West.

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**[IF OWN A BUSINESS/COMMERCIAL OR INDUSTRIAL PROPERTY IN AIRPORT WEST]**

So that we can add context to the feedback you have given, please provide the street address of your business or the commercial/industrial property you own in Airport West.

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**[EVERYONE]**

If you would like us to keep you updated about this project, please provide your name and postal address (if not, just leave this section blank).

Name: 

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Address: 

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☐ Same as listed above

Please return completed surveys by **Friday, 11 September 2015** using the reply paid envelope enclosed, or:

- In person to Moonee Valley Civic Centre, 9 Kellaway Avenue, Moonee Ponds
- By mail to Strategic Planning unit, Moonee Valley City Council, PO Box 126, Moonee Ponds VIC 3039
- Via email (scanned copy) to [surveys@mvcc.vic.gov.au](mailto:surveys@mvcc.vic.gov.au)



If you have any queries about this survey, please contact the Strategic Planning unit on 9243 8888 or [airportwestsp@mvcc.vic.gov.au](mailto:airportwestsp@mvcc.vic.gov.au)

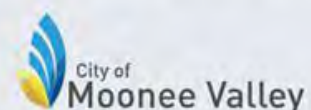
**Moonee Valley Language Line**

عربي	Arabic	9280 0738	Ελληνικά	Greek	9280 0741	Español	Spanish	9280 0744
中文	Cantonese	9280 0739	Italiano	Italian	9280 0742	Türkçe	Turkish	9280 0745
Hrvatski	Croatian	9280 0740	Somali	Somali	9280 0743	Việt-ngữ	Vietnamese	9280 0746

All other languages 9280 0747

National Relay Service 133 677 or [iprelay.com.au](http://iprelay.com.au)

Moonee Valley City Council  
9 Kellaway Avenue | PO Box 126 Moonee Ponds VIC 3039  
Telephone 03 9243 8888 | Facsimile 03 9377 2100  
Email [council@mvcc.vic.gov.au](mailto:council@mvcc.vic.gov.au) | Website [mvcc.vic.gov.au](http://mvcc.vic.gov.au)







Draft Moonee Valley Heritage Study 2015 – Review of Submissions (25 January 2016)

No.	Heritage place	Summary	Council Officer Response	Consultant response
1.	<b>FISHER PARADE &amp; LEONARD CRESCENT</b> <b>PRECINCT:</b> 16, 18 & 20 LEONARD CRESCENT, ASCOT VALE 42-50 - Hermes No 197788	<ol style="list-style-type: none"> <li>Submission relates to 16 Leonard Crescent and also comments on other places in the precinct.</li> <li>Raises various inaccuracies within the citation report.</li> <li>The existing red outline does not include the existing stables at the rear of No. 16.</li> <li>Refers to Pg 130 of report stating stable block at rear of No. 16 has <u>not</u> been demolished.</li> <li>Cites confusion with structures between Nos. 16 and 18.</li> <li>There are no stables at No. 18.</li> <li>There are stables at 42-50 Fisher Parade and 20 Leonard Cr escent. Should not include No. 18 as no stables present, replace it with No. 16.</li> </ol>	<ul style="list-style-type: none"> <li>Inaccuracies to be further investigated with necessary changes to citation carried out where applicable.</li> <li>Further investigation required as to whether the stable block at No. 16 Leonard Crescent is intact.</li> </ul>	<p>The precinct was re-inspected on 22 January 2016. It is agreed that the report contains an error in relation to the stables at the rear of 16 and 18 Leonard Crescent, as follows:</p> <ul style="list-style-type: none"> <li>There is a stable block at the rear of 16 Leonard Crescent, which remains relatively intact.</li> <li>There is a gabled building, which has been partially demolished, at the rear of 18 Leonard Crescent. This has the appearance of a stables block, but may have been used for other purposes. The research carried out for this precinct did not identify any horse racing connection with any of the previous owners.</li> </ul> <p>This re-inspection also revealed that demolition of the house and stables blocks at 20 Leonard Crescent has commenced.</p> <p>Review of the citation in response to this submission has also identified some errors.</p> <p><b>Recommendation:</b></p> <p>Change the Fisher Parade &amp; Leonard Crescent Precinct citation in the 2015 Heritage Study as follows:</p> <ul style="list-style-type: none"> <li>Include reference to the stables at 16 Leonard Crescent in the Description and Statement of significance.</li> </ul>

No.	Heritage place	Summary	Council Officer Response	Consultant response
				<ul style="list-style-type: none"> <li>Remove references to the house and 'stables' at no.18 throughout the citation. Remove this property from the precinct map.</li> <li>Remove references to the house and stables at no.20 from the description and statement of significance, and remove from precinct map. Include reference to demolition of no.20 in Comparative analysis.</li> <li>In the statement of significance under 'Why is it significant?' add missing word 'interwar' in the last sentence between 'only' and 'examples'.</li> <li>In the statement of significance under 'Why is it significant?' add missing word 'significant' in the first sentence after 'It is historically ...'.</li> <li>Change the precinct map by removing 18 &amp; 20 Leonard Crescent from the precinct and adding 16A Leonard Crescent to the precinct.</li> </ul>
2.	HOUSE, STABLES & OAK 23 BROWN AVENUE, ASCOT VALE - Hermes No 196186	1. Strongly objects to the inclusion of a Heritage Overlay over the property.	<ul style="list-style-type: none"> <li>Referred to consultant for comment.</li> </ul>	The house and stables are historically significant as representative examples that provide a tangible reminder of the importance of horse-drawn transport during the nineteenth century. The significance of the place is enhanced by the rarity values as one of the few remaining stables blocks in Moonee Valley. The house is aesthetically significant as a fine example of a bi-chromatic brick villa. The use of bi-chrome brick was popular in the 1880s and this house are notable for the high quality of the brickwork, particularly the bold patterning created by the quoining around the windows, doors and wall corners, with contrasting

No.	Heritage place	Summary	Council Officer Response	Consultant response
				<p>bands above the verandah and diaper patterns around the windows.</p> <p>A re-inspection of the site on 22 January 2016 confirms the Oak appears to have died and is in the process of being removed.</p> <p>In reviewing the citation I've identified a minor grammatical error in the statement of significance.</p> <p><b>Recommendation:</b></p> <p>Retain this place in the 2015 Heritage Study as a place of local significance.</p> <p>Change the citation for this place in the 2015 Heritage Study by:</p> <ul style="list-style-type: none"> <li>• Removing the word 'Oak' from the name of this place.</li> <li>• In the statement of significance in the second paragraph under 'Why is it significant?' replacing the words 'these houses' with 'this house'.</li> </ul>
3.	<b>KEILOR ROAD PRECINCT:</b> 2-12 KEILOR ROAD, ESSENDON NORTH and 3-19 KEILOR ROAD, ESSENDON - Hermes No 196171	1. Submission relates to 10-12 Keilor Road. 2. Does not agree with citation. 3. States there is no considerable importance about these shops. 4. Neighbouring developments have no heritage significance	<ul style="list-style-type: none"> <li>• It would appear that surrounding developments detract from the heritage value of the place.</li> <li>• Referred to consultant for comment.</li> </ul>	<p>1. As set out in the precinct citation, the shops in the proposed Keilor Road Precinct comprise the best collection of late interwar commercial buildings in the City of Moonee Valley and are thus deserving of protection in the Heritage Overlay.</p> <p>2. The shops at 10-12 Keilor Road are two-storey buildings with clinker brick facades. Both retain their original shopfronts which are of particular value as shopfronts are routinely replaced and often do not survive. They both contribute to the</p>



No.	Heritage place	Summary	Council Officer Response	Consultant response
				<p>interwar commercial character of the precinct and thus are considered Contributory elements of it.</p> <p>3. It is agreed that the adjacent 14 and 8 Keilor Road properties are not of heritage significance. The car yard on the west side of the shops is outside of the precinct. The new three-storey building at 8 Keilor Road is an unfortunate and intrusive new development that is considered Non-contributory to the precinct. Even so, there is a continuous streetscape of interwar shops from the corner of Bulla Road. There are very few HO precincts without one or more Non-contributory buildings in it.</p> <p><b>Recommendation:</b></p> <p>Retain 10-12 Keilor Road as a Contributory property in the proposed Keilor Road Precinct.</p>
4.	<p><b>ASCOT VALE METHODIST CHURCH (FORMER)</b> 43 THE PARADE, ASCOT VALE - Hermes No 196272</p>	<ol style="list-style-type: none"> <li>Concerns of degrading property values should a Heritage Overlay be introduced.</li> <li>Overly restrictive planning controls constraining future development.</li> <li>Reduced resale value</li> </ol>	<ul style="list-style-type: none"> <li>Reference to property valuation is not the concern of the external consultant and is outside the scope of this study.</li> <li>The general experience with heritage controls is that the special qualities of identified heritage areas, when preserved over time through planning controls, are enhanced. Heritage</li> </ul>	<p>Agreed that only heritage significance should be taken into account at the planning amendment stage.</p>

No.	Heritage place	Summary	Council Officer Response	Consultant response
			<p>areas often become highly sought after locations by people who value historical character and by people who know this character is protected by planning scheme controls.</p> <ul style="list-style-type: none"> <li>There may be some circumstances, however, where future development of a heritage site may be limited. This may affect a person's decision to purchase a property.</li> <li>The introduction of heritage controls will help ensure that the rate of change in an area is consistent with heritage values, reducing the likelihood of unsuitable developments. This increased certainty may support property values.</li> </ul>	
5.	HOUSES and SHOP: 34-40 NICHOLSON STREET,	1. Fully supports HO being placed on the property and	Noted.	1. Agreed

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No.	Heritage place	Summary	Council Officer Response	Consultant response
	ESSENDON - Hermes No 196411	other properties of heritage significance to preserve the streetscape.		
6.	GILL BROS. SHOEING FORGE (FORMER) and RESIDENCE - 374-378 MT ALEXANDER ROAD, TRAVANCORE - Hermes No 192320	<ol style="list-style-type: none"> <li>1. Submits that the property does not meet criteria for heritage significance.</li> <li>2. Questions Criterion A stating association with shoe forging has been lost.</li> <li>3. Façade has been altered to a typical shopfront.</li> <li>4. Not reminiscent of other examples such as 882-884 Mt Alexander Road.</li> <li>5. Questions Criterion D and submits the property is not a rare example with better examples elsewhere.</li> <li>6. Questions Criterion H and association with a historic organisation.</li> <li>7. Submits that other planning objectives related to the site give it considerable development potential. A HO would limit the potential of a key development.</li> <li>8. Requests that listing be removed.</li> </ol>	<ul style="list-style-type: none"> <li>• Referred to consultant for comment</li> </ul>	<p><b>1, 2 &amp; 6.</b> This place is significant for its associations with the development of Mt Alexander Road and is a representative example of the small businesses established along its length in the nineteenth century to service travelers and also the local racing industry. Jonathan Gill established a shoeing forge here in the 1860s, the present complex of buildings dates from the late nineteenth century, and the business was still operating in the 1950s. It is also significant as a rare surviving example of the simple industrial buildings and residences once found along Mt Alexander Road, but that have been almost completely lost due to later development. Accordingly, it is considered to satisfy Hercon criteria A, B &amp; D. However, it is agreed that it does not meet Criterion H.</p> <p><b>3.</b> The Description in the citation notes that the southern gabled bay has a non-original shopfront, however, the northern bay retains its original segmental arch.</p> <p><b>4 &amp; 5.</b> The Comparative Analysis notes that small industrial premises such as shoe forges and blacksmiths are usually simple, architecturally undistinguished building. Many were simply timber framed and iron clad 'rough sheds', such as 882-884 Mt Alexander Road while more substantial examples were constructed of brick. Directories</p>

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				<p>show that there were several blacksmiths or farriers along Mt Alexander Road in the nineteenth century, however, very few survive today and there are no examples currently included in the Heritage Overlay.</p> <p>7. Impact upon future development potential is not a relevant consideration when assessing heritage significance.</p> <p><b>Recommendation:</b></p> <p>Retain the former Gill Bros Shoeing Forge and residence in the 2015 Heritage Study as a place of local significance.</p> <p>Change the citation for this place in the 2015 Heritage Study as follows:</p> <ul style="list-style-type: none"> <li>• In the first sentence under 'Comparative analysis' replace 'building' with 'buildings'.</li> <li>• In the statement of significance under 'Why is it significant?' remove reference to Criterion H.</li> </ul>
8.	<b>FLETCHER STREET &amp; NAPIER STREET PRECINCT:</b> 1-25 & 4-18 Napier Street, 79-87 & 94- 104 Fletcher Street and 914-950 Mt Alexander Road ESSENDON - Hermes No 196448	<p>1. Submission relates to 942-950 Mt Alexander Road (part of existing HO314).</p> <p>2. Submits that 942-950 Mt Alexander Road no longer displays heritage significance due to extensive renovations.</p>	<ul style="list-style-type: none"> <li>• Referred to consultant for comment</li> </ul>	<p>The Junction Buildings, at 942-950 Mt Alexander Road and 3-17 Napier Street, Essendon, are currently included in the Moonee Valley Heritage Overlay as HO314 (an Individually Significant place). The Junction Buildings are currently subject to External Paint Controls. They were originally assessed in November 2002 by Bernadette De Corte, as part of the <i>City of Moonee Valley Heritage Review</i>, Stage 3. The assessment included, in the Description, information about the intactness of</p>



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				<p>the shops along Mt Alexander Road (i.e., Nos. 942-950): <i>The shopfronts off Mt Alexander Road have been replaced by anodized aluminium shopfronts. Other than a textured coating, the parapets are intact. The two storey end building displays similar rendering motives [motifs] and is largely unchanged.</i></p> <p><b>2015 Heritage Study recommendations:</b></p> <p>Stage 2 of the 2015 Heritage Study recommends that the Junction Buildings be included in the proposed Fletcher &amp; Napier Street Precinct. It recommends that this be done by dissolving the current HO314, and including the Junction Buildings as a Significant place in the new precinct HO. The 2015 Heritage Study also recommends that the External Paint Controls be retained for the Junction Buildings, only.</p> <p>The submitter notes that the current owner has made a number of external and internal alterations to the shops at 942-950 Mt Alexander Road since purchasing them in 1986. As there are no Internal Alteration Controls on HO314, nor are such controls proposed by the 2015 Heritage Study, the internal alterations listed in the submission will not be addressed here. Judging from the description of these shops in the 2002 Heritage Review, all or most of these alterations had already taken place by 2002 and were taken into account while assessing the Junction Buildings as a whole. In particular, the replacement of the shopfronts and</p>

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				<p>the coating of the render were noted. The alterations to the roof would not have been visible as it is hidden behind the parapets (and this change has very little impact on the significance of the building).</p> <p>The 2002 Heritage Review did not note the loss of the shopfront tiling, the rebuilding and recladding of the verandah roofs, or the replacement of all windows to No. 950 with aluminium units. As the Description is brief, these changes may have simply not been mentioned. Alternatively, they may have taken place after inclusion in the Heritage Overlay. If the external works were carried out without a planning permit, they are illegal and should be rectified.</p> <p>Despite the number of external alterations to the shops at 942-950 Mt Alexander Road, the shops are still clearly part of the Junction Buildings complex, and retain the distinctive rendered parapet design. The two-storey No. 950 is particularly important as it bookends the composition.</p> <p><b>Recommendation:</b></p> <p>No change to 2015 Heritage Study. Retain 942-950 Mt Alexander Road as part of the Significant Junction Buildings in the proposed Fletcher and Napier Streets Precinct.</p>
9.	NGARVENO DAIRY COMPLEX (FORMER) - 33A TAYLOR STREET & 51 MARGARET STREET,	<ol style="list-style-type: none"> <li>1. Submission relates to 51 Margaret Street.</li> <li>2. Objects to heritage controls on 51 Margaret Street.</li> </ol>	<ul style="list-style-type: none"> <li>• It should be noted that the structures at 33A Taylor Street have recently been</li> </ul>	<p>The site was re-inspected on 22 January 2016. Given the extent of demolition that has occurred (complete demolition of both stables buildings, demolition except for front and part of side wall of</p>

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	MOONEE PONDS - Hermes No 196329	<ol style="list-style-type: none"> <li>Victorian origins no longer relevant due to alterations.</li> <li>Connection to the dairy has been lost.</li> <li>A Planning permit has been issued for the development of four dwellings at the Taylor Street site MV/439/2014 with façade retained.</li> </ol>	<p>demolished but for the front façade of the old dairy building.</p> <ul style="list-style-type: none"> <li>Referred to consultant for comment.</li> </ul>	<p>former Dairy) this place no longer meets the threshold of local significance.</p> <p><b>Recommendation:</b></p> <p>Change the 2015 Heritage Study by:</p> <ul style="list-style-type: none"> <li>Removing the Ngarveno Dairy Complex from the list of places of local significance.</li> <li>Amending the Hermes citation for the Ngarveno Dairy to reflect the changes that have occurred.</li> </ul>
10.	FISHER PARADE & LEONARD CRESCENT PRECINCT: 16, 18 & 20 LEONARD CRESCENT and 42-50 FISHER PARADE, ASCOT VALE - Hermes No 197788	<ol style="list-style-type: none"> <li>Submission relates to 42-50 Fisher Parade.</li> <li>Submitter raised concerns that aspects of the site have been incorrectly identified as potentially having heritage significance.</li> <li>Does not agree that the site is significant due to association with the Flemington Racecourse.</li> <li>The post-war house exhibits no special features.</li> <li>Stables have not been utilised for their built purpose for some time.</li> <li>At 50 Fisher Parade the stable roof and walls have been replaced or altered. What is remaining is in poor condition.</li> </ol>	<ul style="list-style-type: none"> <li>Referred to consultant for comment.</li> </ul>	<p><b>2 &amp; 3:</b> The Fisher Parade &amp; Leonard Crescent Precinct is historically significant for its associations with the horse racing industry in Moonee Valley and demonstrates how until the mid twentieth century houses and small private stables owned and occupied by horse trainers were clustered in the former Bagotville Estate area due to its proximity to Flemington Racecourse. As Flemington Racecourse has now established a large stables and training complex on-site many of these small private stables have been demolished and this precinct contains the only known remaining examples in the Bagotville Estate area.</p> <p>Accordingly, the precinct is considered to satisfy Hercon criteria A, B &amp; D at the local level.</p> <p><b>4.</b> It is agreed the post-war house has no special features, however, that is not the reason for its significance.</p> <p><b>5.</b> While continuation of use can contribute to significance of a place a building does not need to</p>

No.	Heritage place	Summary	Council Officer Response	Consultant response
		<p>7. Stables at 46 Fisher Parade are a relatively recent addition.</p> <p>8. It is the submitters opinion that where stables exist they have been either extensively altered or are in poor condition and do not warrant heritage status.</p> <p>9. VRC lands are subject to a heritage overlay under the City of Melbourne Planning Scheme and will continue to be protected under these planning controls. It is questioned as to whether MV Council should focus on individual built form elements.</p>		<p>be used for its original purpose to remain significant and many places of local significance are now used for other purposes. It is agreed that it appears the stables have not been used for some time, however, the historic use is still demonstrated by the form and location of the buildings at the rear of houses and in proximity to Flemington Racecourse. The cluster of these stables in close proximity is also a distinctive aspect.</p> <p><b>6. &amp; 8.</b> The condition of buildings is not a relevant consideration when assessing heritage significance. It is agreed that some alterations may have been made to the stables, but they are still recognizable as stables buildings.</p> <p><b>9.</b> Flemington Racecourse is included in the HO due to its inclusion on the Victorian Heritage Register. This precinct demonstrates another aspect of the importance of horse racing to this area and is therefore significant at the local level.</p> <p><b>Recommendation:</b> No change to the 2015 Heritage Study. (Please see the response to Submission 1 for other changes)</p>
11.	<b>SHOEING FORGE (FORMER):</b> 528-532 Racecourse Road – Hermes No 23922	<p>1. Entire roof rebuilt along with top portion of east side wall</p> <p>2. In 2012 the chimney and shoeing forge inside were removed leaving only internal walls and pediment</p>	<ul style="list-style-type: none"> <li>Address on Heritage Citation Report refers to former address. Should this be updated?</li> <li>In reference to point 6 it is important to note</li> </ul>	<p><b>1. &amp; 2.</b> The changes to the building were noted when assessing the place. Nonetheless, the building remains identifiably a small nineteenth century building.</p> <p><b>3.</b> While continuation of use can contribute to significance of a place a building does not need to</p>



No.	Heritage place	Summary	Council Officer Response	Consultant response
		<p>3. Submitter submits that any reference to the shoeing forge has been removed and that it therefore does not warrant heritage status</p> <p>4. Contests paint controls and that existing paint works cause moisture problems. Paint works serve an important advertising purpose and detract from graffiti. Why are other similar examples not subject to paint controls</p> <p>5. Blacksmith forges are not uncommon in Victoria (140 in total)</p> <p>6. Heritage Overlay status is against Council's overall vision for Racecourse Road</p> <p>7. Submitter has no plans to develop the site</p>	<p>that Racecourse Road Activity Centre was not approved.</p> <ul style="list-style-type: none"> <li>Referred to consultant for comment.</li> </ul>	<p>be used for its original purpose to remain significant and many places of local significance are now used for other purposes.</p> <p>4. It is accepted that painting of bricks can lead to moisture problems as it slows down the evaporation of moisture from the face, holding moisture within the wall, which can cause efflorescence to build up in the masonry and this is why it is mentioned in the citation. The application of paint controls would not force the removal of the existing mural. However, it is agreed that application of paint controls is not warranted in this instance.</p> <p>5. Comparison with blacksmiths outside of Moonee Valley is not relevant (and while there may be 140 records for blacksmiths in the Victorian Heritage Database, not all of these places will be intact – many records may refer to archaeological sites only, for example.). The comparative analysis for this site notes that small industrial premises such as shoe forges and blacksmiths are usually simple, architecturally undistinguished building. Many were simply timber framed and iron clad 'rough sheds', such as 882-884 Mt Alexander Road while more substantial examples were constructed of brick. Directories show that there were several blacksmiths or farriers along Racecourse Road and in the surrounding area, however, very few survive today and there are no examples currently included in the Heritage Overlay.</p>

No.	Heritage place	Summary	Council Officer Response	Consultant response
				<p>The review of this citation has identified some minor formatting and other errors, as well as the incorrect address, which should be corrected.</p> <p><b>Recommendations:</b></p> <p>Retain the former Shoeing Forge at 528-32 Racecourse Road in the 2015 Heritage Study as a place of local significance. Change the citation for this place in the 2015 Heritage Study as follows:</p> <ul style="list-style-type: none"> <li>• Update the address throughout the citation to 528-32 Racecourse Road.</li> <li>• Under 'Recommendations 2015' remove 'Yes' from the table next to External Paint Controls and amend the following paragraph accordingly.</li> <li>• In the statement of significance under 'Why' is it significant' fix the text that has run together.</li> <li>• In 'Comparative analysis' in the third sentence of the first paragraph replace 'other areas' with 'Racecourse Road and Epsom Road'.</li> </ul>
12.	<b>NATIONAL INSTRUMENT COMPANY (FORMER):</b> 8-10 McIntosh Street, Airport West – Hermes No 196098	<ol style="list-style-type: none"> <li>1. Objects to any future proposed Heritage Overlay.</li> <li>2. Findings are flawed and lack justification.</li> <li>3. No tangible links to previous aviation industry.</li> <li>4. Walls have been reclad and windows and roof replaced.</li> </ol>	<ul style="list-style-type: none"> <li>• Referred to consultant for comment.</li> </ul>	<p><b>2, 3 &amp; 4.</b> The assessment of this place has been assessed in accordance with the Burra Charter using the Hercon Criteria and has included a Comparative Analysis as required by Heritage Victoria guidelines and the VPP Practice Note 'Applying the heritage overlay'.</p> <p>The finding of this assessment is the place is historically significant for its association with the industrial development of Airport West after World</p>

No.	Heritage place	Summary	Council Officer Response	Consultant response
		<p>5. The building is not unique and is similar to other buildings in the vicinity.</p> <p>6. Reference to a skillion section and two storey building in the citation is incorrect</p> <p>7. There is no evidence that National Instrument Company occupied the property, and the building is not located at the corner of Matthews Avenue and McIntosh Street.</p> <p>8. Location description in the citation is incorrect.</p>		<p>War Two and in particular the aviation-related industries that were established here because of the proximity to Essendon Airport. The significance of the place is enhanced by its rarity values as one of the few buildings associated with the aviation industries to remain today. The complex is also significant for its associations with Ansett-ANA, which became Australia's second domestic airline in 1957 and was based at Essendon Airport.</p> <p>It is also significant as a representative example of a post-war factory complex with traditional features such as the south facing sawtooth roofs together with the 'curtain walls' to the main elevations that were introduced to factory design in the post-war era.</p> <p>4. The changes to the building have been considered in the assessment of significance and are noted in the Description.</p> <p>5. The Comparative Analysis notes that numerous aviation-related businesses that were established along Matthews Avenue in the 1950s, however, the former National Instrument Company premises is one of two surviving complexes from the 1950s and compares with the former Aeronautical Supply Company at the corner of Hood Street.</p> <p>6. The western building (no. 8-14 McIntosh St) has a section with a skillion (or perhaps flat or low pitched roof), however, this is along the eastern and not the western side as described in the citation. There is a two-storey building at the rear</p>

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				<p>of the building at 16-26 McIntosh Street, which was added later and is <u>not</u> significant.</p> <p>7. The occupation of these buildings by the National Instrument Company is borne out by documentary evidence including Sands &amp; McDougall Directories, and contemporary photographs by Wolfgang Sievers in the State Library of Victoria collection, dated 1959, showing the two buildings that remain today. Also, in response to this submission, title information has been reviewed that shows Australian National Airways Ltd purchased these properties in 1949 and in 1959 the land was transferred to the National Instrument Company Pty Ltd of Commonwealth Aerodrome Essendon. Ansett Transport Industries became owner in 1969 and remained so until 1998. The buildings are situated on a site that originally extended from the corner of Matthews Avenue and today is contained in three lots.</p> <p>8. It is agreed the address is incomplete. The correct address is 8-14 &amp; 16-26 McIntosh Street.</p> <p><b>Recommendations:</b></p> <p>Retain the former National Instrument Company in the 2015 Heritage Study as a place of local significance.</p> <p>Change the citation for this place in the 2015 Heritage Study as follows:</p>



No.	Heritage place	Summary	Council Officer Response	Consultant response
				<ul style="list-style-type: none"> <li>Update the address to 8-14 &amp; 16-26 McIntosh Street, as required, throughout the citation.</li> <li>In the first sentence of the third paragraph in 'History' replace 'slight' with 'flight'.</li> <li>In the 'History' add the information about land ownership from the title.</li> <li>In 'Description' in the first sentence replace 'in 1959' with 'by 1959'.</li> <li>In 'Description' at the end of the fifth sentence in the second paragraph replace 'western side' with 'eastern side'.</li> <li>In the 'Comparative Analysis' at the end of the first sentence in the second paragraph add ' and compares with the former Aeronautical Supply Company at the corner of Hood Street and Matthews Avenue'. Make a consequent change to the last sentence by replacing 'It compares with' with 'In comparison', and deleting 'at the corner of Hood Street, which'.</li> </ul>
13.	<b>FISHER PARADE &amp; LEONARD CRESCENT</b> PRECINCT: 16, 18 & 20 LEONARD CRESCENT and 42-50 FISHER PARADE, ASCOT VALE - Hermes No 197788	<ol style="list-style-type: none"> <li>Submission relates to 18 Leonard Crescent and also comments on other places within the precinct.</li> <li>Inaccuracies within the citation report.</li> <li>Cited recent development within the street and have concerns that the study may</li> </ol>	<ul style="list-style-type: none"> <li>Referred to consultant for comment..</li> </ul>	<p>Please see the response to Submission 1.</p> <p>It is agreed that 18 Leonard Crescent may be removed from the precinct as:</p> <ul style="list-style-type: none"> <li>The gabled brick building at the rear is not fully intact and there is no evidence it was used as a stables; and</li> <li>The adjoining house and stables at no.20 are being demolished.</li> </ul>

No.	Heritage place	Summary	Council Officer Response	Consultant response
		<p>restrict future development potential at their No. 18 address.</p> <p>4. Submitter claims there is no stable to the rear of the property and that it was previously used as a motor repair/ light engineering workshop.</p> <p>5. 70 % of the building is no longer existing and the wall abutting the dwelling is in significant disrepair.</p> <p>6. 16 Leonard Crescent still contains a stable block contrary to what is mentioned in the citation report.</p> <p>7. Contest 'significant' status.</p>		<p><b>Recommendation:</b></p> <p>Change the Fisher Parade &amp; Leonard Crescent Precinct citation, as follows:</p> <ul style="list-style-type: none"> <li>• Include reference to the stables at 16A Leonard Crescent in the Description and Statement of significance.</li> <li>• Remove references to the house and 'stables' at no.18 throughout the citation. Remove this property from the precinct map.</li> </ul> <p>(See also response to Submission No.1)</p>
14.	PROGRESS KINDERGARTEN: 11 BROWN AVENUE, ASCOT VALE - Hermes No 196185	<p>1. Concerns about the granting of heritage status given plans for future works.</p> <p>2. Works required to comply with regulations. This will be costly if heritage permits are required.</p> <p>3. Submits that works have taken place recently.</p> <p>4. Requests exemption from any future permit fees for works.</p>	<ul style="list-style-type: none"> <li>• It is noted that comments relating to development restrictions as a result of a potential heritage overlay affecting the land and requests for exemptions from future permit fees are outside the scope of this study.</li> <li>• Referred to consultant for comment.</li> </ul>	<p><b>1 &amp; 2.</b> The identification of this building as a heritage place will not prevent alterations and additions taking place, particularly if they are required to meet current standards. It will, however, ensure that any alterations will take into account the heritage significance of the place.</p> <p><b>3.</b> Assessment of the place has considered recent alterations and additions that have taken place. Despite these changes, the building retains a good degree of integrity.</p> <p><b>Recommendation:</b></p>

No.	Heritage place	Summary	Council Officer Response	Consultant response
15.	<b>NIDDRIE TECHNICAL SCHOOL (FORMER):</b> 45 SAPPHIRE STREET, NIDDRIE - Hermes No 196109	<ol style="list-style-type: none"> <li>1. Submitter believes the school has no heritage value.</li> <li>2. Noting unique about the LTC building design and was not initially built for purpose as a technical college.</li> <li>3. Unaware of any other example of an LTC building being heritage listed.</li> <li>4. Questions \$905,000 amount to build music and drama centre.</li> <li>5. References within citation regarding original equipment remaining in the purpose built carpentry room are erroneous.</li> <li>6. Existing LTC building is totally inadequate for modern day technology class teachings</li> <li>7. The LTC building is in poor condition with a problematic substructure. A HO would have implications on any repair work.</li> <li>8. Keilor Heights Primary School and similar LTC buildings are not subject to HO considerations.</li> </ol>	<ul style="list-style-type: none"> <li>• Potential inaccuracy within citation report regarding Essendon Gazette statement.</li> <li>• Referred to consultant for comment.</li> </ul>	<p>No change to 2015 Heritage Study.</p> <p>The site was reinspected with David Kilroe with the assistance of the school Principal.</p> <p><b>1 &amp; 2.</b> The former Niddrie Technical School is historically significant for its associations with technical education in Victoria and in particular with significant expansion of technical education in the postwar period, when demand for higher education and technical training grew substantially. Technical training was seen as vital to ensuring a skilled workforce that would develop and sustain the future prosperity of Victoria. It is also significant as a representative example of the technical schools built in the postwar era, which typically comprises a series of Light Timber Construction classroom blocks built in stages. The library is significant as a tangible reminder of the introduction of Commonwealth funding for State secondary and technical schools in the late 1960s and early 1970s, which enabled the construction of science blocks and libraries.</p> <p><b>3. &amp; 8.</b> There are no other LTC buildings currently included in the HO in Moonee Valley. The 2015 Heritage Study has also assessed the Keilor Heights Primary School and the former Doutta Galla Primary School, both LTC buildings, as being of local significance and recommended for inclusion in the HO.</p> <p><b>4.</b> The \$905,000 amount is cited in the 'Annals of Essendon' from a newspaper article written at the</p>

No.	Heritage place	Summary	Council Officer Response	Consultant response
		<p>9. Future maintenance and development works are planned and concerns are expressed about how a HO may affect proposed works.</p> <p>10. No issue with library building being declared as significant.</p>		<p>time the music and drama centre opened. However, it is not essential to the history and may be deleted.</p> <p>5. During the re-inspection we were shown through the metalwork and woodwork rooms, which still contain some early equipment. However, no internal controls are proposed and in any event, movable objects such as the machines within the building cannot be subject to heritage controls.</p> <p>6, 7 &amp; 9. The condition of buildings is not a relevant consideration when assessing significance. I note that the school is refurbishing and updating its LTC blocks and the application of a HO would not prevent this from continuing, but simply ensure that the heritage values of the place are considered. Repairs and maintenance to buildings as well as internal alterations would not require a planning permit and, if there are specific works that the school is planning to undertake then one option is to develop an incorporated plan to provide specific permit exemptions.</p> <p>In reviewing this citation I have also noted some minor grammatical errors in the citation.</p> <p><b>Recommendations:</b></p> <p>Retain the former Niddrie Technical School in the 2015 Heritage Study as a place of local significance.</p> <p>Make the following changes to the place citation:</p>



No.	Heritage place	Summary	Council Officer Response	Consultant response
				<ul style="list-style-type: none"> <li>In the 'History' in the first sentence of the fourth-last paragraph replace 'and other' with 'in' and replace 'in Melbourne' with 'across Melbourne'.</li> <li>In the 'History' in the last sentence of the fourth-last paragraph delete '\$905,000'.</li> <li>In the 'History' in the first sentence of the third-last paragraph insert 'and' after 'Open Day'.</li> </ul>
16.	<b>ST PAUL'S ANGLICAN MEMORIAL PARISH HALL &amp; VICARAGE (FORMER):</b> 7-9 Roxburgh Street, Ascot Vale - Hermes No 196297	<ol style="list-style-type: none"> <li>Challenges the view that the Church should not be included in the Heritage Overlay.</li> <li>Fundamental character and form of Church remains. Strong community support to preserve the Church.</li> <li>Concern that heritage value of upper Roxburgh Street has been overlooked.</li> <li>Any renovation work has been carried out in a sympathetic way.</li> <li>Objects to restrictions on certain aspects of properties design (e.g ., fence design and paint colour)</li> </ol>	<ul style="list-style-type: none"> <li>Inclusion/extension to HO to be further examined by consultant.</li> </ul>	<p>1, 2 &amp; 3. The former St Paul's Anglican Memorial Parish Hall, of 1926-27, and the former Vicarage of 1928, at 7 and 9 Roxburgh Street respectively, stand next to and are associated with the former St Paul's Anglican Church, at 18 Rothwell Street. This former church is not recommended for protection in the Heritage Overlay. The Statement of Significance notes: <i>The adjacent 1916 church, at 18 Rothwell Street, designed by architectural practice North &amp; Williams, has been extensively altered in a recent residential conversion. While it provides a historic context to the Hall and Vicarage, it is no longer of local heritage significance.</i> The History section of the citation goes into further detail about the alterations to the church in the 1950s, 1970s and 2000s. While the main massing of the gable roof survives, the only external decorative feature to remain of the 1916 design is the tracery of the first-floor windows.</p> <p>The submitter proposes that the former church be included in the Heritage Overlay along with the</p>

No.	Heritage place	Summary	Council Officer Response	Consultant response
				<p>former Hall and former Vicarage as part of a 'precinct'. The submitter notes that the local community strongly supported the retention of the church after its sale by the Church of England in 2007, and pressed the developer to 'preserve the Church in as much of its original form as possible'.</p> <p>The possibility of recommending the former church, hall and vicarage as a single HO place was considered in great detail during the assessment of this place. The conclusion, however, was that the series of changes to the church has been both destructive and intrusive to the point that there is too little original fabric and features to protect in the Heritage Overlay. The removal of the entrance porch at the west end and the insertion of large balconies (plus the demolition of the side aisle) are considered particularly damaging. Moreover there are many intact interwar churches in Moonee Valley (many of which are recommended for protection by this study) that are far superior. It is considered appropriate to recognise its connection to the hall and vicarage in the citation, but leave it outside the HO boundary.</p> <p>3. The submitter also noted that there are other properties of potential heritage value on Roxburgh Street that warrant assessment, particularly houses at 16 Rothwell Street, and 2, 4 &amp; 11 Roxburgh Street.</p> <p>A potential precinct, comprising the 'Roxburgh Estate' created in 1919 when Thomas Brunton</p>

No.	Heritage place	Summary	Council Officer Response	Consultant response
				<p>subdivided the grounds of his Victorian mansion (since demolished) was identified during the Stage 1 Heritage Gap Study fieldwork. It includes the 1904 Federation house at 16 Rothwell Street, built for Thomas' son Stuart Brunton, as well as the interwar houses at 2-14 Rothwell Street, 2-8 Roxburgh Street, 11A-27 St Leonards Road, and all of Brunton and Kelvin streets. Due to a data-entry error, this precinct was not included in the recommendations for future assessment. This error will be remedied and a belated recommendation added to the 2015 Heritage Study report, so the precinct can be assessed along with the rest of the notable interwar houses and precincts.</p> <p>This means that, of the places mentioned in the submission, 2 &amp; 4 Roxburgh Street and 16 Rothwell Street will be assessed as part of the larger precinct. On the other hand, 11 Roxburgh Street is an intact, typical Victorian Italianate brick house which would be Contributory to a precinct, but its design is not distinguished enough to warrant an individual HO. As it does not stand in a group of similar houses, no precinct has been identified here, so it is not recommended for future assessment.</p> <p>5. No External Paint Controls are proposed for the hall and vicarage, so the painted elements can be repainted in any colour(s) the owners choose. (Of course, previously unpainted materials, such as the</p>

No.	Heritage place	Summary	Council Officer Response	Consultant response
				<p>brickwork, cannot be painted without a planning permit.)</p> <p>Removal of the requirement for a permit to replace a front fence would require a special permit exemption for this site. There is no reason, of course, that the current front fence should not be retained.</p> <p>As front fences make an appreciable impact on the appreciation of heritage places, and the wrong front fence (e.g., too high, style from a different time period) can make a large negative impact, the exemption of front fences is not recommended.</p> <p><b>Recommendations:</b></p> <p>Do not add the former church to the HO and do not include any exemptions for front fences.</p> <p>Add a recommendation to the 2015 Heritage Study that the 'Roxburgh Estate' (comprising 11A-27 St Leonards Road, 2-16 Rothwell Street, 2-8 Roxburgh Street, 1-7 &amp; 2-8 Brunton Street, and 1-9 &amp; 2-8 Kelvin Street) be assessed along with other interwar residential places in the upcoming gap study.</p>
17.	<b>KEILOR ROAD PRECINCT:</b> 9-13 Keilor Road in 2-12 KEILOR ROAD, ESSENDON NORTH and 3-19 KEILOR ROAD, ESSENDON –Hermes No 196171	<ol style="list-style-type: none"> <li>1. Objects to proposed inclusion into a Heritage Overlay.</li> <li>2. Nothing remains of the façade at street level. Extensive works to ground floor.</li> </ol>	<ul style="list-style-type: none"> <li>• Referred to consultant for comment.</li> </ul>	<p>2 &amp; 5. This building is currently noted as follows in the precinct Description: <i>All but the State Savings Bank (Nos. 9-13) are built to the front and side boundaries. ... The former State Savings Bank of 1928, next door, is a very restrained Georgian Revival building of red brick with a tiled pyramidal roof. First floor windows are six-over-six sashes.</i></p>



No.	Heritage place	Summary	Council Officer Response	Consultant response
		<p>3. Original state bank is set back well beyond the front and side boundaries.</p> <p>4. Heritage classification would drastically limit future development potential.</p> <p>5. Only parts of the second floor façade is intact and visible.</p>		<p><i>The ground floor is obscured by a single-storey extension to the front.</i></p> <p>The submitter notes that the ground floor façade of the 1928 former State Savings Bank has not been 'obscured' by the later single-storey extension to its north and west sides, but was demolished as part of these 1970s works. This means that the upper storey elevations are the only ones to survive intact.</p> <p>A site visit was made in January 2016, which confirmed that the front (north) façade of the former bank has been demolished (or extensively refigured) at ground level. The eastern external wall survives intact, and is visible in oblique views. The western external wall appears to survive (covered) within the No. 13 tenancy (a tile shop). The 1970s extension also redeveloped the open garden to the front and west side of the bank (visible in 1945 aerial photos).</p> <p>3. Despite the demolition of the ground-floor front façade and the infill of the garden setbacks, the former bank is still an important three-dimensional element in the Keilor Road commercial streetscape, with the north, east and west sides of the upper floor visible, and the east side of the ground floor as well. In its altered form, the former bank of 1928 cannot be considered Individually Significant (as banks often are), but it still contributes to the streetscape of interwar commercial architecture, and helps to illustrate the</p>

No.	Heritage place	Summary	Council Officer Response	Consultant response
				<p>rapid development of this shopping strip after 1925.</p> <p>4. The future development of this site is properly considered at the planning permit application stage. At present, it is the significance of the former bank and surrounding precinct that are under examination.</p> <p><b>Recommendations:</b></p> <p>Revise the Keilor Road Precinct citation in the 2015 Heritage Study to note that as part of the 1970s ground floor addition to the former State Savings bank at 9-13 Keilor Road the ground floor of the front facade was demolished. Also make clear in the Statement of Significance that the single-storey addition of the 1970s is not significant.</p> <p>Retain 9-13 Keilor Road as a Contributory property in the proposed Keilor Road Precinct.</p>
17.	<b>ST THERESAS CATHOLIC CHURCH:</b> 48A LINCOLN ROAD, ESSENDON - Hermes No 196392	<p>1. Heritage overlays are onerous and restrictive and the submitter has concerns with this properties inclusion in a HO</p> <p>2. Landscaping is not heritage.</p> <p>3. Future plans in place for a canopy with works already having taken place.</p> <p>4. Commentary &amp; questions on what exactly a HO will mean for future works.</p>	<ul style="list-style-type: none"> <li>The general experience with heritage controls is that the special qualities of identified heritage areas, when preserved over time through planning controls, are enhanced. Heritage areas often become highly sought after locations by people who value historical character and by people</li> </ul>	<p>1. The proposal to protect the church and its landscaping in the Heritage Overlay is certainly not an indication that Council or its heritage consultants believe it is not cared for well by the parish (which is obviously is). It is only an indication of the fine architectural design, landmark value and historical and social significance of the church to the local community. The HO listing will ensure that the church is treated with due care and respect long into the future.</p> <p>Note that the mapping proposed in the 2015 Heritage Study has only included the church and its landscaping, but left out buildings considered to be</p>

No.	Heritage place	Summary	Council Officer Response	Consultant response
		5. Wishes listing to be withdrawn.	<p>who know this character is protected by planning scheme controls.</p> <ul style="list-style-type: none"> <li>There may be some circumstances, however, where future development of a heritage site may be limited. This may affect a person's decision to purchase a property.</li> <li>The introduction of heritage controls will help ensure that the rate of change in an area is consistent with heritage values, reducing the likelihood of unsuitable developments. This increased certainty may support property values.</li> <li>Referred to consultant for comment.</li> </ul>	<p>non-contributory (i.e., the Parish Office and all school buildings). This has been done to limit the number of permits required.</p> <p><b>2.</b> Comparing images of the site from 2007 onwards in Google Streetview, it is clear that there was a campaign of new perimeter plantings around 2009, but that the rubble stone boundary fence and associated garden beds (as well as the brick and concrete forecourt paving) predate these works. There is no proposal to protect the plantings and trees in the HO, as it is agreed they are 'not heritage', only the (much older) rubble stone hard landscaping (which are proposed for protection).</p> <p><b>3.</b> It would be very helpful if a meeting could be scheduled between the applicant and Council's Heritage Advisor to discuss both the planned entrance canopy as well as the general workings / requirements of the Heritage Overlay.</p> <p><b>4.</b> In regard to the questions about the extent and type of controls the HO will bring: External <i>changes</i> to the church building itself and to the rubble stone hard landscaping will require a planning permit. The planned entrance canopy will require a planning permit under the HO. In addition, new construction (e.g., new structures, hard landscaping, etc.) within the area included in the HO will also require a planning permit. It should be noted that the HO is not intended to <i>prevent</i> all alterations and new structures, but merely that</p>

No.	Heritage place	Summary	Council Officer Response	Consultant response
				<p>they are well planned and respectful of the church and its setting.</p> <p>5. The church and its setting are clearly of high local heritage significance and deserve recognition and protection in the HO.</p> <p><b>Recommendation:</b></p> <p>No change to 2015 Heritage Study. Retain St Therese's Catholic Church at 48A Lincoln Road as place of local significance.</p>
18.	<p><b>ST PAUL'S ANGLICAN MEMORIAL PARISH HALL &amp; VICARAGE:</b> 7-9 Roxburgh Street, Ascot Vale - Hermes No 196297</p>	<ol style="list-style-type: none"> <li>1. Submission relates to former Hall at 7 Roxburgh Street.</li> <li>2. Former hall at 7 Roxburgh Street no longer has a community use.</li> <li>3. Former hall has been extensively changed in its residential conversion.</li> <li>4. Description in place citation incorrectly states that garage openings are on east side.</li> <li>5. Building interior is extensively altered.</li> <li>6. Submitter would like to know the consequences of the HO listing.</li> </ol>	<ul style="list-style-type: none"> <li>• Referred to consultant for comment.</li> </ul>	<p>1. Agreed that the hall has been converted to residential use. It was included as in the 'community use' category to reflect the building type as it was originally designed and its historical origins.</p> <p><b>2 &amp; 4.</b> The external alterations, as viewed from the public domain (footpath and laneway) were catalogued in the place Description and their type and extent taken into account when assessing the former hall's heritage significance. As the front façade remains unchanged and the remaining changes are not visually intrusive, the external changes were considered acceptable of a building of local significance.</p> <p>No doubt the interior has been even more altered to create individual units but as there are no Internal Controls proposed, this has not been taken into account in the assessment.</p> <p>5. It would be advisable for the submitter to speak to a planner (or the Heritage Advisor) to get a</p>



No.	Heritage place	Summary	Council Officer Response	Consultant response
				<p>better sense of the HO regulations. Very briefly, external <i>changes</i> to the building will generally require a planning permit. External maintenance, changes to external or internal paint colours and internal changes will not require a planning permit.</p> <p>3. The error ('west elevation' instead of 'east elevation' in the 3<sup>rd</sup> paragraph of the Description) has been noted.</p> <p><b>Recommendations:</b></p> <p>Make correction to the Description in the citation.</p> <p>Retain the former Memorial Parish Hall in the 2015 Heritage Study as part of the recommended HO place.</p>



## HERITAGE CITATION REPORT

<b>Name</b>	HOUSE and STABLES	
<b>Address</b>	23 BROWN AVENUE, ASCOT VALE	<b>Significance Level</b> Local
<b>Place Type</b>	House, Stables	
<b>Citation Date</b>	2015	
<b>Assessment by</b>	Context Pty Ltd	



<b>HOUSE and STABLES</b>		<b>27-Jan-2016</b>	<b>02:44 PM</b>
<b>Hermes No 196186</b>	<b>Place Citation Report</b>		

## HERITAGE CITATION REPORT

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**Recommended  
Heritage Protection**

**VHR - HI - PS Yes**

**Architectural Style**

Victorian Period (1851-1901),  
Victorian Period (1851-1901)  
Italianate

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History (MVTEH)*:

*Theme Six - Building towns, cities and the Garden State: 6.3 Shaping the suburbs; 6.7 Making homes for Victorians*

#### Development of Essendon during the nineteenth century

Aldous (1979:69) notes that the municipality of Essendon was a 'product of the land boom':

*During the 1880s the big estates were subdivided and virtually the entire district fell under the auctioneers hammer.*

In 1881 there were 488 houses in the Essendon district, most of them situated in the streets and roads adjacent to Mt Alexander Road and the railway line, and the population was 3,100. By 1889 when Essendon was proclaimed a Town the population had climbed to almost 10,000. Over the next 3 years, during the height of the land boom in Melbourne, Essendon's population grew by 50% peaking at 15,245 in 1892 (Aldous, 1979:29, 32, 64).

With the collapse of the land boom the population declined to 13,00 and remained at that level until 1900. As development recovered in the early twentieth century the population grew to 20,000 by 1909 and Essendon was proclaimed a City in April of that year (Aldous, 1979:32).

#### *Ascot Vale (Whiskey Hill-Bagotville)*

The land to the south-west of Epsom Road was subdivided in the 1840s creating long narrow farming allotments, approximately 50 acres in area, extending from Epsom Road to the Saltwater (Maribyrnong) River (LV). In 1880s farming land in Ascot Vale began to be subdivided into suburban allotments as Melbourne grew in the wake of the gold rush. An 1885 subdivision of part of Crown Allotments 32 and 33 created almost 400 lots fronting Charles Street, Brown Avenue, Morphet Avenue, Archer Avenue, Kirk Street, the south side of Doncaster Street and the west side of Morphet Avenue. Land sales commenced in 1885 and continued until 1889 (LV).

Development of the area to the north of Charles Street commenced in the late 1880s, at the height of Melbourne's land boom, but only a small number of houses were completed prior to the 1890s depression, which effectively halted for another twenty years. A few houses were built prior to World War I but development did not re-commence in earnest until the 1920s when Melbourne once again began to grow rapidly. By the 1940s, the area was almost fully developed.

Perhaps because of its physical separation from the other parts of Essendon, this area developed a separate and quite distinct identity and was known as the 'Whiskey Hill-Bagotville Area' by the early twentieth century.

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### *Brown Avenue*

Brown Avenue (originally known as Brown's Terrace) first appears in the Sands & McDougall Directory in 1889 when four houses were listed. By 1891, when the sides were first listed separately, this had increased to 14: eight on the east side (the present-day nos. 4, 6, 8, 12, 14, 26, 28 & 30) and five on the west (the present day nos. 9, 19, 21, 23 & 33) (SM).

The house at No. 1 ('The Crest') was built by 1913 and by the early 1920s there were new houses at nos. 2, 3, 5 & 7. Only five lots remained vacant by 1930 and the street was almost fully developed by 1940 (MMBW, SM).

### **Place history**

This property, now 23 Browns Avenue, comprises allotments 330 and 331 of the original subdivision. After passing through several owners both allotments were, by May 1890, in the single ownership of Charles Nicholls, a merchant of Dimboola, and it appears that it was he who commissioned the building of the house (and stables) as an investment, which was leased out (LV). The first tenant, listed in the 1892 Directory, was Samuel Craig who was still living here in 1905, while a Miss E.J. Craig was the tenant by 1915 (SM).

The 1913 MMBW plan shows the house and stables block at that time. By the 1920s Charles Nicholls Jnr. (a clerk) was living at the house with his wife Alice and they continued living here into the 1930s (LV).

### **Sources**

Aldous, Grant, *The stopover that stayed. A history of Essendon*, 1979  
Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1886 to 2000*  
Land Victoria (LV), LP 920 Vol. 1641 Fol. 016, Vol. 1790 Fol. 944, Vol. 2024 Fol. 644  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Melbourne & Metropolitan Board of Works (MMBW), Detail Plan No.773, dated 1913

## **Description**

### **Physical Description**

The house at 23 Brown Avenue is a typical boom era Victorian asymmetrical villa with two projecting three sided bays containing a return verandah, which is supported on paired posts with a cast iron frieze and brackets. The hipped roof is clad in slate. Constructed of bi-chromatic brick, the house features implied quoining around the windows and at the wall corners, with diaper patterns below the windows, at mid-wall height and at the eaves between the brackets, and to the chimneys that have rendered cornices. There is a stringcourse below the eaves brackets. Windows are double hung sash, paired under the verandah, with bluestone cills.

A discreet addition has been made to the house on the south side, which is detailed to match the house, and there are additions at the rear, which are not visible from the street. The bricks may have been sandblasted.

In the northwest corner of the site is the former stables block. This has a transverse gable roof with gable parapet walls. There are small square segmental arch openings in the south end wall, including one high in the gable indicating the stables originally had a loft. The lower openings have bluestone cills. The stables includes a skillion section along the north boundary.

This property once contained a large Oak at the front boundary; however, this had been removed by 2016. The front fence is sympathetic.



## HERITAGE CITATION REPORT

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### Comparative Analysis

#### *House*

Brickmaker John Glew, of Brunswick, developed production of cream bricks from the early 1860s, which were first used as dressings for bluestone buildings, and then in polychromatic brickwork. Glew supplied cream bricks for Reed and Barnes' St Michael's Uniting Church of 1866-67 (VHR H4), 122 Collins Street, Melbourne, which is considered to have popularized polychrome architecture in Victoria. By the 1880s, there was wider availability of Portland cement, and that began to dominate parapet design, particularly with cast ornament.

In Moonee Valley, the former Borough Hall, constructed c.1863-64, and now at the rear of the interwar shops at 488-500 Mt Alexander Road is a very early bi-chrome brick building. Other examples include the former branch of the English, Scottish and Australian Bank in Mt Alexander Road (HO83), constructed in 1881 and the Primitive Methodist Church, dating from 1881. The earliest residential building appears to be the house at 98 Ascot Vale Road (HO31), which dates from 1884. Most of the other bi-chrome brick houses date from c.1890.

Bi-chrome brick was used to decorative effect to create implied quoining around windows, doors and at wall corners, lines and bands, and diaper patterns. In some examples, the use of the bricks was quite restrained and limited to contrasting brickwork framing windows and doors and as a bands at mid-wall height. In others, all the techniques are used to create a bold and striking effect.

This is a fine example of the use of bi-chrome brick. It is notable for bold patterning created by the quoining around the windows, doors and wall corners, with contrasting bands above the verandah and diaper patterns around the windows, walls, eaves and chimneys. It compares with:

- HO143, House 3 Aberfeldie Street. Late Victorian house of c.1892 with Gothic windows and bold bi-chromatic patterning
- HO 154, House, 7 Athol Street. Late Victorian house of c.1886. Symmetrical with projecting bays and bold bi-chromatic patterning including diaperwork

#### *Stables*

Stables in Moonee Valley broadly fall into one of three categories:

- Private stables associated with residential properties, mostly larger villas and mansions, which were built from the nineteenth century until the early 1900s.
- Commercial stables, sometimes associated with businesses such as dairies, dating from the nineteenth century until the interwar period.
- Stables associated with horse racing, mostly found in the Flemington and Ascot Vale areas, which date from the nineteenth century until well into the twentieth century.

All of the stable blocks currently in the heritage overlay (HO) date from c.1890 to c.1900, with the oldest dating from c.1887: this is the stables at 40 Crown Street, Flemington (HO138), which is also one of the largest and most architecturally distinguished of the stables being brick and gabled with detailing including a string-mould, an oculus vent, a segment-arched opening, decorative stepped corbelling to the gable ends and small segment-arched openings in the side walls lighting the stalls. Like the other large stables at 47-53 Canterbury Street (HO132), which has a central gabled section and side aisles, it is associated with the racing industry. In the area surrounding 23 Brown Avenue there is another large brick stables block associated with the racing industry at 42 Myross Avenue (HO225), which is almost directly behind this site.

This stables block, on the other hand, falls into the first category. It is a small stables associated with a middle class villa and compares with:

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- House and stables, 262 Ascot Vale Road (HO152). The stables at this property has been altered and extended.
- House and stables, 256 Ascot Vale Road. Contributory to HO16 (Ascot Vale Estate Precinct). This is a relatively intact stables with a skillion roof.

Another comparison is the stables block associated with the former dairy at 41 Moore Street, Moonee Ponds. Another comparison at 33A Taylor Street, Moonee Ponds was recently demolished.

The stables at 23 Brown Avenue has comparable integrity and intactness to these residential stables. While some alterations have been made, it generally retains its original form and footprint as shown on the MMBW plan.

### Statement of Significance

#### What is significant?

The house and stables, constructed c.1891, at 23 Brown Avenue, Ascot Vale are significant. The house is a typical boom era Victorian Italianate asymmetrical villa with two projecting three sided bays containing a return verandah, which is supported on paired posts with a cast iron frieze and brackets. The hipped roof is clad in slate. Constructed of bi-chromatic brick, the house features implied quoining around the windows and at the wall corners, with diaper patterns below the windows, at mid-wall height and at the eaves between the brackets, and to the chimneys that have rendered cornices. There is a stringcourse below the eaves brackets. Windows are double hung sash, paired under the verandah, with bluestone sills. In the northwest corner of the site is the former stables block. This has a transverse gable roof with gable parapet walls. There are small square segmental arch openings in the south end wall, including one high in the gable indicating the stables originally had a loft. The lower openings have bluestone sills. The stables includes a skillion section along the north boundary.

Non-original alterations and additions to the house and the stables are not significant.

#### How is it significant?

The house and stables at 23 Brown Avenue, Ascot Vale are of local historic and aesthetic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant as a representative example of a nineteenth century house with the original stables, which provides a tangible reminder of the importance of horse-drawn transport during the nineteenth century. The significance of the place is enhanced by the rarity value of the stable block, as one of the few remaining examples in Moonee Valley. (Criteria B & D)

The house is aesthetically significant as a fine example of a bi-chromatic brick villa. The use of bi-chrome brick was popular in the 1880s and this house is notable for the high quality of the brickwork, particularly the bold patterning created by the quoining around the windows, doors and wall corners, with contrasting bands above the verandah and diaper patterns around the windows. (Criterion E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

## HERITAGE CITATION REPORT

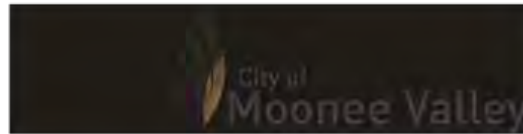
### Recommendations 2015

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

### Other Recommendations

Add to heritage overlay (HO) with outbuilding control applied to the stables, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.



## HERITAGE CITATION REPORT

**Name** GILL BROS. SHOEING FORGE (FORMER) and RESIDENCE  
**Address** 374-378 MT ALEXANDER ROAD, TRAVANCORE **Significance Level** Local  
**Place Type** Blacksmith, House, Residence  
**Citation Date** 2015  
**Assessment by** Context Pty Ltd



GILL BROS. SHOEING FORGE (FORMER) and RESIDENCE  
Hermes No 192320 Place Citation Report

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## HERITAGE CITATION REPORT

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Recommended VHR - HI - PS Yes  
Heritage Protection

Architectural Style Victorian Period (1851-1901)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Three - Connecting Victorians by transport and communications; 3.1 Establishing pathways*

*Moonee Valley contains several transport routes that influenced patterns of settlement both within the study area and surrounding it. More importantly, perhaps, pathways through Moonee Valley have provided significant connections for Victorians moving through inner Melbourne and the world beyond (MVTEH 2012:47).*

#### Gold Fields Routes

*During the hectic 1850s, when gold attracted thousands of immigrants to Victoria, the early roads through the study area were transformed as thousands of gold seekers set out from Melbourne on foot, by coach or on drays, seeking their fortunes on the central Victorian goldfields. Mount Macedon Road, renamed Mt Alexander Road, became the 'principal road in the colony' and, at times, over 30,000 people per week crossed Flemington Bridge and made their way along this route. 'Teams of horse and bullocks traversed Mt Alexander Road day and night ... Many of the men seeking the new Eldorado trundled wheelbarrows holding their belongings ... Coaches passed through daily and gold escorts about thrice a week, recalled George Pearse, who grew up in Essendon at this time (MVTEH 2012:50-1)*

#### Accommodating and supplying travelers

*Businesses sprang up at convenient points along Mt Alexander Road to service the needs of travelers and those transporting both passengers and goods to the goldfields. Many of these early businesses supplied essential services to those setting out on the long (nine day) journey to the goldfields. Wheelwrights, blacksmiths and carriage repair works, tinsmiths, butchers, bakers and clothing suppliers were amongst the businesses that clustered along the road near Flemington Bridge, at Ascot Vale near present day Middle Street, at Moonee Ponds Junction, near Fletcher Street in Essendon and at Bendigo Corner, the junction of Bulla and Keilor Roads. Together with hotels, these businesses formed the nuclei of settlements within the Moonee Valley area (MVTEH 2012:53).*

#### Place history

According to an article written in 1952 for the *Essendon Gazette*, Jonathan Gill, a farrier, established a shoeing forge here in the 1860s and is said to have built the forge and residence. Mr Gill shod many horses at the forge including the renowned 1890 Melbourne Cup winner, 'Carbine', as well as other champion horses and Melbourne Cup winners including 'Malvolio' (winner of Melbourne Cup, 1891), 'Megaphone', 'Lucknow' and 'Patron' (*Essendon Gazette*, 5 June 1952).

Jonathan Gill was born in Yorkshire in 1822 came to Australia with his wife in 1856, landing at Geelong. A baby was born during the voyage. Mr. Gill first obtained work as a farrier in Geelong, where he and his family lived in tents. After coming to Melbourne via bullock wagon Mr. Gill established a forge in Newmarket and in the early 1860s moved to this site in Mt Alexander Road where he built the forge and residence alongside (ibid). According to the *Gazette* article:

*Business was brisk in those times, in fact work was carried on day and night. Besides all the goldfields traffic, there were always cab horse and racehorses to be attended to. Shoes were made at night and nailed on during the day. There was*

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*always a staff of four or five. Dispelling the 'Gazette' representative's ignorance, Mrs. Gill interposed to explain the difference between a blacksmith and a farrier. "A blacksmith made the shoes, while a farrier put them on".*

When Mr. Gill died in 1890 the business was taken over by his three sons, Thomas, David and William. William later lived in the adjoining residence with his wife and after his death in 1949 at the age of 75 the forge was taken over by a Mr. D. Jones and was still in operation in 1952 (ibid).

The information in the *Gazette* article is generally borne out in the Sands & McDougall Directories, which show that Jonathan Gill, blacksmith was listed as early as 1869 in Mt Alexander Road. However, in 1869 and the early 1870s he is listed as being on the 'south' (i.e. west) or opposite side of the road in the block between South and Middle streets. From 1875 onwards he is listed on the east side of Mt Alexander Road and that is possibly when the present complex of buildings was constructed (SM).

After Jonathan's death in 1890 David R. Gill is, at first, listed as the occupant of the forge and by 1905 it is referred to as the 'Gill Bros. Shoeing Forge'. The front section of the property containing the forges and residence is shown on the MMBW Plan of 1904 much as it exists today with the house, and the two-bay forge building alongside to north. A later MMBW plan, dating from 1919, shows the whole of the site. Behind the house is a series of outbuildings and a bricked yard, and to the north are two attached houses. Directories list the occupants of these buildings in 1920 as William A. Gill (house), Gill Bros Shoeing Forge, David R. Gill and Alfred T. Gill (SM).

Business declined with the introduction of motor transport during the interwar period, but the business continued as 'the racehorses still had to be shod, cabbies nags attended to, and there were the Shetland ponies from the shows'. However, by the post-war period the high cost and shortages of steel together with the small return meant the business was no longer viable:

*"It's a dead trade", commented Mrs Gill rather wistfully. "My boy wanted to enter it but his father wouldn't teach him - there are no opportunities left". (Essendon Gazette, 5 June 1952)*

In 1952, when Mr. D. Jones had taken over the business, the trade mostly consisted of trotters and carter's horses and he operated the business on his own. By then, only one of the two forges, fed on coke and driven by electrically-powered bellows was still in use (ibid).

### Sources

Aldous, Grant, *The stopover that stayed. A history of Essendon*, 1979  
Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1986 to 2000*  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Melbourne & Metropolitan Board of Works (MMBW), Detail Plan No.837, dated 1904 & Detail Plan No.1126, dated 1919  
Sands & McDougall Melbourne Directory (SM)

## Description

### Physical Description

The former Gill Bros Shoeing Forge complex comprises the double gable fronted brick forge with adjoining residence. The residence at no.374 is a typical double-fronted Victorian house with ruled rendered walls and a M-hip iron roof with a gabled wing at the rear. The symmetrical facade has narrow double-hung sash windows with bluestone sills on either side of the four-panel central door with top light. The verandah has a slightly concave hip roof and is supported on chamfered timber posts. It has a simple cast iron frieze and retains a bullnose bluestone coping to the floor. There are two

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rendered chimneys and a brick chimney at the rear, all with hexagonal terracotta pots. At the rear of the former residence is a group of early outbuildings, including a building with a steeply pitched hip roof at the rear of the property.

The former shoeing forge immediately to the north comprises two gable-fronted bays that have segmental arched openings and doors. There are also small segmental arch windows in the north elevation of the northern bay. The wider, southern gabled bay has an inset panel for signage, and its original arched entry has been replaced with a modern rectilinear shopfront.

### Comparative Analysis

As a place type, small industrial premises such as shoe forges and blacksmiths are usually simple, architecturally undistinguished buildings. Many were simply timber framed and iron clad 'rough sheds', while more substantial examples were constructed of brick. Directories show that there were several blacksmiths or farriers along Mt Alexander Road in the nineteenth century, however, very few survive today and there are no examples currently included in the Heritage Overlay.

In the context of Mt Alexander Road, this former shoeing forge compares with the Cook's Blacksmith at no.882-84, as one of the few surviving examples of the small business established in the nineteenth century to serve travelers. It also compares with the former Shoeing forge at 528-534 Racecourse Road, Flemington. Of these, the Flemington building is notable for its elaborate arched pediment flanked by scrolls. Otherwise it is a simple gabled building with segmental arched windows, like the Gill's and Cook's buildings. All of the buildings have similar integrity and intactness.

### Statement of Significance

#### What is significant?

The former Gill Bros Shoeing Forge and residence at 374-378 Mt Alexander Road, Travancore are significant. The residence at no.374 is a typical double-fronted Victorian house with ruled rendered walls and a M-hip iron roof with a gabled wing at the rear. The symmetrical facade has narrow double-hung sash windows with bluestone sills on either side of the four-panel central door with top light. The verandah has a slightly concave hip roof and is supported on chamfered timber posts. It has a simple cast iron frieze and retains a bullnose bluestone coping to the floor. There are two rendered chimneys and a brick chimney at the rear, all with hexagonal terracotta pots. At the rear of the former residence is a group of early outbuildings, including a building with a steeply pitched hip roof at the rear of the property. The former shoeing forge immediately to the north comprises two gable-fronted bays that have segmental arched openings and doors. There are also small segmental arch windows in the north elevation of the northern bay. The wider, southern gabled bay has an inset panel for signage, and its original arched entry has been replaced with a modern rectilinear shop front.

#### How is it significant?

The former Gill Bros Shoeing Forge and residence at 374-378 Mt Alexander Road, Travancore are of local historic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its associations with the development of Mt Alexander Road and is a representative example of the small businesses established along its length in the nineteenth century to service travelers and also the local racing industry. Jonathan Gill established a shoeing forge here in the 1860s, the present complex of buildings dates from the late nineteenth century, and the business was still operating in the 1950s. It is also significant as a rare surviving example of the simple industrial buildings and residences once found along Mt Alexander Road, but that have been almost completely lost due to later development. (Criteria A, B & D)

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### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

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

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include the whole of the property as defined by the title boundaries.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.





## HERITAGE CITATION REPORT

<b>Name</b>	NIDDRIE TECHNICAL SCHOOL (FORMER)	
<b>Address</b>	45 SAPPHIRE STREET, NIDDRIE	<b>Significance Level</b> Local
<b>Place Type</b>	School - Technical	
<b>Citation Date</b>	2015	
<b>Assessment by</b>	Context Pty Ltd	



<b>Recommended Heritage Protection</b>	VHR - HI - PS Yes	
<b>Designer / Architect</b>	Public Works Department, Everett, Percy	<b>Architectural Style</b> Postwar Period (1945-1965)

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### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Eight - Building community life: 8.2 Educating people*

*Moonee Valley has a strong history of commitment to education and the development of State schools in the area represents the major phases of education history in Victoria. A regulated system of education was introduced in Victoria through the government's Education Act of 1872, with the guiding principle being that education should be free, secular and compulsory. But schools had been established in Essendon and Flemington in the 1850s, well before this time. As one historian has noted, the early settlers in Essendon brought with them a spirit of assertion and self-reliance and aspired to a life better than the one which most had left behind in Britain; providing a good education for their children was an important part of their ethos (MVTEH, 2012:157-158).*

*One of the first non-denominational primary school for children in Victoria was set up in Essendon in 1850. Originally called the Pascoe Vale National School, it was situated on the banks of the Moonee Ponds Creek near the junction of Five Mile Creek. The school's beginnings coincided with the establishment of self government in Victoria, following separation from New South Wales. A system of national schools, following an Irish model, had begun in New South Wales in 1849. To establish national schools, fees were paid and money was raised by local ecumenical school boards. After 1862, with the introduction of the Common Schools Act, local committees, assisted by government funding, administered non-denomination schools. By 1863 Pascoe Vale National School had become Essendon Common School and moved to its present location in Raleigh Street. Following the 1872 Education Act, it was renamed Essendon Primary School (MVTEH, 2012:158).*

*Another remarkable fact in the history of education in Victoria is that Essendon Primary had the first purpose-built infants' school, constructed in 1902. Close on its heels was the Ascot Vale Infants' School, putting Moonee Valley schools well ahead of most Melbourne suburbs and setting the model for dozens of other Victorian schools. This was a great leap forward in a time when up to 180 young children had previously been crammed into one room. The design of the Essendon Infants' School allowed for children to be seated in twos in classrooms limited to 50 students (MVTEH, 2012:159).*

#### Technical education in Victoria

Technical education in Victoria began with the founding in 1869 of the Victorian Technological Commission with the purpose of developing technical education, including mining education. The first technical school was the School of Mines opened at Ballarat in 1870, followed by one at Bendigo in 1873. Both schools were associated with and developed out of mechanics' institutes. Schools of mines also developed in parallel with schools of art and design. The 1872 *Education Act* excluded drawing as a subject to be provided free in State schools; consequently, many mechanics' institutes offered drawing classes with several evolving in local schools of art and design and some into schools of mines (Doyle 2000:61-4).

By 1885 there were 39 schools of design in Victoria, many of which would later form the basis of new technical schools, while the schools of mines reached their peak in the late 1880s and early 1890s; many of these were simply technical schools that taught mining subjects. However, early technical education was haphazard and lacked an adequate central organisation and declining student numbers and other inefficiencies led to the appointment of a Royal Commission on Technical Education in 1899, which was chaired by Theodore Fink. The Fink Royal Commission recommended the transfer of control of the schools from local councils to the new Department of Education and also recommended a more

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systemic provision of technical education. However, it was to be more than a decade before Donald Clark, the first Chief Inspector of Technical Education, was able to establish the first junior technical schools (Doyle 2000:61-3).

The new Education Act of 1910 finally enacted the recommendations of the Fink Royal Commission by creating new junior technical schools as part of a new and complete re-organization of secondary education. These were designed as 'feeder schools' to 'bridge the gap' between State schools and the 'senior' technical classes and schools of mines. By 1913 there were seven junior technical schools in operation, four in country Victoria and two in Melbourne and 'senior' technical schools were established in several suburbs including Caulfield, Footscray and Preston. Most of these schools were located in the industrial suburbs to the north and west of Melbourne or in 'industrially important' towns in regional areas such as Yallourn where demand for practical training was greatest (Doyle 2000:65-6).

According to Doyle (2000:66):

*The trend for an increased number of technical schools was predominantly in response to developments in Britain but also reflected a wider movement in Europe generally, for example in Germany. They were designed to equip young men (mostly) with the skills need to work at a manual trade, rather than book-learning. Subjects offered included woodwork and joinery, plumbing, metalwork, and later electronics, radio communications, and motor mechanics.*

The depression of the early 1930s slowed the development of technical education, but during and after World War Two the technical schools achieved new importance. For example, Essendon Technical School, opened in 1939, made aircraft and munitions training a curriculum speciality that extended into the post-war years (Doyle 2000:66).

The post-war expansion of the outer suburban areas of Melbourne led to an unprecedented demand for secondary and technical education. This was due to several factors including population growth and greater numbers of students staying on at school. However, it also reflected a increased awareness of the importance of technical education in the development of Australia in the post war era. The 1952-53 Annual Report by the Minister of Education noted 'At this stage in Australia's history, however, it is necessary to recognize that our industrial position largely depends on the flow of trained craftsmen, technicians, supervisors, and managers...' and cited a U.N.E.S.C.O report that concluded 'even the most advanced countries feel that they urgently need improved technical education if technological progress is to continue and the vision of a more abundant life for all is to become a reality' (Annual Report 1952-53, p.16).

However, post-war restrictions on building meant that no new secondary or technical schools had been built from 1942 until 1953, leading to a severe school accommodation shortage. Existing technical schools at Essendon, Footscray, Sunshine and Brunswick were poorly sited and lacked the accommodation to cater for the rapidly increasing demand for technical education in the developing north-western suburbs (White 1983:3).

To solve the problem the Education Department first entered into a contract with the Bristol Aircraft Company to produce pre-fabricated units, which were constructed in England and assembled in Australia. The first of the double unit, 80 pupil classrooms arrived in January 1950, part of an order of 782 Bristol units over 1949-50, with a further 188 ordered in 1953. Many of these were installed at existing technical schools to relieve overcrowding (Peterson 1993:13). Meanwhile, in 1949, the State Director of Education, Alan Ramsay, visited England and recommended the creation of a 'standardised' school design to reduce the expense of commissioning architects to individually design each school and enable more efficient and economical construction (Peterson 1993:13). Consequently, Percy Everett, Chief PWD architect, and Samuel Merrifield, Commissioner of Public Works developed what became known as the Light Timber Construction (LTC) type. 990 LTC rooms were budgeted for over three years, but many more were built including almost 500 in the first year (1953), followed by 647 in 1954 and 798 in 1955 (Peterson 1993:13).

To meet the urgent demand for schools the Education Department proposed to erect the LTC schools in stages over three to four years. The program eventually achieved some success with annual reports from 1954 onwards taking on a 'note of optimism and accomplishment, each year bringing a list of first, second or third stages of schools occupied or under

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construction'. Despite this, many newly established schools began in temporary accommodation before they could move into the first stage of the new school complex (Blake 1970:531 v.1).

Consequently, in the period from 1956 to 1965 no fewer than 61 high schools, 25 technical schools and three girls secondary schools were established. Most of these were the LTC type. New technical schools erected during this period in the north and west of Melbourne included Glenroy Technical School (established in 1956), followed by Tottenham (1957), Altona North (1959), Niddrie (1959), Sunshine North (1960), Broadmeadows (1961) and St. Albans (1962) (White 1983:3).

Until the late 1960s secondary and technical education was wholly funded by the States. Then, 1968-9, the passing of the *State Grants (Secondary Schools Libraries) Act* and the *State Grants (Technical Training) Act* saw the first Commonwealth financial support for secondary and technical education. A further Act, the *State Grants (Science and Laboratory) Act*, saw the funding of science rooms in technical schools from 1969 onwards. By 1971 \$20 million in funding had been made available to Victoria by the Commonwealth (Peterson 1993:13).

### Niddrie Technical School

In February 1959 Niddrie Technical School commenced in rooms at the Melbourne Textile Trades School in Pascoe Vale with 164 Form 1 students. The main contributing schools were the State primary schools of Aberfeldie, Doutta Galla, Keilor, Tullamarine, Kensington and Ascot Vale (White 1983:9). In November of that year the staff and students transferred to the present site where eleven classrooms and an office block had been built. According to White (1983:9):

*To the new arrivals, the prospect was bleak, a large expanse of stony hillside stretching from Sapphire Street to Steel's Creek, the only vegetation being grass and boxthorn. The school buildings covered a small area at the top of the grounds, the rest was too steep and rough to be usable, except for a flat area near the creek. The school was a long walk from public transport and shops. There was no shelter from the weather during recess. Surrounding roads were bad or non-existent.*

However, over the next few years the school was gradually improved. By May 1960 site works on the first section of classrooms were completed and work commenced on extra classrooms for music, tech drawing, science and workshops, plus three general classrooms. The second and third section were complete by December 1960 except for the Turning and Fitting block, which was finally opened in May 1961. That same month a canteen built by volunteer labour was open for business. Asphalting around the classrooms was carried out from 1961 to 1962 and shrubs were planted near the buildings at the same time (White 1983:3, 7).

Once the buildings were largely complete attention turned to the school grounds. As noted above the site was large and steeply sloping and extensive earthworks and filling were needed to provide the sports fields and tennis courts for the school. An oval on the lower part of the site was formed in 1960 and extended in 1963 with additional playing fields on filled land closer to the buildings added by 1965. Tennis courts and practice wickets were installed by 1968. Tree planting was a challenge due to the wind-swept nature of the site and lack of water in some parts of the grounds. In 1963 twenty Ash trees were planted and that year the school was awarded the A.N.A. prize for the most improved gardens and grounds. Further trees were supplied by Keilor Council in 1966 and 1967 (White 1983:37).

By 1971 the school was overcrowded and portable classrooms were brought in while some classes were held at the nearby Doutta Galla Primary School. The situation was eased with additions in 1972 that included a new art block consisting of three inter-connected rooms plus offices dark room, spray booth and kiln room. In the same year the science block was enlarged and art rooms converted to science rooms and stores (White 1983:85). A new library was built in 1974-5 with Commonwealth funding and in 1976 a multi-purpose workshop was erected. In 1977 the administrative and humanities sections were remodeled and extended following a 'disastrous' fire. In the late 1970s further tree planting and 'beautification' was carried with the assistance of the Keilor Beautiful Committee. In 1982 the ECA centre (gymnasium) was opened and the school was repainted and refurbished. In 1989 the school became co-educational (White 1983:7, 38-

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9; *Essendon Gazette* 10 August 1993).

However, demographic changes led to falling enrolments in primary and secondary schools across Melbourne. This led to a period of rationalization of schools that saw many close or merge with other schools during the early 1990s. Technical schools also became general secondary schools during this time. In 1991 Niddrie was one of several local secondary schools (the others were Essendon, Avondale, Queens Park, Keilor Heights and Buckley Park) that met to consider the possibility of a merger. Niddrie, however, decided to stand alone and by 1993 it was known as Niddrie Secondary College and was designated as a 'School of the future' offering a Year 7-12 program on a single site. A new music and drama complex was completed that year (EG 4 September 1991, 10 August 1993).

In 1994 the 35th anniversary of the school was celebrated with an Open Day and a concert to mark the opening of the new music and drama complex. This was followed by a reunion for past students and teachers (Chalmers, p.231).

The former Niddrie Technical School featured in episode 3 of the TV series 'Home Delivery', which was broadcast on the ABC in October 2013. The episode traced the schooldays of famous former student and now actor and comedian, Shane Jacobson, who attended Niddrie Tech in the 1980s. The episode showed that some of the equipment in the purpose-built carpentry room was still in place.

Today, the school is known as Rosehill Secondary College.

### Sources

Blake, L.D. (ed.), *Vision and realisation: A centenary history of State education in Victoria*, Volumes 1 and 3, Melbourne, 1973  
Chalmers, R, 'The Annals of Essendon from 1986 to 2000'  
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Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012  
Peterson, Richard, *Historic Government Schools: a comparative study*, Heritage Management Branch, June 1993  
White, R.D., *The first twenty-five years. Niddrie Technical School 1959-1983*, 1983

## Description

### Physical Description

The former Niddrie Technical College, now the Rosehill Secondary College, comprises a complex of buildings dating from the 1960s until more recent times. The original technical school complex, which is contained in the north-east corner of the site, comprises the four Light Timber Construction (LTC) blocks. The LTC blocks are of typical design and comprise rows of class or staff rooms with skillion roofs situated on one or both sides of a corridor that runs the length of the building. Typically, the main elevations have continuous banks of windows, two or three rows deep, up to eaves height, and there are clerestory windows above the corridors to provide additional light, particularly for the classrooms on the south side. There is also a continuous row of windows between the corridor and the rooms. The walls are clad in cement tiles.

In the double-sided blocks usually there is a continuous row of classrooms on one side while the other side has additional exit/entry points to allow light into the corridor. Here the two northern blocks are double sided, while the two to the south are single sided. The northernmost double-sided block is 'T' shaped, with an additional room row along the eastern side,

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and the double-sided wing appears to have continuous classrooms on each side. The other double-sided block, as was typical, originally had additional exit/entry points on the south side to allow light into the corridor.

Alterations include painting of the cement tiles, additions/alterations at each end of the longer double-sided block and the infilling of the roof space over the central corridor.

Other buildings on the site associated with the development of Niddrie Technical School include the Library, constructed in 1974-75, and the 'ECA' centre (gymnasium) constructed in 1982. The Library is a large building, square in plan, with a flat roof concealed by a metal fascia. The brown brick walls are divided into panels and have continuous high-set windows in a band under the eaves line. The projecting section to the front beside the main entrance is possibly a later addition.

### Comparative Analysis

The former Niddrie Technical School is one of two former technical schools in Moonee Valley. The other is the former Essendon Technical School. Constructed in 1939 it comprises a notable building designed in the Moderne style by Percy Everett. As such, it is not directly comparable to Niddrie.

The most relevant comparisons to the former Niddrie Technical School are the other post-war State primary and secondary schools. As noted in the History, the Light Timber Construction (LTC) school type was specifically developed by the Education Department to enable the quick and economical construction of schools to meet the post-World War Two demand. First used in 1953, the early examples were clad in vertical weatherboards. This was superseded by cement tiles (which was the most common cladding) and, in the later 1960s, by brick (Peterson 1993).

The majority of the new State primary, secondary and technical schools built in Moonee Valley in the period from 1945 to 1970 were LTC types. The exception was Aberfeldie SS4220, which was rebuilt in 1953 after a fire in a Modernist style, with some details (e.g. skillion roofs and window walls) that were incorporated into the LTC schools that followed.

The first LTC school in Moonee Valley was Dousta Galla Primary School, situated not far from the former Niddrie Technical School. Constructed in 1953 this was also one of the first LTC type schools in Melbourne. Like other early examples it is clad in vertical weatherboards, and is the only timber-clad LTC school in Moonee Valley. Now used by the Western Autistic School, it appears to be very intact and includes single-sided and double-sided layout types.

The LTC buildings at Niddrie Technical School are clad in cement tiles. Other LTC schools clad in cement tiles in Moonee Valley (and still extant) include:

- Avondale Primary School No.4812
- Buckley Park High School (now Buckley Park High College), Essendon
- Keilor Heights Primary School No.4877
- Niddrie Primary School No.4849
- Niddrie High School (now the Niddrie campus of Essendon Keilor College)
- Strathmore Secondary School (now Strathmore Secondary College)
- Strathmore North Primary School No.4821.

Of these examples, Keilor East Primary School is one of the most intact, retaining its external wall treatments and remaining largely in its original form and layout. It is of some interest for the less common use of concrete tile with exposed aggregate, which is one of only two examples in Moonee Valley. The other is Buckley Park Secondary College.

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While some alterations and additions have been made to the LTC classroom blocks, and new buildings added, the core of the former Niddrie Technical School as constructed in the early 1960s remains legible today. In terms of its intactness and integrity it is comparable to the former Niddrie High School. By comparison, significant additions have been made to the secondary schools at Buckley Park and Strathmore.

### Statement of Significance

#### What is significant?

The former Niddrie Technical School (now Rosehill Secondary College) comprising the Light Timber Construction (LTC) school complex as constructed from 1960 to 1962 and the library constructed in 1974-75, at 45 Sapphire Street, Niddrie, is significant. The LTC blocks are of typical design and comprise rows of class or staff rooms with skillion roofs situated on one or both sides of a corridor that runs the length of the building. Typically, the main elevations have continuous banks of windows, two or three rows deep, up to eaves height, and there are clerestory windows above the corridors to provide additional light, particularly for the classrooms on the south side. There is also a continuous row of windows between the corridor and the rooms. The walls are clad in cement tiles. In the double-sided blocks usually there is a continuous row of classrooms on one side while the other side has additional exit/entry points to allow light into the corridor. Here the two northern blocks are double sided, while the two to the south are single sided. The northernmost double-sided block is 'T' shaped, with an additional room row along the eastern side, and the double-sided wing appears to have continuous classrooms on each side. The other double-sided block, as was typical, originally had additional exit/entry points on the south side to allow light into the corridor.

The Library is a large building, square in plan, with a flat roof concealed by a metal fascia. The brown brick walls are divided into panels and have continuous high-set windows in a band under the eaves line. The projecting section to the front beside the main entrance is possibly a later addition.

Non-original alterations and additions to the above buildings and other buildings on the site are not significant.

#### How is it significant?

The former Niddrie Technical School is of local historic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its associations with technical education in Victoria and in particular with significant expansion of technical education in the postwar period, when demand for higher education and technical training grew substantially. Technical training was seen as vital to ensuring a skilled workforce that would develop and sustain the future prosperity of Victoria. It is also significant as a representative example of the technical schools built in the post-war era, which typically comprise a series of Light Timber Construction classroom blocks built in stages. (Criteria A & D)

The library is significant as a tangible reminder of the introduction of Commonwealth funding for State secondary and technical schools in the late 1960s and early 1970s, which enabled the construction of science blocks and libraries. (Criterion A)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

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### Recommendations 2015

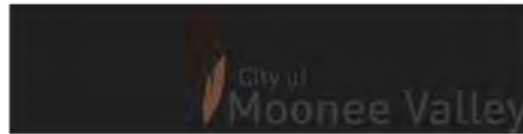
External Paint Controls	-
Internal Alteration Controls	-
Tree Controls	-
Fences & Outbuildings	-
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	-

### Other Recommendations

Add to the Heritage Overlay (HO) as an individual place with no specific HO schedule controls, as shown in the above table. Extent of HO to include all of the LTC classroom blocks and the Library and land between these buildings and Sapphire and Albert streets.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.





## HERITAGE CITATION REPORT

<b>Name</b>	SHOEING FORGE (FORMER)	
<b>Address</b>	528-534 RACECOURSE ROAD, FLEMINGTON	<b>Significance Level</b> Local
<b>Place Type</b>	Blacksmith	
<b>Citation Date</b>	2015	
<b>Assessment by</b>	Context Pty Ltd	



SHOEING FORGE (FORMER)  
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**Recommended** VHR - HI - PS Yes  
**Heritage Protection**

**Architectural Style** Victorian Period (1851-1901)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Five - Building Victoria's industries and workforce: 5.8 Working; Working conditions and environment*

*The emergence of horse racing as a sport, entertainment and business enterprise also created jobs for many people in diverse roles. It began with thoroughbred racing in the 1840s when the Racecourse was established at Flemington, followed by the Moonee Valley Racecourse established by WS Cox at Moonee Ponds in 1883. From 1883 until 1942 JL Reilly's (later John Wren's) Ascot Racecourse was the place for pony racing and later trotting in the area east of the Melbourne Showgrounds. In addition, from 1946 night trotting (a new departure) was held at the Showgrounds, moving to the Moonee Valley Racecourse in 1976 and continuing there until 2010. These tracks and facilities have provided a working environment for trainers, jockeys, farriers, stable-hands, saddlers and caterers, both on the racecourses and in neighbouring precincts. Many horse trainers set up homes and stables in the area known as 'The Hill' (sometimes called Whiskey Hill), the area immediately west of Flemington Racecourse and the Showgrounds and including Langs Road, Fisher Parade, Leonard Crescent and Watson Terrace. From the 1970s these included Bart Cummings, Colin Hayes and in the 1980s Lee Freedman. From the 1880s at least 15 Melbourne Cup winners and other champion racehorses, including 'Manfred' and 'Dulcify', have been stabled and trained from The Hill. 'Sainly Place' at 22-24 Leonard Crescent, operated by Cummings, is one of the few remaining stables. In the Moonee Ponds area Joseph Cripps, who trained the 1893 Melbourne Cup winner 'Tarcoola', resided and trained at a large property at 25 Park Street (on the corner of Margaret Street). In West Essendon from 1948 until 1964 former champion jockey-turned-trainer, Alexander Fullarton, trained a steady stream of hurdle and steeplechase winners from his stables near the Maribyrnong River (MVTEH 2012:111-12).*

#### Place history

John Marshall, a farrier, establishing a 'shoeing forge' on this site by 1891. The business was continued by Mrs. (or Miss) H. Huht, farrier until 1910. In 1915 the Byrne family began their long association with the business, starting with James Byrnes. By 1935 the business was referred to as Byrne Bros farriers, before reverting in the 1950s and early 1960s to J.N. Byrnes, farrier. It appears that some of the farriers including Miss Huht (1905) and James Byrnes (1925) lived in the adjoining house at No.256 (SM).

The forge is shown on the MMBW plan of 1900. At that time it was the only building in Racecourse Road between Coronet Street and Ascot Vale Road. The adjoining house to the east had not been built. The MMBW plans also show the reason why this shoeing forge was constructed where it was: a short distance to the north in Crown Street on the east side is a large stables complex, while on the west side, between Crown Street and Ascot Vale Road are two houses with extensive stable complexes. The Flemington Racecourse is just to the west, while to the east along Racecourse Road is the Pastoral Hotel, which has an extensive complex of stable blocks behind, and the Newmarket Saleyards (MMBW).

In 2015, the building is being used as a café.

#### Sources

Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1986 to 2000*  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012

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Melbourne & Metropolitan Board of Works (MMBW), Detail Plan No.844, dated 1900  
Sands & McDougall Directory (SM)

### Description

#### Physical Description

Situated on a corner and built to both boundaries, this former shoeing forge is constructed of brick and has a transverse gable roof with parapeted gable ends. There is a segmental arch door in the west end elevation and four segmental windows in the front elevation, two on either side of the segmental arch door. The windows have 12-over-one sashes, which may be original. The building is distinguished by its elaborate stepped and arched pediment flanked by scrolls and remnants of corbels at either end of the front wall suggest that there was once a cornice along the front of the building.

A mural has been painted across the facade and east side walls (which may cause moisture problems for the brick). Some additions have been made at the rear.

### Comparative Analysis

As a place type, small industrial premises such as shoe forges and blacksmiths are usually simple, architecturally undistinguished buildings. Many were simply timber framed and iron clad 'rough sheds', while more substantial examples were constructed of brick. Directories show that there were several blacksmiths or farriers along Mt Alexander Road and in Racecourse Road and Epsom Road in the nineteenth century, however, very few survive today and there are no examples currently included in the Heritage Overlay.

This former shoeing forge compares with the Cook's Blacksmith at 882-84 Mt Alexander Road, Essendon and the former Gill's shoeing forge at 374-78 Mt Alexander Road, Travancore. Of these, this building is notable for its elaborated arched pediment flanked by scrolls. Otherwise it is a simple gabled building with segmental arched windows, like the Gill's and Cook's buildings. All of the buildings have similar integrity and intactness.

### Statement of Significance

#### What is significant?

The former shoeing forge, constructed c.1891, at 528-34 Racecourse Road, Flemington is significant. Situated on a corner and built to both boundaries, this former shoeing forge is constructed of brick and has a transverse gable roof with parapeted gable ends. There is a segmental arch door in the west end elevation and four segmental arch windows in the front elevation, two of either side of the segmental arch door. The windows have 12-over-one sashes, which may be original. The building is distinguished by its elaborate stepped and arched pediment flanked by scrolls, and the remnants of corbels at either end of the front wall suggest there was once a cornice along the front of the building.

Non-original alterations and additions to the building are not significant.

#### How is it significant?

The former shoeing forge at 528-34 Racecourse Road, Flemington is of local historic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant as a tangible reminder of how the presence of Flemington and Ascot racecourses as well as

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Newmarket Saleyards encouraged the establishment of associated businesses in the Flemington area during the nineteenth century. While the simple gabled form, built to the boundaries is characteristic, the building is notable for the detailing to the parapet, which is unusually elaborate for this type of building. (Criteria A & D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

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

### Other Recommendations

Add to the heritage overlay (HO) as an individual place with no specific controls, as show in the above table. Extent of HO to include the whole property as defined by the title boundary.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.





## HERITAGE CITATION REPORT

<b>Name</b>	ST PAULS ANGLICAN MEMORIAL PARISH HALL and VICARAGE (FORMER)		
<b>Address</b>	7-9 ROXBURGH STREET, ASCOT VALE	<b>Significance Level</b>	Local
<b>Place Type</b>	Church Hall, Presbytery/Rectory/ Vicarage/Manse, War Memorial		
<b>Citation Date</b>	2015		
<b>Assessment by</b>	Context Pty Ltd		



## HERITAGE CITATION REPORT



<b>Recommended Heritage Protection</b>	VHR - HI - PS Yes		
<b>Designer / Architect</b>	Gawler & Drummond	<b>Architectural Style</b>	Interwar Period (c.1919-c.1940), Interwar Period (c.1919-c.1940) Gothic

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Eight - Building community life: 8.1 Maintaining spiritual life; Churches as a marker of social status or ethnic origin*

*Successive groups of migrants settling in Moonee Valley have brought with them their religious beliefs, establishing churches as the focal point of their communities. In the early days of settlement, church congregations often gathered in very rudimentary buildings before raising money to build substantial places of worship. As congregations grew, they established schools, sporting clubs and facilities to cater for the spiritual, educational and social needs of their constituents.*

*Protestant religions predominated in Moonee Valley in the nineteenth century. The first churches established were those of the Anglican, Methodist (Wesleyan) and Presbyterian denominations. These were spiritual communities which wished to transplant and replicate the belief systems of their British heritage and the architecture of their churches mostly conformed to designs favoured in their homeland. The Anglican congregation of St Thomas' at Moonee Ponds first met in a timber building in 1849 and began constructing the church that now stands at 760 Mt Alexander Road after land was granted for the purpose in 1857 (cited directly from MVTEH, 2012: 148-9).*

## HERITAGE CITATION REPORT

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### Contextual history

Aldous (1979:69) notes that the municipality of Essendon was a 'product of the land boom':

*During the 1880s the big estates were subdivided and virtually the entire district fell under the auctioneers hammer.*

In 1881 there were 488 houses in the Essendon district, most of them situated in the streets and roads adjacent to Mt Alexander Road and the railway line, and the population was 3,100. By 1889 when Essendon was proclaimed a Town the population had climbed to almost 10,000. Over the next 3 years, during the height of the land boom in Melbourne, Essendon's population grew by 50% peaking at 15,245 in 1892 (Aldous, 1979:29, 32, 64).

With the collapse of the land boom the population declined to 13,00 and remained at that level until 1900. As development recovered in the early twentieth century the population grew to 20,000 by 1909 and Essendon was proclaimed a City in April of that year (Aldous, 1979:32). Another development boom followed World War I and between 1910 and 1925 the population of Essendon almost doubled, increasing from 21,190 to 39,500 (MVTEH, 2012:113; VMD).

The triangle of land between Maribyrnong, Ascot Vale and Epsom roads comprises 320 acres and was granted to William Fletcher on 24 February 1847 as Crown allotment 3. The area was gradually broken up into smaller holdings and then in the 1880s, was almost entirely subdivided for housing. The 111 acres west of Union Road was subdivided as "Temperance Township" with 359 lots. East of Union Road, now known as Rothwell Hill, the first major subdivision was the 31 acre Hoffman's Paddock, running from the south side of St Leonards Road to Maribyrnong Road. The Knoll Estate, along Bloomfield Road and Francis Street was subdivided in 1907, and The Rothwell Estate (McCully Street and Bloomfield Road east of Rothwell Street) in 1924. Development impetus was created on the north side of Roxburgh Street to St Leonards Road in 1919 when Thomas Brunton's "Roxburgh" estate was subdivided into 25 villa allotments, creating a very homogenous and high quality interwar development (*Argus*, 9 July 1919:2). While "Roxburgh" house is gone, "Goodwood", built in 1904 for son Stuart Brunton, survives on the north-west corner of Roxburgh Street and Bloomfield Road.

### St Paul's Anglican Church

St Paul's Anglican Church, Ascot Vale, was founded in 1889, with the first service held on 8 July in the Union Hall, at the corner of Union Road and Roxburgh Street. A timber church was soon built, standing where the Vicarage is now (9 Roxburgh Street), with the first service held in it on 2 March 1890 (*Essendon Gazette*, 15 June 1939 & 6 Feb. 1890). A timber Sunday School Hall was built beside it (at 7 Roxburgh Street, where the Memorial Hall is now) in 1899, to a design by architects Laver, Fick & Vance (PROV).

A new brick and timber church with a slate roof was erected on the corner of Rothwell Street and opened in June 1916 (*Essendon Gazette*, 29 June 1916). The designers were renowned church architects North & Williams (PROV), though it was reportedly never completed to the original design ('Anglican Churches in Ascot Vale').

The timber Sunday School Hall of 1899 was replaced with the brick St Paul's Memorial Parish Hall, designed by architects Gawler & Drummond, the builder Mr H Moulds. The foundation stone was laid on 13 November 1926 and reads (in part): 'To the Glory of God and in memory of those who served in the Great War 1914-1918. This foundation stone was laid by the Archbishop of Melbourne'. Construction was completed in March 1927. The new building was built to the front boundary and had a small two-storey section at its rear (*Essendon Gazette*, 11 Nov. 1926; PROV).

The impulse to memorialise those who served and those who fell in World War I was felt strongly across Australia in the

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1920s, giving rise to countless war memorials, most of them cenotaphs or statues of an anonymous digger, but some took the form of memorial halls, whether built as part of a church complex or as the local community hall. There are over 75 such memorial halls documented in Victoria, the best known of them include the Returned Soldiers Memorial Hall in Bendigo (1921, VHR H1339) and the Soldiers and Citizens Memorial Hall and former Municipal Chambers, Jeparit (1924, VHR H1744).

A new brick Vicarage was built in 1928. To make room for it, the old timber church of 1890 was sold and moved to Oakleigh (it was destroyed by fire in 1960) ('Anglican Churches in Ascot Vale'). Designed by architects Gawler & Drummond, the foundation stone was laid on 7 July 1928, and the vicarage was dedicated by Venerable W. Hancock, Archdeacon of Melbourne, in September 1928 (*Argus*, 9 July 1928:9 - illustrated; *Essendon Gazette*, 20 Sept. 1928).

The architectural partnership of Gawler & Drummond was formed in 1914. Gawler & Drummond were commercially successful. Gawler was elected as a fellow of the RVIA in 1923 (RVIAJ, Jan 1923:153) and the partnership went on to design a number of significant buildings within Victoria during the 1920s, '30s and '40s. England-born John Gawler is noted for his many commissions for the Anglican Church, beginning with St Agnes, Black Rock, of 1913. Notable church designs of the practice include the Arts & Crafts Baptist Church, Coburg, 1918 (Moreland HO364), the former Holy Trinity Anglican Church, Kensington (Melbourne HO223), and the Romanesque Revival Chapel for the Deaf & Dumb Society, Jolimont, 1929-30 (Melbourne HO921). They served as 'in-house' architects for the University of Melbourne, including the design for the Grainger Museum (1935-38). After Walter Drummond's death in 1940, John Gawler partnered with Eric Churcher, and after World War II they formed Gawler, Churcher & Blackett with WAM Blackett (Goad, 2012:269).

The 1916 brick church fell victim to an arson attack in 1959, which destroyed the vestry and sanctuary. This was a single-storey section, facing Rothwell Street, which sat beneath a low hip roof, separate from the high gable roof of the church nave (*The Age*, 16 April 1959; Walking Melbourne). Following the fire, in 1975, this end of the building was refurbished to a design by architect Vanne Trompf. The east end of the church was left in its truncated form, and the Gothic tracery window on this elevation was replaced by a large eye-shaped window (PROV; 'Anglican Churches in Ascot Vale').

Around 2010 the church and the Memorial Hall were converted to flats. This brought major changes to the appearance of the church. The hip-roof aisle along the Roxburgh Street frontage was rebuilt to house rooms with bi-fold doors at ground-floor level and a large continuous balcony above, accessed by doors punched into the upper wall. The entrance porch, at the west end of this elevation, was demolished. The Roxburgh Road facade of the Memorial Hall was left unaltered, though ground-floor garages and lightwells in the roof are visible on the east side of the building down a laneway.

### Sources

*The Age*, as cited

Aldous, Grant, *The stop-over that stayed. A history of Essendon*, 1979

'Anglican Churches in Ascot Vale - History', n.d., accessed 5 June 2015 at:

<http://www.ascotvale.melbourneanglican.org.au/Pages/History---Anglican-churches-in-Ascot-Vale.aspx>

*The Argus*, as cited.

*Essendon Gazette*, as cited in Chalmers, B 'Annals of Essendon' CD-ROM, 2005.

Goad, P., 'Gawler & Drummond' in Willis & Goad (eds.), *The Encyclopedia of Australian Architecture*, 2012.

Public Records Office of Victoria (PROV): VPRS 7882/P1, Unit 597, File 4119 (church) & Unit 717, File 5689 (Hall).

Royal Victorian Institute of Architects Journal (RVIAJ), as cited

Victorian Municipal Directory (VMD)

Walking Melbourne: A photo of St Paul's c1920 (incorrectly labelled as St John's), accessed 26 March 2015, <http://www.walkingmelbourne.com/forum/viewtopic.php?f=23&t=6159>.



## HERITAGE CITATION REPORT

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### Description

#### Physical Description

The former St Paul's Anglican Church complex stands on the south-west corner of Roxburgh and Rothwell streets. The church itself stands on the corner, with the Memorial Hall and Vicarage to the west on Roxburgh Street, where the land slopes down to the west. All three are of red brick and have prominent gable roof forms. Due to the extensive alterations to the church - chronicled in the History section - only the Memorial Hall and Vicarage will be described here.

The 1926-27 St Paul's Memorial Parish Hall is an Arts & Crafts Gothic design, with use of planar parapeted gables. The body of the church has a rose window with metal-framed glazing set between two simple piers which extend above the gable. These piers are repeated on either side of the porch entrance, though here they are angled for visual interest. On either side is a bay with a parapeted gable, each decorated with inlaid tiles at the apex. The same dark grey tiles are used above the slightly pointed blind arch above the ledged entry doors. Metal framed windows with a lancet detail are used on either side of the entry. Sheet-metal rainwater heads form a decorative accent on either side of the entry bay. While the walls are predominately jointed red brick, clinker bricks are used as a decorative accent, in the tympanum above the door, as window lintels, in a band at sill height, and for the plinth.

The west side elevation has exposed rafter ends below the roof, and wide pointed-arch windows with clinker bricks to the top set between piers. Modern metal windows have been inserted. On the east elevation, there has been much more extensive alteration in its conversion to residential units. All windows have been removed and replaced with an opening to the garages. Bands of the gabled roof have been recessed to create internal balconies. The double-storey wing at the rear has been partially clad in corrugated metal and the window units replaced.

Next door, the former Vicarage is essentially an attic-storey Bungalow with an ecclesiastical front porch. The large brick front porch has a parapeted gable front, pointed-arch openings and piers suggestive of buttresses. It referenced the entrance porch of the church (located at the west end of the Roxburgh Street elevation, removed as part of the residential conversion). The red bricks of the porch walls are set off by dark clinker bricks along the top of the parapet and above the arches. The rest of the house has a tiled transverse gabled roof balanced by a slightly projecting bay with timber shingles and attic windows in its gable. Ground-floor windows are pairs of six-over-one sashes with a clinker-brick lintel. They sit in box frames, popular in the 1920s, resting on moulded brick corbels. The Vicarage does not have any chimneys, which were presumably removed. The brick has recently been tuckpointed, which would have been somewhat unusual by the late 1920s.

#### Comparative Analysis

By the end of the nineteenth century the Gothic style had been adopted by most of the Protestant churches, and during the interwar period the Gothic style was continued in church design, but was increasingly simplified or abstracted. A number of transitional styles and influences also emerged, such as Arts & Crafts, Spanish Baroque and Neo Grec, which were either combined with traditional Gothic forms or used on their own.

After the boom of the 1880s and early 1890s, the second great wave of church construction took place in the former City of Essendon in the interwar period (c1915-c1940). During this time many small or timber 19th-century churches were replaced with larger brick structures, either on the same site or nearby. Often, the early church was retained as the church hall, as seen at St John's Presbyterian (Uniting), Essendon, and Christ Church, North Essendon, but in most cases the early church/halls have since been demolished. Less common are purpose-built church halls of this era. In a few cases, particularly for the later established Church of Christ, the interwar church building was the first for the congregation. Construction of Protestant churches and their subsidiary buildings slowed to a halt during the depression of the early 1930s, with a small revival in the late 1930s.

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The former St Paul's Memorial Parish Hall of 1926 and the Vicarage of 1928 can be compared to other purpose-built halls and church-related residences of the interwar period.

As noted above, in the interwar church building boom, many 19th-century churches were repurposed as the church hall. For this reason, there are few purpose-built church halls of this period in Moonee Valley. Those in the Heritage Overlay and assessed as part of the current heritage study are the following:

- HO85 St Thomas' Anglican church hall, Moonee Ponds, built in 1920 as the Soldiers' Memorial Hall (or Clubroom) in memory of the parishioners who were killed in World War I. It is a T-shaped red brick gabled building that backs on to Pascoe Vale Road. Ecclesiastical touches include engaged buttresses and crosses in the gables, though the windows and rest of the detailing is standard for the period.

- South Essendon Methodist Sunday School Hall (recommended for the HO), designed by local architect Victor G Cook and built in 1923. A muscular Arts & Crafts brick building with only hints of a Gothic influence. The strong gable to the facade with a broken pediment framing a semi-circular window are the main design features. The gable apex has a discrete pattern of diamond-shaped tiles. The doorway has been relocated and enlarged on the facade and a canopy added.

In comparison, St Paul's Memorial Parish Hall is a later and more elaborate and publically displayed example of the impulse to memorialise Victoria's fallen, as seen in the St Thomas' Soldiers' Memorial Hall. St Paul's Memorial Hall shares an Arts & Crafts influence with the South Essendon Methodist Hall, expressed in the simplified forms and use of detailing such as inset tiles in the gables. The hall at St Paul's, however, has a more complex massing, typical of churches of the period, with a three-bay entrance porch before the gabled 'nave'. This form can be compared to churches of the period such as HO87 St John's Presbyterian (Uniting) Church, of 1927, Moonee Ponds and churches recommended for the Heritage Overlay by this study: Essendon Church of Christ (1925) and the Ascot Vale Methodist Church (1926).

There is one known war memorial church of this period: Christ Church, Essendon, designed by local architect Daniel R Dossetor (HO203) of 1921, with distinctive crenelated towers (*Essendon Gazette*, 29 April 1920).

The church residences on the Moonee Valley Heritage Overlay all date from the Victorian era, apart from one Federation example (HO135 St Monica's Presbytery). Most of them take the form of a substantial residence of their time, but would not be recognised as having a church function (apart from their location). In some cases this is because an existing house was adapted for use, such as HO125 St Brendan's Presbytery, Flemington. In two cases the manse has a Gothic Revival influence, suggesting its church connection. These are HO198 Wesleyan Manse (former), Flemington, of c1875, which adopted the polychrome brickwork and (depressed) pointed window heads of the church it once stood next to. HO73 'Naperby' (former Essendon Presbyterian Manse) is a large two-storey house with simple Gothic Revival details to its gables.

In comparison with these examples, the former St Paul's Vicarage is the most explicit in declaring its connection to the hall and church. While the house itself is a medium-sized attic-storey bungalow typical of the 1920s, its gabled brick porch is clearly Tudor Gothic inspired and mirrored that of the church entrance porch (since removed).

### Statement of Significance

#### What is significant?

The former St Paul's Anglican Memorial Parish Hall, of 1926-27, and the former Vicarage of 1928, at 7-9 Roxburgh Street, Ascot Vale. Both buildings were designed by architectural practice Gawler & Drummond. The Hall is an Arts & Crafts Gothic design, which takes a form typical of interwar churches: a three-bay entrance porch before the

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gabled body. The Vicarage takes the form of a typical brick attic-storey bungalow, with the addition of an ecclesiastical front porch, which has a parapeted gable front, pointed-arch openings and piers suggestive of buttresses. It referenced the entrance porch of the nearby 1916 church (since removed).

The form, external materials and detailing all contribute to the significance of these buildings. Later alterations and additions are not significant.

The adjacent 1916 church, at 18 Rothwell Street, designed by architectural practice North & Williams, has been extensively altered in a recent residential conversion. While it provides a historic context to the Hall and Vicarage, it is no longer of local heritage significance.

### How is it significant?

The Hall and Vicarage are of local historical and architectural significance to the City of Moonee Valley.

### Why is it significant?

They are historically significant as a tangible reminder of St Paul's Anglican Church, founded in 1889, which closed after 2000. The current buildings at the site illustrate the interwar building boom in this period in Moonee Valley generally, and the Rothwell Hill area particularly where a number of large estates were subdivided in the 1910s and '20s. (Criterion A)

The Hall is architecturally significant as a skilful Arts & Crafts Gothic design by prominent interwar-era architects Gawler & Drummond. Its design is far more complex than most church halls, making it more comparable to typical churches of the era. Details of note include angled piers around the entry, quatrefoil and lancet-pattern metal windows, inset tile detail to the gables, and contrast between red and clinker bricks. (Criterion E)

The Vicarage is architecturally significant for its clear expression of its original use through its gabled and buttressed brick porch which referenced the entrance porch of the nearby 1916 church. (Criterion E)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

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

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### Other Recommendations

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Add to the heritage overlay as an individual place with no specific HO schedule controls, as shown in the above table.  
Extent of the HO to include the whole of the property as defined by the title boundaries.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.





## HERITAGE CITATION REPORT

**Name** NATIONAL INSTRUMENT COMPANY (FORMER)  
**Address** 8-14 & 16-26 MCINTOSH STREET, AIRPORT WEST **Significance Level** Local  
**Place Type** Factory/ Plant  
**Citation Date** 2015  
**Assessment by** Context Pty Ltd



**Recommended Heritage Protection** VHR - HI - PS Yes  
**Designer / Architect** Garnet Alsop & Partners **Architectural Style** Postwar Period (1945-1965)

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 Hermes No 196098 Place Citation Report

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### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History* (MVTEH):

*Theme Five - Building Victoria's industries and workforce: 5.2 Developing a manufacturing capacity*

*The main industrial development in Moonee Valley occurred in the post-war period and was concentrated in the suburbs of Niddrie and Airport West, particularly in the area adjoining Matthews Avenue and to some extent along Keilor Road. The industries established in the late 1950s and 1960s included engineering establishments, tool makers and foundries, furniture makers and manufacturers of plastics, chemicals, building materials and specialized items such as aircraft equipment (MVTEH 2012:90).*

*Essendon Airport, established as Melbourne's main airfield in 1921, became the home of many aviation companies and allied businesses. While most of these businesses were not major manufacturers, several of them contributed to aircraft production, particularly during the Second World War. James Hart, the first licensed aviation ground engineer established the Hart Aircraft Service at Essendon in 1929. Similarly, Victorian & Interstate Airways (VIA) not only operated air services to regional New South Wales in the 1930s, but diversified to supply 'deluxe passenger equipment, furnishing and fittings' for aircraft as well doing servicing and repairs. By the late 1940s VIA was manufacturing structural panels, housing units, aircraft parts and motor bodies, as well as servicing aircraft and had established an additional factory premises at 316 Mt Alexander Road, Ascot Vale (MVTEH 2012:91-2).*

*Australian National Airways established an airframe workshop at the airport in 1941 and a factory for their subsidiary, the National Instrument Company, in Matthews Avenue in 1957. During the war, Reg Ansett's (later Sir Reginald's) aviation business also expanded. Government aid helped the airline double its hangar capacity and a manufacturing division (named Ansair Pty Ltd) was formed to make aircraft parts, including Beaufort gun-turrets. New hangars and engineering shops were built and by 1943, 2,000 were working for Ansett, mostly in production (MVTEH 2012:92).*

*After the end of the war many light manufacturing enterprises established premises in Matthews Avenue and adjoining streets. In 1954 Aviation and Engineering Supplies Pty Ltd set up in Parer Road, followed by Sir George Godfrey & Partners in York Street, Normalair (supplying aviation air-conditioning) and the Aeronautical Supply Company at Hood Street (MVTEH 2012:92).*

#### Place history

Australian National Airways (ANA) was formed in 1936 by the amalgamation of Holyman's Airways with Adelaide Airways. Adelaide Airways had recently taken over West Australian Airways and so the newly formed airline effectively controlled airline traffic between Perth, Adelaide, Melbourne and Sydney. In the late 1930s ANA gained a controlling interest in Airlines of Australia, which enabled it expand services into Queensland. By the end of World War Two ANA enjoyed a near-monopoly on domestic air travel in Australia (Yule 2001).

In 1946 the Federal Government established Trans Australian Airlines (TAA) as a competitor for ANA. From the start, TAA was a better run airline and by the mid-1950s had driven ANA close to collapse. Finally, in October 1957, ANA was sold to Ansett Airways and the two airlines were merged to become Ansett-ANA on 21 October 1957 (Yule 2001).

Ansett Airways was formed in 1936 by Reginald Ansett, and the inaugural flight was on 17 February from Hamilton to Melbourne. In 1937 Ansett Airways moved its headquarters to Essendon Airport and launched a service to Sydney. After World War Two Ansett began developing holiday resorts in the Whitsunday Island in Queensland and in 1950 opened the Royal Hayman Hotel on Hayman Island. In 1953 it introduced a flying boat service in Queensland (Trans-Australia Airlines Museum website).

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As part of the merger, Ansett also assumed control of ANA's subsidiary companies. One of these was the National Instrument Company, which manufactured, tested and repaired the instruments used in aircraft. It was also involved in defence electronics systems. From the early 1950s this was based at Essendon Airport, which was by then the base for ANA (*The Longreach Leader*, 11 September 1953 p.7).

In 1949 ANA purchased this property at the north corner of Matthews Avenue and McIntosh Street, which was then vacant land opposite Essendon Airport, and by 1959 the National Instrument Company had moved to new premises on this site, becoming owner of the property in August of that year (LV, SM). The buildings were designed by Garnet Alsop & Partners who were the architects for ANA almost from their inception (see below). Photographs of the factory in 1959 by renowned photographer Wolfgang Sievers show a modern, light-filled interior staffed by men and women in white lab coats (SLV).

The National Instrument Company was one of several aviation-related companies in the Airport West industrial area in the 1960s. The others included Sir George Godfrey & Partners (Aust) aircraft engineers, Aeronautical Supply Co. Pty Ltd Aircraft Engineers, Normalair (Aust) Pty Ltd aircraft air conditioning engineers, A.E.S. Trading Co. Pty Ltd aircraft supplies and (by 1965) the TAA engineering school (SM).

The National Instrument Company became an associated business of Ansett, and was later known as Ansett Technologies. In 1961 Ansett Transport Industries celebrated 25 years in aviation. At the time, the company employed 2,400 men and women, 58% of whom lived in Essendon. Of these, 1,500 were employed at Essendon, and the National Instrument Company and Ansair Aeronautical Supplies were among a complex of buildings valued at 5,000,000 pounds (*Essendon Gazette* 15 February 1961). The National Instrument Company was still at this site in 1970 (SM).

### *Garnet Alsop & Partners, architects*

Howard Garnet Alsop (1909-95), a member of a prominent family of Melbourne architects, was the architect for Australian National Airways (ANA) from c.1937 to c.1957. The following short biography of Alsop was prepared for the history of the Essendon Airport precinct in the *City of Moonee Valley Heritage Gap Study* (2006):

*In the early 1930s, he had witnessed the increasing popularity of aviation, and immediately saw the opportunity to become a specialist architect. He joined the Aero Club at Essendon, where he trained as a pilot and made various contacts, including Ivan Holyman, ANA's managing director. Alsop left Australia in early 1937 to study airport architecture overseas, and, on his return, was commissioned to design the ANA terminal (at Essendon Airport). He remained the company's architect until it was taken over by Ansett in 1957.*

Alsop designed buildings for ANA at Mascot in Sydney (1939), Guildford in Western Australia (1945), and Cairns in Queensland (1945, 1950s). Apart from the ANA terminal, Alsop's work at Essendon included an airframe workshop (1941 in Wirraway Road), and the National Instrument Company in Matthews Avenue (c.1959) (Heritage Alliance 2006:58). Alsop's firm also designed a number of commercial, industrial and residential buildings in Victoria in the post-war era. Some examples include the Guardian Assurance Building (Melbourne, 1958) and the Southern Cross Assurance Building (Melbourne, 1962). In 1953 Alsop's firm designed the new headquarters of the Sunbeam Corporation at Sloane Street, Maribymong (Sunshine Advocate, 4 September 1953, p.8).

### Sources

Chalmers, R.W., *The Annals of Essendon from 1925 to 1962*  
Heritage Alliance, *City of Moonee Valley Heritage Gap Study, Volume 1: Thematic history and datasheets for heritage precincts*, 2006  
Land Victoria (LV), Certificate of title Vol. 4604 Fol. 633  
Lewis, Miles, '8.10 Metal windows and curtain walling' in <http://mileslewis.net/australian-building/pdf/08-metals/8.10-metal-windows.pdf> [accessed 26 January 2016]  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, September 2012

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NATIONAL INSTRUMENT COMPANY (FORMER)  
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(MVTEH)

Sands & McDougall Directories (SM)

State Library of Victoria (SLV) 'National Instrument Company (N.I.C.) Essendon Vic.' Wolfgang Sievers Collection  
Trans-Australia Airlines Museum website: [http://www.taamuseum.org.au/TwoAirlinePolicy/Ansett\\_3.html](http://www.taamuseum.org.au/TwoAirlinePolicy/Ansett_3.html) [accessed 24 July 2015]

Yule, Dr Peter, *The forgotten giant of Australian aviation: Australian National Airways*, Melbourne, 2001

Vines, Gary & Matthew Churchward, *Northern suburbs factory study*, 1992

### Description

#### Physical Description

The former National Instrument Company comprises two factory buildings situated on either side of a driveway leading off McIntosh Street, on the north side just to the west of Matthews Avenue.

Typical post-war industrial factories are large span buildings, often clear span to accommodate machinery: i.e., no columns, or perhaps columns set to the edge of the building (although the interior of the building has not been inspected early photographs show that it had a clear span interior). They may also be 'curtain wall' where the structure is separate from the facade (walls or windows) so that the walls are non-loadbearing. This appears to be the case with these buildings where the glazing runs in a continuous band and the columns are set behind. The roofs are saw-tooth with glazing facing south for glare free light delivered to the interior. The eastern building comprises three sawtooth bays, while the western building comprises six, and has a skillion section running along its eastern side. Brickwork is plain and runs in continuous panels under the windows and the side walls have metal cladding. Another original detail is the timber flagpole attached to the south west corner of the building closest to Matthews Avenue.

The main visible alterations include the creation of new openings in the side walls of the buildings, the recladding of some walls, and the replacement of windows in the wall facing the central driveway. A two storey building has been constructed at the rear of the eastern building.

#### Comparative Analysis

As noted in the History, numerous aviation-related businesses were established along Matthews Avenue in the 1950s including Aviation & Engineering Supplies Pty Ltd (corner Parer Road, 1954), Aeronautical Supply Company (cnr. Hood Street, 1956), aircraft engineers Sir George Godfrey & Partners (corner York Street), Normalair (aviation air-conditioning specialists), and the National Instrument Company (corner McIntosh Street, 1959). Later developments included TAA's Engineering School (1962) and Pilot Training School (1966). Virtually all of these buildings, however, have been much altered or demolished.

The former National Instrument Company premises is one of two surviving complexes from the 1950s and compares with the former Aeronautical Supply Company at the corner of Hood Street and Matthews Avenue, which was designed by prominent architect, Harry Norris. The form and design of these two buildings is typical of 1950s industrial architecture. While saw tooth factories had become the standard form of large industrial building by the 1940s (Vines 1992:135), what appear to be 'curtain walls' to the main elevations of the former National Instrument Company are a largely post-war innovation. In Melbourne, the first industrial buildings with significant elements of curtain walling were built at Clayton (Cheseborough building, by Hugh Peck & Associates) and Corio (Shell Refinery administration building, by Buchan Laird & Buchan) in 1953, and in 1954 also at Clayton (Kirstall-Repcor PL, by Hassell & McConnell). These were followed by the boiler and turbine house at APM Fairfield in 1954-55 (architect, Mussen, Mackay & Potter) and the General Motors complex at Dandenong in 1956 (Stephenson & Turner) (Miles

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Lewis).

Early photographs show that the National Instrument Company buildings have a clear span interior with columns mostly set to the edge within a simple rectilinear form. In comparison, the former Aeronautical Supply Company has a very distinctive form, with a central segmental-arched roof flanked by 'butterfly' skillions. It too, however, has been altered with the closing over of the formerly glazed northern elevation and alterations to the side skillions.

Neither of these buildings survive completely intact, however, they remain legible as factory complexes of the post-war era, are the most architecturally distinguished in the Airport West area, and provide a tangible link to the historic importance of this area as an early centre of the aviation industry in Melbourne. In comparison, most of the other surviving 1950s or early 1960s buildings within this area are very basic structures of little architectural distinction and are not directly associated with aviation-related industries.

### Statement of Significance

#### What is significant?

The former National Instrument Company, built by 1959 to a design by Garnet Alsop and Partners, at 8-14 & 16-26 McIntosh Street, Airport West is significant. The complex comprises two post-war factory buildings of similar design situated on either side of a driveway leading off McIntosh Street with what appear to be 'curtain walls' to the main elevations (where the glazing runs in a continuous band and the columns are set behind), and the saw-tooth roofs with glazing facing south for glare free light delivered to the interior. Along the side of the west building (no.8-14) is a skillion section facing the central driveway. Brickwork is plain and runs in continuous panels under the windows and the side walls have metal cladding. Another original detail is the timber flagpole attached to the south west corner of the east building (no.16-26, closest to Matthews Avenue).

Non-original alterations and additions including the two storey building and the structure connecting it to the eastern building are not significant.

#### How is it significant?

The former National Instrument Company at 8-14 & 16-26 McIntosh Street, Airport West is of local historic and architectural significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its association with the industrial development of Airport West after World War Two and in particular as a representative example of the aviation-related industries established here because of the proximity to Essendon Airport. The significance of the place is enhanced by its rarity values as one of the few buildings associated with the early aviation industries to remain today. The complex is also significant for its associations with Ansett-ANA, which became Australia's second domestic airline in 1957 and was based at Essendon Airport. (Criteria A, B & H)

It is also significant as a representative example of a post-war factory complex with typical features such as the south facing sawtooth roofs together with the 'curtain walls' to the main elevations that were introduced to factory design in the post-war era. (Criterion D)

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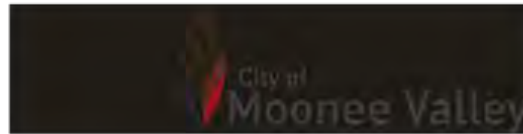
### Recommendations 2015

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

### Other Recommendations

Add to the heritage overlay (HO) as an individual place, with no specific controls, as shown in the above table. Extent of the HO to include the whole of the property as defined by the title boundaries.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.



## HERITAGE CITATION REPORT

<b>Name</b>	Fisher Parade and Leonard Crescent	<b>Significance Level</b>	Local
<b>Address</b>	16 & 16A LEONARD CRESCENT, ASCOT VALE 42-50 FISHER PARADE, ASCOT VALE		
<b>Place Type</b>	Residential Precinct, House, Stables		
<b>Citation Date</b>	2015		
<b>Assessment by</b>	Context Pty Ltd		



Fisher Parade and Leonard Crescent  
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**Recommended** VHR - HI - PS Yes  
**Heritage Protection**

**Architectural Style** Interwar Period (c.1919-c.1940),  
Postwar Period (1945-1965)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s in the *Moonee Valley Thematic Environmental History (MVTEH)*:

*Theme Five - Building Victoria's industries and workforce; 5.8 Working; Working conditions and environment*

*The emergence of horse racing as a sport, entertainment and business enterprise also created jobs for many people in diverse roles. It began with thoroughbred racing in the 1840s when the Racecourse was established at Flemington, followed by the Moonee Valley Racecourse established by WS Cox at Moonee Ponds in 1883. From 1883 until 1942 JL Reilly's (later John Wren's) Ascot Racecourse was the place for pony racing and later trotting in the area east of the Melbourne Showgrounds. In addition, from 1946 night trotting (a new departure) was held at the Showgrounds, moving to the Moonee Valley Racecourse in 1976 and continuing there until 2010. These tracks and facilities have provided a working environment for trainers, jockeys, farriers, stable-hands, saddlers and caterers, both on the racecourses and in neighbouring precincts. Many horse trainers set up homes and stables in the area known as 'The Hill' (sometimes called Whiskey Hill), the area immediately west of Flemington Racecourse and the Showgrounds and including Langs Road, Fisher Parade, Leonard Crescent and Watson Terrace. From the 1970s these included Bart Cummings, Colin Hayes and in the 1980s Lee Freedman. From the 1880s at least 15 Melbourne Cup winners and other champion racehorses, including 'Manfred' and 'Dulcify', have been stabled and trained from The Hill. 'Sainly Place' at 22-24 Leonard Crescent, operated by Cummings, is one of the few remaining stables. In the Moonee Ponds area Joseph Cripps, who trained the 1893 Melbourne Cup winner 'Tarcoola', resided and trained at a large property at 25 Park Street (on the corner of Margaret Street). In West Essendon from 1948 until 1964 former champion jockey-turned-trainer, Alexander Fullarton, trained a steady stream of hurdle and steeplechase winners from his stables near the Maribyrnong River (MVTEH 2012:111-12).*

#### Precinct history

Fisher Parade and Leonard Crescent were created in 1882 as part of the subdivision known as the *Bagotville Estate* and this area was also known as *Whiskey Hill* or *The Hill*. Due to the remoteness of the area from transport and services (while the subdivision was adjacent to the Flemington Racecourse Railway Station this did not provide a regular commuter service, operating only on race days) little development occurred in the nineteenth and early twentieth centuries. Most early landowners were speculators who did not build on their properties and properties often changed hands several times before a house was built (LV).

However, the proximity of the estate to Flemington Racecourse ensured that it would soon attract people associated with horse racing who began to build houses and stables blocks on the allotments by the early twentieth century. Until the 1960s, horse trainers built their own stables in the neighbourhoods surrounding Flemington and walked their horses to the course each day (VRC website).

Development of Fisher Parade and Leonard Crescent began in the decades before and after World War I. In 1925 there were five residents listed on the east side of Fisher Parade and two on the west. Of these, one, a Mr. H. Morton, was described in the Sands & McDougall Directory as a horse trainer (the occupations of the others were not specified). By 1930 there were six residents listed on the east side of Fisher Parade and of these four were described as horse

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trainers. Apart from Mr. Morton the others were Thomas Byrnes, Frank Sleap and Edward Miller. There was also a 'racing stables' on the west side of Fisher Parade. In 1935 all but one of the six residents on the east side of Fisher Parade were horse trainers and there were the same number in 1954 when the present street numbering had been adopted. At that time, the horse trainers on the east side of Fisher Parade were at no.12 (R. Sinclair), 32 (R.J. Shaw), 44 (W.A. McInnes), 46 (Edward Miller) and 50 (G.A. Allesio). The 'racing stables' on the west side of Fisher Parade were at that time managed by F.A. Simpson (SM).

A similar pattern of development occurred in Leonard Crescent, where a cluster of houses and stables was built at nos. 16-28 during the interwar period (there were also houses and stables on the east side until the late twentieth century). No.16 was purchased in 1926 by Charles Robertson, a horse trainer, who built the house and stables on the site by 1930. Robertson had previously lived on the east side of Leonard Crescent. This was the first of a group of houses and stables built by jockeys and horse trainers that by the end of the 1930s also included nos. 20-28 (LV, SM).

In the 1960s, the Victoria Racing Club (VRC) built its first on-course stables at Flemington Racecourse, which were first leased to Tony Lopes as Chicquita Lodge, and in 1967 extended the Smithfield Road area stables, originally built in the 19th century as 'stripping sheds' for trainers bringing horses to Flemington for training. Between 1997 and 2003 the VRC constructed an entire village of training stables on the south-eastern section of the racecourse, and these can now accommodate 800 horses (VRC website). As a consequence, the Smithfield Road stables were demolished in 2006 and many of the private stables in the area surrounding Flemington have also been demolished. For example, the houses and stables at nos. 22-28 Leonard Crescent, including the 'Saintry Place' stables complex, were demolished c.2014, while No.20 Leonard Crescent contained a house and stables until 2015, but was in the process of demolition early in 2016.

### Sources

Chalmers, R.W., 'A chronology of Essendon and district' in *The Annals of Essendon from 1986 to 2000*  
Land Victoria (LV) LP 402, Certificates of title Vol. 3818 Fol. 410 (16 Leonard), Vol. 3149 Fol. 676 (18 Leonard), Vol. 5953 Fol. 486 (20 Leonard)  
Living Histories, *The Moonee Valley Thematic Environmental History*, prepared for MVCC, October 2012  
Melbourne & Metropolitan Board of Works (MMBW), Detail Plan No.844, dated 1900  
Sands & McDougall Directory (SM)  
Victoria Racing Club (VRC) website <https://www.flemington.com.au/about-us/trainers-and-stables> [viewed 30 August 2015]

## Description

### Physical Description

This precinct comprises two groups of houses with associated stables in Fisher Parade and Leonard Crescent, Ascot Vale. The houses date from the inter-war to early post-war period and the stables appear to be of similar date to the houses.

### Fisher Parade

The Contributory places in Fisher Parade are:

#### 42 Fisher Parade

This is a c.1920s brick house with a hipped roof and a projecting gabled porch supported on timber posts with curved brackets. There are paired double hung sash windows. At the rear is a brick stables block with small square openings. The stables may be connected to the stables on the adjoining site at no.44.

#### 44 Fisher Parade

This is c.1920s brick house with a hipped tile roof and projecting gable front and a porch with timber posts and a ladder

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valance to one side. There are brick chimneys with terracotta pots. Alterations include the replacement of windows and there is an addition at the side. At the rear is a brick stables block with a skillion roof and small square openings, and timber doors opening on to the laneway.

### *50 Fisher Parade*

This is a late interwar or early post-war timber house. It has a hip roof with a transverse ridge and a projecting hip set off centre. Windows are double hung sash and are placed at the corner showing the Moderne influence. In the projecting hip, the corner windows are placed on either side of the cream brick chimney that has a dark band at the top. There is a flat-roofed porch over the door, which is supported on wrought iron posts. The house is complemented by a low cream brick and iron front fence. A hipped roof addition has been made at the rear.

At the rear is a timber stables block with a hipped roof, which may pre-date the house. U-shaped in plan around a courtyard that is open to the west, it has double timber doors and a metal door opening on to the rear laneway. The east wall is clad in weatherboards and the south wall in corrugated iron. The building, which does not appear to be in use as a stables, is in poor condition.

### **Leonard Crescent**

The Contributory places in Leonard Crescent are:

#### *16 Leonard Crescent*

The house is a interwar bungalow with a hipped tile roof and projecting twin gables on either side of a verandah continuous with the roof that is supported on chunky brick and render piers. The projecting gables have bow windows and half-timbering. There is a boxed pair of double-hung sash windows under the verandah and double entrance doors at one side. A visible second floor addition has been made to the house.

#### *16 Leonard Crescent*

16A Leonard Crescent, at the rear of no.16, contains a gabled stables block with lower walls of brick and upper walls of weatherboard, as well as other buildings.

## **Comparative Analysis**

This precinct is distinguished within Moonee Valley by the tangible associations with the theme of horse racing, which is demonstrated by the stables blocks constructed at the rear of the houses. While individual houses with stables are included in the heritage overlay, there are no other clusters of houses with stables in one area, and stables blocks on private properties within the Ascot Vale/Flemington area (and throughout Moonee Valley more generally) are becoming increasingly rare as most stables and training facilities have been consolidated on-course at Flemington Racecourse.

A comparable area is Crown Street and the adjoining section of Ascot Vale Road, Flemington that once included several houses and stables complexes from the nineteenth until the early twentieth century. This included the house at 24 Ascot Vale Road that once extended through to Crown Street and contained the house (still extant) and a large complex of stables at the rear. These stables have since been demolished, as have interwar stables complex that was (until c.2014) at no.63 Crown Street. The large brick stables on the east side of Crown Street (HO138), and an interwar timber stables complex at the rear of 17 Crown Street still remain, as does a shoeing forge at 528 Racecourse Road (east corner of Crown Street). The other precinct that includes some stables is the Canterbury Street & Dover Street precinct, which contains the Old Canterbury Stables (HO132) as well as at least one other stables block, at the rear of the adjoining house at 57 Canterbury Street.

When this precinct was first identified in 2013 it also included 22-28 Leonard Crescent, which contained 1920s brick houses and stables blocks including the famous 'Sainty Place' stable complex at no.24. At the time it was assessed in

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2015, all of these buildings have since been demolished and since then the adjoining house and stables at no.20 has also been demolished. The remaining houses and stables are therefore rare evidence of the important associations of this area with Flemington Racecourse and contains the only known remaining examples of interwar houses and stables (another property at 14-16 Fisher Parade contains a house and stables, but this appears to date from the late 1950s or 1960s).

### Statement of Significance

#### What is significant?

The Fisher Parade & Leonard Crescent Precinct, comprising the houses and stables at 42, 44 & 50 Fisher Parade, and 16 & 16A Leonard Crescent, Ascot Vale is significant. The contributory elements are the houses and associated stables blocks constructed of brick or timber, which date from the interwar to early post-war period, as follows:

- 42 Fisher Parade contains an interwar brick house with a hipped roof and a projecting gabled porch supported on timber posts with curved brackets. There are paired double hung sash windows. At the rear is a brick stables block with small square openings. The stables may be connected to the stables on the adjoining site at no.44.
- 44 Fisher Parade contains an interwar brick house with a hipped tile roof and projecting gable front and a porch with timber posts and a ladder valance to one side. There are brick chimneys with terracotta pots. The non-original alterations and additions to the house are not significant. At the rear is a brick stables block with a skillion roof and small square openings, and timber doors opening on to the laneway.
- 50 Fisher Parade contains a late interwar or early post-war timber house. It has a hip roof with a transverse ridge and a projecting hip set off centre. Windows are double hung sash and are placed at the corner showing the Moderne influence. In the projecting hip, the corner windows are placed on either side of the cream brick chimney that has a dark band at the top. There is a flat-roofed porch over the door, which is supported on wrought iron posts. The house is complemented by a low cream brick and iron front fence. The hipped addition at the rear of the house is not significant. At the rear is a timber stables block with a hipped roof, which is U-shaped in plan around a courtyard that is open to the west and has double timber doors and a metal door opening on to the rear laneway. The east wall is clad in weatherboards and the south wall in corrugated iron. The building, which does not appear to be in use as a stables, is in poor condition.
- 16 Leonard Crescent contains an interwar bungalow with a hipped tile roof and projecting twin gables on either side of a verandah continuous with the roof that is supported on chunky brick and render piers. The projecting gables have bow windows and half-timbering. There is a boxed pair of double-hung sash windows under the verandah and double entrance doors at one side. The second floor addition is not significant.
- 16A Leonard Crescent contains a gabled stables block with lower walls of brick and upper walls of weatherboard, as well as other buildings.

#### How is it significant?

The Fisher Parade & Leonard Crescent Precinct is of local historic significance to the City of Moonee Valley.

#### Why is it significant?

It is historically significant for its associations with the horse racing industry in Moonee Valley and demonstrates how until the mid-twentieth century houses and small private stables owned and occupied by horse trainers were clustered in the former Bagotville Estate area due to its proximity to Flemington Racecourse. As Flemington Racecourse has now established a large stables and training complex on-site many of these small private stables have been demolished and this precinct contains the only known remaining interwar examples in the Bagotville Estate area. (Criteria A, B & D)

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### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

### Recommendations 2015

External Paint Controls	-
Internal Alteration Controls	-
Tree Controls	-
Fences & Outbuildings	Yes Stables at 42-50 Fisher Parade and 16A Leonard Crescent
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	-

### Other Recommendations

Add to the heritage overlay (HO) as a precinct with the HO applied to the properties at 42-50 Fisher Parade and 16 & 16A Leonard Crescent, as defined by the title boundaries. Apply outbuildings control to stables, as noted in the above table.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.





## HERITAGE CITATION REPORT

<b>Name</b>	Keilor Road Precinct	
<b>Address</b>	2-12 KEILOR ROAD, ESSENDON NORTH 3-19 KEILOR ROAD, ESSENDON	<b>Significance Level</b> Local
<b>Place Type</b>	Commercial Precinct, Retail or Wholesale Precinct, Shop	
<b>Citation Date</b>	2015	
<b>Assessment by</b>	Context Pty Ltd	



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Hermes No 196171

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<b>Recommended Heritage Protection</b>	VHR - HI - PS Yes		
<b>Designer / Architect</b>	Tompkins, HW & FB, Winbush, Harry and Associates	<b>Architectural Style</b>	Postwar Period (1945-1965), Interwar Period (c.1919-c.1940)

### History and Historical Context

#### Thematic context

This place is associated with the following theme/s identified by the *Moonee Valley Thematic Environmental History* (2012):

*Theme Five - Building Victoria's industries and workforce: 5.3 Marketing and retailing; Serving local needs*

*Theme Three - Connecting Victorians by transport and communications: 3.5 Travelling by tram*

#### Contextual history

*The earliest subdivisions for suburban housing in [North Essendon] were on and around Keilor Road, North Essendon. The so-called Devonshire Estate, covering the wedge of land between Keilor Road and Kerferd Street, was originally subdivided in 1884, although no sales evidently took place. An adjacent estate, extending from Kerferd to Bulla Road, was subdivided two years later. No auctions were held at the time, and only a handful of houses would be erected there over the next three decades. ...*

*Further subdivision of these areas took place in the early twentieth century. In August 1916, local agent John Keam & Company, in association with E E Roberts, auctioned Fountain's Paddock, offering 16 large lots with frontages to Keilor Road, Berry and Gillies Street. The same team also auctioned Major's Paddock near the tram terminus in February 1917. ...*

*It was not until 1920 that the ill-fated Devonshire Estate began to develop more steadily, when the 60 acres were resubdivided into 327 residential allotments that were auctioned in March of that year. Of these, 100 blocks were sold in the first week, and a further 70 blocks were re-released in December 1929, after the Depression had struck. Further down Keilor Road, the Victory Estate, covering the Bulla Road and Treadwell Street area, was auctioned in 1924. The entire area filled out during the 1920s and 30s, with residential buildings inevitably accompanied by community facilities. (cited directly from Heritage Alliance, 2005:27-28)*

#### Precinct history

In 1910, what is now called Keilor Road was still considered a continuation of Mt Alexander Road, but this had changed by 1915. What is now Bulla Road was known as Broadmeadows Road (S&McD). The area on the south side of the road (where 3-19 Keilor Road now stand) was used as a market to sell livestock (*Essendon Gazette*, 11 June 1925). The Essendon electric tram service arrived at the Mt Alexander Road junction in 1906, and was extended about a kilometre along Keilor Road to Gillies Street in 1923. This tram extension encouraged both residential development in North Essendon, as well as the growth of a shopping centre at the south-east end of Keilor Road.

The earliest permanent business within the precinct was John Keam, estate agency, established in 1914 on the south (south-west) side of the road, just past the Lincolnshire Arms Hotel. The hotel, just outside the precinct boundaries at 1 Keilor Road, had been established in 1851 or 1852, and rebuilt after a fire in 1905. It was remodelled and extended c.1938, reflecting the development boom at this time within the precinct.

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John Keam moved to Essendon and started his estate agency at an office in Queen Street, Melbourne, in 1896. In 1914 he expanded his business to an office at 1 Keilor Road at what was then the Essendon Tram Terminus (*Essendon Gazette*, 24 Sept. 1936; *Argus*, 21 Sept. 1936:11 & 26 Nov. 1914:5). His first office was a timber building set well back from the road at what is now 5 Keilor Road. In 1925, Keam lodged plans with the City of Essendon to extend the building forward to the street front and extend it to the sides with two more shopfronts, creating 3-7 Keilor Road (Building Permit Records). The plans as lodged show an unusual amalgam of typical 1920s shops with their simplified classical parapets articulated with short piers, and a large half-timbered gable over the central shop with an earlier Queen Anne influence. It appears that this design was never built, as a pre-1928 aerial photo (Pratt:1924), shows John Keam's three shops as they are today. This design is more subtle than the one shown on the building plans, with the same tripartite configuration of a gabled parapet between two straight ones, but with flatter piers between the parapets and a low triangular pediment at the centre, all three sections ornamented with cast-cement bas reliefs.

John Keam & Co. played an important role in the development of Essendon North and Essendon West acting as the agent for major subdivisions such as Fountain's Paddock in 1916, Major's Paddock in 1917, Devonshire Estate from 1920, and the Boulevard Estate with 300 blocks north of Buckley Street overlooking the Maribyrnong River from 1920 (*Essendon Gazette*, 10 Aug. 1916, 25 Jan. 1917, 18 March 1920, 28 Oct. 1920).

John Keam & Co. had a competitor estate agent located across the road, at 2 Keilor Road, from the early 1920s. This establishment, as well as a confectioner's next door, was replaced in late 1928 by the new Metropolitan Gas Company depot, a distinguished Neo-Grec building on the angled corner between Keilor and Bulla roads. The building permit plan has a raised seal that appears to read 'Tompkin'. The only architects by this name practicing during the 1920s were the Tompkins Brothers. They were engaged by the Metropolitan Gas Co. in 1933 to carry out renovations to their headquarters on Flinders Street next to St Paul's Cathedral (UMA), so it is likely that the practice was also engaged to do other design work for the company. The Tompkins Brothers were prominent early 20th century architects known for many important Melbourne buildings such as the two Myer stores (the Beaux Arts building 1925 on Lonsdale Street and the Art Deco building of 1933 on Bourke Street), the Herald & Weekly Times Building of 1921-28, and the Commercial Travellers' Association of 1912-13 (both on Flinders Street).

Another institutional building was constructed in the precinct in 1928, the Georgian Revival State Savings Bank at 9-13 Keilor Road. This was followed in 1933 by a pair of Stripped Classical single-storey shops next door designed by architect Harry Winbush for Messrs RJ Gilbertson Pty Ltd, butchers (in No. 15). The second shop was for A Tenant, Grocers (Building Permit Records).

Harry Winbush (1903-1990) was a local architect who left a legacy of fine mid-20th century buildings in the City of Moonee Valley. He studied architecture at the Working Men's College (now RMIT) and completed his architectural qualifications in Melbourne and England. In 1935 Winbush married Jessie McKenzie of Essendon, and built their Streamlined Moderne home there, at 50 Fletcher Street, in 1937-38. Other designs in the area include the Functionalist Trappes House, 66 Napier Street, 1939-40; the AF Showers Pavillion at Windy Hill, 1939; the Essendon Rotary Club building in Queen's Park of 1952; and the Essendon Civic Centre at the corner of Kellaway Avenue and Pascoe Vale Road, 1967. Further afield, he designed the Port Melbourne Fire Station (1939) and Kew Fire Station (1940-41), both of which combine Moderne and Functionalist styles. Winbush was appointed the head of RMIT's architecture department in 1944 and was president of the RAIA, 1955-57 ('Tribute', 2010).

By 1935, the shops on the south side of Keilor Road included a confectioner, a fishmonger, and a fruiterer, as well as John Keam & Co, the State Savings Bank, and Gilbertson butcher's shop (S&McD).

After the shops built in 1933, there was a pause in the precinct's development due to the Depression. It was not until the end of the decade that construction began again. These were a two-storey cake shop at 19 Keilor Road and a composition of three shops at 4-8 Keilor Road. Though for different clients, all four shops were designed by architect Francis T Humphryis (Building Permit Records). The client for the shops at Nos. 4-8 was a George Boundy, grocer. His grocery

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store had operated next to the Metropolitan Gas Co. building by 1930. It appears that his original c1929 shop is 4 Keilor Road, as it is noted on Humphryis' 1939 plans as 'Existing Shop', and the matching shop at No. 8 (demolished) is shown with the note 'Elevation to new shop to match existing shop'. In between them was Boundy's new grocery store (No. 6), a double-width shop with a very stylish Art Deco parapet in brown brick.

Little is known of architect Frank T Humphryis. His offices were at 467 Collins Street, Melbourne (*Argus*, 10 Oct. 1953:28). He published a series of small home designs in *The Australian Women's Weekly* in the late 1950s.

The rush of development in the late 1930s was also seen just outside of the precinct. Around 1938 the 1905 Lincolnshire Arms building was remodelled with the addition of a Streamlined Moderne curved corner bar bracketed by small, two-storey wings. And across Mt Alexander Road, the Essendon Hotel (HO204) was constructed in clinker brick to a Streamlined Moderne design by architects Robert McIntyre & Associates.

The final pair of shops to be built in the precinct is at 10-12 Keilor Road. They are two-storey shops with clinker brick walls. They appear in the street directory between 1955 and 1960, but are similar to shops built further north up Keilor Road in the late 1940s.

### Sources

*The Argus*, as cited.

*The Australian Women's Weekly*, 24 Sept. 1958:71; 23 July 1958:50; and 4 Feb. 1959:46;

Building Permit Records of the former City of Essendon, held by the Essendon Historical Society.

Heritage Alliance, *City of Moonee Valley Gap Study*, Vol 1, 2005.

Pratt, CD, Airspy collection of aerial photos, State Library of Victoria, 'Looking towards Melbourne down Mount Alexander Road, Essendon, showing the junction with Keilor and Lincoln Roads' of 8 Oct. 1924; and 'Intersection of Mount Alexander Road and Keilor Roads, North Essendon' of c.1924-1939 [NB: based on knowledge of building dates in the precinct, this photo dates from c1934-38].

University of Melbourne Archives (UMA), Bates, Smart and McCutcheon Pty Ltd Collections, record 1985.0057.

Sands & McDougall's street directory (S&McD), as cited.

'A Tribute to Australian Christians: Harry Winbush', accessed 24 July 2015 on:

<https://attributetoaustralianchristians.wordpress.com/2010/10/22/harry-winbush/>

## Description

### Physical Description

The precinct sits at the south-west end of Keilor Road, where it meets Mt Alexander/Bulla Road. Buildings in the precinct are located on both sides of Keilor Road, and 2-2A Keilor Road (the former Metropolitan Gas Co.) also addresses Bulla Road from its corner site. This building and the Lincolnshire Arms Hotel (HO369) provide a visual gateway to the precinct. While the hotel is not located within the precinct, the 1930s Moderne alterations and additions to the 1905 building are in keeping with and complement the development in the precinct. Most of the buildings are single-storey in height, increased by some large parapets, as well as some two-storey buildings. All but the State Savings Bank (Nos. 9-13) are built to the front and side boundaries.

Buildings of the 1920s in the precinct include the John Keam's shops at Nos. 3-7, the State Savings Bank next door at Nos. 9-13, and the Metropolitan Gas Company building on the angled corner site of Nos. 2-2A. Typical for that eclectic decade, they present a number of styles. Keam's three shops of 1925-26 are rendered with a simple but attractive Stripped Classical composition with a parapet above verandah level and a raised raking pediment over the centre shop. Decoration is restricted to a few cast-cement reliefs. The centre shop, No. 5, retains what appears to be an original shopfront with a deep central ingo, metal-framed windows and a tiled stallboard (overpainted blue tiles). The three shops retain a

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cantilevered verandah with a pressed metal soffit.

The former State Savings Bank of 1928, next door, is a very restrained free-standing Georgian Revival building of red brick with a tiled pyramidal roof. First floor windows are six-over-six sashes. The ground floor to the north and west sides has been obscured by a 1970s single-storey extension infilling the angled front setback and a side garden. As part of these works, the ground floor of the front facade was demolished. Across the road, Tompkins' Metropolitan Gas Co. building is an elegant Neo-Grec single-storey building with an articulated parapet to the Keilor and Bulla Road frontages. The building is rendered and broken up into bays by piers that project above the parapet, with an abstracted triglyph at the top. The narrow corner bay has a stepped aedicule. At the middle of the Keilor and Bulla elevations is an abstracted raking pediment between piers. The building retains its original return cantilevered verandah at the corner (later extended along Keilor Road). The ground floor has been extensively altered, with the bases of the piers removed as well as the solid walls and small windows shown on the original plans, and the double front doors that were in the corner bay.

The 1930s buildings in the precinct are the pair of single-storey shops at Nos. 15-17, and neighbouring double-storey No. 19, as well as the single and double-storey composition at Nos. 4-8 (though No. 8 was recently demolished and replaced with an intrusive concrete slab and glass building). The earliest of the group, Harry Winbush's has much in common with the Stripped Classical Keam's shops. It has a simple rendered parapet with a clinker brick coping and stepped central section, and applied floral roundels at either end. The building retains its original cantilevered verandah. The shopfront to No. 15, with tiny (overpainted) tiles to the stallboard, recessed entry, highlight windows and metal-framed windows appears to original (apart from the door). The other two are Moderne in style, typical of the late 1930s, both featuring the fashionable dark brown glazed manganese bricks of that period. Both are designs of 1939 by architect FT Humphryis, but differ in their level of embellishment. No. 19 is a simple composition with a slightly stepped parapet with a band of mottled solid bricks below it, and cream bricks around the first-floor windows, which are set below a concrete hood. The shop retains its original shopfront (recessed entry, metal framed windows, highlight windows), but the tiles have been replaced with faux stone cladding. Across the road, the double-fronted shop at No. 6 is a sculptural delight with a high parapet with curved corners and recessed 'speedlines' in mottled tapestry brick. The centre of the parapet is raised between two abbreviated piers with curved tops flanking a raised section of parapet in half tapestry bricks. Below it is a louvered vent with a surround of half manganese bricks. The composition was completed by two side wings (Nos. 4 & 8), with prominent transverse gable roofs covered in terracotta pantiles (or Cordoba tiles, typical of the Spanish Mission style). Sadly, the shop at No. 8 has recently been demolished.

The latest shops are the pair at Nos. 10-12, possibly built as late as the 1950s, though they share an aesthetic with the simple 1939 shop at No. 19. The facades are of clinker brick (popular in the 1930s and '40s), with a straight, unembellished parapet. Windows have a fixed centre pane and double-hung sashes to the sides (replaced at No. 12). They share a cantilevered verandah, and both retain their original shopfront. They have recessed entries, stallboards clad in half-bricks (overpainted), metal-framed windows and highlight windows, timber-framed glazed doors, and square beige tiles to the floors of the ingos.

### Comparative Analysis

The interwar period was one of great stylistic eclecticism for both domestic and commercial architecture. In the commercial realm, common styles ranged from the Free Classicism so popular in the Edwardian period and characterised by curvilinear parapets framed by piers; the more geometric and simplified Stripped Classicism, one variant of which is the Neo-Grec; the more decorative but geometric Jazz Moderne and horizontal Streamlined Moderne; and the 'exotic' Spanish Mission, drawing inspiration from Baroque Spain and its colonies.

While the interwar period is well represented in the commercial building stock of Moonee Valley, especially in the suburbs that underwent extensive development during this period, such as Essendon, this is not reflected in the Heritage Overlay. In the entire suburb, there are only two interwar rows of shops in the Heritage Overlay, as well as two hotels,

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but no commercial precincts. These are:

- 1033-1041 Mt Alexander Road, Essendon (HO202), a row of four two-storey brick shops with simple geometric parapets and box windows to the first floor. One retains its original shopfront.
- The Junction Buildings, 942-950 Mt Alexander Road & 3-17 Napier Street, Essendon (HO314), a two-storey Stripped Classical building containing a number of shops on a triangular site. The two-storey section at the corner has lost its shopfronts, but a number survive on Napier Street below single-storey parapets with simple geometric designs created in roughcast and smooth cement render.
- The former Essendon Hotel (HO204), a Streamlined Moderne clinker-brick building of 1936, designed by Robert McIntyre & Associates. Only the front facade survives as part of an apartment conversion.
- The Brickmakers' Arms Hotel (HO353), Essendon, a Stripped Classical building of 1927 of which only the front facade survives.

Early commercial development in Essendon was centred on the area where the railway line meets Mt Alexander Road. The rebuilding of the Essendon Railway Station in 1909 spurred the development of a new shopping strip on Rose Street, developed in the 1910s and '20s. The 'North Essendon Village' - Leake Street and the west side of Mt Alexander Road between Lincoln Road and Thorn Street - was primarily developed in the 1920s, with the landmark New Essendon Picture Theatre at its centre (12-18 Leake Street, HO355).

The development at the south end of Keilor Road also represents 1920s development, though of an architecturally more sophisticated variety than seen in North Essendon Village (excepting the Picture Theatre). It also contains some late 1930s Moderne shops, which are very rare in the City of Moonee Valley as a whole, and particularly as a group. Individual Moderne shops in the Heritage Overlay are located within the three main commercial precincts in which Victorian-era development predominates (Racecourse Road, Union Road and Puckle Street). They include the Streamlined Moderne 1935 GJ Coles store by architect Harry Norris (72 Puckle Street, Moonee Ponds, HO274), and 42-44 Puckle Street (Contributory to HO14), neither of which retain their original shopfronts. Also Girwood's Hygienic Library at 44 Pin Oak Crescent, Flemington (Contributory in HO24), a curved corner building of c1935 at 235-239 Union Road, Ascot Vale (Contributory in HO26).

The Holmes Road and Norwood Crescent Precinct (HO307) is an exception among Moonee Valley's commercial precincts in its emphasis on demonstrating 'development in the first decades of the twentieth century' particularly after World War I. Many shops in the precincts are from the Edwardian era, but the majority are from the interwar era (1919-1936). Interwar styles represented in the precinct range from Free Classical with arched pediments; Stripped Classical shops, some very plain and others with a variety of materials and windows shapes; and an ornate Spanish Mission shop, but no late 1930s Moderne.

### Statement of Significance

#### What is significant?

The Keilor Road Precinct, comprising shops and commercial buildings constructed in the interwar period and early post-war, is significant. The precinct comprises single and double-storey commercial buildings mainly constructed between 1925 and 1939. They are all of masonry construction, both with a cement rendered finish as well as face brick examples. In keeping with the eclecticism of the interwar period, they range in style from simple Stripped Classicism, to Neo-Grec, Georgian Revival and the Streamlined Moderne. The fine Metropolitan Gas Co. Building by architect Tompkins provides a clear entry to the precinct, complemented by the Lincolnshire Arms Hotel across the road (remodelled c1938, HO369) which is just outside the precinct.

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All buildings in the precinct are Contributory, apart from the Non-contributory 8 Keilor Road and the 1970s single-storey addition to 9-13 Keilor Road.

Key attributes that contribute to the significance of the precinct include:

- The consistency of scale (one and two storeys), form, siting (generally built to the front and side boundaries), original cladding materials (face brick, render, roofs clad in corrugated iron where concealed behind a parapet, or tiled where visible) of Contributory buildings.
- The high degree of intactness of the Contributory buildings above parapet level, as well as the retention of original cantilevered verandahs.
- The retention of original shopfronts to Nos. 5, 10, 12, 15 & 19 with solid stallboards (clad in tiles or bricks), metal-framed display and highlight windows, recessed entries with tiled floors, and timber-framed glazed doors.
- The absence of vehicle crossovers.

### How is it significant?

The Keilor Road Precinct is of local historical and architectural significance to the City of Moonee Valley.

### Why is it significant?

It is historically significant for its demonstration of the commercial development that followed the path of the tramway, which allowed both easy access to new shopping strips as well as encouraging residential development on either side, which created demand. The Essendon electric tram service arrived at the Mt Alexander Road junction in 1906, and was extended about a kilometre along Keilor Road to Gillies Street in 1923. In 1925, the precinct began to develop in earnest. (Criterion A)

It is also significant for its association with John Keam Real Estate, which was one of the first businesses to be established in the precinct (in 1914), and the earliest surviving building was purpose-built for Keam in 1925-26 (Nos. 3-7). John Keam & Co. played an important role in the development of Essendon North and Essendon West acting as the agent for major subdivisions such as Fountain's Paddock in 1916, Major's Paddock in 1917, Devonshire Estate from 1920, and the Boulevard Estate with 300 blocks north of Buckley Street overlooking the Maribyrnong River from 1920. (Criterion H)

It is architecturally significant as the best collection of late interwar commercial buildings in the municipality, which is notable for its consistency of built form and relatively high degree of integrity to the period of development. (Criterion D)

### Assessment Against Criteria

This place was assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

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### Recommendations 2015

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

### Other Recommendations

Add this precinct to the heritage overlay with no specific HO schedule controls, as shown in the above table. Extent of the HO and gradings of individual properties as shown on the associated precinct map.

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.





**Moonee Valley City Council**

**Instrument of Delegation**

**to**

**Members of Council Staff**

## Instrument of Delegation

In exercise of the power conferred by section 98(1) of the *Local Government Act* 1989 and the other legislation referred to in the attached Schedule, the Council:

1. delegates each duty and/or function and/or power described in column 1 of the Schedule (and summarised in column 2 of the Schedule) to the member of Council staff holding, acting in or performing the duties of the office or position described opposite each such duty and/or function and/or power in column 3 of the Schedule;

2. records that a reference in the Schedule to:

**CEH means Coordinator Environmental Health**

**CEO means Chief Executive Officer**

**CLS means Coordinator Legislative Services**

**CSP means Coordinator Statutory Planning**

**CSGP means Coordinator Strategic Planning**

**DCCS means Director Corporate & Community Services**

**DCS means Director City Services**

**DPD means Director Planning & Development**

**EHO means Environmental Health Officer**

**MBHPS means Manager Building, Health & Property Services**

**MCP means Manager City Planning**

**MF means Manager Finance**

**MIS means Manager Infrastructure Services**

**MLLS means Manager Legislative Services & Support**

**MO means Manager Operations**

**MTS means Manager Technical Services**

**MSP means Manager Statutory Planning**

**PPAA means Principal Planner/Appeal Advocate**

**PSP mean Principle Statutory Planner**

**SO means Subdivision Officer**

**SP means Statutory Planner**

**SPO means Strategic Policy Officer**

**SSGP means Senior Strategic Planner**

**SSP means Senior Statutory Planner**

**TLSP means Team Leader Statutory Planning**

3. declares that:

- 3.1 this Instrument of Delegation is authorised by resolution of Council passed on 22 March 2016; and

- 3.2 the delegation:

- 3.2.1 comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;

- 3.2.2 remains in force until varied or revoked;

- 3.2.3 is subject to any conditions and limitations set out in sub-paragraph 3.3, and the Schedule; and
- 3.2.4 must be exercised in accordance with any guidelines or policies which Council from time to time adopts, and
- 3.3 the delegate must not determine the issue, take the action or do the act or thing:
  - 3.3.1 if the issue, action, act or thing is an issue, action or thing which Council has previously designated as an issue, action, act or thing which must be the subject of a Resolution of Council; or
  - 3.3.2 if the determining of the issue, taking of the action or doing of the act or thing would or would be likely to involve a decision which is inconsistent with a
    - (a) policy; or
    - (b) strategyadopted by Council; or
  - 3.3.3 if the determining of the issue, the taking of the action or the doing of the act or thing cannot be the subject of a lawful delegation, whether on account of section 98(1)(a)-(f) (inclusive) of the Act or otherwise; or
  - 3.3.4 the determining of the issue, the taking of the action or the doing of the act or thing is already the subject of an exclusive delegation to another member of Council staff.

The **COMMON SEAL** of the **MOONEE VALLEY**  
**CITY COUNCIL** was hereto affixed on the  
with the authority of Council

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Councillor

---

Chief Executive Officer

## **SCHEDULE**



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DOMESTIC ANIMALS ACT 1994			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	COMMENTS
s.41A(1)	power to declare a dog to be a menacing dog	MLSS; CLS	Council may delegate this power to an authorised officer

ENVIRONMENT PROTECTION ACT 1970			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.53M(3)	power to require further information	MBHPS; CEH	
s.53M(4)	duty to advise applicant that application is not to be dealt with	MBHPS; CEH	
s.53M(5)	duty to approve plans, issue permit or refuse permit	MBHPS; CEH	refusal must be ratified by Council or it is of no effect
s.53M(6)	power to refuse to issue septic tank permit	MBHPS; CEH	refusal must be ratified by Council or it is of no effect
s.53M(7)	duty to refuse to issue a permit in circumstances in (a)-(c)	MBHPS; CEH	refusal must be ratified by council or it is of no effect

<b>FOOD ACT 1984</b>			
<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>
<b>PROVISION</b>	<b>THING DELEGATED</b>	<b>DELEGATE</b>	<b>CONDITIONS &amp; LIMITATIONS</b>
s.19(2)(a)	power to direct by written order that the food premises be put into a clean and sanitary condition	MBHPS; CEH	If section 19(1) applies
s.19(2)(b)	power to direct by written order that specified steps be taken to ensure that food prepared, sold or handled is safe and suitable	MBHPS; CEH	If section 19(1) applies
s.19(4)(a)	power to direct that an order made under section 19(3)(a) or (b), (i) be affixed to a conspicuous part of the premises, and (ii) inform the public by notice in a published newspaper or otherwise	MBHPS; CEH	If section 19(1) applies
s.19(6)(a)	duty to revoke any order under section 19 if satisfied that an order has been complied with	MBHPS; CEH	If section 19(1) applies
s.19(6)(b)	duty to give written notice of revocation under section 19(6)(a) if satisfied that an order has been complied with	MBHPS; CEH	If section 19(1) applies
s.19AA(2)	power to direct, by written order, that a person must take any of the actions described in (a)-(c).	MBHPS; CEH	where council is the registration authority
s.19AA(4)(c)	power to direct, in an order made under s.19AA(2) or a subsequent written order, that a person must ensure that any food or class of food is not removed from the premises	MBHPS; CEH	Note: the power to direct the matters under s.19AA(4)(a) and (b) not capable of delegation and so such directions must be made by a Council resolution
s.19AA(7)	duty to revoke order issued under s.19AA and give written notice of revocation, if satisfied that that order has been complied with	MBHPS; CEH	where council is the registration authority
s.19CB(4)(b)	power to request copy of records	MBHPS; CEH; EHO	where council is the registration authority
s.19E(1)(d)	power to request a copy of the food safety program	MBHPS; CEH;	where council is the registration authority



FOOD ACT 1984			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
		EHO	
s.19GB	power to request proprietor to provide written details of the name, qualification or experience of the current food safety supervisor	MBHPS; CEH; EHO	where council is the registration authority
s.19M(4)(a) & (5)	power to conduct a food safety audit and take actions where deficiencies are identified	N/A	N/A
s.19NA(1)	power to request food safety audit reports	MBHPS; CEH; EHO	where council is the registration authority
s.19U(3)	power to waive and vary the costs of a food safety audit if there are special circumstances	MBHPS; CEH	
s.19U(4)	duty to ensure that information relating to costs of a food safety audit are available for inspection by the public	MBHPS; CEH	
s.19UA	power to charge fees for conducting a food safety assessment or inspection	MBHPS; CEH	except for an assessment required by a declaration under section 19C or an inspection under sections 38B(1)(c) or 39.
s.19W	power to direct a proprietor of a food premises to comply with any requirement under Part IIIB	MBHPS; CEH	where council is the registration authority
s.19W(3)(a)	power to direct a proprietor of a food premises to have staff at the premises undertake training or instruction	MBHPS; CEH	where council is the registration authority
s.19W(3)(b)	power to direct a proprietor of a food premises to have details of any staff training incorporated into the minimum records required to be kept or food safety program of the premises	MBHPS; CEH	where council is the registration authority
---	power to register, renew or transfer registration	MBHPS; CEH	where council is the registration authority

FOOD ACT 1984			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
			refusal to grant/renew/transfer registration must be ratified by Council or the CEO (see section 58A(2))
s.38AA(5)	power to (a) request further information; or (b) advise the proprietor that the premises must be registered if the premises are not exempt	MBHPS; CEH; EHO	where council is the registration authority
s.38AB(4)	power to fix a fee for the receipt of a notification under section 38AA in accordance with a declaration under subsection (1)	MBHPS; CEH; EHO	where council is the registration authority
s.38A(4)	power to request a copy of a completed food safety program template	MBHPS; CEH; EHO	where council is the registration authority
s.38B(1)(a)	duty to assess the application and determine which class of food premises under section 19C the food premises belongs	MBHPS; CEH; EHO	where council is the registration authority
s.38B(1)(b)	duty to ensure proprietor has complied with requirements of section 38A	MBHPS; CEH; EHO	where council is the registration authority
s.38B(2)	duty to be satisfied of the matters in section 38B(2)(a)-(b)	MBHPS; CEH; EHO	where council is the registration authority
s.38D(1)	duty to ensure compliance with the applicable provisions of section 38C and inspect the premises if required by section 39	MBHPS; CEH; EHO	where council is the registration authority
s.38D(2)	duty to be satisfied of the matters in section 38D(2)(a)-(d)	MBHPS; CEH; EHO	where council is the registration authority
s.38D(3)	power to request copies of any audit reports	MBHPS; CEH; EHO	where council is the registration authority
s.38E(2)	power to register the food premises on a conditional basis	MBHPS; CEH	where council is the registration authority;

FOOD ACT 1984			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
			not exceeding the prescribed time limit defined under subsection (5).
s.38E(4)	duty to register the food premises when conditions are satisfied	MBHPS; CEH	where council is the registration authority
s.38F(3)(b)	power to require proprietor to comply with requirements of this Act	MBHPS; CEH; EHO	where council is the registration authority
s.39A	power to register, renew or transfer food premises despite minor defects	MBHPS; CEH	where council is the registration authority only if satisfied of matters in subsections (2)(a)-(c)
s.40(2)	power to incorporate the certificate of registration in one document with any certificate of registration under Part 6 of the <i>Public Health and Wellbeing Act 2008</i>	CEH; EHO	
s.40C(2)	power to grant or renew the registration of food premises for a period of less than 1 year	MBHPS; CEH	where council is the registration authority
s.40D(1)	power to suspend or revoke the registration of food premises	DCS; MBHPS; CEH	where council is the registration authority
s.43F(6)	duty to be satisfied that registration requirements under Division 3 have been met prior to registering, transferring or renewing registration of a component of a food business	CEH; EHO	where council is the registration authority
s.43F(7)	power to register the components of the food business that meet requirements in Division 3 and power to refuse to register the components that do not meet the requirements	MBHPS; CEH; EHO	where council is the registration authority
s.46(5)	power to institute proceedings against another person where the offence was due to an act or default by that other person and where the first person charged could successfully defend	MBHPS; CEH	where council is the registration authority

FOOD ACT 1984			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
	a prosecution, without proceedings first being instituted against the person first charged		



HERITAGE ACT 1995			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.84(2)	power to sub-delegate Executive Director's functions	DPD	must obtain Executive Director's written consent first.

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.4B	power to prepare an amendment to the Victoria Planning Provisions	DPD	if authorised by the Minister
s.4G	function of receiving prescribed documents and a copy of the Victoria Planning Provisions from the Minister	DPD	
s.4H	duty to make amendment to Victoria Planning Provisions available	DPD	
s.4I	duty to keep Victoria Planning Provisions and other documents available	DPD; MSP	
s.8A(2)	power to prepare amendment to the planning scheme where the Minister has given consent under s.8A	DPD	
s. 8A(3)	power to apply to Minister to prepare an amendment to the planning scheme	CEO; DPD	
s.8A(5)	function of receiving notice of the Minister's decision	CEO; DPD	
s.8A(7)	power to prepare the amendment specified in the application without the Minister's authorisation if no response received after 10 business days	DPD	
s.8B(2)	power to apply to the Minister for authorisation to prepare an amendment to the planning scheme of an adjoining municipal district	DPD	
s.12(3)	power to carry out studies and do things to ensure proper use of land in which Council is the planning authority and consult with other persons to ensure co-ordination of planning scheme with these persons	DPD; MSP	
s 12A (1)	duty to prepare a municipal strategic statement (including power to prepare a municipal strategic statement under section 19 of the	DPD	

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
	<i>Planning and Environment (Planning Schemes) Act 1996</i>		
s.12B(1)	duty to review planning scheme	DPD; MSP	
s.12B(2)	duty to review planning scheme at direction of Minister	DPD; MSP	
s.12B(5)	duty to report findings of review of planning scheme to Minister without delay	DPD; MSP	
s.14	duties of a Responsible Authority as set out in subsections (a) to (d)	DPD; MSP	
s.17(1)	duty of giving copy amendment to the planning scheme	DPD	
s.17(2)	duty of giving copy s.173 agreement	DPD; MSP	
s.17(3)	duty of giving copy amendment, explanatory report and relevant documents to the Minister within 10 business days	DPD	
s.18	duty to make amendment etc. available	DPD	
s.19	power to give notice, to decide not to give notice, to publish notice of amendment to a planning scheme and to exercise any other power under s 19 to a planning scheme	DPD	
s.19	function of receiving notice of preparation of an amendment to a planning scheme	DPD	where Council is not the planning authority and the amendment affects land within Council's municipal district; or  where the amendment will amend the planning scheme to designate Council as an acquiring authority.
s.20(1)	power to apply to Minister for exemption from the requirements of s	DPD	

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
	19		
s.21 (2)	duty to make submissions available	DPD	
s.21A(4)	duty to publish notice in accordance with section	DPD	
s.22	duty to consider all submissions	DPD	
s.23(1)(b)	duty to refer submissions which request a change to the amendment to a panel	DPD	
s.23(2)	power to refer to a panel submissions which do not require a change to the amendment	DPD	
s.24	function to represent Council and present a submission at a panel hearing (including a hearing referred to in s 96D)	DPD; MSP; MCP; CSGP; CSP; PSP SSGP; SPO	
s.26(1)	power to make report available for inspection	DPD	
s.26(2)	duty to keep report of panel available for inspection	DPD	
s.27 (2)	power to apply for exemption if panel's report not received	DPD	
s.28	duty to notify the Minister if abandoning an amendment	DPD	Note: the power to make a decision to abandon an amendment cannot be delegated
s.30(4)(a)	duty to say if amendment has lapsed	DPD	
s.30(4)(b)	duty to provide information in writing upon request	DPD; MSP; MCP; CSGP; CSP; PSP; SSGP; SPO	



PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.32(2)	duty to give more notice if required	DPD; MSP; MCP; CSGP; CSP; PSP; SSGP; SPO	
s.33(1)	duty to give more notice of changes to an amendment	DPD; MCP; CSGP; SPO	
s.36(2)	duty to give notice of approval of amendment	DPD; MSP; MCP; CSGP; CSP; PSP; SSGP; SPO	
s.38(5)	duty to give notice of revocation of an amendment	DPD; MSP; MCP; CSGP; CSP; PSP; SSGP; SPO	
s.39	function of being a party to a proceeding commenced under s.39 and duty to comply with determination by VCAT	DPD	
s.40(1)	function of lodging copy of approved amendment	DPD	
s.41	duty to make approved amendment available	DPD; MSP; MCP; CSGP; CSP; PSP; SSGP; SPO	
s.42	duty to make copy of planning scheme available	DPD; MSP	
s.46AS(ac)	power to request the Growth Areas Authority to provide advice on any matter relating to land in Victoria or an objective of planning in Victoria	DPD; MSP	
s.46GF	duty to comply with directions issued by the Minister	DPD; MSP	this provision is not yet in force and will commence on 1 June 2016 unless

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
			proclaimed earlier
s.46GG	duty to include a condition in a permit relating to matters set out in s.46GG(c) and (d)	DPD; MSP	this provision is not yet in force and will commence on 1 June 2016 unless proclaimed earlier
s.46GH(1)	power to require the payment of an amount of infrastructure levy to be secured to Council's satisfaction	DPD; MSP	where council is a collecting agency this provision is not yet in force and will commence on 1 June 2016 unless proclaimed earlier
s.46GH(2)	power to accept the provision of land, works, services or facilities in part or full satisfaction of the amount of infrastructure levy payable	DPD; MSP	where council is a collecting agency this provision is not yet in force and will commence on 1 June 2016 unless proclaimed earlier
s.46GH(3)	duty to obtain the agreement of the relevant development agency or agencies specified in the approved infrastructure contributions plan before accepting the provision of land, works, services or facilities by the applicant	DPD; MSP	where council is a collecting agency this provision is not yet in force and will commence on 1 June 2016 unless proclaimed earlier
s.46GI(1)	duty to keep proper accounts of any amount of infrastructure levy paid to it as a collecting agency or a development agency under part 2 of the <i>Planning and Environment Act 1987</i>	DPD; MSP	must be done in accordance with <i>Local Government Act 1989</i> .  this provision is not yet in force and will commence on 1 June 2016 unless proclaimed earlier
s.46GI(2)	duty to forward to a development agency any part of an infrastructure levy paid to council which is imposed for plan preparation costs incurred by development agency or for carrying out of works, services	DPD; MSP	this provision is not yet in force and will commence on 1 June 2016 unless proclaimed earlier

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
	or facilities on behalf of the development agency		
s.46GI(3)	duty to apply levy amount only in accordance with s.46GI(3) (a) and (b)	DPD; MSP	this provision is not yet in force and will commence on 1 June 2016 unless proclaimed earlier
s.46GI(4)	power to refund any amount of infrastructure levy paid to it as a development agency under Part 2 of the <i>Planning and Environment Act 1987</i> if satisfied that the development is not to proceed	DPD; MSP	this provision is not yet in force and will commence on 1 June 2016 unless proclaimed earlier
s.46GI(5)	duty to take action described in s.46GI(5)(c) – (e) where s.46GI(5)(a) and (b) applies.	DPD; MSP	this provision is not yet in force and will commence on 1 June 2016 unless proclaimed earlier
s.46GL	power to recover any amount of infrastructure levy as a debt due to Council	DPD; MSP	where council is a collecting agency this provision is not yet in force and will commence on 1 June 2016 unless proclaimed earlier
s.46GM	duty to prepare report and give a report to the Minister	DPD; MSP	where council is a collecting agency or development agency this provision is not yet in force and will commence on 1 June 2016 unless proclaimed earlier
s.46N(1)	duty to include condition in permit regarding payment of development infrastructure levy	DPD; MSP	
s.46N(2)(c)	function of determining time and manner for receipt of development contributions levy	DPD; MSP	
s.46N(2)(d)	power to enter into an agreement with the applicant regarding	DPD	

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
	payment of development infrastructure levy		
s.46O(1)(a) & (2)(a)	power to ensure that community infrastructure levy is paid, or agreement is in place, prior to issuing building permit	DPD; MSP; MBHPS	
s.46O(1)(d) & (2)(d)	power to enter into agreement with the applicant regarding payment of community infrastructure levy	DPD	
s.46P(1)	power to require payment of amount of levy under s.46N or s.46O to be satisfactorily secured	DPD; MSP; MF	
s.46P(2)	power to accept provision of land, works, services or facilities in part or full payment of levy payable	DPD	
s.46Q(1)	duty to keep proper accounts of levies paid	DPD; MF	
s.46Q(1A)	duty to forward to development agency part of levy imposed for carrying out works, services, or facilities on behalf of development agency or plan preparation costs incurred by a development agency	DPD; MF	
s.46Q(2)	duty to apply levy only for a purpose relating to the provision of plan preparation costs or the works, services and facilities in respect of which the levy was paid etc.	DPD; MF	
s.46Q(3)	power to refund any amount of levy paid if it is satisfied the development is not to proceed	DPD; MF	only applies when levy is paid to Council as a 'development agency'
s.46Q(4)(c)	duty to pay amount to current owners of land in the area if an amount of levy has been paid to a municipal council as a development agency for plan preparation costs incurred by the council or for the provision by the council of works, services or facilities in an area under s.46Q(4)(a)	DPD; MF	must be done within six months of the end of the period required by the development contributions plan and with the consent of, and in the manner approved by, the Minister  this provision is not yet in force and will commence on 1 June 2016 unless



PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
			proclaimed earlier
s.46Q(4)(d)	duty to submit to the Minister an amendment to the approved development contributions plan	DPD; MSP	<ul style="list-style-type: none"> <li>must be done in accordance with Part 3</li> </ul>
s.46Q(4)(e)	duty to expend that amount on other works etc.	DPD; MF	<ul style="list-style-type: none"> <li>with the consent of, and in the manner approved by, the Minister</li> </ul>
s.46QC	power to recover any amount of levy payable under Part 3B	DPD	
s.46QD	duty to prepare report and give a report to the Minister	DPD	<p>where council is a collecting agency or development agency</p> <p>this provision is not yet in force and will commence on 1 June 2016 unless proclaimed earlier</p>
s.46V(3)	duty to make a copy of the approved strategy plan (being the Melbourne Airport Environs Strategy Plan) and any documents lodged with it available	DPD; MCP; CSGP; SPO	
s.46Y	duty to carry out works in conformity with the approved strategy plan	DPD	
s.47	power to decide that an application for a planning permit does not comply with that Act	DPD; MSP; CSP	
s.49(1)	duty to keep a register of all applications for permits and determinations relating to permits	DPD; MSP; CSP	
s.49(2)	duty to make register available for inspection	DPD; MSP; CSP	
s.50(4)	duty to amend application	DPD; MSP; CSP; PSP; TLSP; SSP;	

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
		SP; PPAA; SO	
s.50(5)	power to refuse to amend application	DPD; MSP; CSP; TLSP; SSP; SP; PPAA; SO	
s.50(6)	duty to make note of amendment to application in register	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.50A(1)	power to make amendment to application	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.50A(3)	power to require applicant to notify owner and make a declaration that notice has been given	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.50A(4)	duty to note amendment to application in register	DPD; MSP; SSP; SP; SO	
s.51	duty to make copy of application available for inspection	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.52(1)(a)	duty to give notice of the application to owners/occupiers of adjoining allotments unless satisfied that the grant of permit would not cause material detriment to any person	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.52(1)(b)	duty to give notice of the application to other municipal councils where appropriate	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.52(1)(c)	duty to give notice of the application to all persons required by the planning scheme	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.52(1)(ca)	duty to give notice of the application to owners and occupiers of land benefited by a registered restrictive covenant if may result in breach of covenant	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.52(1)(cb)	duty to give notice of the application to owners and occupiers of land benefited by a registered restrictive covenant if application is to remove or vary the covenant	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.52(1)(d)	duty to give notice of the application to other persons who may be detrimentally effected	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.52(1AA)	duty to give notice of an application to remove or vary a registered restrictive covenant	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.52(3)	power to give any further notice of an application where appropriate	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.53(1)	power to require the applicant to give notice under section 52(1) to persons specified by it	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.53(1A)	power to require the applicant to give the notice under section 52(1AA)	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.54(1)	power to require the applicant to provide more information	DPD; MSP; CSP;	

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
		PSP; TLSP; SSP; SP; PPAA; SO	
s.54(1A)	duty to give notice in writing of information required under s.54(1)	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.54(1B)	duty to specify the lapse date for an application	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.54A(3)	power to decide to extend time or refuse to extend time to give required information	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.54A(4)	duty to give written notice of decision to extend or refuse to extend time und s.54A(3)	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.55(1)	duty to give copy application, together with the prescribed information, to every referral authority specified in the planning scheme	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.57(2A)	power to reject objections considered made primarily for commercial advantage for the objector	DPD; MSP; CSP; PSP; TLSP;;SSP; SP; PPAA; SO	
s.57(3)	function of receiving name and address of persons to whom notice of decision is to go	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.57(5)	duty to make available for inspection copy of all objections	DPD; MSP; CSP; PSP; TLSP; SSP;	



PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
		SP; PPAA; SO	
s.57A(4)	duty to amend application in accordance with applicant's request, subject to s.57A(5)	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.57A(5)	power to refuse to amend application	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.57A(6)	duty to note amendments to application in register	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.57B(1)	duty to determine whether and to whom notice should be given	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.57B(2)	duty to consider certain matters in determining whether notice should be given	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.57C(1)	duty to give copy of amended application to referral authority	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.58	duty to consider every application for a permit	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.58A	power to request advice from the Planning Application Committee	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.60	duty to consider certain matters	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s60(1A)	power to consider certain matters before deciding on application	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.60(1B)	duty to consider number of objectors in considering whether use or development may have significant social effect	MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.61(1)	power to determine permit application, either to decide to grant a permit, to decide to grant a permit with conditions or to refuse a permit application	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	the permit must not be inconsistent with a cultural heritage management plan under the <i>Aboriginal Heritage Act 2006</i>
s.61(2)	duty to decide to refuse to grant a permit if a relevant determining referral authority objects to grant of permit	DPD; MSP; CSP	
s.61(2A)	power to decide to refuse to grant a permit if a relevant recommending referral authority objects to the grant of permit	DPD; MSP; CSP	
s.61(3)(a)	duty not to decide to grant a permit to use coastal Crown land without Minister's consent	N/A	N/A
s.61(3)(b)	duty to refuse to grant the permit without the Minister's consent	N/A	N/A
s.61(4)	duty to refuse to grant the permit if grant would authorise a breach of a registered restrictive covenant	DPD; MSP; CSP; TLSP; PPAA	
s.62(1)	duty to include certain conditions in deciding to grant a permit	DPD; MSP; CSP	

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.62(2)	power to include other conditions	DPD; MSP; CSP	
s.62(4)	duty to ensure conditions are consistent with paragraphs (a),(b) and (c)	DPD; MSP; CSP	
s.62(5)(a)	power to include a permit condition to implement an approved development contributions plan	DPD; MSP; CSP	
s.62(5)(b)	power to include a permit condition that specified works be provided on or to the land or paid for in accordance with section 173 agreement	DPD; MSP; MCP; CSGP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.62(5)(c)	power to include a permit condition that specified works be provided or paid for by the applicant	DPD; MSP; MCP; CSGP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.62(6)(a)	duty not to include a permit condition requiring a person to pay an amount for or provide works except in accordance with .62(5) or s.46N	DPD; MSP; CSP	
s.62(6)(b)	duty not to include a permit condition requiring a person to pay an amount for or provide works except a condition that a planning scheme requires to be included as referred to in s.62(1)(a)	DPD; MSP; CSP	
s.63	duty to issue the permit where made a decision in favour of the application (if no one has objected)	DPD; MSP; MCP; CSGP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.64(1)	duty to give notice of decision to grant a permit to applicant and objectors	DPD; MSP; CSP; PSP; TLSP; SSP;	this provision applies also to a decision to grant an amendment to a permit - see

<b>PLANNING AND ENVIRONMENT ACT 1987</b>			
<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>
<b>PROVISION</b>	<b>THING DELEGATED</b>	<b>DELEGATE</b>	<b>CONDITIONS &amp; LIMITATIONS</b>
		SP; PPAA; SO	section 75
s.64(3)	duty not to issue a permit until after the specified period	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	this provision applies also to a decision to grant an amendment to a permit - see section 75
s.64(5)	duty to give each objector a copy of an exempt decision	DPD; MSP; CSP; PSP; TLSP; PPAA; SSP; SP; SO	this provision applies also to a decision to grant an amendment to a permit - see section 75
s.64A	duty not to issue permit until the end of a period when an application for review may be lodged with VCAT or until VCAT has determined the application, if a relevant recommending referral authority has objected to the grant of a permit	DPD; MSP; CSP; PSP; SSP; SP; SO	this provision applies also to a decision to grant an amendment to a permit - see section 75A
s.65(1)	duty to give notice of refusal to grant permit to applicant and person who objected under section 57	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.66(1)	duty to give notice under s.64 or s.65 and copy permit to relevant determining referral authorities	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.66(2)	duty to give a recommending referral authority notice of its decision to grant a permit	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	if the recommending referral authority objected to the grant of the permit or the responsible authority decided not to include a condition on the permit recommended by the recommending referral authority



PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.66(4)	duty to give a recommending referral authority notice of its decision to refuse a permit	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	if the recommending referral authority objected to the grant of the permit or the recommending referral authority recommended that a permit condition be included on the permit
s.66(6)	duty to give a recommending referral authority a copy of any permit which Council decides to grant and a copy of any notice given under section 64 or 65	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	if the recommending referral authority did not object to the grant of the permit or the recommending referral authority did not recommend a condition be included on the permit
s.69(1)	function of receiving application for extension of time of permit	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.69(1A)	function of receiving application for extension of time to complete development	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.69(2)	power to extend time	DPD; MSP; CSP; PSP; TLSP; SSP; PPAA; SO	
s.70	duty to make copy permit available for inspection	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.71(1)	power to correct certain mistakes	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.71(2)	duty to note corrections in register	DPD; MSP; CSP;	

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
		PSP; TLSP; SSP; SP; PPAA; SO	
s.73	power to decide to grant amendment subject to conditions	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.74	duty to issue amended permit to applicant if no objectors	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.76	duty to give applicant and objectors notice of decision to refuse to grant amendment to permit	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.76A(1)	duty to give relevant determining referral authorities copy of amended permit and copy of notice	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.76A(2)	duty to give a recommending referral authority notice of its decision to grant an amendment to a permit	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	if the recommending referral authority objected to the amendment of the permit or the responsible authority decided not to include a condition on the amended permit recommended by the recommending referral authority
s.76A(4)	duty to give a recommending referral authority notice of its decision to refuse a permit	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	if the recommending referral authority objected to the amendment of the permit or the recommending referral authority recommended that a permit condition be included on the amended permit

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.76A(6)	duty to give a recommending referral authority a copy of any amended permit which Council decides to grant and a copy of any notice given under section 64 or 76	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	if the recommending referral authority did not object to the amendment of the permit or the recommending referral authority did not recommend a condition be included on the amended permit
s.76D	duty to comply with direction of Minister to issue amended permit	DPD; MSP; CSP	
s.83	function of being respondent to an appeal	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.83B	duty to give or publish notice of application for review	DPD; MSP; CSP; PS; TLSP; SSP; SP; PPAA; SO	
s.84(1)	power to decide on an application at any time after an appeal is lodged against failure to grant a permit	DPD; MSP; CSP	
s.84(2)	duty not to issue a permit or notice of decision or refusal after an application is made for review of a failure to grant a permit	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.84(3)	duty to tell principal registrar if decide to grant a permit after an application is made for review of its failure to grant a permit	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.84(6)	duty to issue permit on receipt of advice within 3 working days	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.86	duty to issue a permit at order of Tribunal within 3 working days	DPD; MSP; CSP; PSP; TLSP; SSP;	

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
		SP; PPAA; SO	
s.87(3)	power to apply to VCAT for the cancellation or amendment of a permit	CEO; DPD; MSP; CSP	
s.90(1)	function of being heard at hearing of request for cancellation or amendment of a permit	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.91(2)	duty to comply with the directions of VCAT	DPD; MSP; CSP; PSP; PPAA	
s.91(2A)	duty to issue amended permit to owner if Tribunal so directs	DPD; MSP; CSP; PSP; PPAA	
s.92	duty to give notice of cancellation/amendment of permit by VCAT to persons entitled to be heard under s.90	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.93(2)	duty to give notice of VCAT order to stop development	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.95(3)	function of referring certain applications to the Minister	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.95(4)	duty to comply with an order or direction	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.96(1)	duty to obtain a permit from the Minister to use and develop its land	DPD; MSP; CSP	



PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.96(2)	function of giving consent to other persons to apply to the Minister for a permit to use and develop Council land	DPD; MSP; CSP	
s.96A(2)	power to agree to consider an application for permit concurrently with preparation of proposed amendment	DPD; MSP; CSP	
s.96C	power to give notice, to decide not to give notice, to publish notice and to exercise any other power under s 96C	DPD	
s.96F	duty to consider the panel's report under section 96E	DPD; MSP; CSP	
s.96G(1)	power to determine to recommend that a permit be granted or to refuse to recommend that a permit be granted and power to notify applicant of the determination (including power to give notice under section 23 of the <i>Planning and Environment (Planning Schemes) Act 1996</i> )	DPD; MSP; CSP	
s.96H(3)	power to give notice in compliance with Minister's direction	DPD; MSP; CSP	
s.96J	power to issue permit as directed by the Minister	DPD; MSP; CSP	
s.96K	duty to comply with direction of the Minister to give notice of refusal	DPD; MSP; CSP	
s.97C	power to request Minister to decide the application		Decision of Council.
s.97D(1)	duty to comply with directions of Minister to supply any document or assistance relating to application	DPD; MSP; CSP	
s.97G(3)	function of receiving from Minister copy of notice of refusal to grant permit or copy of any permit granted by the Minister	DPD; MSP; CSP	
s.97G(6)	duty to make a copy of permits issued under s.97F available for	DPD; MSP; CSP	

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
	inspection		
s.97L	duty to include Ministerial decisions in a register kept under s.49	DPD; MSP; CSP	
s.97MH	duty to provide information or assistance to the Planning Application Committee	DPD; MSP; CSP	
s.97MI	duty to contribute to the costs of the Planning Application Committee or subcommittee	DPD; MSP; CSP	
s.97O	duty to consider application and issue or refuse to issue certificate of compliance	DPD; MSP; CSP	
s.97P(3)	duty to comply with directions of VCAT following an application for review of a failure or refusal to issue a certificate	DPD; MSP; CSP	
s.97Q(2)	function of being heard by VCAT at hearing of request for amendment or cancellation of certificate	DPD; MSP; CSP; TLSP; SSP; SP; PPAA; SO	
s.97Q(4)	duty to comply with directions of VCAT	DPD; MSP; CSP	
s.97R	duty to keep register of all applications for certificate of compliance and related decisions	DPD; MSP; CSP	
s.98(1)&(2)	function of receiving claim for compensation in certain circumstances	DPD; MSP; CSP	
s.98(4)	duty to inform any person of the name of the person from whom compensation can be claimed	DPD; MSP; CSP, TLSP; SSP; SP; PPAA; SO	
s.101	function of receiving claim for expenses in conjunction with claim	DPD; MSP; CSP	

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.103	power to reject a claim for compensation in certain circumstances	DPD; MSSP; CSP	
s.107(1)	function of receiving claim for compensation	DPD; MSP; CSP	
s.107(3)	power to agree to extend time for making claim	DPD; MSP; CSP	
s.114(1)	power to apply to the VCAT for an enforcement order	DCCS; MBHPS	
s.117(1)(a)	function of making a submission to the VCAT where objections are received	DCCS; MBHPS	
s.120(1)	power to apply for an interim enforcement order where s.114 application has been made	DCCS; MBHPS	
s.123(1)	power to carry out work required by enforcement order and recover costs	DCCS; MBHPS	
s.123(2)	power to sell buildings, materials, etc salvaged in carrying out work under s.123(1)	DCCS; MBHPS	Except Crown Land
s.129	function of recovering penalties	DCCS; MBHPS	
s.130(5)	power to allow person served with an infringement notice further time	DCCS; MBHPS	
s.149A(1)	power to refer a matter to the VCAT for determination	DPD; MSP; CSP; DCCS; MBHPS	
s.149A(1A)	power to apply to VCAT for the determination of a matter relating to the interpretation of a s.173 agreement	DPD; MSP; CSP; DCCS; MBHPS	
s.156	duty to pay fees and allowances (including a payment to the Crown under subsection (2A)), and payment or reimbursement for reasonable costs and expenses incurred by the panel in carrying out	DPD; MSP; CSP; PSP; TLSP; SSP;	where council is the relevant planning authority

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
	its functions unless the Minister directs otherwise under subsection (2B) power to ask for contribution under subsection (3) and power to abandon amendment or part of it under subsection (4)	SP; PPAA; SO	
s.171(2)(f)	power to carry out studies and commission reports	DPD; MSP	
s.171(2)(g)	power to grant and reserve easements	DPD; MSP	
s.173	power to enter into agreement covering matters set out in s.174	DPD; MSP	
---	power to decide whether something is to the satisfaction of Council, where an agreement made under section 173 of the <i>Planning and Environment Act 1987</i> requires something to be to the satisfaction of Council or Responsible Authority	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
---	power to give consent on behalf of Council, where an agreement made under section 173 of the <i>Planning and Environment Act 1987</i> requires that something may not be done without the consent of Council or Responsible Authority	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.177(2)	power to end a section 173 agreement with approval of the Minister or the consent of all those bound by any covenant in the agreement	DPD; MSP	
s.178	power to amend a s.173 agreement	DPD; MSP	
s.178A(1)	function of receiving application to amend or end an agreement	DPD; MSP	
s.178A(3)	function of notifying the owner as to whether it agrees in principle to the proposal under s.178A(1)	DPD; MSP	
s.178A(4)	function of notifying the applicant and the owner as to whether it agrees in principle to the proposal	DPD; MSP	



PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.178A(5)	power to propose to amend or end an agreement	DPD; MSP	
s.178B(1)	duty to consider certain matters when considering proposal to amend an agreement	DPD; MSSP	
s.178B(2)	duty to consider certain matters when considering proposal to end an agreement	DPD; MSP	
s.178C(2)	duty to give notice of the proposal to all parties to the agreement and other persons who may be detrimentally affected by decision to amend or end	DPD; MSP	
s.178C(4)	function of determining how to give notice under s.178C(2)	DPD; MSP	
s.178E(1)	duty not to make decision until after 14 days after notice has been given	DPD; MSP	
s.178E(2)(a)	power to amend or end the agreement in accordance with the proposal	DPD; MSP	
s.178E(2)(b)	power to amend or end the agreement in a manner that is not substantively different from the proposal	DPD; MSP	If no objections are made under s.178D Must consider matters in s.178B
s.178E(2)(c)	power to refuse to amend or end the agreement	DPD; MSP	If no objections are made under s.178D Must consider matters in s.178B
s.178E(3)(a)	power to amend or end the agreement in accordance with the proposal	DPD; MSP	After considering objections, submissions and matters in s.1748B
s.178E(3)(b)	power to amend or end the agreement in a manner that is not substantively different from the proposal	DPD; MSP	After considering objections, submissions and matters in s.1748B

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.178E(3)(c)	power to amend or end the agreement in a manner that is substantively different from the proposal	DPD; MSP	After considering objections, submissions and matters in s.1748B
s.178E(3)(d)	power to refuse to amend or end the agreement	DPD; MSP	After considering objections, submissions and matters in s.1748B
s.178F(1)	duty to give notice of its decision under s.178E(3)(a) or (b)	DPD; MSP	
s.178F(2)	duty to give notice of its decision under s.178E(2)(c) or (3)(d)	DPD; MSP	
s.178F(4)	duty not to proceed to amend or end an agreement under s.178E until at least 21 days after notice has been given or until an application for review to the Tribunal has been determined or withdrawn	DPD; MSP	
s.178G	duty to sign amended agreement and give copy to each other party to the agreement	DPD; MSP	
s.178H	power to require a person who applies to amend or end an agreement to pay the costs of giving notices and preparing the amended agreement	DPD; MSP	
s.178I(3)	duty to notify, in writing, each party to the agreement of the ending of the agreement relating to Crown land	DPD; MSP	
s.179(2)	duty to make available for inspection copy agreement	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PPAA; SO	
s.181	duty to apply to the Registrar of Titles to record the agreement and to deliver a memorial to Registrar-General	DPD; MSP	

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.181(1A)(a)	power to apply to the Registrar of Titles to record the agreement	DPD; MSP	
s.181(1A)(b)	duty to apply to the Registrar of Titles, without delay, to record the agreement	DPD; MSP	
s.182	power to enforce an agreement	DPD; MSP	
s.183	duty to tell Registrar of Titles of ending/amendment of agreement	DPD; MSP	
s.184F(1)	power to decide to amend or end an agreement at any time after an application for review of the failure of Council to make a decision	DPD; MSP	
s.184F(2)	duty not to amend or end the agreement or give notice of the decision after an application is made to VCAT for review of a failure to amend or end an agreement	DPD; MSP	
s.184F(3)	duty to inform the principal registrar if the responsible authority decides to amend or end an agreement after an application is made for the review of its failure to end or amend the agreement	DPD; MSP	
s.184F(5)	function of receiving advice from the principal registrar that the agreement may be amended or ended in accordance with Council's decision	DPD; MSP	
s.184G(2)	duty to comply with a direction of the Tribunal	DPD; MSP	
s.184G(3)	duty to give notice as directed by the Tribunal	DPD; MSP	
s.198(1)	function to receive application for planning certificate	N/A	N/A
s.199(1)	duty to give planning certificate to applicant	N/A	N/A

PLANNING AND ENVIRONMENT ACT 1987			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.201(1)	function of receiving application for declaration of underlying zoning	N/A	N/A
s.201(3)	duty to make declaration	N/A	N/A
-	power to decide, in relation to any planning scheme or permit, that a specified thing has or has not been done to the satisfaction of Council	N/A	
	power, in relation to any planning scheme or permit, to consent or refuse to consent to any matter which requires the consent or approval of Council	N/A	
	power to approve any plan or any amendment to a plan or other document in accordance with a provision of a planning scheme or condition in a permit	N/A	
-	power to give written authorisation in accordance with a provision of a planning scheme	N/A	
s.201UAB(1)	function of providing the Growth Areas Authority with information relating to any land within municipal district	DPD; MSP	
s.201UAB(2)	duty to provide the Growth Areas Authority with information requested under subsection (1) as soon as possible	DPD; MSP	



<b>RESIDENTIAL TENANCIES ACT 1997</b>			
<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>
<b>PROVISION</b>	<b>THING DELEGATED</b>	<b>DELEGATE</b>	<b>CONDITIONS &amp; LIMITATIONS</b>
s.142D	function of receiving notice regarding an unregistered rooming house	MBHPS; CEH	
s.142G(1)	duty to enter required information in Rooming House Register for each rooming house in municipal district	MBHPS; CEH	
s. 142G(2)	power to enter certain information in the Rooming House Register	MBHPS; CEH	
s.142I(2)	power to amend or revoke an entry in the Rooming House Register if necessary to maintain the accuracy of the entry	MBHPS; CEH	
s.252	power to give tenant a notice to vacate rented premises if subsection (1) applies	MBHPS; CEH	where council is the landlord
s.262(1)	power to give tenant a notice to vacate rented premises	MBHPS; CEH	where council is the landlord
s.262(3)	power to publish its criteria for eligibility for the provision of housing by council	MBHPS; CEH	
s.518F	power to issue notice to caravan park regarding emergency management plan if determined that the plan does not comply with the requirements	MBHPS; CEH	
s.522(1)	power to give a compliance notice to a person	MBHPS; CEH	
s.525(2)	power to authorise an officer to exercise powers in section 526 (either generally or in a particular case)	MBHPS; CEH	
s.525(4)	duty to issue identity card to authorised officers	MBHPS; CEH	

RESIDENTIAL TENANCIES ACT 1997			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.526(5)	duty to keep record of entry by authorised officer under section 526	MBHPS; CEH	
s.526A(3)	function of receiving report of inspection	MBHPS; CEH	
s.527	power to authorise a person to institute proceedings (either generally or in a particular case)	MBHPS; CEH	

ROAD MANAGEMENT ACT 2004			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s11(1)	power to declare a road by publishing a notice in the Government Gazette	DPD; MTS; MBHPS	obtain consent in circumstances specified in s11(2)
s11(8)	power to name a road or change the name of a road by publishing notice in Government Gazette	DCCS; MLSS	
s11(9)(b)	duty to advise Registrar	DCCS; MLSS	
s11(10)	duty to inform Secretary to Department of Environment, Land, Water and Planning of declaration etc.	DPD; MTS; MLSS	
s.11(10A)	duty to inform Secretary to Department of Environment, Land, Water and Planning or nominated person	DPD; MTS;	where council is the coordinating road authority
s.12(2)	power to discontinue road or part of a road	DPD; MTS	where council is the coordinating road authority
s12(4)	power to publish, and provide copy, notice of proposed discontinuance	DPD; MTS	power of coordinating road authority
s.12(5)	duty to consider written submissions received within 28 days of notice	DPD; MTS	duty of coordinating road authority where it is the discontinuing body unless subsection (11) applies
s.12(6)	function of hearing a person in support of their written submission	DPD; MTS	function of coordinating road authority where it is the discontinuing body unless subsection (11) applies
s.12(7)	duty to fix day, time and place of meeting under subsection (6) and to give notice	DPD; MTS	duty of coordinating road authority where it is the discontinuing body

ROAD MANAGEMENT ACT 2004			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
			unless subsection (11) applies
s12(10)	duty to notify of decision made	DPD; MTS	duty of coordinating road authority where it is the discontinuing body  does not apply where an exemption is specified by the regulations or given by the Minister
s13(1)	power to fix a boundary road by publishing notice in Government Gazette	DPD; MTS	power of coordinating road authority and obtain consent under s13(3) and s13(4) as appropriate
s14(7)	power to appeal against decision of VicRoads	CEO; DPD	
s15(1)	power to enter into arrangement with another road authority, utility or a provider of public transport to transfer a road management function of the road authority to the other road authority, utility or provider of public transport	CEO; DPD	
s15(1A)	power to enter into arrangement with a utility to transfer a road management function of the utility to the road authority	CEO; DPD	
s15(2)	duty to include details of arrangement in public roads register	DPD; MIS	
s16(7)	power to enter into an arrangement under s15	CEO; DPD	
s16(8)	duty to enter details of determination in public roads register	DCS; MIS	



ROAD MANAGEMENT ACT 2004			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s17(2)	duty to register public road in public roads register	DCS; MIS	power of coordinating road authority
s17(3)	power to decide that a road is reasonably required for general public use	DPD	power of coordinating road authority
s17(3)	duty to register a road reasonably required for general public use in public roads register	DCS; MIS	power of coordinating road authority
s17(4)	power to decide that a road is no longer reasonably required for general public use	DCS; MTS	power of coordinating road authority
s17(4)	duty to remove road no longer reasonably required for general public use from public roads register	DCS; MIS	power of coordinating road authority
s18(1)	power to designate ancillary area	DCS	power of coordinating road authority, and obtain consent in circumstances specified in s18(2)
s18(3)	duty to record designation in public roads register	DCS; MIS	power of coordinating road authority
s19(1)	duty to keep register of public roads in respect of which it is the coordinating road authority	DCS; MIS	
s19(4)	duty to specify details of discontinuance in public roads register	DCS; MIS	
s19(5)	duty to ensure public roads register is available for public inspection	DCS; MIS	
s.21	power to reply to request for information or advice	DPD; MTS	obtain consent in circumstances specified in s11(2)

ROAD MANAGEMENT ACT 2004			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.22(2)	function of commenting on proposed direction	DPD; MTS	
s.22(4)	duty to publish a copy or summary of any direction made under section 22 by the Minister in its annual report	DPD; MTS	
s.22(5)	duty to give effect to a direction under this section	DPD; MTS	
s.40(1)	duty to inspect, maintain and repair a public road	DCS; MIS	
s.40(5)	power to inspect, maintain and repair a road which is not a public road	DCS; MIS	
s.41(1)	power to determine the standard of construction, inspection, maintenance and repair	DCS; MIS	
s42(1)	power to declare a public road as a controlled access road	DCS; DPD	power of coordinating road authority and Schedule 2 also applies
s42(2)	power to amend or revoke declaration by notice published in Government Gazette	DCS; DPD	power of coordinating road authority and Schedule 2 also applies
s.42A(3)	duty to consult with VicRoads before road is specified	DPD; MTS	where council is the coordinating road authority if road is a municipal road or part thereof
s.42A(4)	power to approve Minister's decision to specify a road as a specified freight road	DPD; MTS	where council is the coordinating road authority if road is a municipal road or part thereof and where road is to be specified a freight road

ROAD MANAGEMENT ACT 2004			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.48EA	duty to notify the owner or occupier of land and provider of public transport on which rail infrastructure or rolling stock is located (and any relevant provider of public transport)	DPD; MTS	where council is the responsible road authority, infrastructure manager or works manager
s.48M(3)	function of consulting with the Secretary for purposes of developing guidelines under section 48M	DPD; MTS	
s.48N	duty to notify the Secretary of the location of the bus stopping point and the action taken by council	DPD; MTS	
s.49	power to develop and publish a road management plan	DCS; MIS	
s.51	power to determine standards by incorporating the standards in a road management plan	DCS; MIS	
s.53(2)	power to cause notice to be published in Government Gazette of amendment etc of document in road management plan	DCS	
s.54(2)	duty to give notice of proposal to make a road management plan	DCS; MIS	
s.54(5)	duty to conduct a review of road management plan at prescribed intervals	DCS; MIS	
s.54(6)	power to amend road management plan	DCS; MIS	
s.55(1)	duty to cause notice of road management plan to be published in Government Gazette and newspaper	DCS; MIS	
s.63(1)	power to consent to conduct of works on road	DCS; MBHPS	power of coordinating road authority

ROAD MANAGEMENT ACT 2004			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
s.63(2)(e)	power to conduct or to authorise the conduct of works in, on, under or over a road in an emergency	DCS; MBHPS	power of infrastructure manager
s.64(1)	duty to comply with clause 13 of Schedule 7	DCS; MBHPS	duty of infrastructure manager or works manager
s.66(1)	power to consent to structure etc	DCS; MBHPS	power of coordinating road authority
s.67(2)	function of receiving the name & address of the person responsible for distributing the sign or bill	DCS; MBHPS	where council is the coordinating road authority
s.67(3)	power to request information	DCS; MBHPS	power of coordinating road authority
s.68(2)	power to request information	DCS; MBHPS	power of coordinating road authority
s71(3)	power to appoint an authorised officer	CEO	
s.72	duty to issue an identity card to each authorised officer	CEO	
s.85	function of receiving report from authorised officer	DCS; DPD; MTS; MIS; MBHPS	
s86	duty to keep register re s85 matters	DCS; MBHPS	
s87(2)	power to investigate complaint and provide report	DCS; MBHPS	
s.112(2)	power to recover damages in court	DCS; MBHPS; MLSS	
s116	power to cause or carry out inspection	DCS; MBHPS	
s.119(2)	function of consulting with VicRoads	DPD; MTS; MCP	
s.120(1)	power to exercise road management functions on an	DCS; DPD; MTS; MBHPS; MIS	



ROAD MANAGEMENT ACT 2004			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
	arterial road (with the consent of VicRoads)		
s120(2)	power to seek consent of VicRoads	DCS; DPD; MTS; MBHPS; MIS	
s121(1)	power to enter into an agreement re works	DCS; DPD; MTS; MBHPS; MIS	
s.122(1)	power to charge and recover fees	DCS; DPD; MTS; MBHPS; MIS	
s.123(1)	power to charge for any service	DCS; DPD; MTS; MBHPS; MIS	
Schedule 2 Clause 2(1)	power to make a decision re controlled access roads	DPD;	
Schedule 2 Clause 3(1)	power to make policy about controlled access roads	DPD;	
Schedule 2 Clause 3(2)	power to amend, revoke or substitute policy about controlled access roads	DCS; DPD MTS; MBHPS; MIS	
Schedule 2 Clause 4	function of receiving details of proposal from VicRoads	DCS; DPD; DCS; MTS; MBHPS; MIS	
Schedule 2 Clause 5	duty to publish notice of declaration	DCS; MBHPS	
Schedule 7, Clause 7(1)	duty to give notice to relevant coordinating road authority of proposed installation of non-road infrastructure or related works on a road reserve	DCS; MBHPS	duty of infrastructure manager or works manager
Schedule 7, Clause 8(1)	duty to give notice to any other infrastructure manager or works manager responsible for any non-road infrastructure in the area, that could be affected by any proposed installation of infrastructure or related works on	DCS; MBHPS	duty of infrastructure manager or works manager

ROAD MANAGEMENT ACT 2004			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
	a road or road reserve of any road		
Schedule 7, Clause 9(1)	duty to comply with request for information from a coordinating road authority, an infrastructure manager or a works manager responsible for existing or proposed infrastructure in relation to the location of any non-road infrastructure and technical advice or assistance in conduct of works	DCS; MBHPS	duty of infrastructure manager or works manager responsible for non-road infrastructure
Schedule 7, Clause 9(2)	duty to give information to another infrastructure manager or works manager where becomes aware any infrastructure or works are not in the location shown on records, appear to be in an unsafe condition or appear to need maintenance	DCS; MBHPS	duty of infrastructure manager or works manager
Schedule 7, Clause 10(2)	where Schedule 7 Clause 10(1) applies, duty to, where possible, conduct appropriate consultation with persons likely to be significantly affected	DCS; MBHPS	duty of infrastructure manager or works manager
Schedule 7 Clause 12(2)	power to direct infrastructure manager or works manager to conduct reinstatement works	DCS; MIS	power of coordinating road authority
Schedule 7 Clause 12(3)	power to take measures to ensure reinstatement works are completed	DCS; DPD; MTS; MIS	power of coordinating road authority
Schedule 7 Clause 12(4)	duty to ensure that works are conducted by an appropriately qualified person	DCS; DPD; MTS; MIS	power of coordinating road authority
Schedule 7 Clause 12(5)	power to recover costs	DCS; DPD; MTS; MIS	power of coordinating road authority
Schedule 7, Clause 13(1)	duty to notify relevant coordinating road authority within 7 days that works have been completed, subject to	DCS; DPD; MTS; MIS	duty of works manager

ROAD MANAGEMENT ACT 2004			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
	Schedule 7, Clause 13(2)		
Schedule 7 Clause 13(2)	power to vary notice period	DCS; DPD; MTS; MIS	power of coordinating road authority
Schedule 7, Clause 13(3)	duty to ensure works manager has complied with obligation to give notice under Schedule 7, Clause 13(1)	DCS; DPD; MTS; MIS	duty of infrastructure manager
Schedule 7 Clause 16(1)	power to consent to proposed works	DCS; DPD; MTS; MBHPS	power of coordinating road authority
Schedule 7 Clause 16(4)	duty to consult	DCS; DPD; MTS; MBHPS	where council is the coordinating road authority, responsible authority or infrastructure manager
Schedule 7 Clause 16(5)	power to consent to proposed works	DCS; DPD; MTS; MBHPS	where council is the coordinating road authority
Schedule 7 Clause 16(6)	power to set reasonable conditions on consent	DCS; DPD; MTS; MBHPS	where council is the coordinating road authority
Schedule 7 Clause 16(8)	power to include consents and conditions	DCS; DPD; MTS; MBHPS	where council is the coordinating road authority
Schedule 7 Clause 17(2)	power to refuse to give consent and duty to give reasons for refusal	DCS; DPD; MTS; MBHPS	power of coordinating road authority
Schedule 7 Clause 18(1)	power to enter into an agreement	DCS; DPD; MTS; MBHPS	power of coordinating road authority
Schedule 7 Clause 19(1)	power to give notice requiring rectification of works	DCS; DPD; MTS; MBHPS	power of coordinating road authority

ROAD MANAGEMENT ACT 2004			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
Schedule 7 Clause 19(2) & (3)	power to conduct the rectification works or engage a person to conduct the rectification works and power to recover costs incurred	DCS; DPD; MTS; MBHPS	where council is the coordinating road authority
Schedule 7 Clause 20(1)	power to require removal, relocation, replacement or upgrade of existing non-road infrastructure	DPD	power of coordinating road authority
Schedule 7A Clause 2	power to cause street lights to be installed on roads	N/A	power of responsible road authority where it is the coordinating road authority or responsible road authority in respect of the road
Schedule 7A Clause 3(1)(d)	duty to pay installation and operation costs of street lighting - where road is not an arterial road	N/A	where council is the responsible road authority for the road
Schedule 7A Clause 3(1)(e)	duty to pay installation and operation costs of street lighting – where road is a service road on an arterial road and adjacent areas	N/A	where council is the responsible road authority
Schedule 7A Clause (3)(1)(f),	duty to pay installation and percentage of operation costs of street lighting – for arterial roads in accordance with clauses 3(2) and 4	N/A	where council is responsible road authority that installed the light (re: installation costs) and where council is relevant municipal council (re: operating costs)



PLANNING AND ENVIRONMENT REGULATIONS 2015			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS AND LIMITATIONS
r. 6	function of receiving notice, under section 19(1)(c) of the Act, from a planning authority of its preparation of an amendment to a planning scheme	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PDA; SO	where Council is not the planning authority and the amendment affects land within Council's municipal district; or  where the amendment will amend the planning scheme to designate Council as an acquiring authority.
r.21	power of responsible authority to require a permit applicant to verify information (by statutory declaration or other written confirmation satisfactory to the responsible authority) in an application for a permit or to amend a permit or any information provided under section 54 of the Act	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PDA; SO	
r.25(a)	duty to make copy of matter considered under section 60(1A)(g) available for inspection free of charge	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PDA; SO	where Council is the responsible authority
r.25(b)	function of receiving a copy of any document considered under section 60(1A)(g) by the responsible authority and duty to make the document available for inspection free of charge	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PDA; SO	where Council is not the responsible authority but the relevant land is within Council's municipal district
r.42	function of receiving notice under section 96C(1)(c) of the Act from a planning authority of its preparation of a combined application for an amendment to a planning scheme and notice of a permit application	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PDA; SO	where Council is not the planning authority and the amendment affects land within Council's municipal district; or  where the amendment will amend the planning scheme to designate Council as an acquiring authority.

PLANNING AND ENVIRONMENT (FEES) INTERIM REGULATIONS 2015			
Note: these Regulations expire on 14 October 2016			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS AND LIMITATIONS
r.16	power to waive or rebate a fee other than a fee relating to an amendment to a planning scheme	DPD; MSP; CSP; PSP; PPAA	
r.17	power to waive or rebate a fee relating to an amendment of a planning scheme	DPD; MSP; CSP; PSP; PPAA	
r.18	duty to record matters taken into account and which formed the basis of a decision to waive or rebate a fee under r.16 or 17	DPD; MSP; CSP; PSP; TLSP; SSP; SP; PDA; SO	

ROAD MANAGEMENT (GENERAL) REGULATIONS 2005			
<b>Note: these regulations are due to expire on 21 March 2016</b>			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
r.301(1)	duty to conduct reviews of road management plan	DPD; MIS	
r.302(2)	duty to give notice of review of road management plan	DPD; MIS	
r.302(5)	duty to produce written report of review of road management plan and make report available	DPD; MIS	
r.303	duty to give notice of amendment which relates to standard of construction, inspection, maintenance or repair under section 41 of the Act	DPD; MIS	
r.306(2)	duty to record on road management plan the substance and date of effect of amendment	DPD; MIS	
r.501(1)	power to issue permit	DPD; MBHPS	power of coordinating road authority
r.501(4)	power to charge fee for issuing permit under r.501(1)	DPD; MBHPS	power of coordinating road authority
r.503(1)	power to give written consent to person to drive on road a vehicle which is likely to cause damage to road	DPD; MBHPS	power of coordinating road authority
r.508(3)	power to make submission to Tribunal	DPD; MBHPS	power of coordinating road authority
r.509(1)	power to remove objects, refuse, rubbish or other material deposited or left on road	DPD; MLSS; CLS	power of responsible road authority
r.509(2)	power to sell or destroy things removed from road or part of road (after first complying with r.509(3))	DPD; MLSS; CLS	power of responsible road authority
r.509(4)	power to recover in the Magistrates' Court, expenses	DPD; MLSS; CLS	

ROAD MANAGEMENT (GENERAL) REGULATIONS 2005			
Note: these regulations are due to expire on 21 March 2016			
Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
	from person responsible		



**ROAD MANAGEMENT (WORKS AND INFRASTRUCTURE) REGULATIONS 2015**

**Note: these regulations commenced on** 20 June 2015, replacing the Roads Management (works & infrastructure) Regulations 2005, which expired on 21 June 2015.

Column 1	Column 2	Column 3	Column 4
PROVISION	THING DELEGATED	DELEGATE	CONDITIONS & LIMITATIONS
r.15	power to exempt a person from requirement under clause 13(1) of Schedule 7 of the Act to give notice as to the completion of those works	DPD; MIS	where council is the coordinating road authority and where consent given under section 63(1) of the Act
r.22(2)	power to waive whole or part of fee in certain circumstances	DCS; MBHPS; MIS	where council is the coordinating road authority