City of Moonee Valley

# Ordinary Meeting of Council

Tuesday, 23 February 2016 at 7.00pm

## Agenda

# Ordinary Meeting of Council

Tuesday, 23 February 2016 at 7.00pm
to be held at the Moonee Valley Civic Centre

**TO :**

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

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| **Officers:** | Mr Bryan Lancaster | Chief Executive Officer |
| | Mr Anthony Smith | Director Corporate & Community Services |
| | Mr Henry Bezuidenhout | Acting Director Planning & Development |
| | Mr Gil Richardson | Acting Director City Services |
| | Ms Yvonne Hansen | Manager Legislative Services & Support |
| | Ms Vera Mitrovic-Misic | Acting Manager Statutory Planning |

**Business:**

1. **Opening**
2. **Apologies**
3. **Confirmation of Minutes**
   Ordinary Meeting of Ordinary held on Tuesday, 15 December 2015.
4. **Declarations of Conflict of Interest**
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6. **Petitions and Joint Letters**

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**13. Close of Meeting**

**BRYAN LANCASTER**
Chief Executive Officer

# REPORTS BY MAYOR AND COUNCILLORS

**Recommendation**
That reports by the Mayor and Councillors be received.

## 8.1 Report by Mayor, Councillor Surace

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|---|---|
| 2 December 2015 | Attended Active Path Launch hosted by Niddrie Primary School |
| | Attended International Day of People with a Disability Event (Employment, Education and Volunteering Expo) held at the Clocktower Centre |
| | Attended Rotary Club of Strathmore Christmas Luncheon at Strathmore Bowls Club |
| 3 December 2015 | Attended MAV Mayoral Program |
| | Attended Go West Program Launch of the 28th Annual Midsumma Festival |
| 8 December 2015 | Attended briefing for Carols Event and Australia Day Event |
| | Attended meeting with resident regarding local issues |
| | Chaired Public Forum and Councillor Briefing |
| 9 December 2015 | Attended LeadWest's Quarterly Network |
| | Attended Flemington Life Information Session |
| 10 December 2015 | Volunteered to serve guests prior to Christmas Light Tour at Ascot Vale Neighbourhood Centre, Ascot Vale |
| 11 December 2015 | Attended Christmas Dinner with Councillors and Executive Team |
| 12 December 2015 | Attended Enclave Wetlands Reserve official opening |
| | Attended on site meeting with resident in Primrose Street, Moonee Ponds |
| 13 December 2015 | Attended meeting at the Italian Senior Citizens Club of Moonee Ponds |
| | Opened Carols in Queens Park Event |
| 14 December 2015 | Attended meeting with resident |
| | Participated in Local Government Focus Story |

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| | Attended Value of Volunteers Dinner hosted by East Keilor Rotary Club |
| | Attended Essendon Camera Club Presentation Night |
| 15 December 2015 | Attended on site meeting with resident in Essendon |
| | Chaired Ordinary Meeting of Council |
| 16 December 2015 | Attended meeting with Chief Executive Officer and Kevin Devlin, CEO of Level Crossing Removal Authority |
| | Attended meeting with resident regarding concerns in the Airport West area |
| | Attended Stakeholder Event hosted by Metropolitan Planning Authority |
| 18 December 2015 | Attended Life Membership Event hosted by Ascot Vale Leisure Centre |
| 20 December 2015 | Attended Pre-Christmas Luncheon hosted by Circolo Pensionati di Essendon at Moonee Ponds Bowling Club |
| 22 December 2015 | Attended meeting with residents |
| | Attended meeting with Strategic Planning Officers regarding Draft Housing Strategy and the State Government Residential zones review process |
| | Chaired Special Council Meeting regarding relocation of Settlers Cottage from 1070 Mt Alexander Road, Essendon |
| 23 December 2015 | Attended staff Christmas Party at the Depot |
| | Attended staff Christmas Luncheon at Moonee Ponds Bowling Club |
| 5 January 2016 | Attended meeting with Executive Assistant to Mayor and Councillors regarding pending issues and events for 2016 |
| | Attended to media obligations regarding the Settlers Cottage in Essendon |
| | Attended follow up meeting regarding Draft Housing Strategy and the State Government Residential zones review process |
| | Attended meeting with Communications Officer |
| 14 – 16 January 2016 | Attended Victorian Local Government Association Mayoral Leadership Conference |
| 16 January 2016 | Attended Official Opening Ceremony of the TET 2016 Year of the Monkey hosted by Vietnamese Community |

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| 17 January 2016 | Attended Cricket Victoria one day international match at the Melbourne Cricket Club |
| 18 January 2016 | Participated in a radio interview with Joy FM regarding Council's Midsumma Program |
| 19 January 2016 | Attended meeting with representative at East Keilor Football Club |
| | Attended discussion session with Ascot Vale Residents Action Group, Flemington Association representatives and Council officers regarding Victoria Racing Club's proposed development at Flemington Racecourse |
| 20 January 2016 | Participated in a radio interview with 3AW regarding Council's stolen "Rosie" statue |
| | Attended to media obligations regarding Community Cup Event |
| 21 January 2016 | Attended the Official Australia Day Luncheon at Melbourne Convention and Exhibition Centre |
| 22 January 2016 | Attended meeting with Chief Executive Officer, Manager City Planning, Ben Carroll MP, Danny Pearson MP, Bryan Sherritt, Acting Regional Director of Vic Roads |
| | Attended to media obligations concerning the stolen memorial statue in Ascot Vale with Councillor Nicole Marshall and representatives from Women Caring for Veterans of War |
| | Opened Midsumma Opening at the Incinerator Arts Gallery |
| 25 January 2016 | Attended to media obligations regarding upcoming Cricket Cup Event |
| 26 January 2016 | Officiated Australia Day Citizenship Ceremony at the Clocktower Centre |
| 28 January 2016 | Visited 100 year old resident in Flemington |
| 29 January 2016 | Attended meeting at Crown Street Stables |
| 30 January 2016 | Participated in Judging Panel at the Miss Gay and Miss Transsexual Australia Event in Newport |
| 1 February 2016 | Attended meeting with Manager City Planning and resident regarding concerns with local business in Moonee Ponds |
| | Chaired Integrated Transport Committee meeting |
| 2 February 2016 | Attended site visit with Chief Executive Officer to Flemington Community Centre and Hopetoun Community Centre |

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| | Attended opening launch of Super Tram Stop in Moonee Ponds Junction with Public Transport Victoria and Yarra Trams' |
| | Attended Summer Reading Club at Avondale Heights Library and Learning Centre |
| 3 February 2016 | Attended meeting hosted by Danny Pearson MP with The Hon. Robin Scott, Minister Finance and Multicultural Affairs and CALD leaders |
| | Attended meeting with Bruce Cameron regarding 45th Annual Thanksgiving Breakfast |
| | Attended meeting with Manager Community Planning in relation to Community Grants |
| | Chaired consultation briefing and meeting in relation to 12 Craig Street, Keilor East application |
| | Attended consultation briefing and meeting in relation to 33 Marshall Street, Flemington application |
| 4 February 2016 | Attended Moonee Valley Foundation meeting |
| | Attended meeting with Chief Executive Officer, Councillor Cam Nation and residents regarding local laws issue |
| | Attended Official Opening at Doutta Galla Queens Park Aged Care Facility for the opening of their home theatre |
| 5 February 2016 | Attended Moonee Valley Racing Club and the Australian Chinese Jockey Club to celebrate Eliza Park International Chinese New Year Celebration |
| 7 February 2016 | Attended Midsumma Festival – Dolly Diamond "Alive and Intimate" performance at the Clocktower Centre |
| 9 February 2016 | Attended briefing with Youth Services Officer regarding International Woman's Day guest speaker role |
| | Attended meeting with Chief Executive Officer and representatives of GPT Group, co-owner of Highpoint Shopping Centre regarding transport and traffic opportunities in Inner West |
| | Chaired Public Forum and Councillor Briefing |

## 8.2 Report by Councillor Giuliano

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|---|---|
| 2 December 2015 | Chaired consultation briefing and meeting in relation to 31 Bulla Road, Essendon North application |
| 3 December 2015 | Attended Clifton Park Advisory Group meeting |
| | Attended Buckley Park local area traffic management working group meeting # 2 |
| 6 December 2015 | Attended Keilor Obedience Dog Training Presentation morning |
| 7 December 2015 | Attended Niddrie Traders Association meeting |
| 8 December 2015 | Attended Tenders Committee meeting |
| | Attended Public Forum and Councillor Briefing |
| 9 December 2015 | Attended Strathmore Primary School Grade 6 Graduation Ceremony |
| 11 December 2015 | Attended Christmas Dinner with Mayor, Councillors and Executive Team |
| 13 December 2015 | Attended meeting at the Italian Senior Citizens Club of Moonee Ponds |
| | Attended Carols in Queens Park Event |
| 15 December 2015 | Attended Christmas morning tea for Mirabel Foundation |
| | Attended Wurundjeri Recognition Plaque Launch |
| | Attended Ordinary Meeting of Council |
| 20 December 2015 | Attended Pre Christmas Luncheon hosted by Circolo Pensionati di Essendon at Moonee Ponds Bowling Club |
| 22 December 2015 | Attended Special Council Meeting regarding relocation of Settlers Cottage from 1070 Mt Alexander Road, Essendon |
| 24 December 2015 | Attended staff Christmas Party at the Depot |
| | Attended staff Christmas Luncheon at Moonee Ponds Bowling Club |
| 10 January 2016 | Attended St Albans Lunar New Year Festival |
| 16 January 2016 | Attended Official Opening Ceremony of the TET 2016 Year of the Monkey hosted by Vietnamese Community |
| 22 January 2016 | Attended Midsumma Opening at the Incinerator Gallery |
| 26 January 2016 | Attended Australia Day Citizenship Ceremony at the Clocktower Centre |

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| 27 January 2016 | Attended consultation briefing and meeting in relation to 53-55 Amelia Avenue, Essendon application |
| | Attended consultation briefing and meeting in relation to 8 Ida Street, Niddrie application |
| 28 January 2016 | Attended meeting with Strategic Planning Officers regarding Draft Housing Strategy and the State Government Residential zones review process |
| 29 January 2016 | Attended tour of Port Phillip's Housing Association 60 units of Community Housing, Wominjeka Apartments with CEO Karen Barnett and General Manager Operations, Tanya Armstrong, 1064 Mt Alexander Road, Essendon |
| 2 February 2016 | Attended meeting with representative from Brickmakers Arms Restaurant |
| | Attended meeting with Acting Director Corporate and Community Services regarding local laws matters |
| | Chaired Councillor Workshop |
| | Chaired Special Meeting of Council |
| 3 February 2016 | Chaired consultation briefing and meeting in relation to 39 Pearl Street, Niddrie application |
| 4 February 2016 | Attended Buckley Park local area traffic management bus tour |
| 9 February 2016 | Attended Tenders Committee meeting |
| | Attended Public Forum and Councillor Briefing |

## 8.3 Report by Councillor Chantry

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|---|---|
| 2 December 2015 | Chaired consultation briefing and meeting in relation to 31 Bulla Road, Essendon North application |
| 5 December 2015 | Attended on site meeting with resident regarding a planning application in Primrose Street, Moonee Ponds |
| 8 December 2015 | Attended Public Forum and Councillor Briefing |
| 11 December 2015 | Opened "The Summer Show" at the Incinerator Arts Gallery |
| 15 December 2015 | Attended tour of Community Chef in Altona |
| | Opened Morning Music Launch at the Clocktower Centre |

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| | Attended Ordinary Meeting of Council |
| 22 December 2015 | Attended Special Council Meeting regarding relocation of Settlers Cottage from 1070 Mt Alexander Road, Essendon |
| 10 January 2016 | Attended St Albans Lunar New Year Festival |
| 12 January 2016 | Attended on site meeting with resident regarding a planning application in Rose Street, Essendon |
| 16 January 2016 | Attended on site meeting with resident regarding a planning application in Pascoe Vale Road, Essendon |
| | Attended Official Opening Ceremony of the TET 2016 Year of the Monkey hosted by Vietnamese Community |
| 21 January 2016 | Attended meeting with Chief Executive Officer to introduce new Executive Officer |
| 22 January 2016 | Attended Midsumma Opening of “Mind Dog” at the Incinerator Arts Gallery |
| 26 January 2016 | Attended Australia Day Citizenship Ceremony at the Clocktower Centre |
| | Attended on site meeting with residents of Lebanon Street, Strathmore in relation to pollution and issues at Essendon Airport |
| 27 January 2016 | Attended meeting with Strategic Planning Officers regarding Draft Housing Strategy and the State Government Residential Zones Review |
| | Attended consultation briefing and meeting in relation to 53-55 Amelia Avenue, Essendon application |
| | Attended consultation briefing and meeting in relation to 8 Ida Street, Niddrie application |
| 2 February 2016 | Attended Councillor Workshop |
| | Attended Special Meeting of Council |
| 3 February 2016 | Attended consultation briefing and meeting in relation to 39 Pearl Street, Niddrie application |
| 4 February 2016 | Attended Buckley Park local area traffic management bus tour |
| 8 February 2016 | Chaired Anzac Centenary Community Coordinating Committee meeting |
| 9 February 2016 | Attended Public Forum and Councillor Briefing |

## 8.4 Report by Councillor Cornish

2 December 2015 – 9 February 2016 Verbal Report

## 8.5 Report by Councillor Cusack

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|---|---|
| 2 December 2015 | Chaired consultation briefing and meeting in relation to 320 Ascot Vale Road, Moonee Ponds application |
| 3 December 2015 | Attended Ascot Vale Resident Action Group meeting at Wingate Avenue Community Centre |
| 5 December 2015 | Attended Union Road Traders Association Christmas Street Festival |
| | Attended Twilight Carols hosted by Union Road Traders Association |
| 8 December 2015 | Attended Tenders Committee meeting |
| | Attended Public Forum and Councillor Briefing |
| 9 December 2015 | Attended meeting with Union Road Traders Association |
| | Attended LeadWest Board meeting for December 2015 |
| | Attended LeadWest's Quarterly Network nibbles at The Pavilion, Sunshine Golf Club, Derrimut |
| | Attended Flemington Life Information Session |
| 11 December 2015 | Attended "The Summer Show" Opening at the Incinerator Arts Gallery |
| 12 December 2015 | Attended Flemington Life Information Session at the Clocktower Centre |
| 13 December 2015 | Attended Carols in Queens Park Event |
| 14 December 2015 | Attended Disability Reference Group meeting |
| 15 December 2015 | Attended Ordinary Meeting of Council |
| 17 December 2015 | Attended joint Christmas Function – as member for Maribyrnong and member for Essendon |
| 19 December 2015 | Attended Moonee Valley Sports Club Family Christmas Function |
| 22 December 2015 | Attended Special Council Meeting regarding relocation of Settlers Cottage from 1070 Mt Alexander Road, Essendon |
| 5 January 2016 | Attended meeting with Strategic Planning Officers regarding Draft Housing Strategy and the State Government Residential Zones Review |

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| 13 January 2016 | Attended Ascot Vale Residents Action Group and Flemington Association meeting at Moonee Ponds Club regarding Victoria Racing Club's proposed development at Flemington Racecourse |
| 16 January 2016 | Attended Official Opening Ceremony of the TET 2016 Year of the Monkey hosted by Vietnamese Community |
| 18 January 2016 | Attended Wingate Avenue Community Centre Committee of Management meeting |
| 19 January 2016 | Attended discussion session with Ascot Vale Residents Action Group, Flemington Association representatives and Council officers regarding Victoria Racing Club's proposed development at Flemington Racecourse |
| 21 January 2016 | Attended meeting with Chief Executive Officer to introduce new Executive Officer |
| | Attended the Official Australia Day Luncheon at Melbourne Convention and Exhibition Centre |
| 22 January 2016 | Attended Midsumma Opening at the Incinerator Arts Gallery |
| 23 January 2016 | Attended Community Street Stall in Union Road regarding Victoria Racing Club's proposed development at Flemington Racecourse |
| 26 January 2016 | Attended Australia Day Citizenship Ceremony at the Clocktower Centre |
| 27 January 2016 | Attended consultation briefing and meeting in relation to 11 Mooltan Street, Travancore application |
| 30 January 2016 | Attended Community Street Stall in Racecourse Road regarding Victoria Racing Club's proposed development at Flemington Racecourse |
| 2 February 2016 | Attended Councillor Workshop |
| | Attended Special Meeting of Council |
| 3 February 2016 | Attended resident meeting regarding proposed development at the corner of Mascoma Street and Mt Alexander Road, Ascot Vale |
| 8 February 2016 | Attended Anzac Centenary Community Coordinating Committee meeting |
| 9 February 2016 | Attended Tenders Committee meeting |

## 8.6 Report by Councillor Marshall

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|---|---|
| 2 December 2015 | Attended on site meeting with resident in Primrose Street, Moonee Ponds |
| | Attended consultation briefing and meeting in relation to 320 Ascot Vale Road, Moonee Ponds application |
| 3 December 2015 | Attended Ascot Vale residents action group meeting at Wingate Avenue |
| 5 December 2015 | Attended Union Road Traders Christmas Street Festival |
| | Attended Twilight Carols hosted by Union Road Traders |
| 7 December 2015 | Attended Audit Committee meeting |
| 8 December 2015 | Attended Public Forum and Councillor Briefing |
| 9 December 2015 | Attended Flemington Life Information session at Flemington Bowls Club |
| 12 December 2015 | Attended Flemington Life Information session at the Clocktower Centre |
| 13 December 2015 | Attended Carols in Queens Park Event |
| 15 December 2015 | Attended Ordinary Meeting of Council |
| 22 December 2015 | Attended meeting with Strategic Planning Officers regarding Draft Housing Strategy and the State Government Residential zones review process |
| | Attended Special Council Meeting regarding relocation of Settlers Cottage from 1070 Mt Alexander Road, Essendon |
| 16 January 2016 | Attended Official Opening Ceremony of the TET 2016 Year of the Monkey hosted by Vietnamese Community |
| 19 January 2016 | Attended discussion session with Ascot Vale Residents Action Group, Flemington Association representatives and Council officers regarding Victoria Racing Club's proposed development at Flemington Racecourse |
| 20 January 2016 | Attended meeting with Manager City Planning to discuss Strategic Planning Advisory Committee and Land Use Portfolio |
| 22 January 2016 | Attended photo opportunity with The Leader Newspaper at the stolen memorial statue in Ascot Vale with the Mayor, Councillor Andrea Surace and representatives from Women Caring for Veterans of War |

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|---|---|
| | Attended Midsumma Opening at the Incinerator Arts Gallery |
| 25 January 2016 | Meeting with Chief Executive Officer to introduce new Executive Officer |
| 26 January 2016 | Attended Australia Day Citizenship Ceremony at the Clocktower Centre |
| 27 January 2016 | Attended consultation briefing and meeting in relation to 11 Mooltan Street, Travancore application |
| 1 February 2016 | Attended Integrated Transport Committee meeting |
| 2 February 2016 | Attended Councillor Workshop |
| | Attended Special Meeting of Council |
| 3 February 2016 | Chaired consultation briefing and meeting in relation to 19-21 Illawarra Rd, Flemington application |
| | Chaired consultation briefing and meeting in relation to 33 Marshall Street, Flemington application |
| 7 February 2016 | Attended Victoria Racing Club drop in session – Flemington Racecourse Public Exhibition |
| 9 February 2016 | Attended Public Forum and Councillor Briefing |
| Throughout reporting period | Meetings with resident in relation to issues of concern. Attendance at planning application sites. |

## 8.7 Report by Councillor Nation

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|---|---|
| 8 December 2015 | Attended Economic Development Councillor Portfolio meeting with Acting Manager Environment and Lifestyle and Coordinator Economic Development |
| | Attended Tenders Committee meeting |
| | Attended Public Forum |
| | Attended Councillor Briefing |
| 9 December 2015 | Attended meeting with Union Road Traders Association |
| 10 December 2015 | Attended Essendon and Strathmore Ratepayers Association meeting |
| 11 December 2015 | Attended Christmas Dinner with Mayor, Councillors and Executive Team |
| 12 December 2015 | Attended on site meeting with resident regarding a planning application in Primrose Street, Moonee Ponds |

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| | Attended planning application site visit in Taylor Street, Moonee Ponds |
| | Attended planning application site visit in Middle Street, Ascot Vale |
| | Attended and officiated at Flemington Life Information session at the Clocktower Centre, Moonee Ponds |
| 13 December 2015 | Attended planning application site visit for Lloyd Street, Strathmore |
| | Attended planning application site visit for Kernan Street, Strathmore |
| | Attended planning application site visit for St Kinnord Street, Aberfeldie |
| | Attended planning application site visit for Spencer Street, Essendon |
| 15 December 2015 | Opened and officiated at Wurundjeri Recognition Plaque Launch at Avondale Heights Library and Learning Centre, Avondale Heights |
| | Attended Ordinary Meeting of Council |
| 22 December 2015 | Attended Special Meeting of Council |
| 24 December 2015 | Attended Staff Christmas Luncheon at Moonee Ponds Bowling Club, Moonee Ponds |
| 25 December 2015 – 31 January 2016 | Leave of Absence |
| 2 February 2016 | Attended meeting with Strategic Planning Officers regarding Draft Housing Strategy and the State Government Residential Zones Review |
| | Attended Councillor Workshop |
| | Attended Special Meeting of Council |
| 4 February 2016 | Attended meeting with Chief Executive Officer, Mayor and residents regarding local laws matters |
| 8 February 2016 | Attended meeting with Chief Executive Officer and Executive Officer |
| 9 February 2016 | Attended Tenders Committee meeting |
| | Attended Public Forum |
| | Attended Councillor Briefing |

## 8.8 Report by Councillor Sharpe

| | |
|---|---|
| 8 December 2015 | Chaired Early Years Reference Group meeting |
| | Attended on site meeting with business owner regarding development in Essendon |
| | Attended Public Forum and Councillor Briefing |
| 11 December 2015 | Attended Christmas Dinner with Mayor, Councillors and Executive Team |
| 13 December 2015 | Attended Carols in Queens Park Event |
| 15 December 2015 | Attended Ordinary Meeting of Council |
| 22 December 2015 | Attended meeting with Strategic Planning Officers regarding Draft Housing Strategy and the State Government Residential zones review process |
| | Attended Special Council Meeting regarding relocation of Settlers Cottage from 1070 Mt Alexander Road, Essendon |
| 24 December 2015 | Attended staff Christmas Party at the Depot |
| | Attended staff Christmas Luncheon at Moonee Ponds Bowling Club |
| 16 January 2016 | Attended Official Opening Ceremony of the TET 2016 Year of the Monkey hosted by Vietnamese Community |
| 27 January 2016 | Attended consultation briefing and meeting in relation to 53-55 Amelia Avenue, Essendon application |
| | Attended consultation briefing and meeting in relation to 8 Ida Street, Niddrie application |
| 29 January 2016 | Attended tour of Port Phillip's Housing Association 60 units of Community Housing, Wominjeka Apartments with CEO Karen Barnett and General Manager Operations, Tanya Armstrong, 1064 Mt Alexander Road, Essendon |
| 2 February 2016 | Attended Councillor Workshop |
| | Attended Special Meeting of Council |
| 4 February 2016 | Attended Buckley Park local area traffic management bus tour |
| 5 February 2016 | Attended meeting with TLC |
| 7 February 2016 | Attended Doutta Galla Tennis and Bowling Club Open Day |
| 9 February 2016 | Attended Public Forum |
| | Attended Councillor Briefing |

## 8.9 Report by Councillor Sipek

2 December 2015 – 9 February 2016 Verbal Report

# REPORTS

## 9.1 147-157 Princes Street, Flemington (Lot 1 TP160088Y, Lot 1 TP324502F & Lot 1 TP247653L) - Construction of 25 dwellings with a reduction in car parking requirements

**File No:** FOL/16/130

**Author:** Principal Statutory Planner

**Directorate:** Planning & Development

**Ward:** Myrnong

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**Planning File Reference:** MV/233/2015

| | |
|---|---|
| **Proposal** | • 25 double and triple storey dwellings (11 x 3 bedrooms and 14 x 2 bedrooms)<br>• Reduction of five visitor car parking spaces |
| **Applicant** | Tom Paul |
| **Owner** | J. Dow Nominees Pty Ltd & Ruby Red Vic Pty Ltd |
| **Planning Scheme Controls** | • General Residential Zone |
| **Planning Permit Requirement** | Clause 32.08-4 – Construction of two or more dwellings on a lot<br>Clause 52.06-3 – Reduction in car parking requirements |
| **Car Parking Requirements (Clause 52.06)** | Required: 41 car spaces<br>Provided: 50 car spaces |
| **Restrictive Covenants** | None |
| **Easements** | Yes, a 1.52 metre wide drainage and carriageway easement and a 1.22 metre wide drainage easement |
| **Site Area** | 1,882 square metres |
| **Number Of Objections** | 20 objections |
| **Consultation Meeting** | 21 October 2015 |

## Executive Summary

- The application seeks planning approval for the construction of 25 double and triple storey dwellings with a reduction of five visitor car parking spaces.
- The site has an area of 1,882 square metres and is located on the north-western side of Princes Street, Flemington. The site comprises two existing double storey detached dwellings and a vacant lot.
- The application was advertised and 20 objections were received. The concerns raised related to overdevelopment, neighbourhood character, visual bulk, external design, setbacks, interface with adjoining properties, heritage impacts, car parking, traffic, waste collection, location of bins, hygiene with location of bins, overlooking, overshadowing, lack of open space, noise, loss of vegetation, security/safety, increase in crime, boundary fencing, construction impacts, blocking views, nearby developments smaller in scale, lack of streetscape/community benefits, car headlights, impacts on sewerage pipes, errors on the plans and issues with the advertising process.
- A Consultation Meeting was held on 21 October 2015, attended by Councillor Cusack, objectors, the applicant and Council's Planning Officer. No resolution was achieved at this meeting. However, a revised basement plan dated 13 October 2015 (refer **Appendix D**) and waste management plan dated 14 October 2015 showing changes to the provision of waste, drainage and car parking were submitted to Council on 14 October 2015 to address some of the concerns raised by Council and objectors prior to the meeting.
- The application was internally referred to Council's Engineering Services Unit, Traffic and Transportation Unit, Environmental Sustainable Development (ESD) Officer and Heritage Advisor. Conditional support to the application was provided.
- This assessment report finds that the proposal demonstrates an adequate level of compliance with the relevant policies and provisions of the Moonee Valley Planning Scheme, and recommends that a Notice of Decision to Grant a Permit be issued subject to conditions.

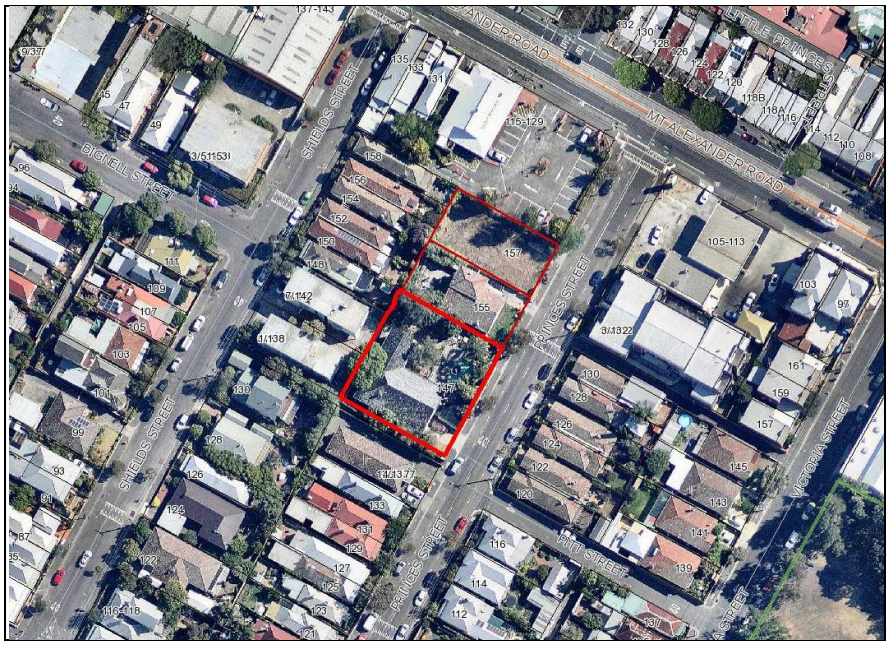


**Figure 1 – Aerial photo of the subject site and surrounds**

## Recommendation

That Council issue a Notice of Decision to Grant a Permit in relation to Planning Permit Application No. MV/233/2015 for the construction of 25 dwellings with a reduction in car parking requirements at No.147-157 Princes Street, Flemington (Lot 1 TP160088Y, Lot 1 TP324502F & Lot 1 TP247653L), subject to the following conditions:

1. Prior to the commencement of the development, an application must be made to and approved by the Responsible Authority for the creation, variation or removal of an easement as nominated on Lot 1 TP160088Y and Lot 1 TP324502F and to the satisfaction of the Responsible Authority.

2. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The amended plans must be drawn to scale with dimensions and 3 copies must be provided. The amended plans must be generally in accordance with the plans submitted and assessed with the application but modified to show:

   a) Changes to the layout and design of the basement floor level in accordance with revised plan A100 dated 13 October 2015.

   b) Modifications to the basement access way to allow for the safe and efficient ingress and egress of private waste collection vehicles, in accordance with Condition 23.

   c) Overall site coverage reduced to a maximum of 60%, in accordance with Clause 55.03-3 (Site Coverage) of the Moonee Valley Planning Scheme.

   d) Overall site permeability increased to a minimum of 20%, in accordance with Clause 55.03-4 (Permeability) of the Moonee Valley Planning Scheme, and to correctly correlate with the amended STORM Rating Report required under Condition 4.

e) Provision of garden beds associated with the canopy trees along the north-western (rear) property boundary, in accordance with Condition 21.

f) All fencing along the north-western (rear) property boundary to be a minimum of 1.8 metres in height above Natural Ground Level (NGL).

g) All internal fencing between private courtyards to be a minimum of 1.8 metres in height above ground level, with no transparency.

h) Retaining walls abutting the basement ramp provided with glass bricks and/or openings to allow greater visibility of the pedestrian pathway for vehicles exiting the subject site.

i) The first floor south-west facing habitable room windows of Dwelling 14 treated/screened in accordance with the requirements of Clause 55.04-6 (Overlooking) of the Moonee Valley Planning Scheme.

j) All opaque glazing (GL-2) to be 'fixed' or 'restricted awning' with a 'maximum of 25% transparency'.

k) The provision of suitably located mailboxes for each dwelling, in accordance with the requirements of Clause 55.06-4 (Site Services) of the Moonee Valley Planning Scheme.

l) The provision of a 300mm trench grate at the bottom of the basement ramp.

m) The introduction of greenery (i.e. climbers) to the south-west facing double storey brick walls.

n) Deletion of the ground floor south-west facing kitchen window of Dwelling 1 from the Ground Floor Plan.

o) Deletion of the 'services enclosure' adjoining the second floor level of Dwelling 13 on the north elevation plan.

p) The correct size and layout of all existing secluded private open space areas associated with adjoining properties.

q) A roof plan which graphically shows:

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

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

   iii) The area of any raingarden in square metres which collects roof runoff.

   The details must be consistent with the information provided in the approved complying STORM Rating Report.

r) Demonstration on the floor plans as to how the rainwater runoff is to be:

   i) Collected from any nominated impervious surface area; and

   ii) Distributed to the nominated sized and located raingarden/infiltration strip/buffer strip (i.e. is it gravity fed or pumped and show the grading of the paved area).

s) Show the size and location of any buffer strips / infiltration sand pits or trenches, and the extent, size and grading of the impervious surfaces draining to it. This must be consistent with the information provided in the approved STORM Rating Report.

t) Notation on the plans that the raingardens must be set back a minimum of 300mm from a site boundary and a minimum of 300mm from a building and that the raingardens must be lined and have their overflow plumbed into the stormwater system.

When approved, these plans will be endorsed and will form part of this permit.

3. Except with the prior written consent of the Responsible Authority, the layout of the land and the size, design and location of the buildings and works permitted must always accord with the endorsed plan and must not be altered or modified.

4. An amended STORM Rating Report must be submitted simultaneously with the submission of amended plans in accordance with Condition 2. The STORM Rating Report must correctly nominate all pervious and impervious areas, including roof areas, and obtain a minimum 100% to comply with Clause 22.03-4 (Stormwater Management) of the Moonee Valley Planning Scheme.

5. A minimum 30 days prior to any building or works commencing, all WSUD Design Details (relating to the WSUD treatment measures nominated in the approved and complying STORM report), such as cross sections and/or specifications, to assess the technical effectiveness of the proposed stormwater treatment measures, must be submitted for approval by the Responsible Authority.

6. A minimum 30 days prior to any building or works commencing, a Construction and Site Management Plan (CSMP) must be submitted to and be approved by the Responsible Authority detailing the construction activity proposed and the site and environmental management methods to be used. The plan must include, but is not limited to:

a) Hours of construction;

b) Parking and traffic movement of all workers' and construction vehicles;

c) Scaffolding and hoarding for the site;

d) Allocated areas for loading and unloading;

e) Site evacuation plan and procedure;

f) Occupational health and safety policy;

g) Hazard identification and control;

h) Environmental management and waste minimisation;

i) Management of onsite stormwater and prevention of contamination which must be in the form of a detailed statement or report which outlines all measures to be taken to prevent litter, sediments and pollution from entering the stormwater systems;

j) Protection of surrounding roads from site contamination and damage including rumble grid and/or wash down bay facility;

k) Arrangements for chemical storage;

l) Noise and vibration control;

m) Risk assessment;

n) Works timetable; and

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

When approved, the CSMP will be endorsed and will form part of this permit.

The development must be carried out in accordance with the endorsed CSMP and the provisions, requirements and recommendations of the endorsed CSMP must be implemented and complied with to the satisfaction of the Responsible Authority.

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

   a) Inspection frequency;

   b) Cleanout procedures;

   c) As installed design details/diagrams including a sketch of how the system operates;

   d) A report confirming completion and commissioning of all WSUD Response initiatives by the author of the WSUD Response and STORM or MUSIC model approved pursuant to this permit, or similarly qualified person or company. This report must be to the satisfaction of the Responsible Authority and must confirm that all initiatives specified in the WSUD Response and STORM or MUSIC model have been completed and implemented in accordance with the approved report.

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

8. Before the buildings approved by this permit are occupied, all retaining walls and boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.

9. Buildings or works must not be constructed over or adjacent to any easement or within one metre of an existing Council drainage asset without the prior written consent of Council (or of the authorities or agencies with an interest in the easement) to the satisfaction of the Responsible Authority.

10. Floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

11. Before the buildings approved by this permit are occupied, the privacy screens and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority.

    All privacy screens and other measures to prevent overlooking as shown on the endorsed plans must at all times be maintained to the satisfaction of the

Responsible Authority.

12. Before the buildings approved by this permit are occupied, the areas set aside for the parking of vehicles, together with the associated driveways and access lanes as shown on the endorsed plans must be:

    a) Constructed;

    b) Available for use in accordance with the endorsed plans;

    c) Properly formed to such levels and drained so that they can be used in accordance with the endorsed plans; and

    d) Finished with a permanent trafficable surface (such as concrete, asphalt or paving);

    in accordance with the endorsed plans to the satisfaction of the Responsible Authority.

    The area set aside for the parking of vehicles, together with the associated driveways and access lanes as shown on the endorsed plans must:

    e) Be maintained and made available for such use; and

    f) Not be used for any other purpose;

    to the satisfaction of the Responsible Authority.

13. Before the buildings approved by this permit are occupied, concrete vehicular crossing(s) must be constructed to suit the proposed driveway(s) in accordance with the responsible authority's specification and any obsolete, disused or redundant vehicle crossing(s) must be removed and the area reinstated to footpath, nature strip and kerb and channel to the satisfaction of the responsible authority.

    All vehicle access points must be located a minimum of 1.0 metre from any infrastructure including service pits. Alternatively, such assets may be incorporated into the crossover with the prior written consent of the responsible authority and the relevant servicing authority/agency. Subsequent works and costs in association with relocation and/or amendment must be incurred at the owner's cost, to the satisfaction of the relevant servicing authority/agency and the Responsible Authority.

14. All structures within the pedestrian visibility splays at each vehicle access point must be at least 50% visually permeable pursuant to Clause 52.06-8 (Design Standards for car parking) of the Moonee Valley Planning Scheme.

15. Visitor car spaces to be kept clear during bin collection times, with the display and maintenance of appropriate signage detailing this on site.

16. Provision must be made for the drainage of the land including landscaped and pavement areas. The discharge of water from the land must be controlled around its limits to prevent any discharge onto any adjoining or adjacent property or streets other than by means of an underground pipe drain which is discharged to an approved legal point of discharge to the satisfaction of the Responsible Authority.

17. An on-site stormwater detention drainage system must be installed on the land to the satisfaction of the Responsible Authority.

Before the development starts a Drainage Layout Plan, including computations and manufacturers specifications, to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Drainage Layout Plan must be prepared by a Civil Engineer with suitable qualifications to the satisfaction of the Responsible Authority and must depict an on-site stormwater detention drainage system to be installed on the land.

When approved, the Drainage Layout Plan will form part of this permit.

The on-site stormwater detention drainage system must be installed and the provisions, recommendations and requirements of the endorsed Drainage Layout Plan must otherwise be implemented and complied with to the satisfaction of the Responsible Authority.

18. Before the buildings approved by this permit are occupied, all boundary fencing must be erected. The cost of such fencing must be met by the owner and carried out to the satisfaction of the Responsible Authority.

19. The development must be provided with external lighting capable of illuminating access to the basement entrance, each car parking space and pedestrian walkways. Lighting must be located, directed and shielded and of limited intensity so that no nuisance or loss of amenity is caused to any person within or beyond the land.

20. Prior to the commencement of buildings and works, the Sustainable Management Plan (SMP) prepared by 'Urban Digestor' TP Issue V5 dated 6 August 2015 is to be resubmitted to the Responsible Authority for approval. Once approved, the SMP is to be implemented and appropriately managed during construction of the proposed buildings.

21. Before the development starts, and before any trees or vegetation are removed, an amended landscape plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The amended landscape plan must be prepared by a person or firm with suitable qualifications to the satisfaction of the Responsible Authority, drawn to scale with dimensions and 3 copies must be provided. The amended landscape plan must be generally in accordance with the landscape plan submitted with the application but modified to show:

    a) Plans to accord with Condition 2 of this permit.

    b) The mature size (height and width) of all proposed vegetation within the planting schedule.

    c) Alternating canopy tree species at the front of the dwellings addressing Princes Street.

    d) Provision of a garden bed for the demarcation and protection of canopy trees along the north-western (rear) property boundary. All proposed trees along the north-western property boundary to be of a suitable species with minimal canopy protrusion onto adjoining properties.

    e) The introduction of greenery (i.e. climbers) to the south-west facing double storey brick walls.

f) Features such as paths, paving and accessways, with surface treatment/materials clearly noted.

g) All planting abutting the vehicle accessway and land frontage to have a maximum mature height of no more than 900mm in accordance with Clause 52.06-8 (Design Standards for Car Parking) of the Moonee Valley Planning Scheme.

h) An appropriate irrigation system.

When approved, the amended landscape plan will be endorsed and will form part of this permit.

Landscaping in accordance with the endorsed landscaping plan and schedule must be completed before the building is occupied.

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

23. Before the development starts, a Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Waste Management Plan must be in accordance with the City of Moonee Valley's 'Waste Management Plans – Guidelines for Applicants' and must:

a) Be generally in accordance with the Waste Management Plan prepared by Leigh Design Pty Ltd dated 14 October 2015.

b) Specify details for on-site private waste collection.

c) Specify bin collection times, with appropriate signage requiring visitor car spaces to be kept clear during bin collection times to allow for private waste collection vehicles to safely and efficiently manoeuvre on-site.

d) Show access routes for private waste collection vehicles that allow for safe and efficient ingress and egress.

When approved the Waste Management Plan will be endorsed and will form part of this permit.

The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

24. This permit will expire if:

a) The development does not start within two (2) years of the date of issue of this permit, or

b) The development is not completed within four (4) years of the date of issue of this permit.

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

If the development commences before the permit expires, within twelve (12) months after the permit expires, the owner or occupier of the land may make a written request to the Responsible Authority to extend the expiry date.

**Permit Notes**

- This is not a building permit under the *Building Act*. A separate building permit is required to be obtained for any demolition or building works.
- Before the development starts, the permit holder must contact the Moonee Valley City Council's Technical Services Department regarding legal point of discharge, vehicular crossings, building over easements, asset protection, road consent/occupancy, etc.
- No on street parking permits will be provided to the occupiers of the land.
- The required on-site detention system must be designed to limit the rate of stormwater discharge from the land to pre-development levels in accordance with the following calculation: C=0.4, tc=5mins, ARI 1 in 5. An ARI of 1 in 10 should be used for storage and the greater of post development C or C=0.80.
- All drainage works undertaken must be in accordance with the requirements of Stormwater Drainage Requirements for Development Works as prepared by the Moonee Valley City Council.
- All works undertaken within any existing road reserves must accord with the requirements of the Moonee Valley City Council's Technical Services Department and be to the satisfaction of the Responsible Authority.
- Existing levels along the property line and easements must be maintained. All proposed levels must match to existing surface levels along the property boundary and or easement. Council will not accept any modifications to existing levels within any road reserve or easement.

## 1. Introduction

### 1.1 Subject Site and Surrounds

The subject site is located on the north-western side of Princes Street, Flemington. The site is generally regular in shape with a frontage to Princes Street of 62.16 metres and a maximum depth of 30.48 metres resulting in a total area of 1,882m$^2$.

The land has an approximate 1.80 metre fall from the north of the site to the south.

A 1.52 metre wide drainage and carriageway easement exists to the north-west of the site, adjoining the rear property boundary of No.147 Princes Street, with a 1.22 metre wide drainage easement abutting the south-west property boundary of No.155 Princes Street.

The site comprises two double storey detached dwellings, with associated outbuildings, and a vacant lot. The existing dwellings have a minimum front setback of approximately 6.0 metres for No.147 Princes Street and 8.5 metres for No.155 Princes Street. Vehicle access is obtained from four existing crossovers to the south-east along Princes Street. While a number of large

trees exist on the subject site, there is no significant or protected vegetation on the subject site. There are two established street trees located to the south-east of the site along Princes Street.

**Figure 2 – Subject site (No.147-157 Princes Street, Flemington)**

The surrounding area is comprised of predominantly residential and commercial zoned land used and developed for residential and commercial purposes. The built form within the vicinity is predominantly single and double storey, with examples of multi-storey and multi-dwelling developments evident nearby. While the built form found within the immediate vicinity is predominantly traditional in style and character, comprising of brick, render and weatherboard dwellings with pitched tiled and metal roofing, there is an emergence of new and contemporary developments nearby, particularly along and within close proximity of the Mt Alexander Road corridor.

### 1.2 Proposal

It is proposed to construct 25 double and triple storey dwellings with a reduction of five visitor car parking spaces. The proposal, as advertised, can be summarised as follows:

**Table 1**

| | |
|---|---|
| No. of dwellings | 25 |
| No. of car spaces | 50 |
| Max. building height | 10.49 metres |
| Site coverage | 60.80% |
| Permeability | 18.10% |

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

It is noted that a revised basement plan dated 13 October 2015 (refer **Appendix D**) was received by Council on 14 October 2015 prior to the Consultation Meeting held on 21 October 2015. The revised plan demonstrates:

- Provision of two additional car spaces, which have been allocated to visitors.
- Provision of a communal waste storage area. This was accompanied by an amended waste management plan.
- Relocation and modifications to the services room/area.
- Provision of traffic control signals at the entrance and exit to the basement ramp.
- Nomination of potential variations to the existing drainage easement, including the relocation of the drainage easement and associated infrastructure to the north-western (rear) property boundary. This would be directed towards the existing pedestrian laneway and existing drainage infrastructure to the south-west of No.147 Princes Street.

The revised basement plan and amended waste management plan address some of the concerns raised and are to be included as conditions on any permit granted accordingly.

## 2. Background

### 2.1 Relevant Planning History

147 Princes Street, Flemington

No relevant planning history has been identified for this allotment.

155 Princes Street, Flemington

No relevant planning history has been identified for this allotment.

157 Princes Street, Flemington

Planning Permit application MV/512/2014 for the construction of two triple storey dwellings was withdrawn on 17 April 2015.

Planning Permit application MV/457/2013 for the use of a display home in a Residential 1 Zone was withdrawn on 17 September 2013.

### 2.2 Planning Policies & Decision Guidelines

State Planning Policy Framework

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

Local Planning Policy Framework

| | |
|---|---|
| Clause 21.01 | Municipal Profile |
| Clause 21.02 | Key Issues and Influences |
| Clause 21.03 | Vision |
| Clause 21.04 | Sustainable Environment |

| | |
|---|---|
| Clause 21.05 | Housing |
| Clause 21.06 | Built Environment |
| Clause 22.03 | Stormwater Management (Water Sensitive Urban Design) |

Zoning

| | |
|---|---|
| Clause 32.08 | General Residential Zone |

Particular and General Provisions

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

### 2.3 Referrals

External

Not applicable.

Internal

- Engineering Services Unit

  Objects to the proposed development on the following grounds:

  - There are existing easements over the proposed basement area.
  - A detailed Ground Floor Plan with feature survey details (including existing easements, dimensions, etc.) must be provided for further consideration.
  - The existing 1.22m wide drainage easement from No.138-158 Shields Street and the 1.22m wide easement over No.155 Princes Street should be investigated and surveyed, with details provided for any existing drainage infrastructure.
  - A detailed cross section of the existing 1.22m drainage easement, within the vicinity of the proposed basement, is to be provided.

  No objection to the amended Waste Management Plan dated 14 October 2015, subject to the provision of on-site waste collection by a private contractor. Modifications to the basement accessway are required in order to accommodate this.

- Traffic and Transportation Unit

  No objection to the revised basement plan dated 13 October 2015, subject to the inclusion of glass bricks or openings to the retaining walls either side of the accessway to allow for transparency and improved visibility, due to the slope of the ramp.

- ESD Officer

No objection to the Sustainable Management Plan (SMP) or STORM Rating Report, subject to the inclusion of conditions on any permit granted.

- Heritage Advisor

  The proposal has a lot of merit. The proposal picks up on the tight scale of the surrounding Heritage Overlays. The design is contemporary but with some soft gestures such as the descending rooves minimising the effect of the upper storeys on the streetscape. The introduction of the shared garden and lanes is to be commended. Materials are natural and neutral and relate to the precinct (timber cladding, metal sheeting).

### 2.4 Public Notification of the Application

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

As a result, twenty (20) objections were received from the properties contained within **Appendix A** of this report.

A response to the objections is provided in Section 3.6 of this report.

### 2.5 Consultation Meeting

Consultation Meeting was held on 21 October 2015, attended by Councillor Cusack, objectors, the applicant and Council's Planning Officer. No resolution was achieved at this meeting.

## 3. Discussion

### 3.1 State Planning Policy Framework (SPPF)

The relevant State Planning Policy Framework clauses are considered to be met. For the large part State Planning objectives seek to encourage urban consolidation in locations which take advantage of existing commercial and community services and public transport. The subject site is approximately 30 metres from the Principal Public Transport Network (PPTN) and is located within close proximity of numerous local businesses, public reserves, schools and public transport options. The location of the subject site is considered to lend support for a more intensive form of residential development.

The proposal contributes to the objective of housing diversity by providing a mix of dwelling sizes in various configurations which will cater for the increasingly diverse needs of future residents.

### 3.2 Local Planning Policy Framework (LPPF)

The proposal generally complies with the objectives and strategies of Clause 21.04 (Sustainable Environment) through the use of ecologically sustainable design principles, as highlighted within the submitted SMP. Furthermore, all dwellings will need to meet the minimum six star energy efficiency rating as required by the National Construction Code (NCC), which is considered suitable. As mentioned earlier, Council's ESD Officer has no objection to the proposed development, subject to the inclusion of conditions on any permit granted.

The revised basement plan dated 13 October 2015 and amended waste management plan dated 14 October 2015 accord with the objectives of Clause 21.04-7 (Waste) as they integrate waste management and recycling facilities in order to achieve best practice in waste minimisation and recycling. Therefore, the revised basement plan and amended waste management plan will be endorsed through conditions on any permit granted accordingly.

The proposal complies with the objectives and strategies of Clause 21.05 (Housing) by increasing housing opportunities to meet growing population needs, providing a diversity of housing choice in a well-established area with access to public transport options and local/community services.

The proposed development responds to the strategies of Clause 21.06 (Built Environment). A number of the objectives and strategies within this clause appear to overlap with those contained within the neighbourhood character precinct profile and ResCode, and therefore the key concepts of Clause 21.06 are discussed below within Section 3.3 of this report.

The proposal complies with Clause 22.03 Stormwater Management (Water Sensitive Urban Design) and meets the required on-site stormwater treatment as demonstrated by achieving at least 100% on the STORM Rating Report. The relevant WSUD requirements, including stormwater treatment measures and relevant annotations, are to be included as conditions on any permit granted in accordance with this policy.

### 3.3 Neighbourhood Character Guidelines

The subject land is identified as being within character area 'Inner Urban 1'.

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

"*New developments will contribute to the consistent building definition by complementing the siting and appearance of period dwellings in low garden settings*.

*The use of lighter finishes will contribute to the traditional palette of materials. Consistent front and side setbacks will respect the existing siting patterns along the streets, while low or permeable front fences will retain views to dwellings and front gardens. Garages and carports will be non-existent to retain the continuous, uninterrupted footpaths and solid building edge to the streets*."

It is considered that the development provides a suitable response to the preferred character statement of Inner Urban 1 within the Neighbourhood Character Precinct Profiles 2012 as follows:

**Table 2**

| | |
|---|---|
| Siting and Building Envelope | Has a street setback which complements the setbacks found within the immediate streetscape. It is noted that predominant street setbacks opposite the subject site and further south-west along Princes Street range between 2.5 to 3.5 metres. Importantly, the proposed development maintains a defined built form edge along the streetscape and reinforces the predominant alignment along the street edge.<br><br>Is set off the south-west (side) property boundary by 3.94 |

| | |
|---|---|
| | metres, along the site frontage; is set off the north-west (rear) property boundary by 2.63-3.68 metres at the lower floor levels, and tapering further back at the second floor level; provides a further setback of 3.0 metres across the site frontage between Dwellings 8 and 9; and provides a separation of 8.83 metres between Dwellings 21 and 22 towards the rear of the site.<br><br>Siting and building envelopes complement the siting of older, original dwellings, while also minimising amenity and visual impacts on adjoining properties.<br><br>The proposed development also minimises and reduces disruptions to the footpath along Princes Street through the provision of one shared vehicle accessway and the removal and reinstatement of four existing crossovers across the site frontage. |
| Built Form | A mix of traditional and modern elements complementing the mix within the streetscape and surrounding area.<br><br>Well-articulated on each elevation.<br><br>Double storey and triple storey heights are responsive to existing and emerging building heights within the immediate vicinity. A number of existing and approved triple storey buildings can be found along Princes Street, Shields Street and Mt Alexander Road. It is also noted that the Design and Development Overlay (DDO3) applicable to properties abutting this section of Mt Alexander Road has a preferred maximum height of 12 metres (3 storeys), which the proposed development generally respects. |
| Design Detail | A mix of brickwork, metal cladding and timber cladding materials which are considered to be characteristic of traditional and more contemporary infill developments in the area. Proposed colours are predominantly greys, creams and browns, which contribute to the streetscape and complement the predominant palette of materials in the area.<br><br>Combination of contemporary pitched and flat roofing complements predominant roof styles within the immediate vicinity.<br><br>Windows have been provided along the street front to ensure surveillance of the street is achieved. |
| Landscaping and front fencing | The development is provided with landscaped front terrace areas to Dwellings 1 to 13 (inclusive), which complements the predominant style of front gardens along the streetscape. Landscaping has also been provided along the rear interface and within internal courtyards (private and communal) to help soften the built form and provide a better outlook to existing and proposed dwellings. |

| | |
|---|---|
| | A low brick retaining wall along the Princes Street frontage provides distinction between the public and private realm, while allowing for views to dwellings and gardens. |

### 3.4 Compliance with Clause 52.06 (Car Parking)

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

**Table 3**

| Unit | Requires | Provides |
|---|---|---|
| 25 dwellings (11 x 3 bedrooms and 14 x 2 bedrooms) | 36 | 50 |
| Residential visitors | 5 | 0 |
| Total | 41 | 50 |

As discussed under Section 2.3 of this report, Council's Traffic and Transportation Unit have no objection to the revised basement plan (13 October 2015) demonstrating the provision of two visitor car spaces on site and traffic control signals at the entrance and exit to the basement ramp. Therefore, the revised basement plan and the inclusion of glass bricks or openings to retaining walls either side of the accessway are to be included as conditions on any permit granted. Residents and visitors will not have access to residential parking permits and this is to be included as a note on any permit granted.

With regard to the reduction in car parking requirements it is noted that the advertised plans provide a total of 50 car spaces on site, which is 14 more than the requirements for occupants alone and can be informally utilised by visitors associated with the smaller dwellings accordingly. The revised basement plan also provides for two dedicated on-site visitor car spaces, while the removal and reinstatement of four existing crossovers at the front of the site along Princes Street will further increase the capacity of on-street car parking for visitors to utilise. The subject site is also located approximately 30 metres from the No.59 tram route, which can be utilised by visitors to the subject site as an alternate means of transport. Such measures would all help offset the visitor car parking spaces not being provided for on-site and are considered acceptable accordingly.

With regard to traffic generation, the proposed development is expected to generate approximately 15 vehicle trips per peak hour and up to 150 vehicle trips over an entire day. Traffix Group are satisfied that traffic generated by the proposed development will be relatively low and will not have a detrimental impact to Princes Street or the surrounding road network.

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

### 3.5 Clause 55 (ResCode) Assessment

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

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

**Table 4**

| ResCode Standard | Response |
|---|---|
| Clause 55.03-1<br>(Standard B6)<br>Street Setback | Dwellings 1 to 13 (inclusive) are proposed to be set back a minimum of 2.0-3.0 metres from the Princes Street frontage.<br>Under this standard the required front setback should be a minimum of 6.98 metres. Therefore the proposal does not comply with the requirements of this standard.<br>While the proposal does not comply with the requirements of this standard, the proposed front setback complements predominant front setbacks which typically range from 2.5 to 3.5 metres. The existing double storey apartment building directly to the south-west of the site, with a front setback of 6.98 metres, is considered to be an anomaly along this section of Princes Street.<br>Importantly, the proposed development maintains a defined built form edge along the streetscape and reinforces the predominant alignment along the street edge, which accords with the preferred character statement of the Inner Urban 1 precinct profile as discussed within Section 3.3 of this report. |
| Clause 55.03-2<br>(Standard B7)<br>Building Height | The proposed development is to extend to a maximum height of 10.49 metres, which does not meet the requirements of this standard.<br>As the slope of the natural ground level is more than 2.5 degrees at a cross section wider than 8 metres, the maximum building height should not exceed 10 metres.<br>However, this is considered to be a minor non-compliance, largely due to the slope of the land, as the proposed development predominantly sits beneath the 10 metre height requirement and it is only the roof parapet section of a small number of dwellings that exceed this height requirement. Furthermore, these roof parapet sections are |

| | |
|---|---|
| | located towards the front of the site, away from sensitive interfaces, and would not impact on the amenity of adjoining properties accordingly. It is also noted that these roof parapet sections are well recessed from Princes Street, due to the slanted nature of the roof design, and would not significantly impact on the streetscape with regard to visual bulk as a result. Therefore, this particular non-compliance would be imperceptible from the private and public realm and complies with the preferred character statement of the Inner Urban 1 precinct profile as discussed within Section 3.3 of this report. |
| Clause 55.03-3<br>(Standard B8)<br>Site Coverage | The proposed site coverage is 60.80%, which exceeds the maximum requirement of 60%.<br>As the subject site is much larger than surrounding properties, and does not appear to have any particular site constraints that would prevent a development from meeting the requirements of this standard, the proposed site coverage is considered to be unwarranted and does not respond to the features of the site. It is noted that a 15m$^2$ reduction in the extent of built form should be able to achieve compliance with the requirements of this standard, which is not considered unreasonable given the site is suitable for medium density housing but is not located within an Activity Centre or commercial precinct where higher densities might be considered acceptable. |
| Clause 55.03-4<br>(Standard B9)<br>Permeability | The site is able to achieve a permeable area of 18.10%, which does not meet the minimum requirement of 20% as specified under this standard.<br>As discussed above, the subject site is much larger than surrounding properties and does not appear to have any particular site constraints that would prevent a development from meeting the requirements of this standard. An increase in the overall permeability of the site would help reduce the impact of increased stormwater runoff on the drainage system and facilitate on-site stormwater infiltration to areas not being treated by water sensitive urban design measures.<br>It is noted that the STORM Rating Report suggests that permeable areas for the proposed development are much higher (at least 685m$^2$ in lieu of 340m$^2$), which equates to approximately 36.40% of the total site area. If this were the case, |

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| | this would be considered acceptable with regard to the requirements and objectives of this standard. Therefore, a site plan clearly showing all permeable and non-permeable areas, correctly correlating with the STORM Rating Report and demonstrating a minimum of 20% permeability, is to be required as a condition on any permit granted. This is not considered to be unreasonable given the site is not located within an Activity Centre or commercial precinct where a lower level of permeability might be considered acceptable. |
| Clause 55.03-8<br>(Standard B13)<br>Landscaping | The landscape plan for the site shows that landscaping is able to be achieved within the front setback of Dwellings 1 to 13 (inclusive), as well as within the communal open space area, along the rear interface and within the secluded private open space area for each dwelling. The landscape plan shows the provision of at least 13 canopy trees across the site frontage. However, it is considered that the canopy trees across the site frontage should alternate in species in order to provide additional visual interest and minimise any potential impacts with regard to the repetition of built form along Princes Street, and this is to be a condition on any permit granted. Landscaping is also to be provided along the proposed pedestrian accessways, where possible. |
| Clause 55.04-2<br>(Standard B18)<br>Walls on Boundaries | The north-eastern boundary walls would have a total maximum length of 19.80 metres (maximum of 15.12 metres allowed) and a maximum height ranging between 5.80-9.90 metres, which does not meet the length or height requirements of this standard. However, as these walls abut an existing car park associated with a commercial property at No.115-129 Mt Alexander Road, there would not be any material detriment or amenity impacts to the adjoining commercial property as a result of this non-compliance. Furthermore, the adjoining commercial property to the north-east is located within the DDO3, which allows for building heights of up to 12 metres, which would obscure views of the proposed development if ever developed in the future. While the proposed boundary walls would be quite extensive and visible prior to any development of the adjoining site to the north-east, these walls have been treated with a relief pattern (Flemish Bond Brickwork with 0mm, 60mm and 120mm projections), which would provide suitable articulation and visual interest in the interim. |

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| | The south-western boundary wall would have a maximum length 10.90 metres (maximum of 15.12 metres allowed) and a maximum average height of 6.50 metres, which meets the length requirement of this standard but does not meet the height requirement. However, as this wall abuts a 2.11 metre wide pedestrian laneway and does not face a particularly sensitive interface (vehicle accessway and car parking area associated with the double storey apartment building at No.137 Princes Street), the additional height would not cause significant material detriment or amenity impacts to this adjoining property and is considered acceptable in this instance. Furthermore, this boundary wall has been treated with a relief pattern (Flemish Bond Brickwork with 0mm, 60mm and 120mm projections) and glazed windows, which would provide suitable articulation and visual interest to the pedestrian laneway and adjoining property at No.137 Princes Street. |
| Clause 55.04-6<br>(Standard B22)<br>Overlooking | There is overlooking potential from the first floor south-west facing habitable room windows of Dwelling 14 into existing habitable room windows and existing secluded private open space areas associated with No.137 Princes Street and No.130 Shields Street respectively. These windows are to be treated/screened in accordance with the requirements of this standard as a condition on any permit granted.<br>Furthermore, all opaque glazing (GL-2) is to have a 'maximum of 25% transparency', and this is to be a condition on any permit granted. |
| Clause 55.06-4<br>(Standard B34)<br>Site Services | Bin/recycling enclosures have been nominated on the plans. However, the location and design of bin storage areas is not considered appropriate for the efficient collection of waste and should be modified in accordance with the revised basement plan (dated 13 October 2015) and amended waste management plan (dated 14 October 2015) as discussed within Sections 2.3 and 3.2 of the report. These are to be included as conditions on any permit granted accordingly.<br>The proposed development has not nominated a suitable mailbox area for the proposed dwellings. This needs to be suitably shown on the plans and meet the requirements of Australia Post, and this is to be a condition on any permit granted (refer to Condition 2.k). |

### 3.6 Objections

**Table 5**

| Issue | Officer Response |
|---|---|
| Overdevelopment | The proposed development is generally considered acceptable as discussed within Sections 3.1, 3.2 and 3.3 of this report. However, site coverage should be reduced and permeability increased as discussed within Section 3.5 of this report in order to reduce the extent of development to an acceptable level. |
| Neighbourhood character/visual bulk/external design | This is considered acceptable as discussed within Sections 3.2, 3.3 and 3.5 of this report. |
| Height | This is considered acceptable as discussed within Sections 3.3 and 3.5 of this report. |
| Front setback | This is considered acceptable as discussed within Sections 3.3 and 3.5 of this report. |
| Side and rear setbacks | The proposed development meets the requirements of Clause 55.04-1 (Side and Rear Setbacks). |
| Harsh south-west (side) interface/could soften and introduce greenery | While the south-west (side) interface of the proposed development is considered acceptable as discussed within Sections 3.3 and 3.5 of this report, it is considered that the introduction of greenery (i.e. climbers) to the south-west facing double storey brick walls could help soften the built form further and provide additional visual interest along this interface. This is to be a condition on any permit granted accordingly. The care and maintenance of this greenery would be the responsibility of the private lot owners, or the owners corporation, depending on the final design and layout of the associated plan of subdivision. |
| Impacts on heritage precinct | Council's Heritage Advisor has no objection to the proposed development. The proposed character and design is considered acceptable as discussed within Sections 2.3 and 3.3 of this report. |
| Car parking/traffic issues | This is considered acceptable subject to the revised basement plan (dated 13 October 2015) and inclusion of glass bricks or openings to the retaining walls either side of the accessway as conditions on any permit granted, as discussed within Sections 2.3 and 3.4 of this report. |
| Waste collection | This is considered acceptable subject to the revised basement plan (13 October 2015) and amended waste management plan (14 October 2015) being |

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| | included as conditions on any permit granted, along with the provision of on-site waste collection by a private contractor, as discussed within Sections 2.3 and 3.2 of this report. Modifications to the basement accessway are required in order to accommodate the efficient ingress and egress of private waste vehicles, which are also to be included as conditions on any permit granted. |
| Overlooking | The proposed development meets the requirements of Clause 55.04-6 (Overlooking), subject to the inclusion of conditions (refer to Conditions 2.i and 1.j) on any permit granted, as discussed within Section 3.5 of this report. |
| Height, replacement and cost of rear boundary fence | The height of the rear boundary fence appears to be acceptable (1.8m high timber paling fence) and this is to be reinforced through conditions on any permit granted, along with all fence costs to be at the owner/developer's expense (refer to Conditions 2.f and 18). |
| Overshadowing | The proposed development meets the requirements of Clause 55.04-5 (Overshadowing Open Space). |
| Lack of private open space | The proposed development meets the provisions of Clause 55.05-4 (Private Open Space). Each dwelling is provided with total private open space ranging from 21.7m$^2$ to 32.7m$^2$, with the majority of dwellings also providing for a second floor balcony ranging from 10.1m$^2$ to 10.6m$^2$. The proposed development also provides for a 97.3m$^2$ communal open space area on site and is within easy walking distance of numerous public reserves, which can be utilised for additional recreation and leisure purposes by any future occupants where required. |
| Noise | It is considered that the noise emitted from the development would be similar to that of other nearby developments and residential dwellings in the area and it is not expected that the noise emitted will significantly affect surrounding properties.<br>Furthermore, it is noted that there are specific Local Laws and EPA noise guidelines that control nuisance and excessive noise within residential areas, which are applicable to all residential properties. |
| Loss of greenery, trees and birds | The proposed development meets the requirements of Clause 55.03-8 (Landscaping), subject to the inclusion of conditions on any permit granted as discussed within Sections 3.3 and 3.5 of this report. |
| Intrusion of trees onto | While the provision of trees along the north-western |

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| adjoining properties to the rear | (rear) interface is considered acceptable and would help soften the proposed built form from adjoining properties to the rear, these trees are to be of a suitable species with minimal canopy protrusion onto adjoining properties. These trees should also be provided within garden beds, which do not impact on pedestrian accessibility, to allow for an appropriate setback off the north-western property boundary. These requirements are to be included as conditions on any permit granted (refer to Conditions 2.e and 21.d). |
| Security/safety/crime | It is noted that all internal accessways associated with the proposed development are secure and are provided with fencing and gates as appropriate. It is also noted that the proposed development would increase lighting and passive surveillance to the site and surrounding area, thereby improving safety and minimising the chance for crime to occur. |
| Construction impacts | A Construction and Site Management Plan will be required as a condition on any permit granted in order to minimise potential construction impacts on surrounding properties (refer to Condition 6). |
| Outlook/views being blocked | It is commonly held that no one owns a view.<br>However, the proposed development does not present excessive visual bulk or detrimentally impact on outlook as discussed within Sections 3.2, 3.3 and 3.5 of this report. |
| Existing development directly opposite is of a smaller scale | This is not a valid planning consideration as each application is assessed on its own merits. |
| Proposal offers nothing to the streetscape or local community | For the reasons articulated throughout this assessment, it is considered that the proposed design would positively contribute to the character and visual interest of the streetscape through high quality design, a reduction in the number of vehicle crossovers and a consistent landscaping theme. It is also noted that the proposed development would increase passive surveillance and therefore safety to the streetscape and surrounding area as discussed earlier. |
| Hygiene/location of laundry next to bins | The revised basement plan dated 13 October 2015 provides for a communal waste storage area and therefore negates this issue. |
| Vehicle light spillage | All lighting proposed on site is to be suitably baffled to prevent light spillage on adjoining properties and this is to be a condition on any permit granted. |

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| | Unfortunately, any light from vehicle headlights cannot be controlled by the proposed development or Moonee Valley Planning Scheme and is an occurrence for many residential streets within Melbourne (i.e. dwellings directly opposite a 'T' intersection). The relocation of the vehicle accessway closer towards Mt Alexander Road would not mitigate this issue and just transfer the issue from one property to another. |
| Impacts on existing sewerage pipe to the rear of the site | The proposed development meets the requirements of Clause 55.02-4 (Infrastructure). Any infrastructure that needs to be modified or upgraded as part of the proposed development will be undertaken by the owner/developer, where required. |
| Plan A502 incorrectly depicts the size of existing private open space areas on adjoining properties | This was noted and considered in the final assessment of the application, and is to be corrected on the plans as a condition on any permit granted (refer to Condition 2.p). |
| Issues with regard to the advertising process | The proposal was advertised in accordance with Section 52 of the *Planning and Environment Act 1987*. It is noted that two advertising notices were placed along the street frontage and letters were sent to adjoining and surrounding properties. Importantly, the trigger for advertising under Clause 32.08 (General Residential Zone) is 'two or more dwellings on a lot' and therefore the number of dwellings above or beyond this is inconsequential to the requirements under the Moonee Valley Planning Scheme. |

## 4. Human Rights

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

## 5. Conclusion

The application has been assessed against the relevant provisions of the State Planning Policy Framework, Local Planning Policy Framework, zoning controls, the relevant Particular and General Provisions, and the decision guidelines at Clause 65 of the Moonee Valley Planning Scheme. Additionally, consideration has been given to the requirements of Section 60(1B) of the Planning and Environment Act 1987 with respect to the number of objections received, and it is determined that the proposal would not have a significant social effect.

It is considered that the proposal demonstrates general compliance with the requirements of these provisions and policies. The application is supported as detailed above in the recommendation section.

## Appendices

Appendix A: List of Objectors
Appendix B: Clause 55 (ResCode) Assessment Table
Appendix C: Advertised Plans (separately circulated)
Appendix D: Revised Basement Plan

**Location of Objector's Properties**

| |
|---|
| 131 Princes Street, FLEMINGTON VIC 3031 |
| 152 Shields Street, FLEMINGTON VIC 3031 |
| 129 Princes Street, FLEMINGTON VIC 3031 |
| 116 Princes Street, FLEMINGTON VIC 3031 |
| 126 Princes Street, FLEMINGTON VIC 3031 (X2) |
| 148 Shields Street, FLEMINGTON VIC 3031 |
| 156 Shields Street, FLEMINGTON VIC 3031 (X2) |
| 120 Princes Street, FLEMINGTON VIC 3031 |
| 27 Mantell Street, MOONEE PONDS VIC 3039 |
| 150 Shields Street, FLEMINGTON VIC 3031 |
| Unit 2, 132 Princes Street, FLEMINGTON VIC 3031 |
| 1/138 Shields Street, FLEMINGTON VIC 3031 |
| 123 Princes Street, FLEMINGTON VIC 3031 |
| 128 Princes Street, FLEMINGTON VIC 3031 |
| 108 Princes Street, FLEMINGTON VIC 3031 |
| 130 Princes Street, FLEMINGTON VIC 3031 |
| 158 Shields Street, FLEMINGTON VIC 3031 |
| 122 Princes Street, FLEMINGTON VIC 3031 |

**Clause 55 of the Moonee Valley Planning Scheme**

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

Where there is non-compliance, or modification required, see Section 3.5 of this report.

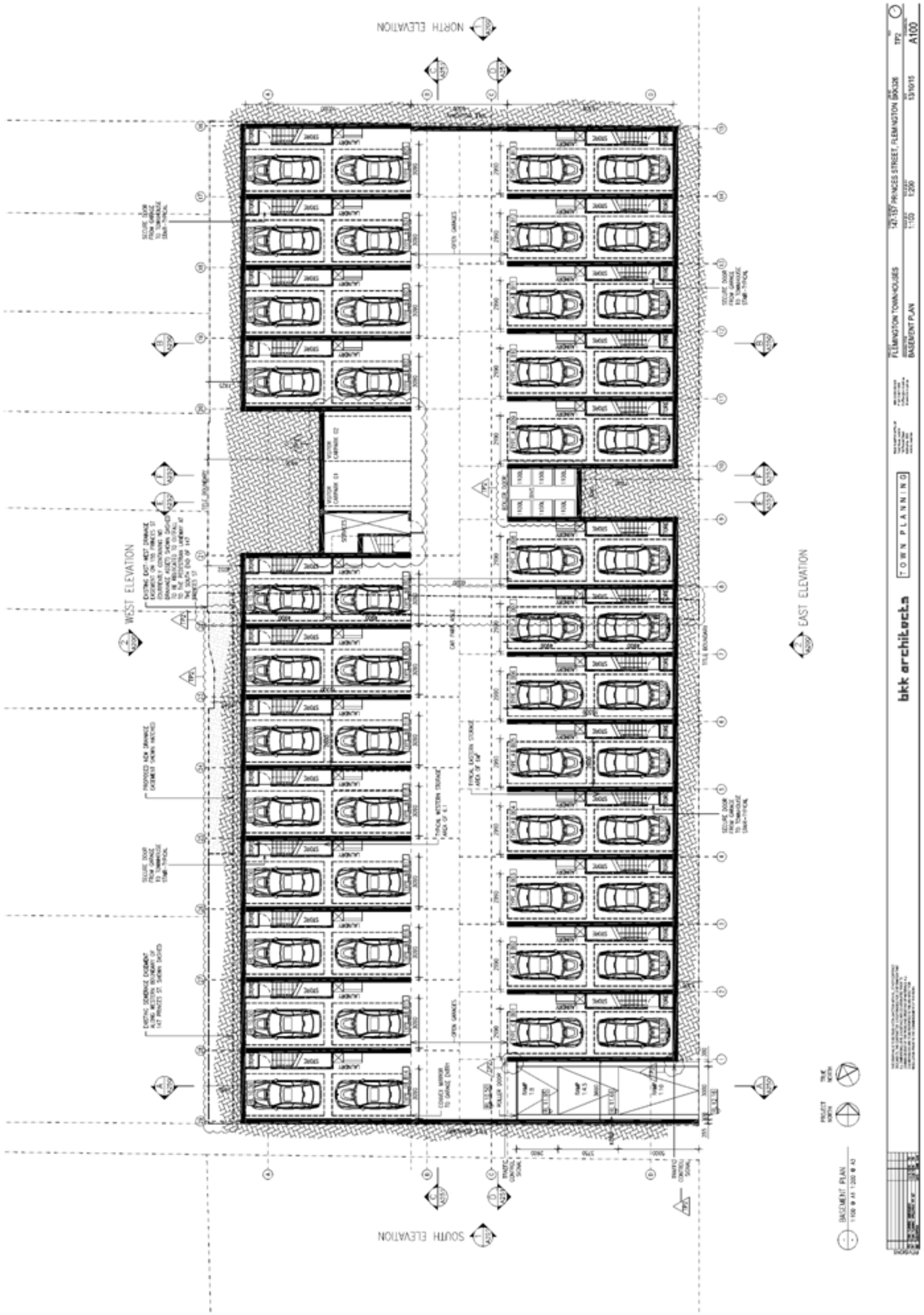
| Title and Objective | Complies with Standard | Complies with Objective |
|---|---|---|
| *B1 - Neighbourhood Character* | ✓ | ✓ |
| *B2 - Residential Policy* | ✓ | ✓ |
| *B3 - Dwelling Diversity* | ✓ | ✓ |
| *B4 - Infrastructure Objectives* | ✓ | ✓ |
| *B5 - Integration with the Street Objective* | ✓ | ✓ |
| *B6 - Street Setback Objective* | X | ✓ |
| *B7 - Building Height Objective* | X | ✓ |
| *B8 - Site Coverage Objective* | ✓ (subject to conditions) | ✓ (subject to conditions) |
| *B9 - Permeability Objectives* | ✓ (subject to conditions) | ✓ (subject to conditions) |
| *B10 - Energy Efficiency Objectives* | ✓ | ✓ |
| *B11 - Open Space Objective* | ✓ | ✓ |
| *B12 - Safety Objective* | ✓ | ✓ |
| *B13 - Landscaping Objectives* | ✓ (subject to conditions) | ✓ (subject to conditions) |
| *B14 - Access Objectives* | ✓ | ✓ |
| *B15 - Parking Location Objectives* | ✓ | ✓ |
| *B16 - Parking Provision Objectives* | Deleted from Clause 55 on 5 June 2012 (VC90). Refer to Clause 52.06 for car parking requirements under Section 3.4 of the report. | |
| *B17 - Side and Rear Setbacks Objective* | ✓ | ✓ |
| *B18 - Walls on Boundaries Objective* | X | ✓ |
| *B19 - Daylight to Existing Windows Objective* | ✓ | ✓ |
| *B20 - North-facing Windows Objective* | N/A | N/A |
| *B21 - Overshadowing Open Space Objective* | ✓ | ✓ |
| *B22 - Overlooking Objective* | ✓ (subject to conditions) | ✓ (subject to conditions) |
| *B23 - Internal Views Objective* | ✓ | ✓ |

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

✓- complies

X - non-compliance

N/A - not applicable


NORTH ELEVATION
WEST ELEVATION
EAST ELEVATION
SOUTH ELEVATION
FLEMINGTON TOWN-HOUSES
147-157 PRINCES STREET, FLEMINGTON 3031
BASEMENT PLAN
A100
bkk architects
TOWN PLANNING

## 9.2 4 Homer Street & 687 Mt Alexander Road, Moonee Ponds (CP 153150 & Units 3-15 & 19-22 SP23884A) - Construction of a multi-storey building accommodating ground floor retail, dwellings, reduction in the car parking requirements and works within a Road Zone

**File No:** FOL/16/130

**Author:** Principal Planner/Appeals Advocate

**Directorate:** Planning & Development

**Ward:** Myrnong

| | |
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| **Planning File No.** | MV/949/2014 |
| **Proposal** | • Construction of a 14 storey building (maximum height 50.7 metres)<br>• 219 dwellings ( 106 x 1 bedroom, 109 x 2 bedroom and 4 x 3 bedroom)<br>• 548 square metres of ground floor retail<br>• 167 car spaces<br>• Landscape plaza fronting Mt Alexander Road<br>• Widening of the rear laneway |
| **Applicant** | The Maloney Group<br>C/- Fulcrum Urban Planning |
| **Owner** | Grindlay Nominees Pty Ltd & Victoria Teachers Ltd |
| **Planning Scheme Controls** | Activity Centre Zone – Schedule 1 (Moonee Ponds Activity Centre) |
| **Planning Permit Requirement** | • Clause 36.04-2 (Buildings & Works)<br>• Clause 37-08-5 (Buildings & Works)<br>• Clause 52.06-3 (Reduction in car parking) |
| **Car Parking Requirements**<br>**(Clause 52.06)** | Requires - 287 spaces<br>Provides – 167 spaces |

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| **Bicycle Requirements** | Requires – 64 spaces<br>Provides – 134 spaces |
| **Restrictive Covenants** | None |
| **Easements** | None |
| **Site Area** | 1708 square metres |
| **Number of Objections** | Eight (8) |
| **Consultation Meeting** | N/A |

**Executive Summary**

- This application seeks planning approval for the construction of a 14 storey mixed use building comprising ground floor level retail along with dwellings above. It also seeks a reduction in car parking requirements along with works within a Road Zone.
- The site comprises a total area of 1708 square metres and is located on the northern western corner of Homer Street and Mt Alexander Road, Moonee Ponds.
- The application was advertised and eight objections were received. The concerns raised primarily related to the height of the building, off-site amenity impacts, traffic congestion, lack of onsite parking, construction noise and management.
- A Consultation Meeting was not held as the application attracted less than 10 objections.
- The application was externally referred to VicRoads and Public Transport Victoria (PTV). Internally, the application was referred to Council's Engineering Services Unit, Traffic and Transportation Unit, Property Services, Urban Design Officer, Heritage Advisor, Environmental Sustainable Development (ESD) Officer and Parks and Gardens. Aside from on-site parking adequacy concerns raised by the Traffic and Transportation Unit, no objections were received.
- In a bid to address various initial concerns raised within the referral responses, the application was formally amended pursuant to Section 57A of the Planning and Environment Act 1987 on 25 November 2015. The amendments were not required to be re-advertised as the extent of changes did not constitute further detriment.
- The key issues for this application revolve around the appropriateness of the building height and design, built form and amenity impacts on the adjoining heritage property to the north and the acceptability of the car parking reduction.
- This assessment report finds that the proposal demonstrates a high level of compliance with the relevant policies and provisions of the Moonee Valley Planning Scheme and recommends that a Notice of Decision to Grant a Permit be issued subject to conditions.

**Figure 1 – Aerial view of the subject site and surrounds**

## Recommendation

That Council Issue a Notice of Decision to Grant a Permit in relation to Planning Permit Application No. MV/949/2014 for the construction of a multi-storey building accommodating ground floor retail, dwellings, reduction in car parking requirements and works within a Road Zone at 4 Homer Street and 687 Mt Alexander Road, Moonee Ponds (CP 153150 & Units 3-15 & 19-22 SP 23884A) subject to the following conditions;

1. Before the development starts, amended plans (three copies) must be submitted and approved to the satisfaction of the Responsible Authority. The plans must be drawn to scale, with dimensions, and be generally in accordance with the plans submitted and assessed with the application but modified to show;

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

   b) Deletion of the on-street disabled car space.

   c) Any wind measures as a consequence of Condition 4.

   d) A notation that the four bicycle spaces provided within the landscape plaza to be in accordance with Moonee Valley City Council's urban design technical notes and details.

   e) A revised Sustainable Management Plan and associated updates to the plans in accordance with Condition 18

   f) A notation in accordance with Condition 17.

   g) Provision for a bin room to service the apartments within the east tower on levels 10 and 13 (TP14 and TP16).

Once approved these plans become the endorsed plans of this permit.

2. The layout of the site and the size, design and location of the buildings and works permitted must always accord with the endorsed plan and must not be altered or modified without the further written consent of the Responsible Authority.

3. Prior to commencement of construction or carrying out of works, the Owner must enter into an Agreement under Section 173 of the Planning and Environment Act 1987 satisfactory to the responsible authority. That agreement must be registered on the title to the land, be free of cost to the Responsible Authority (by the Owner paying the costs and expense of negotiation, preparation, execution and registration of the Agreement and the Section 181 Application) and include provisions that:

   a) Liability and maintenance of those parts of the development projecting into air space under the care and management of Council and disclaiming any right or intention to make or cause to be made at any time any claim or application relating to adverse position of the land. The owner of the property to be developed must pay all Council's reasonable legal costs and expenses of this Agreement, including preparation, execution and registration on title.

   b) Each privately owned car space and storage unit separately titled shall be maintained and used by the occupier of the relevant property or any other prime lot owner.

      (Note: a prime lot owner is the entity that appears on the apartment or the commercial property lease, subdivision or title).

4. Before the development starts, an updated wind impact assessment must be submitted to and approved by the Responsible Authority. The assessment must be generally in accordance with that undertaken by Vipac Engineers and Scientists but modified to address the Revision B plans.

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

6. Service units, including air conditioning units, must not be located on any of the balconies or terrace areas unless appropriately visually and acoustically screened to the satisfaction of the Responsible Authority.

7. A minimum 30 days prior to any building or works commencing, a Construction & Site Management Plan (CSMP) must be submitted to and be approved by the Responsible Authority detailing the construction activity proposed and the site and environmental management methods to be used. The plan must include, but is not limited to:

   a) Hours of construction;

   b) Parking and traffic movement of all workers vehicles and construction vehicles;

   c) Scaffolding and hoarding for the site;

   d) Allocated areas for loading and unloading;

e) Site evacuation plan and procedure;

f) Occupational health and safety policy;

g) Hazard identification and control;

h) Environmental management and waste minimisation;

i) Management of onsite stormwater and contamination: a statement or report outlining all construction measures to be taken to prevent litter, sediments and pollution from entering the stormwater systems;

j) Protection of surrounding roads from site contamination and damage including rumble grid and or wash down bay facility;

k) Chemical storage;

l) Noise and vibration;

m) Risk assessment;

n) Works timetable; and

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

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

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

9. A maximum 30 days following completion of the building or works, a WSUD Maintenance Program must be submitted to and approved by the Responsible Authority which sets out future operational and maintenance arrangements for all WSUD measures. The program must include, but is not limited to;

   a) Inspection frequency;

   b) cleanout procedures;

   c) as installed design details/diagrams including a sketch of how the system operates

   d) a report confirming completion and commissioning of all WSUD Response initiatives by the author of the WSUD Response and STORM or MUSIC model approved pursuant to this permit, or similarly qualified person or company. This report must be to the satisfaction of the Responsible Authority and must confirm that all initiatives specified in the WSUD Response and STORM or MUSIC model have been completed and implemented in accordance with the approved report.

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

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

11. The area set aside for parking of vehicles, together with the associated access lanes as delineated on the endorsed plan must be to the satisfaction of the Responsible Authority:

    a) Be provided and completed prior to the commencement of the use hereby permitted;

    b) Thereafter maintained;

    c) Be made available for such use at all times and not used for any other purpose;

    d) Be properly formed to such levels that it can be used in accordance with the endorsed plan;

    e) Have the boundaries of all vehicle spaces clearly indicated on the ground in conformity with the endorsed plan.

12. The loading and unloading of vehicles (including waste collection) and the delivery of goods to and from the land must:

    a) Only be carried out within the designated loading bay on the land;

    b) Must not disrupt the circulation and parking of vehicles, pedestrian circulation or access;

    c) Must not be carried out during the morning and evening peak periods.

    to the satisfaction of the Responsible Authority.

13. All obsolete and unnecessary vehicle crossings must be removed and reinstated to footpath, nature strip and kerb and channel, to the satisfaction of the Responsible Authority.

14. Provision must be made for the drainage of the land including landscaped and pavement areas. The discharge of water from the land must be controlled around its limits to prevent any discharge onto any adjoining or adjacent property or streets other than by means of an underground pipe drain which is discharged to an approved legal point of discharge to the satisfaction of the Responsible Authority.

15. The permit holder must confirm any stormwater drainage assets within title boundary, particularly within the frontage setback to Mt Alexander Road. Costs associated with the relocation of any Council drainage assets must be borne by the permit holder.

16. Council will not accept any modifications to existing levels within the road reserve or to any Right of Way (ROW). Any change in levels to match existing surface levels along property boundary line must be made within the property boundary.

17. The ROW to the rear of the property is to be removed and re-constructed for the entire length and extending to Homer Street (approx. 40m) and once constructed in accordance with Council Standards and to the satisfaction of Councils Asset Officer, shall be an asset maintained by Moonee Valley City Council. All costs associated with design and construction of the R.O.W must be borne by the developer.

Prior to the commencement of buildings and works, detailed engineering drawings to show the construction of the right of way are to be submitted to and approved by the Responsible Authority. The ROW is to be surveyed and designed by a qualified surveyor/civil engineer respectively. The plans are to indicate, existing surface levels, proposed surface levels and construction of the ROW in accordance with Moonee Valley City Council Drawing No.34 (Asphalt Right of Ways Typical Sections).

Construction of the ROW as specified in this permit must be satisfactorily completed upon the issue of an Occupancy Permit for the approved development. The ROW is to be constructed and properly drained to the satisfaction of the Responsible Authority.

18. The Sustainability Management Plan (SMP) prepared by 'Green Rate' dated 25 October 2015 amended to ensure consistency with the approved STORM Rating report. Upon approval of the SMP, the development must be implemented and appropriately managed during the construction of the proposed building.

19. Before the use of the land commences, a Green Travel Plan must be prepared to the satisfaction of the Responsible Authority. The Plan must be prepared by a suitably qualified person and must encourage the use of non-private vehicle transport modes by the occupiers of the land. The Plan must include, but is not limited to, the following:

    a) A description of the location in the context of alternate modes of transport and objectives for the Green Travel Plan;

    b) Outline Green Travel Plan measures for the development including, but not limited to:

        i) Household welcome packs – tram, train and bus timetables relevant to the local area must be included in the pack of information provided to purchasers upon a purchaser's occupation of an apartment;

        ii) Include a minimum of one myki pass (of at least $20 value) and registration information per bedroom for each dwelling within the household welcome pack;

        iii) Bicycle parking and facilities available on the land; and

        iv) Monitoring.

    c) A plan showing the bicycle parking areas to be provided for use by residents.

    Once approved the Green Travel Plan must form part of the planning permit and any ongoing Management Plan for the land, to ensure the Green Travel Plan continues to be implemented by residents/owners to the satisfaction of the Responsible Authority.

20. Buildings or works must not be commenced until a landscape plan prepared by a suitably qualified and experienced person or firm has been submitted to and approved by the Responsible Authority. The landscape plan(s) must be generally in accordance with the plans prepared by MEMLA Consultants dated 27 July 2015 but modified to reflect the Revision B architectural drawings.

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

21. Before the building approved by this permit is occupied, all landscaping, (including trees, shrubs and lawn) must be completed in accordance with the endorsed landscape plan to the satisfaction of the Responsible Authority.

22. The provisions, recommendations and requirements contained in the arborist report prepared by ArbEcology dated 9 July 2015 must be implemented and complied with to the satisfaction of the Responsible Authority.

23. The existing street trees on Mt Alexander Road must not be removed or damaged as a result of the permitted development.

24. Before the development starts, a Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Waste Management Plan must be generally in accordance with the Plan dated 17 November 2015 and must include:

    a) Waste estimation for the commercial area.

    When approved the Waste Management Plan will be endorsed and will form part of this permit.

    The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Public Transport Victoria Conditions

25. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Mt Alexander Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria fourteen (14) days prior.

26. The existing bus stop and associated infrastructure on Mt Alexander Road must not be altered without the prior consent of Public Transport Victoria. Any alterations including temporary works or damage during construction must be rectified to the satisfaction of Public Transport Victoria and at the cost of the permit holder.

End of Public Transport Victoria Conditions

27. This permit will expire if one of the following circumstances applies:

    a) The development is not commenced within two (2) years from the date of issue of this permit; or

    b) The development is not completed within four (4) years.

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

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

**Permit Notes**

- This is not a building permit under the Building Act. A separate building permit is required to be obtained for any demolition or building works.
- Before commencement of the development occurs, the applicant should contact the Moonee Valley City Council's Engineering Services Unit regarding legal point of discharge, new crossings, building over easements, erection of hoarding etc.
- A permit must be obtained from Council for all vehicular crossings.
- This permit does not authorise any advertising signs except those which are exempted by the Moonee Valley Planning Scheme.
- Owners of properties may be asked to pay an inspection fee and provide a bond to ensure that Council assets in the vicinity of their works are not damaged during construction.
- No on street parking permits will be provided to the occupiers of the subject site.
- All drainage works undertaken must be in accordance with the requirements of Stormwater Drainage Requirements for Development Works as prepared by the Moonee Valley City Council.
- All works undertaken within any existing road reserves must accord with the requirements of the Moonee Valley City Council's Engineering Services Unit and to the satisfaction of the Responsible Authority.
- Should any activity occur above 123.5 metres Australian Height Datum (e.g. cranes during construction) approval will be required from Essendon Airport).

## 1. Introduction

### 1.1 Subject Site and Surrounds

The subject site is located on the north western corner of Mt Alexander Road and Homer Street, Moonee Ponds and comprises of two parcels of land which, when combined, form an 'L' shape. The site has a frontage of 18.8 metres to Mt Alexander Road and 85.8 metres along Homer Street equating to a total site area in the order of 1708 square metres. The site abuts a Council owned Right of Way (ROW) to the western boundary which provides vehicle access to Homer Street.

The site is developed with two double storey office buildings, separated by an open lot car park. The buildings and car park extend across the majority of the site, with the exception of a narrow planting strip along the Homer Street frontage and an angular landscaped setback at the Homer Street/Mt Alexander Road corner.

The site is located within the Moonee Ponds Activity Centre. Land in the area is used for a combination of retail and residential, office and service business uses. The built form is highly varied, ranging from two storey office buildings to the eight storey residential tower to the north at 701 Mt

Alexander Road (Queens Park Apartments). Moonee Ponds Central Shopping Centre is located to the south and west of the subject site.

Immediately adjoining the site to the north (689 Mt Alexander Road) exists a residential development comprising a two-storey brick Victorian mansion (Garryown) fronting Mt Alexander Road with a five storey addition within the rear portion of the site. The site is affected by a Heritage Overlay (HO262). The building contains a total of eight apartments, with two located within the original building and five orientated to the rear within levels 1-5.

**Figure 2 - Application Site (4 Homer St & 687 Mt Alexander Road, Moonee Ponds)**

## 1.2 Proposal

The proposal seeks the construction of a 14 storey building comprising six ground floor retail tenancies, a ground floor landscaped plaza fronting Mt Alexander Road along with apartments above. Vehicle access is to be provided via widening of the Right of Way which will lead to 3 levels of parking. The proposal can be summarised as follows;

**Table 1**

| | |
|---|---|
| Commercial area | 548m$^2$ (6 tenancies) |
| Landscape plaza | 180m$^2$ |
| No of dwellings | 219 apartments;<br>• 106 (1 bedroom)<br>• 109 (2 bedroom)<br>• 4 (3 bedroom) |
| No of car spaces | 167 car spaces;<br>• 161 resident spaces<br>• 6 retail spaces |

| | |
|---|---|
| Max Building Height | 50.7 metres (at roof apex corner to Mt Alexander Road)<br>34.7 – 45.9 metres for the remaining balance |

Refer **Appendix B** – Section 57A Plans (separately circulated).

It is noted that an amended application was lodged with Council on 25 November 2015 pursuant to Section 57A of the Planning and Environment Act 1987. The key modifications to the proposal from the initial advertised plans include;

- The replacement of a two bedroom apartment on the 5th floor with a communal gymnasium along with subsequent inclusion of a theatre/multi-function space on the 10th floor;
- Various changes to the appearance and treatment of the northern façade to provide additional visual interest and to 'break up' the overall mass into smaller elements;
- Sun shading devices to west facing balconies;
- Alterations to the eastern edge of the 1st floor courtyard to include a 'stepped' landscaped wall where it interfaces with 689 Mt Alexander Road;
- Various modifications to the ground floor and basement car parks to improve functionality, including a larger loading area, car waiting areas (for vehicles using the car stackers), minor repositioning of the car stackers and changes to the internal fencing, and improved 'line of sight' for both vehicle and pedestrian traffic;
- Repurposing the existing vehicle crossover on Homer Street for disabled parking;
- Modifications to the waste collection area and procedures to ensure that at least half of recyclables generated will be compacted prior to collection, with the collection of waste and recyclables occurring once weekly;
- Additional ESD initiatives outlined within the revised Sustainable Management Plan (SMP);
- Reconfiguration of apartments, resulting in an increase in the size of the single bedroom apartments to between 48-50 square metres (previously 37 square metres) and larger south facing balconies;
- Revised apartment mix with an increase in the number of one bedroom apartments (94 to 106) and a reduction in the number of two bedroom apartments (122 to 109). Overall net loss of one dwelling (220 to 219); and
- The internal corridors widened to 1.7 metres.

Public notification of the amended plans was not required as the modifications did not constitute further unreasonable material detriment.

The advertised plans initially received by Council, for comparative purposes, can be found at **Appendix C** – Original Advertised Plans (separately circulated).

## 2. Background

### 2.1 Relevant Planning History

N/A

### 2.2 Planning Policies & Decision Guidelines

State Planning Policy Framework

Clause 9 Plan Melbourne

Clause 11 Settlement

Clause 15 Built Environment & Heritage

Clause 16 Housing

Clause 17 Economic Development

Clause 18 Transport

Clause 19 Infrastructure

Local Planning Policy Framework

Clause 21.01 Municipal Profile

Clause 21.02 Key Issues and Influences

Clause 21.03 Vision

Clause 21.04 Sustainable Environment

Clause 21.05 Housing

Clause 21.06 Built Environment

Clause 21.07 Activity Centres

Clause 21.08 Economic Development

Clause 21.09 Transport and Access

Clause 22.03 Stormwater Management (Water Sensitive Urban Design)

Zoning

Clause 37.08 Activity Centre Zone – Schedule 1 (Moonee Ponds Activity Centre)

Particular and General Provisions

Clause 52.06 Car Parking

Clause 52.07 Loading and Unloading of Vehicles

Clause 52.34 Bicycle Facilities

Clause 52.35 Urban Context Report and Design Response for Residential Development of Four or More Storeys

Clause 52.36 Integrated Public Transport Planning

Clause 65 Decision Guidelines

## 2.3 Referrals

A summary of both external and internal referrals is provided below;

External

- Public Transport Victoria

  No objection subject to conditions requiring no disruption to bus services along Mt Alexander Road as well as restricting any modification to the bus stop on Mt Alexander Road.

- VicRoads

  No objection to the works within the Road Zone. As an aside, the Authority recommended provision for increased on-site car parking.

Planning Officer Comment

In relation to VicRoads' preference for additional on-site parking it is noted that these comments were based on the original proposal which included a higher dwelling and retail yield. Given these components have since been reduced from 232 to 219 apartments and 758m$^2$ to 548m$^2$ of retail space, with only a reduction of 1 car space, it is submitted that the on-site parking provisions are acceptable. Further discussion on this aspect is provided in Section 3.4 of this report.

Internal

- Urban Design Officer

  No objection

- Engineering Services Unit

  No objection subject to standard conditions

- Traffic and Transportation Unit

  No objection to vehicle access, layout and on-site loading. Objects to the parking reduction and the proposed on-street disabled car space.

- Waste Management Unit

  No objection subject to conditions

- Environmental Sustainable Design (ESD) Officer

  No objection subject to conditions

- Heritage Advisor

  No objection

- Property Services Unit

  No objection, subject to the developer entering into a Section 173 Agreement addressing the building projections.

- Economic Development

  Whilst supportive of the notion to activate Homer Street and the corner, concern is raised with the limited size of the five individual tenancies along Homer Street. Further additional parking for the retail component should be considered.

Planning Officer Comment

The comments from Economic Development are noted. Whilst in isolation each tenancy may be appear limited in size, there would be scope to amalgamate these spaces based on any future retail market demands. The proposal provides for varying retail layouts each with on-site amenities. Accordingly, it is submitted that this aspect of the proposal is acceptable. With respect to the car parking, the proposal provides one space per tenancy which is considered appropriate.

- Parks and Gardens

  No objection

### 2.4 Public Notification of the Application

Pursuant to Section 52 of the Planning and Environment Act 1987 the application was advertised by mail to adjoining and surrounding properties, with four notices erected on site for 14 days. As a result, eight objections were received from the properties contained in **Appendix A** of this report.

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

### 2.5 Consultation Meeting

Pursuant to the Statutory Planning Protocols 2011, a Consultation Meeting was not required as less than 10 objections were received to the application.

As the proposal is classed as a major project under Section 5.3.2 of the Protocols, the application is required to be considered by Council at an Ordinary Council Meeting.

## 3. Discussion

### 3.1 State Planning Policy Framework

The relevant State Planning Policy Framework clauses are considered to be met. For the large part, State Planning objectives seek to encourage urban consolidation in locations which take advantage of existing commercial and community services and public transport. While current State policy no longer categorises activity centres in the same manner as the past, it is clear that Moonee Ponds (a principal activity centre in the former State policy framework) is a higher order centre. It is State policy to “build up” activity centres as a focus for high quality development, activity and living. It is expected that such centres will provide for different types of housing, including forms of higher density housing, as well as business, shopping and working.

Policy for Metropolitan Melbourne requires that planning must consider as relevant Plan Melbourne: Metropolitan Planning Strategy. Moonee Ponds is identified as an existing activity centre and can be regarded as an area where change is expected and directed. Plan Melbourne clearly expects existing and future activity centres to accommodate higher density housing and it is submitted that Moonee Ponds is a locality where housing opportunity and choice is to be realised.

Clause 15.01-2 of the State Planning Policy Framework (Urban Design Principles) provides the main assessment tool for residential development of five or more storeys in height. The objective of the Clause is:

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

It is considered that the proposal complies with the objectives and strategies as contained within the design principles of Clause 15.01-2.

The following design principles must be regarded under this clause. Note: the majority of these design elements cover the decision guidelines for a building and works application under the Activity Centre Zone, the Guidelines for Higher Density Residential Development along with Objective 2 and strategies contained at Clause 21.06-4 (Urban Design).

Context

A description of the pattern of development has largely been addressed within this report and accompanying plans.

The site is within an Activity Centre Zone and is not affected by any planning overlay controls. The site is located within Precinct B (Hall/Homer) under the Moonee Ponds Activity Centre Structure Plan (MPACSP) and is within the core retail area consisting of the Hall/Homer, Puckle and Young Precincts as well as in close proximity to a variety of public transport services.

The MPACSP identifies Precinct B (Hall/Homer) as becoming the 'new face' of retail offer for the centre, expanding various services and also providing new residential apartments. A major feature of this precinct will be Hall Street, serving as a key link between Moonee Ponds Railway Station and the Mt Alexander Road Public Transport Interchange.

The site is also identified within Precinct 2C under the Activity Centre Zone (Schedule 1). The preferred maximum height for buildings within this part of the precinct is 32 metres (10 storeys). Various objectives and guidelines of the relevant to the 2C Precinct seek the following;

- To expand retail, office and entertainment uses within the precinct with accommodation on upper levels;
- Provide for taller development forms to occur in the central areas of the Moonee Ponds Activity Centre, progressing along Mt Alexander Road to within the Junction;

- Properties designated Residential Front Interface – Type 1 should provide front setbacks in accordance with Standard B6 of Clause 55.03-1.

As highlighted, the preferred height within the 2C Precinct is 32 metres. The proposal seeks an overall maximum height of 50.7 metres when measured at the roof apex toward the corner of Mt Alexander Road and Homer Street. Moving westward towards the central portion, the building scales down to 34.7 metres and then rises up to 45.9 metres at the rear western end.

It is important to highlight that both the Activity Centre Zone and the MSS provides scope to exceed the preferred building heights. Accordingly, it is submitted that the proposed height of the building height is appropriate for a number of reasons;

- Strategic and Physical Context

The strategic policies for the area clearly acknowledge and envisage a major change from the traditional pattern of development. Under the schedule Activity Centre Zone taller building forms are encouraged within the central areas of the activity centre as well as along Mt Alexander Road. As such, the proposed rising form is considered acceptable given its corner location on the main boulevard.

Directly to the south, the MPAC structure plan suggests building heights in the order of 10-16 storeys or a preferred height of 50 metres under the Schedule to the Zone. In light of this future interface, it is considered that the 14 storey building is acceptable given the site sits directly opposite an area where substantially higher building forms are recommended.

To provide further context, the 32 metre height preference dictated under the Schedule has been applied to the overall 2C precinct which equates to an expansive area of more than 2 hectares. Accordingly, it is considered appropriate that a variation of tower heights be accommodated across this broader precinct as a means establishing a visually interesting and dynamic skyline.

Whilst in isolation the height of the tower may appear excessive, in reality it will be placed amongst various towers, of compatible heights, such that it will sit comfortably within the emerging skyline. As such, given the level of change that is anticipated for the immediate area it is considered that the height of this tower is acceptable and will not be disproportionate in scale to the balance of the precinct.

It is considered that the proposal will positively contribute to the emerging character of the area and will not result in a building form that will present as obtrusive nor will it unreasonably dominate the City's skyline.

- Building Design

In broader urban design terms, the proposal will result in a well resolved insertion in the urban fabric of the Moonee Ponds Activity Centre. The proposal provides a considered built form with striking rising perforated sections to define the Homer Street corner whilst the recessed ground

level aids in the creation of an open pedestrian experience at this key Activity Centre entry/exit point.

Council's Urban Design officer has indicated that whilst the building heights are incrementally higher than those anticipated in the Structure Plan, the design displays a high degree of design merit in both skyline and public realm contribution. Accordingly, support has been recommended for the building as presented.

- Net community benefit

It is submitted the proposal offers a net community benefit to the area. It provides for active frontages via six tenancies along Homer Street in keeping with the vision of the area as it relates to providing for increased retail activity along this key link between Moonee Ponds Railway Station and the Mt Alexander Road Public Transport Interchange. Further, the recessed nature of the ground level enables an expanded footpath area which provides added pedestrian benefit along with opportunities for street tree planting.

At the frontage, the proposal provides an open plaza area complete with outdoor seating, landscaping and visitor bike parking. A key development objective under the Schedule to the Activity Centre Zone is to encourage the creation of new public spaces and as such, it is considered that the proposal has successfully executed this vision. The inclusion of this feature will positively contribute to the Mt Alexander Road corridor.

Toward the rear, the proposal seeks to widen the existing Right of Way which serves a number of properties including the loading area associated with the Coles supermarket to the north. At an increased width of 5.5 metres, the proposal will provide improved ease of movement for local traffic.

Lastly, the provision for higher residential densities within the heart of the centre will provide for improved economic opportunity for retail and supporting commercial services within the centre. Council seeks to develop Moonee Ponds into an economically sustainable and vibrant area which reinforces its role as a regional centre in Melbourne's north west. The proposal positively contributes to this vision.

Having regard to the above considerations, it is submitted that the height of the building is acceptable.

<u>The public realm</u>

The proposal provides a significant opportunity to improve the public realm within this central location of Moonee Ponds. In addition, to the incorporation of a setback from Homer Street to assist in the widening of the footpath along the street, a new landscaped plaza is proposed on the corner of Homer Street and Mt Alexander Road along with widening of the rear laneway.

In terms of wind impacts, an appraisal of the likely wind conditions has been undertaken by Vipac Engineers & Scientists Ltd. The assessment

has considered the form and exposure of the building and has noted the following wind mitigating features of the proposal;

- The large building setback at the corner of Mt Alexander Road and Homer Street incorporating landscaping;
- The setback design for the main entrances and retail frontages;
- Provision for a canopy along Homer Street;
- Balconies up the height of the building, increasing roughness and reducing downwash;
- Proposed balustrades and extensive landscaping for the rooftop gardens; and
- Inset balconies for a number of apartments and balconies positioned away from the building corners.

The existing trees and landscaping along Mt Alexander Road additionally aid to reduce incoming winds.

Having regard to the above, Vicpac have not made any further recommendations for the alteration of the design. Notwithstanding, as there have been some modifications to the design following the inception of the wind analysis, Condition 4 will require an updated statement from the firm to ensure a full appraisal of the current design.

Further to the above matters, under the centre wide provisions of the schedule to the zone, the development should provide a setback to Homer Street above 11 metres. The primary basis for this design consideration is to avoid overshadowing and detrimental wind effects on public spaces. In spite of the non-compliance, it is submitted that a waiver of this requirement be granted based on the following;

- The shallow depth of the site presents a significant constraint to development and makes a podium setback impractical;
- The proposal demonstrates design excellence and avoids architectural mimicry by providing varied architectural responses and façade detailing to each interface;
- A diverse palette of materials is proposed to articulate the building creating a striking visual impact.
- The lack of podium/tower separation would have no discernible impact on shadows cast to the south side of Homer Street. Further, a canopy projection currently exists along this adjoining interface and provides for weather protection and shade.
- As highlighted above, the wind impact analysis finds the proposal to be appropriate as it meets the relevant criteria for pedestrians.

Safety

The proposal provides for balconies along with large windows which overlook the streets thereby promoting a safe urban environment for the surrounds and the proposed building. Furthermore, secure access is to be

provided within the proposed car parking areas creating a safe and secure environment for all occupants of the building.

Landmarks, views and vistas

There are no significant monuments, landmarks or vistas in the vicinity of the site that have been identified within the Moonee Valley Planning Scheme as requiring specific protection.

It is noted that the development will interface with a number of west facing apartments associated with the adjoining property at 689 Mt Alexander Road. Whilst it is acknowledged that the proposal will alter the outlook presently experienced from these properties, it is considered that the degree of change is not unreasonable given the intensification envisaged under the Schedule to the Activity Centre Zone. As a means of improving the interface to the adjoining dwellings the plans were modified to introduce a stepping down garden, level to match the adjoining 1st floor level at 689 Mt Alexander Road. The additional setback not only provides for increased visual relief but also establishes opportunities for vegetation screening. Accordingly, the plans have detailed provision for external facing vegetation as a means of softening the interface to the adjoining apartments.

It is submitted that the proposed changes to the terrace and additional vertical planting, combined with the angled tower and sufficient setbacks will ensure that the outlook from the adjoining apartments is not unreasonably compromised.

Pedestrian spaces

The proposal is well integrated at street level and takes advantage of the frontages along both Mt Alexander Road and Homer Street by appropriately orientating the retail tenancies. Further, the pedestrian entrances to the residential apartments are additionally indented and easily recognisable from the street. Lastly, the proposal also provides a canopy over the pedestrian footpath thereby creating weather protection over the public realm.

Heritage

The development site is not subject to a heritage overlay, however, the adjacent two-storey brick Victorian mansion, Garyowen, at 689 Mt Alexander Road is subject to a site specific heritage overlay (HO262). The citation for this building, prepared as part of the 'Moonee Valley Heritage Study' describes it to have 'a high degree of external integrity'. Notwithstanding, the building has undergone a degree of change when the house was converted into eight residential apartments following planning approval for works in 2003. These works involved the construction of a five storey addition at the rear, with a distinctive curved roof form that projects over the hip roof of the heritage building. Additional works, including the fitting of three fixed glazed windows along the northern elevation have also taken place.

Relevant objectives contained within the Schedule to the Activity Centre Zone seek to protect the heritage qualities of the Moonee Ponds Activity Centre via good design.

Accordingly, the application was referred to Council's Heritage Advisor who raised no objection to the proposal. The creation of the double height void within the frontage setback to Mt Alexander Road enables views towards the adjacent heritage building and will further enrich this corner where new design and historic fabric can co-exist.

Consolidation of sites and empty sites

The proposal incorporates the consolidation of two allotments and it is considered that the design response will positively contribute to both the streetscape and the wider area.

Light and shade

The shadow diagrams provided with the application prepared by the applicant illustrate the shadows that will occur as a result of this development. These shadow diagrams demonstrate that there will be additional overshadowing cast over Homer Street throughout the day at the Equinox and some overshadowing in the afternoon period to the adjoining apartments at 689 Mt Alexander Road.

Acknowledging the location of the adjoining apartments, the design response has been carefully considered via the adoption of an angled building alignment in the northern 'elbow' of the site. As a result, the extent of overshadowing has been minimised. As depicted within the shadow diagrams, the first floor balcony areas are not impacted until 2:30pm, at which point only the southernmost corner is marginally affected. By 3pm approximately half of the first floor balcony areas remain unaffected. It is submitted that the proposed design enables reasonable solar access to the existing apartments notwithstanding the strategic direction which calls for taller building forms within this location.

Energy and resource efficiency

From the outset, it is noted that multi-storey construction is generally conservative of heat through shared walls and floors. Further, the location of the development within the MPAC will reduce the reliance on motor vehicles associated with daily shopping and community needs.

The applicant submitted a Sustainable Management Plan (SMP), prepared by Green Rate with the application which details energy efficiency initiatives to be adopted into the development.

The incorporation of the ESD measures within the proposed design response is discussed in detail within the SMP which will be further implemented via Condition 18.

Architectural quality

In a broad sense, the architectural expression of the proposal is considered acceptable within the context of the activity centre. The design language employed coupled with the range of building materials with

related but differing expression is appropriate and will enhance the Moonee Ponds skyline.

The size, shape and orientation of the site ultimately results in expansive northern and southern elevations which require a sensitive approach to moderate visual bulk and the breadth of development whilst expressing a cohesive architectural language to the relatively narrow eastern and western elevations of the building.

With respect to the northern elevation of the building, Council's Urban Design Officer recommended a series of design refinements to break up the mass of the elevation with a mid-level gusset and simplification of the patterned strategy. These design suggestions have been incorporated into the latest amended plans and to this end, the Urban Design Officer is satisfied. The revised plans present a modified northern elevation delineated by two storey increments. The mid-section of the form has been rearranged to house a communal gym facility comprising a recessed and fully glazed section setback from the boundary. A slender balcony incorporating planter box edge adds to the definition of the break and angled perforated metal structure spans the gusset. The simplification of the painted elevation to a uniform colour presents a toned down expression to what will be a highly visible northern elevation.

To Homer Street, the volume of the building and expansive frontage is moderated by a number of elements;

- Variations to the building height at 14, 10 and 14 storeys across the western, central and eastern sections of the building respectfully;
- A perforated mesh screen which has been applied to the building in an 'L' shape. The top of the screen angles towards the sky at the Mt Alexander Road;
- Use of contrast glazing and alucobond framing through the middle section of the building; and
- Use of angular frames to the western end of the Homer Street façade.

Combined these elements successfully combat against design repetition and provide for sufficient variation to create visual interest within the public realm.

Additionally, the western elevation has been treated with appropriate variances. The balconies wrap around the laneway corner to Homer Street providing visual connection with the southern façade.

The eastern, Mt Alexander Road, elevation incorporates a mesh screen wrapped around from the Homer Street elevation along with balconies addressing the main boulevard. The landscape plaza at ground/first levels serves as a unique feature to the Centre and will assist to soften the building as it presents to Mt Alexander Road.

The overall built form response has been conceived to ensure that the development will provide a significant contribution to the Moonee Ponds

Activity Centre environs, while not unreasonably impacting upon the amenity of surrounding properties or the public realm.

Landscape Architecture

Landscaping has been detailed within the plans prepared by MEMLA Consultants with various aspects highlighted throughout the overall design as follows;

- Ground floor plaza fronting Mt Alexander Road to comprise irregular shaped raised garden beds, pedestrian feature paving, an outdoor seating area and provision for bicycle racks;
- First and second floor level planting on the northern and eastern edges of the balconies accommodating a range of mid canopy trees and shrubs; and
- Mid canopy planting, shrubs, lawn along with timber decking and pergola structures on the tenth floor and at the penthouse uppermost level.

As the development plans have evolved, Condition 20 will require the landscape plan to be updated to ensure consistency with various layouts.

In addition to the proposed landscaping, two well established street trees (London Plane) have been noted within Mt Alexander Road frontage. As the extent of the tree canopies currently project within the title boundary some degree of pruning will be required. As such, Condition 22 will require relevant pruning and tree protection measures as required by the consulting arborist.

With respect to the remainder of relevant State Policy, it is submitted that the proposal accords with Clause 16 (Housing) which encourages increasing the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations. The proposal achieves this objective by providing high density residential development on a prominent corner site within the Moonee Ponds Activity Centre. This Clause also encourages housing diversity and seeks to provide a range of housing types to meet increasingly diverse housing needs. The dwellings proposed will cater to the diverse population and provide additional housing product in a location that is highly accessible.

The proposal will incorporate retail uses on the site, showing consistency with the objectives at Clause 17 (Economic Development) which encourage development which 'meets the communities' needs for retail, entertainment, and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities'. The commercial uses will provide additional facilities for existing residents and workers within the Activity Centre as well as future residents. The proposed development will also provide new housing with direct access to established retail and community facilities.

The proposal also meets the objectives of Clause 18 (Transport), by providing a development accessible by a range of public transport services

ensuring a sustainable and responsible development that can capitalise on existing infrastructure which accords with the direction of the State Planning Policy Framework (SPPF).

Further to the above, consideration has been given to Clause 18.04 (Airports) which gives effect to the National Airports Safeguarding Framework. Accordingly, a permit note has been included stipulating that should any activity occur above 123.5m AHD relevant approval will be required. In this regard is noted that the overall maximum building height at the corner apex is measured at 50.7 metres which is well below the prescribed airspace.

### 3.2 Local Planning Policy Framework

The proposal complies with Clause 21.04 (Sustainable Environment) through the use of ecological sustainable design principals as highlighted within the submitted Sustainable Management Plan (SMP), prepared by Green Rate Consultants. It is noted that proposed development includes a 15,000 litre rainwater tank, water efficient appliances, provision for two green roofs, a minimum 1.6kW grid connected photovoltaic system and the building will achieve an average minimum 6.0 Nationwide Housing Energy Rating Scheme (NatHERS) star rating. As highlighted, Council's ESD officer supports the proposed initiatives outlined within the SMP, subject to some refinements. In addition, a waste management plan has been prepared which is deemed generally acceptable subject to further review.

The proposal complies with the objectives and strategies of Clause 21.05 (Housing) by increasing housing opportunities to meet growing population needs, providing a diversity of housing choice in a well-established area with access to public transport options and local/community services. Under the policy considerations the site is within an area deemed appropriate to accommodate 'High to Substantial Housing Intensification'.

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. The proposal contributes to the objective of housing diversity by providing a mix of dwelling sizes in various configurations which will cater for the increasingly diverse needs of future residents.

The proposed development responds to the strategies of Clause 21.06 (Built Environment). For the reasons articulated throughout this assessment, it is submitted that the proposal represents a contemporary development that is innovative, legible and designed in a manner that responds to the location and context.

Clause 21.06-4 (Urban Design) sets out the urban design and built form objectives and policies for development of five or more storeys. An extensive assessment of these matters has been provided within Section

3.1 of this report. Elements that have not been specifically addressed are discussed as follows;

On-Site amenity and liveability

The development achieves an acceptable degree of internal amenity and provides for comfortable living environments with adequate internal living spaces to meet the needs of future occupants. The proposal has been designed to accommodate a range of dwelling sizes and types comprising a predominately mix of one and two bedroom dwellings of varying layouts. Larger three bedroom dwellings are provided at the uppermost level.

The apartments are afforded with generous sized open plan living opportunities with reasonable solar access to living areas along with private balcony areas generally at a minimum of 8 square metres. Instances of smaller balcony sizes, 6-7.8 square metres, are associated with the studio/one bedroom sized dwellings. Whilst it is noted the one bedroom apartments rely on borrowed light, it is submitted that these arrangements are acceptable given they adjoining living spaces that receive sufficient daylight access. Further, these bedrooms are fitted with sliding doors that will enable a greater amount of light to penetrate during daylight hours.

With respect to on-site amenities, future residents are afforded with various communal spaces including;

- A gymnasium and communal balcony on the fifth floor level;
- A BBQ area with associated outdoor seating, theatre/multi-purpose room and outdoor garden area on the tenth floor level;
- A roof top vegetable garden and outdoor seating area on the thirteenth floor level.

Combined, these communal spaces provide added recreational opportunities for future residents.

Entry points to the building will be clearly visible from both Mt Alexander Road and Homer Street highlighted via a recessed entry features. The corridor widths are provided at a minimum 1.7 metres extending out to 3.4 metres adjacent to the lift areas allowing for sufficient ease of movement within the building. Further corridors are afforded with natural daylight access and ventilation. Bin chutes are located at each level allowing for convenient waste disposal for residents.

Access within the basement levels is clear with provision for centrally located lifts and stairwell access to the upper levels. In addition, aadequate storage spaces are provided within the basement levels to cater for all 219 apartments.

Off-site Amenity

From the outset, it should be noted that whilst adjoining property to the north (689 Mt Alexander Road) is used for residential purposes, this is located within the Activity Centre Zone. The purpose of the Zone is to encourage vibrant mixed use commercial centres, with housing delivered

at higher density to make optimum use of the nearby facilities and services.

Having regard to the above, it is a common acceptance that residents residing within these zones cannot expect the same degree of amenity as those living within residential zones. In addition, residents living in such areas are afforded with a level of amenity that is linked with high levels of accessibility and the vitality of an activity centre location.

In a general sense, the overall bulk and scale of the building has been managed appropriately and tempered by virtue of the splayed angle at the interface with the adjoining residential properties at 689 Mt Alexander Road.

The potential for overlooking has been managed through the orientation of the building, and where necessary, screening of balconies. Sectional diagrams have been submitted with the application which seek to further articulate screening and setbacks from the abutting properties.

As previously highlight, the shadow diagrams prepared by the project architect indicate that the shadows cast will largely fall on Homer Street. The degree of overshadowing on adjoining residential properties during the afternoon period is considered acceptable within the current urban context.

Given the orientation of the site, coupled with the strategic vision which seeks to intensify the built form along this corridor, the extent of overshadowing is deemed acceptable.

Overall, it is considered that the development is appropriately designed so as to minimise unreasonable off-site amenity impacts.

Clause 21.07 (Activity Centres) highlights the objective to both strengthen and consolidate the role of the Moonee Ponds Activity Centre as the principal shopping and commercial precinct in the City. In achieving the objective, the policy seeks to ensure that residential development does not detract from the viability of existing commercial activity. It is clear that this proposal will positively contribute to the overarching vision for Moonee Ponds. It continues to expand upon the retail activity of Homer Street and seeks to provide an appropriate level of residential development that can take advantage and strengthen the existing commercial services of the Centre.

Under Clause 21.08 (Economic Development) Moonee Ponds has been highlighted as an ‘Employment Node’ within the Economic Development Plan. The proposal provides for additional employment opportunities with the provision of nine retail tenancies at ground level. The proposal accords with the various objectives embedded within the Clause.

Clause 21.09 (Transport and Access) seeks to reduce environmental impact and improve access to sustainable modes of transport. It also seeks to provide choices for movement of people and goods whilst ensuring these choices provide sustainable outcomes. It is considered that the proposal has struck an appropriate balance with respect to the provision of on-site parking thereby encouraging the use of alternative

modes of transport. Matters pertaining to car parking are further addressed in this report. Overall, it is submitted that the proposal achieves the objectives of the Clause.

Subject to conditions, the proposal can comply with Clause 22.03 Stormwater Management (Water Sensitive Urban Design). A STORM assessment was submitted as part of the SMP which indicates the proposal achieves a 100% rating. Notwithstanding, Council's ESD officer has identified discrepancies between the drawings and various assessments. More specifically, the STORM report complies by committing to connecting the 15,000 litre rainwater tank to toilets that service 100 bedrooms. However, the architectural drawings and SMP state that the tank will be connected to only 45 toilets. As such, a Condition 18 will require consistency throughout the relevant documentation.

### 3.3 Compliance with Clause 36.04 (Road Zone)

The application includes balcony projections of 500mm into the Road Zone associated with Mt Alexander Road. Accordingly, approval is planning required. The extent of projection is considered to be relatively minor and will not hinder the operation of the road or negatively impact on public safety. Further, VicRoads have raised no objection in this regard.

- As an aside, Condition 3 will require the applicant to enter into a Section 173 Agreement to address matters pertaining to building projections.

### 3.4 Compliance with Clause 52.06 (Car Parking)

**Table 2**

| **Use** | **Required** | **Proposed** |
|---|---|---|
| Retail (548m2) | 21 | 6 |
| Dwellings<br>106 x 1 bedroom<br>109 x 2 bedroom<br>4 x 3 bedroom | <br>106<br>109<br>8 | <br>44<br>109<br>8 |
| Visitors | 43 | 0 |
| **Total** | **287** | **167** |

Provision of car spaces

A traffic impact assessment, prepared by TTM consultants, was submitted with the application and included justification for car parking to be provided at rates lower than the statutory parking requirement. Based the proposed resident parking allocation, 62 of the one bedroom apartments will not be afforded with a car parking space. With respect to the two and three bedroom apartments, the required parking is to be provided.

Overall, the proposal seeks a parking reduction of 120 car spaces.

Council's Traffic Engineers have reviewed the proposal and consider the on-site parking provisions to be insufficient. Accordingly, it has been suggested that an increase in on-site parking be provided based on a rate of 0.7 per 1 bedroom and 0.1 for the visitors. Application of these rates would therefore dictate an additional 51 car spaces (30 spaces for the 1 bedroom apartments and 21 visitor spaces).

Notwithstanding the position from Council's Traffic Engineers, it is considered appropriate to reduce the requirement for on-site parking to 167 car spaces given the context of the site and having regard to Clause 10.04 (Integrated decision making) of the Moonee Valley Planning Scheme. Clause 10.04 states;

- 'Planning Authorities and responsible authorities should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations'.

A car parking reduction is considered acceptable in this particular location, keeping in mind that many previous Tribunal decisions have supported on-site car parking reduction for developments in activity centres and/or near public transport, in the interests of less car-dependency in urban Melbourne.

Under the Schedule, transport, movement and parking objectives for the Moonee Ponds Activity Centre seek to prioritise the movement network to reflect the following hierarchy;

1. Pedestrians
2. Cyclists
3. Public Transport Users
4. Private Motorists

Having regard to the above, requiring additional on-site parking works against the broader objectives for Moonee Ponds as they relate to the creation of a highly pedestrianized environmentally sustainable centre. Increasing the number of car spaces contributes to additional traffic generation within the local road network leading to potential congestion along Homer St and up to Mt Alexander Road in the present case. It should be further noted that the former Moonee Ponds Market site, a short distance to the west, will ultimately be redeveloped for high density purposes with plans currently under consideration for a three level basement car park accommodating in excess of 1100 vehicles – a substantial portion of which will seek to utilise Homer Street. In light of increased traffic demands that will ultimately be placed on Homer Street, a reasonable balance must be struck between providing adequate levels of on-site car parking and minimising traffic congestion within this sector of the Centre. It is submitted that this proposal achieves an appropriate balance.

With respect to the total waiver of visitor car parking, this is considered acceptable. An inventory of 839 car spaces, both on-street and within

public car parks, has been identified within close proximity to the site. This figure excludes the former Moonee Ponds Market car park given live permit applications for re-development exist for this site. The traffic assessment submitted with this application demonstrates there is ample opportunities to meet visitor parking demands. Accordingly, the waiver is deemed acceptable.

The Moonee Ponds Activity Centre has excellent access to alternative means of transport. Moonee Ponds train station is located approximately 280 metres west of the site whilst the Moonee Ponds bus terminal and Tram Routes 59 & 82 are located approximately 200 metres south east of the subject site. Additionally, one (1) 'car share' space is located near the Moonee Ponds train station and another within the Mt Alexander Road reserve opposite the site.

In light of the above, it is submitted the proposed on-site parking provisions are acceptable.

The application furthermore includes an on-street disabled car space along Homer Street. Council's Traffic Engineers have assessed this provision and are not satisfied. Accordingly, Condition 1b) has been included to address this aspect.

Parking layout and access

The proposed access and internal layout has been designed in accordance with the requirements of Clause 52.06 of the Moonee Valley Planning Scheme and has been reviewed and confirmed by Council's Traffic and Transportation Unit.

Traffic Generation

The proposal adopts a traffic generation rate of 0.22 for the AM and PM peak periods. Based on the existing and post development anticipated movements and the SIDRA analysis within the TTM Consulting assessment it is considered that the existing street network is suitable to cater for the increased traffic as a result of the development. Further, Council's Traffic and Transportation Unit are satisfied with the proposed generation rates.

Intersection of Homer Street and Mt Alexander Road

The SIDRA analysis supplied by the permit applicant demonstrates the intersection of Homer Street and Mt Alexander Road will operate sufficiently with the increased traffic generation associated with the proposed development. Council's Traffic Engineers have raised no objection in this regard.

### 3.5 Compliance with Clause 52.07 (Loading and Unloading of Vehicles)

The proposal provides for a loading area at ground level with dimensions of 7.6 metres in length and 3.6 metres in width along with a height clearance of 5 metres at the entry. Accordingly, the proposal satisfies the loading requirements.

In order to minimise on-site disruption, Condition 12 will require that no loading take place during the AM or PM peak periods.

### 3.6 Compliance with Clause 52.34 (Bicycle Facilities)

The development attracts a bicycle parking requirement of 64 spaces. The application exceeds the requirements and proposes a total of 134 spaces within the lower basement and ground level of the building. In addition, 4 visitor spaces are to be provided within the landscape plaza within the frontage setback.

### 3.7 Objections

**Table 3**

| Issue | Officer Response |
|---|---|
| Inappropriate height of the development | This concern has been addressed within Section 3.1 of this report. It is submitted that the height of the building is appropriate having regard to the strategic and physical context, the adequacy of the building design and demonstrable net community benefit. |
| The building should be further setback from Mt Alexander Rd | The building is provided with a sufficient setback at ground and first floor level. Whilst the balance of the building is to be constructed to the front boundary, this is considered to be acceptable given the corner site context. Additionally, it is noted that properties to the south fronting Mt Alexander Road are equally constructed to the front property boundary. |
| Moonee Ponds should retain its suburban feel and not become a 'mini Melbourne or Sydney' | Moonee Ponds is a nominated activity centre under Plan Melbourne. There remains a clear vision to intensify the centre with a range of community and commercial services as well as delivering housing at higher densities. As such, the proposal is in keeping with the strategic vision for the Centre. |
| The proposed development will offer poor internal amenity for future occupants | This aspect has been addressed within Section 3.2 of this report. The apartments are afforded with acceptable levels of internal amenity with provision for sufficient daylight access. In addition, future residents will be afforded with the added benefit of various communal/recreational spaces. |
| The proposal is not sympathetic to the adjoining heritage building | Council's Urban Design Officer and Heritage Advisor are satisfied that the proposed building will not unreasonably compromise the heritage significance of the adjoining building. |
| Insufficient on-site parking | This aspect has been addressed within Section 3.4 of the report. |
| Traffic generation | Council's Traffic Engineers have raised no objection to the anticipated traffic generation associated with the proposal. |

| | |
|---|---|
| Constrained access laneway from the Coles loading dock to Homer Street | The proposal seeks to widen the existing laneway to a minimum 5.5 metres. Accordingly, this will provide improved ease of movement for loading vehicles associated with the Coles supermarket. |
| How will the laneway be managed during construction | Condition 7 will require the submission of a Construction Management Plan as a means of addressing this concern. |
| Visual bulk impacts on adjoining residential properties (689 Mt Alexander Rd) | This aspect has been addressed within Sections 3.1 and 3.2 of this report. It is considered that the proposal provides an acceptable in this regard. |
| Noise and dust during construction | As highlighted, a construction management plan will be required to address these aspects. |
| Overlooking & Overshadowing | This aspect has been addressed within Sections 3.1 and 3.2 of this report. |
| Property values | The impact on properties values does not fall within the realms of planning policy consideration. |

## 4. Human Rights

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

## 5. Conclusion

The application has been assessed against the relevant provisions of the Moonee Valley Planning Scheme. Additionally, consideration has been given to the requirements of Section 60(1B) of the Planning and Environment Act 1987 with respect to the number of objections received, and it is determined that the proposal would not have a significant social effect.

Subject, to conditions, it is considered that the proposal accords with the overarching objectives of the Moonee Ponds Activity Centre Structure Plan, State and Local planning policies, achieves an appropriate urban design outcome and positively contributes to the Moonee Ponds skyline.

Further, the proposed reduction in the car parking requirements is considered acceptable and appropriate having regard to the existing public transport opportunities and commercial services located within close proximity of the site.

In light of the above, the proposed development is considered to be appropriate subject to conditions as outlined within the above recommendation.

## Appendices

Appendix A: List of Objectors
Appendix B: Section 57A Plans (separately circulated)
Appendix C: Original Advertised Plans (separately circulated)

## Objectors' List

| |
|---|
| 302/ 701 Mt Alexander Road, MOONEE PONDS VIC 3039 |
| PO Box 652, MOONEE PONDS VIC 3039 |
| 14-16 Hall Street, MOONEE PONDS VIC 3039 |
| 7/689 Mt Alexander Road, MOONEE PONDS VIC 3039 |
| 804/701 Mt Alexander Road, MOONEE PONDS VIC 3039 |
| 6/689 Mt Alexander Road, MOONEE PONDS VIC 3039 |
| GPO Box 4767uu, MELBOURNE VIC 3001 |
| 305/701 Mt Alexander Road, MOONEE PONDS VIC 3039 |

## 9.3 117 Keilor Road, Essendon (Lot 16 LP7912) - Construction of a four storey building in a Design and Development Overlay (DDO7), waiver of loading bay requirements and alteration of access to a road in a Road Zone, Category 1

**File No:** FOL/16/130
**Author:** Principal Statutory Planner
**Directorate:** Planning & Development
**Ward:** Buckley

| | |
|---|---|
| **Planning File No.** | MV/200/2015 |
| **Proposal** | • Construction of a four storey building comprising 24 dwellings and one retail premise<br>• Waiver of loading bay requirements<br>• Alteration of access to a road in a Road Zone, Category 1 |
| **Applicant** | Anthony G & Associates Pty Ltd C/- Really Group Pty Ltd |
| **Owner** | Nonabel Pty Ltd |
| **Planning Scheme Controls** | • Commercial 1 Zone<br>• Design and Development Overlay, Schedules 7 and 9 (DDO7 & DDO9) |
| **Planning Permit Requirement** | Clause 34.01-4 – Construct a building or construct or carry out works<br>Clause 43.02-2 – Construct a building or construct or carry out works<br>Clause 52.07 – Waiver of loading bay requirements<br>Clause 52.29 – Alter access to a road in a Road Zone, Category 1 |
| **Car Parking Requirements**<br>**(Clause 52.06)** | Required: 31 car spaces<br>Provided: 33 car spaces |
| **Bicycle Requirements** | Required: 7 bicycle spaces |

| | |
|---|---|
| | Provided: 28 bicycle spaces |
| **Restrictive Covenants** | Yes, Covenant 1259141, Variation of Covenant AF083328G and Section 173 Agreement AF083329E are applicable to the land |
| **Easements** | Yes, a 1.83 metre wide drainage and sewerage easement |
| **Site Area** | 836 square metres |
| **Number Of Objections** | 2 |
| **Consultation Meeting** | Not applicable |

## Executive Summary

- The application seeks planning approval for the construction of a four storey building in a Design and Development Overlay (DDO7), waiver of loading bay requirements and alteration of access to a road in a Road Zone, Category 1.
- The site has an area of 836 square metres and is located on the south-western side of Keilor Road, Essendon. The site comprises an existing single storey brick dwelling.
- The application was advertised and two objections were received. The concerns raised related to overlooking, overshadowing, car parking, traffic, zoning requirements, historical agreements, frontage issues and a decrease in property values.
- A Consultation Meeting was not held as less than 10 objections were received by Council.
- The application was externally referred to VicRoads and Public Transport Victoria (PTV) and internally referred to Council's Engineering Services Unit, Traffic and Transportation Unit, Environmental Sustainable Development (ESD) Officer and Urban Designer. Conditional support to the application was provided, with exception to Urban Design referral comments.
- This assessment report finds that the proposal demonstrates an adequate level of compliance with the relevant policies and provisions of the Moonee Valley Planning Scheme, and recommends that a Notice of Decision to Grant a Permit be issued subject to conditions.

**Figure 1 – Aerial photo of the subject site and surrounds**

## Recommendation

That Council issue a Notice of Decision to Grant a Permit in relation to Planning Permit Application No. MV/200/2015 for the construction of a four storey building in a Design and Development Overlay (DDO7), waiver of loading bay requirements and alteration of access to a road in a Road Zone, Category 1 at No.117 Keilor Road, Essendon (Lot 16 LP7912), subject to the following conditions:

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The amended plans must be drawn to scale with dimensions and 3 copies must be provided. The amended plans must be generally in accordance with the plans submitted and assessed with the application but modified to show:

    a) Deletion of Dwellings G01 and G07, or reconfiguration of these dwellings and foyer area to significantly improve internal amenity.

    b) The northern and eastern elevations to correctly show ground floor dwellings and the basement vehicle access door in accordance with the floor plans.

    c) The southern elevation of Dwellings 105 and 106 to correctly correlate with the first floor plan, with reference to the balconies and built form above these.

    d) Deletion of the third floor heavy banding element around the top and sides of the balcony for Dwelling 301 fronting Keilor Road.

    e) Provision of natural daylight with some openable glazing for natural ventilation into internal corridors (i.e. separate the dwellings opposite the lift/stairwell on each level to provide some glazing into the interior). Alternatively, provide a photovoltaic system installed on the roof to offset

the power consumed 24/7 by lighting and ventilating these circulation areas.

f) Improve access to daylight/sunlight and ventilation into the balconies and living areas of Dwellings 103, 203 and 204.

g) Provision of a fully compliant pedestrian visibility splay (2.0 x 2.5 metres) on the egress side of the crossover.

h) Modifications to the vehicle passing area to ensure it meets the 5m and 7m length requirements of Clause 52.06-8 (Design Standards for Car Parking).

i) Modifications to the basement access ramp to either accommodate two-way passing along the entire length of the accessway or provide a sufficient traffic management design solution to advise motorists of other vehicles on the ramp.

j) The basement plan modified to include a wider ramp splay within the basement area, as per the swept path diagrams provided within the Traffic Assessment Report.

k) Provision of a suitable clearance/reversing area to the southern end of the accessway/car parking area to provide suitable egress clear of other spaces (within car stackers) and allow vehicles to manoeuvre comfortably.

l) Provision of a 0.3m setback/clearance area between visitor car space No.4 and the wall associated with the lift (as per Diagram 1 of Clause 52.06-8).

m) The provision of a 300mm trench grate at the bottom of the basement ramp.

n) Any changes as a result of Condition 3.

o) A roof plan which graphically shows:

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

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

    iii) Water tank volumes and numbers of toilets the water tanks are connected to.

    iv) The details must be consistent with the information provided in the approved complying STORM Rating Report.

p) Each rainwater tank to be noted to state, on all relevant plans:

    i) The capacity of the rainwater tank.

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

    iii) Number of toilets connected to the rainwater tank, as detailed on the STORM Rating Report.

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

When approved, these plans will be endorsed and will form part of this permit.

2. Except with the prior written consent of the Responsible Authority, the layout of the land and the size, design and location of the buildings and works permitted must always accord with the endorsed plan and must not be altered or modified.

3. An amended STORM Rating Report must be submitted simultaneously with the submission of amended plans in accordance with Condition 1. The STORM Rating Report must clearly distinguish between roof and balcony areas and obtain a minimum 100% to comply with Clause 22.03-4 (Stormwater Management) of the Moonee Valley Planning Scheme.

4. A minimum 30 days prior to any building or works commencing, all WSUD Design Details (relating to the WSUD treatment measures nominated in the approved and complying STORM report), such as cross sections and/or specifications, to assess the technical effectiveness of the proposed stormwater treatment measures, must be submitted for approval by the Responsible Authority.

5. A minimum 30 days prior to any building or works commencing, a Construction and Site Management Plan (CSMP) must be submitted to and be approved by the Responsible Authority detailing the construction activity proposed and the site and environmental management methods to be used. The plan must include, but is not limited to:

   a) Hours of construction;

   b) Parking and traffic movement of all workers' and construction vehicles;

   c) Scaffolding and hoarding for the site;

   d) Allocated areas for loading and unloading;

   e) Site evacuation plan and procedure;

   f) Occupational health and safety policy;

   g) Hazard identification and control;

   h) Environmental management and waste minimisation;

   i) Management of onsite stormwater and prevention of contamination which must be in the form of a detailed statement or report which outlines all measures to be taken to prevent litter, sediments and pollution from entering the stormwater systems;

   j) Protection of surrounding roads from site contamination and damage including rumble grid and/or wash down bay facility;

   k) Arrangements for chemical storage;

   l) Noise and vibration control;

   m) Risk assessment;

   n) Works timetable; and

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

   When approved, the CSMP will be endorsed and will form part of this permit.

The development must be carried out in accordance with the endorsed CSMP and the provisions, requirements and recommendations of the endorsed CSMP must be implemented and complied with to the satisfaction of the Responsible Authority.

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

   a) Inspection frequency;

   b) Cleanout procedures;

   c) As installed design details/diagrams including a sketch of how the system operates;

   d) A report confirming completion and commissioning of all WSUD Response initiatives by the author of the WSUD Response and STORM or MUSIC model approved pursuant to this permit, or similarly qualified person or company. This report must be to the satisfaction of the Responsible Authority and must confirm that all initiatives specified in the WSUD Response and STORM or MUSIC model have been completed and implemented in accordance with the approved report.

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

7. Before the building approved by this permit is occupied, all retaining walls and boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.

8. Buildings or works must not be constructed over or adjacent to any easement or within one metre of an existing Council drainage asset without the prior written consent of Council (or of the authorities or agencies with an interest in the easement) to the satisfaction of the Responsible Authority.

9. Service units, including air conditioning units, must not be located on any of the balconies or terrace areas unless appropriately visually and acoustically screened to the satisfaction of the Responsible Authority.

10. Floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

11. Before the building approved by this permit is occupied, the privacy screens and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority.

    All privacy screens and other measures to prevent overlooking as shown on the endorsed plans must at all times be maintained to the satisfaction of the Responsible Authority.

12. Before the building approved by this permit is occupied, the areas set aside for the parking of vehicles, together with the associated driveways and access lanes as shown on the endorsed plans must be:

a) Constructed;

b) Available for use in accordance with the endorsed plans;

c) Properly formed to such levels and drained so that they can be used in accordance with the endorsed plans;

d) Finished with a permanent trafficable surface (such as concrete, asphalt or paving); and

e) Line-marked or provided with another adequate means of ensuring that the boundaries of all vehicle spaces are clearly indicated on the ground;

in accordance with the endorsed plans to the satisfaction of the Responsible Authority.

The area set aside for the parking of vehicles, together with the associated driveways and access lanes as shown on the endorsed plans must:

f) Be maintained and made available for such use; and

g) Not be used for any other purpose;

to the satisfaction of the Responsible Authority.

13. Before the building approved by this permit is occupied, concrete vehicular crossing(s) must be constructed to suit the proposed driveway(s) in accordance with the responsible authority's specification and any obsolete, disused or redundant vehicle crossing(s) must be removed and the area reinstated to footpath, nature strip and kerb and channel to the satisfaction of the responsible authority.

    All vehicle access points must be located a minimum of 1.0 metre from any infrastructure including service pits. Alternatively, such assets may be incorporated into the crossover with the prior written consent of the responsible authority and the relevant servicing authority/agency. Subsequent works and costs in association with relocation and/or amendment must be incurred at the owner's cost, to the satisfaction of the relevant servicing authority/agency and the Responsible Authority.

14. The loading and unloading of vehicles and the delivery of goods to and from the land must:

    a) Only be carried out on or adjacent to the boundaries of the land;

    b) Not be conducted before 7.00am on any day; and

    c) Not disrupt the circulation or parking of vehicles on the land;

    to the satisfaction of the Responsible Authority.

15. Before the development starts, a Car Parking Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Car Parking Management Plan must be prepared by a traffic consultant with suitable qualifications to the satisfaction of the Responsible Authority and must include:

    a) Details as to how the car stackers are to be regularly maintained and serviced;

b) Details of time frames and measures to be undertaken, to reinstate the car stackers back to working order, if the car stackers become non-operational;

c) Details of measures to be undertaken if the car stackers are not operational, so not to provide any additional on-street parking demand.

When approved, the Car Parking Management Plan will be endorsed and will form part of this permit.

16. Bicycle parking spaces, access, lockers and compounds must be provided, maintained and kept available for these purposes at all times to the satisfaction of the Responsible Authority.

17. All structures within the pedestrian visibility splays at each vehicle access point must be at least 50% visually permeable pursuant to Clause 52.06-8 (Design Standards for Car Parking) of the Moonee Valley Planning Scheme.

18. Provision must be made for the drainage of the land including landscaped and pavement areas. The discharge of water from the land must be controlled around its limits to prevent any discharge onto any adjoining or adjacent property or streets other than by means of an underground pipe drain which is discharged to an approved legal point of discharge to the satisfaction of the Responsible Authority.

19. An on-site stormwater detention drainage system must be installed on the land to the satisfaction of the Responsible Authority.

    Before the development starts a Drainage Layout Plan, including computations and manufacturers specifications, to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Drainage Layout Plan must be prepared by a Civil Engineer with suitable qualifications to the satisfaction of the Responsible Authority and must depict an on-site stormwater detention drainage system to be installed on the land.

    When approved, the Drainage Layout Plan will form part of this permit.

    The on-site stormwater detention drainage system must be installed and the provisions, recommendations and requirements of the endorsed Drainage Layout Plan must otherwise be implemented and complied with to the satisfaction of the Responsible Authority.

20. Prior to the commencement of any buildings or works on site, all required electrical works with regard to the power line crossing over the subject site from the power pole located at the front of No.117 Keilor Road to the existing dwelling at No.115 Keilor Road to be completed to the satisfaction of the Responsible Authority.

**VicRoads Conditions**

21. The crossover and driveway are to be constructed to the satisfaction of the Roads Corporation and/or the Responsible Authority and at no cost to the Roads Corporation prior to the commencement of the use of the works hereby approved.

**End VicRoads Conditions**

**Public Transport Victoria Conditions**

22. Traffic and construction management plans required

    Detailed traffic and construction management plans are to be prepared and to be to the satisfaction of the Responsible Authority, with the concurrence of PTV, together with bus operators and Yarra Trams, prior to the commencement of buildings and works. These are to include the elements below relating to bus and tram services, together with any other elements specific to the site, the nature of works or which are required for safe conduct of works.

    Service Protection for Public Transport

    a) Tram and Bus stops and associated infrastructure must not be altered or in any way rendered unable to be used without the prior consent of Public Transport Victoria. Any alterations including temporary works or damage during construction must be rectified to the satisfaction of Public Transport Victoria and at the full cost of the permit holder.

    b) The permit holder must take all reasonable steps to ensure that disruption to bus operation along the frontage of the site is kept to a minimum during any and all demolition and construction of the use and development hereby approved. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria fourteen (14) days prior. Should a temporary stop in an alternative location be required during construction, the temporary bus stop must be provided in consultation with, and to the satisfaction of Public Transport Victoria. Once the new stop is deemed suitable for operation, the temporary stop must be removed in consultation with Public Transport Victoria. No such relocation and/or changes to bus stops is to occur until the written agreement of Public Transport Victoria is obtained. All and any activities required to satisfy this condition must be at the full cost of the permit holder.

**End Public Transport Victoria Conditions**

23. Before the building approved by this permit is occupied, all boundary fencing must be erected. The cost of such fencing must be met by the owner and carried out to the satisfaction of the Responsible Authority.

24. Except with the prior written consent of the Responsible Authority, equipment, services or other building features (other than those shown on the endorsed plan) must not be erected above the roof level of the building.

25. Any new building must be constructed so as to comply with any noise attenuation measures required by Section 3 of the Australian Standard AS 2021-2015, Acoustics – Aircraft Noise Intrusion – Building Siting and Construction, issued by the Standards Australia International Ltd.

26. Once construction commences, any structure or building activity (e.g. construction cranes) on the land, either permanent or temporary, must not penetrate prescribed airspace surfaces without approval of Essendon Airport.

27. The development must be provided with external lighting capable of illuminating access to the basement entrance, each car parking space and pedestrian walkways. All car parking facilities are to be well lit in accordance with AS1680.2.1:2008. Lighting must be located, directed and shielded and of limited

intensity so that no nuisance or loss of amenity is caused to any person within or beyond the land.

28. Before the development starts, an acoustic report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The acoustic report must be prepared by an acoustics consultant with suitable qualifications to the satisfaction of the Responsible Authority and must detail the noise attenuation measures required to all habitable rooms within each dwelling to ensure minimal impacts from noise sources external to that dwelling.

    When approved, the acoustic report will be endorsed and will form part of the permit.

    The provisions, recommendations and requirements of the endorsed acoustic report must be implemented and complied with to the satisfaction of the Responsible Authority.

29. Noise levels emanating from service equipment on the land must not exceed the permissible noise levels determined in accordance with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade), No. N-1 (SEPP N-1).

30. All security alarms or similar devices installed on the land must not emit any noise which is audible beyond the boundary of the land and must be designed in accordance with the relevant Australian Standard and must be connected to a security monitoring service.

31. Prior to the commencement of buildings and works, the Sustainable Management Plan (SMP) prepared by 'Green Rate' dated 23 June 2015 is to be resubmitted to the Responsible Authority for approval. Once approved, the SMP is to be implemented and appropriately managed during construction of the proposed buildings.

32. Before the development starts, and before any trees or vegetation are removed, an amended landscape plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The amended landscape plan must be prepared by a person or firm with suitable qualifications to the satisfaction of the Responsible Authority, drawn to scale with dimensions and 3 copies must be provided. The amended landscape plan must be generally in accordance with the landscape plan submitted with the application but modified to show:

    a) Plans to accord with Condition 1 of this permit.

    b) The pot size and total quantities of all proposed vegetation within the planting schedule.

    c) The use of non-invasive plant species within any easements which will ensure that existing infrastructure assets are not damaged by root systems. Any proposed tree species are also required to have a maximum mature height of not more than 3.0 metres.

    d) All planting abutting the vehicle accessway and land frontage to have a maximum mature height of no more than 900mm in accordance with Clause 52.06-8 (Design Standards for Car Parking) of the Moonee Valley

Planning Scheme.

e) An appropriate irrigation system.

When approved, the amended landscape plan will be endorsed and will form part of this permit.

Landscaping in accordance with the endorsed landscaping plan and schedule must be completed before the building is occupied.

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

34. The existing street tree at the front of the site along Keilor Road must not be removed or damaged as a result of the permitted development, except with the prior written consent of the Responsible Authority.

35. Before the development starts, a Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Waste Management Plan must be in accordance with the City of Moonee Valley's 'Waste Management Plans – Guidelines for Applicants' and must:

    a) Be generally in accordance with the Waste Management Plan prepared by 'Green Rate' dated 23 June 2015.

    When approved the Waste Management Plan will be endorsed and will form part of this permit.

    The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

36. This permit will expire if:

    a) The development does not start within two (2) years of the date of issue of this permit, or

    b) The development is not completed within four (4) years of the date of issue of this permit.

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

    If the development commences before the permit expires, within twelve (12) months after the permit expires, the owner or occupier of the land may make a written request to the Responsible Authority to extend the expiry date.

**Permit Notes**

- This is not a building permit under the *Building Act*. A separate building permit is required to be obtained for any demolition or building works.
- Before the development starts, the permit holder must contact the Moonee Valley City Council's Technical Services Department regarding legal point of

discharge, vehicular crossings, building over easements, asset protection, road consent/occupancy, etc.

- This permit does not authorise any advertising signs. No advertising signs may be erected on the land (other than those which, under the Moonee Valley Planning Scheme, are exempt from the need for a planning permit).
- No on street parking permits will be provided to the occupiers of the land.
- The required on-site detention system must be designed to limit the rate of stormwater discharge from the land to pre-development levels in accordance with the following calculation: C=0.4, tc=5mins, ARI 1 in 5. An ARI of 1 in 10 should be used for storage and the greater of post development C or C=0.80.
- All drainage works undertaken must be in accordance with the requirements of Stormwater Drainage Requirements for Development Works as prepared by the Moonee Valley City Council.
- All works undertaken within any existing road reserves must accord with the requirements of the Moonee Valley City Council's Technical Services Department and be to the satisfaction of the Responsible Authority.
- Existing levels along the property line and easements must be maintained. All proposed levels must match to existing surface levels along the property boundary and/or easement. Council will not accept any modifications to existing levels within any road reserve or easement.
- Should any activity occur above 80m Australian Height Datum (e.g. cranes during construction) approval may be required from Essendon Airport.
- The proposed development requires the construction of a crossover. Separate approval under the Road Management Act for this activity may be required from VicRoads (the Roads Corporation). Please contact VicRoads prior to commencing any works.
- The applicant is reminded that the provisions of the Commonwealth Disability Discrimination Act 1992 must be satisfied.

## 1. Introduction

### 1.1 Subject Site and Surrounds

The subject site is located on the south-western side of Keilor Road, Essendon. The site is regular in shape with a frontage to Keilor Road of 18.29 metres and a maximum depth of 45.72 metres, resulting in a total area of 836m$^2$.

The land has an approximate 0.30 metre fall from the north of the site to the south.

A 1.83 metre wide drainage and sewerage easement exists to the south-west of the site, adjoining the rear property boundary.

The site comprises a single storey brick dwelling and associated outbuildings. The existing dwelling has a front setback of approximately 9.0 metres. Vehicle access is obtained from an existing crossover to the north-east along Keilor Road. There is no significant landscaping or vegetation on the subject site. There is one street tree located at the front of the site along Keilor Road.

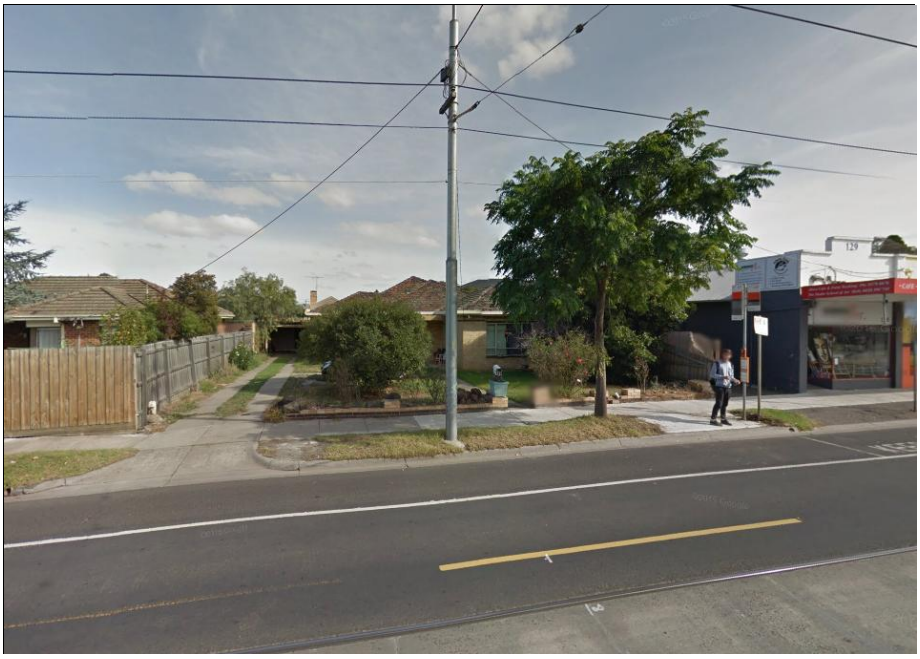


**Figure 2 – Subject site (No.117 Keilor Road, Essendon)**

The surrounding area is comprised of predominantly commercial and residential zoned land used and developed for commercial and residential purposes. The subject site is located within the Keilor Road Activity Centre, directly abuts an arterial road (Keilor Road) and adjoins the No.59 tram route. The site is also located within close proximity of numerous bus routes, local businesses, schools and public reserves. The built form within the vicinity is predominantly single and double storey, with numerous examples of multi-storey mixed use and residential developments evident nearby. While the built form found within the immediate vicinity predominantly comprises of brick or render external finishes, the broader area is very much eclectic with an emergence of new and contemporary developments nearby.

### 1.2 Proposal

It is proposed to construct a four storey building in a Design and Development Overlay (DDO7) with a waiver of loading bay requirements and alteration of access to a road in a Road Zone, Category 1. The proposal can be summarised as follows:

**Table 1**

| | |
|---|---|
| Retail area | 60 square metres |
| No. of dwellings | 24 (1 x 3 bedrooms, 16 x 2 bedrooms and 7 x 1 bedroom) |
| No. of car spaces | 33 (26 resident spaces, 5 visitor spaces and 2 retail spaces) |
| No. of bicycle spaces | 28 (26 resident spaces and 2 visitor spaces) |
| Max. building height | 11.0 metres |

| | |
|---|---|
| Site coverage | 95.81% |
| Permeability | 4.19% |

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

## 2. Background

### 2.1 Relevant Planning History

- Planning Permit MV/18856/2007 was issued at the direction of VCAT on 29 July 2010 for the development and use of a part three and part four storey building with basement car parking for two shops and multiple dwellings; creation of access to a Road Zone Category 1; reduction in the statutory car parking requirement and waiver of the loading/unloading requirement in relation to the shop component.
- Planning Permit MV/15505/2002 was refused on 24 May 2004 for the construction of four double storey dwellings on one lot.
- Planning Permit application MV/15506/2002 was refused on 21 May 2004 for variation of the covenant in the instrument of transfer 1259141 by the:
    - Deletion of the words “save one dwelling house” replaced by the words “no more than four dwelling houses”; and
    - Deletion of the words “and such dwelling house shall not front any way other than Keilor Road shown on the said plan of subdivision”.

### 2.2 Planning Policies & Decision Guidelines

State Planning Policy Framework

| | |
|---|---|
| Clause 11 | Settlement |
| Clause 15 | Built Environment and Heritage |
| Clause 16 | Housing |
| Clause 17 | Economic Development |

Local Planning Policy Framework

| | |
|---|---|
| Clause 21.01 | Municipal Profile |
| Clause 21.02 | Key Issues and Influences |
| Clause 21.03 | Vision |
| Clause 21.04 | Sustainable Environment |
| Clause 21.05 | Housing |
| Clause 21.06 | Built Environment |
| Clause 21.07 | Activity Centres |
| Clause 21.08 | Economic Development |
| Clause 22.03 | Stormwater Management (Water Sensitive Urban Design) |

Zoning

| | |
|---|---|
| Clause 34.01 | Commercial 1 Zone |

Overlays

| | |
|---|---|
| Clause 43.02 (DDO7 and DDO9) | Design and Development Overlay Schedules 7 and 9 |

Particular and General Provisions

| | |
|---|---|
| Clause 52.06 | Car Parking |
| Clause 52.07 | Loading and Unloading of Vehicles |
| Clause 52.29 | Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road |
| Clause 52.34 | Bicycle Facilities |
| Clause 55 | Two or More Dwellings on a Lot and Residential Buildings |
| Clause 65 | Decision Guidelines |

### 2.3 Referrals

External

- VicRoads (Section 55 referral)

  No objection subject to the following conditions:

  - The crossover and driveway are to be constructed to the satisfaction of the Roads Corporation and/or the Responsible Authority and at no cost to the Roads Corporation prior to the commencement of the use of the works hereby approved.

  Notes:

  - The proposed development requires the construction of a crossover. Separate approval under the Road Management Act for this activity may be required from VicRoads (the Roads Corporation). Please contact VicRoads prior to commencing any works.

- Public Transport Victoria (Section 52 referral)

  No objection subject to the following conditions:

  **Traffic and construction management plans required**

  Detailed traffic and construction management plans are to be prepared and to be to the satisfaction of the Responsible Authority, with the concurrence of PTV, together with bus operators and Yarra Trams, prior to the commencement buildings and works. These are to include the elements below relating to bus and tram services, together with any other elements specific to the site, the nature of works or which are required for safe conduct of works.

  Service Protection for Public Transport

- Tram and Bus stops and associated infrastructure must not be altered or in any way rendered unable to be used without the prior consent of Public Transport Victoria. Any alterations including temporary works or damage during construction must be rectified to the satisfaction of Public Transport Victoria and at the full cost of the permit holder.
- The permit holder must take all reasonable steps to ensure that disruption to bus operation along the frontage of the site is kept to a minimum during any and all demolition and construction of the use and development hereby approved. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria fourteen (14) days prior. Should a temporary stop in an alternative location be required during construction, the temporary bus stop must be provided in consultation with, and to the satisfaction of Public Transport Victoria. Once the new stop is deemed suitable for operation, the temporary stop must be removed in consultation with Public Transport Victoria. No such relocation and/or changes to bus stops is to occur until the written agreement of Public Transport Victoria is obtained. All and any activities required to satisfy this condition must be at the full cost of the permit holder.

Notes:

- The applicant is reminded that the provisions of the Commonwealth Disability Discrimination Act 1992 must be satisfied.

Internal

- Engineering Services Unit

  No objection subject to standard drainage and engineering conditions.

  No objection to the Waste Management Plan.

- Traffic and Transportation Unit

  No objection subject to the following conditions:

  - Developer to liaise with VicRoads and the relevant bus company with regard to the extended crossover along Keilor Road.
  - Provision of a fully compliant pedestrian visibility splay (2.0 x 2.5 metres) on the egress side of the crossover.
  - Provision of adequate acoustic treatment to the habitable room windows of Dwelling G07 directly abutting the basement access ramp (refer to Condition 28).
  - Modifications to the vehicle passing area to ensure it meets the 5m and 7m length requirements of Clause 52.06-8 (Design Standards for Car Parking).
  - Modifications to the basement access ramp to either accommodate two-way passing along the entire length of the accessway or provide a sufficient traffic management design solution to advise motorists of other vehicles on the ramp.

- The basement plan modified to include a wider ramp splay within the basement area, as per the swept path diagrams provided within the Traffic Assessment Report.
- Provide 1.0 metre at the end of the accessway at the rear of the car park to provide suitable egress clear of other spaces (within car stackers) and allow vehicles to manoeuvre comfortably (refer to Condition 1.k).
- Provision of a 0.3m setback/clearance area between visitor car space No.4 and the wall associated with the lift (as per Diagram 1 of Clause 52.06-8).
- Ensure car parking facilities are well lit in accordance with AS1680.2.1:2008 (refer to Condition 27).
- Restrict loading to before 7.00am, due to high pedestrian movements and parking demands within the vicinity (refer to Condition 14).

- Urban Designer

  Does not support the design of the proposed development.

  Planner's comments

  Unfortunately the design, building footprint and setbacks are largely guided by the restrictive covenants and Section 173 Agreement applicable to the land. Further discussion on these restrictions can be found under Section 3.10 of this report. It is also noted that the proposed building footprint is similar to that of the approved development at No.115 Keilor Road. Some consideration can be given to changes to the design/setback of the third floor level from Keilor Road, and improved internal amenity for Dwellings G01 and G07, through conditions on any permit granted. However, given the extensive restrictions in place and high level of compliance with State and Local Planning Policies, as discussed under Sections 3.1 and 3.2 of this report, the design of the proposed development is fundamentally considered acceptable.

- Environmental Sustainable Development (ESD) Officer

  No objection subject to the endorsement of the Sustainable Management Plan (SMP) as a condition on any permit granted, the submission of a correct STORM Rating Report, the inclusion of WSUD conditions on any permit granted and changes to the plans as follows:

  - Provision of natural daylight with some openable glazing for natural ventilation into internal corridors (i.e. separate the dwellings opposite the lift/stairwell on each level to provide some glazing into the interior). Alternatively, provide a photovoltaic system installed on the roof to offset the power consumed 24/7 by lighting and ventilating these circulation areas.
  - Deletion or reconfiguration of Dwellings G01 and G07, given these dwellings each have very poor and compromised internal amenity.
  - Improve access to daylight/sunlight and ventilation into the balconies and living areas of Dwellings 103, 203 and 204.

- All balconies to be a minimum of 8m$^2$ in area, excluding hot water services and air conditioning units.
- The northern elevation plan to correctly show Dwelling G01, in lieu of the basement vehicle access door.
- The southern elevation of Dwellings 105 and 106 to correctly correlate with the first floor plan, with reference to the balconies and built form above these.

### 2.4 Public Notification of the Application

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

As a result, two (2) objections were received from the properties contained within **Appendix A** of this report.

A response to the objections is provided in Section 3.11 of this report.

## 3. Discussion

### 3.1 State Planning Policy Framework (SPPF)

The relevant State Planning Policy Framework clauses are considered to be met. For the large part State Planning objectives seek to encourage urban consolidation in locations which take advantage of existing commercial and community services and public transport. The subject site is located within the Keilor Road Activity Centre under *Plan Melbourne: Metropolitan Planning Strategy*, directly abuts the No.59 tram route and numerous bus routes and is located within close proximity of local businesses, schools and public reserves. The location of the subject site is considered to lend support for a more intensive form of residential development.

With regard to Clause 16.01-3, the subject site is considered to be a 'strategic redevelopment site' as it is located within an Activity Centre, abuts a tram route that forms part of the Principal Public Transport Network (PPTN) and is able to provide more than 10 dwellings. The proposal contributes to the objective of Clause 16.01-4 (Housing Diversity) by providing a mix of dwelling sizes in various configurations, which will cater for the increasingly diverse needs of future residents.

### 3.2 Local Planning Policy Framework (LPPF)

The proposal complies with the objectives and strategies of Clause 21.04 (Sustainable Environment) through the use of ecologically sustainable design principles, as highlighted within the submitted Sustainable Management Plan (SMP). Furthermore, all dwellings will need to meet the minimum six star energy efficiency rating as required by the National Construction Code (NCC), which is considered suitable. As mentioned earlier, Council's ESD Officer has no objection to the proposed development, subject to the inclusion of conditions on any permit granted.

The proposed development also accords with the objectives of Clause 21.04-7 (Waste) as it integrates waste management and recycling facilities in order to achieve best practice in waste minimisation and recycling. The submitted waste management plan will be endorsed through conditions on any permit granted accordingly.

The proposal complies with the objectives and strategies of Clause 21.05 (Housing) by increasing housing opportunities to meet growing population needs, providing a diversity of housing choice in a well-established area with access to public transport options and local/community services. It is noted that the subject site is located within an area of 'high to substantial housing intensification'.

Clause 21.06-4 (Urban Design) aims to achieve contemporary development that is innovative, legible and designed in a manner that responds to its location and context through a number of strategies:

- The proposed development achieves visual interest and articulation along Keilor Road through the use of different materials/finishes and the provision of windows, upper floor balconies and staggered setbacks. The recessed upper floor level, along with the deletion of the heavy banding element at the third floor level along Keilor Road, will reduce potential visual bulk presenting to the public and private realm. The contemporary design will enhance the existing streetscape, complement the commercial zoning of the site and respect other new and contemporary developments emerging nearby. The proposed colour/material palette complements the surrounding area and emerging built form. Therefore, subject to modification, the proposed development is considered to respond to its location and context in an appropriate manner.

  With regard to on-site amenity, all proposed habitable rooms have a window with direct access to daylight and no reliance on borrowed light, with the exception of three single bedroom dwellings which each have a bedroom reliant on borrowed light. However, this is considered acceptable given the predominant purpose of bedrooms is for sleeping and 87.5% of dwellings (21 dwellings) do not rely on any borrowed light at all. Each dwelling is provided with a terrace or balcony area ranging from $8m^2$ to $27m^2$, which meets the requirements of Clause 55.05-4 (Private Open Space). The majority of balconies have been located to the north, east or west of the site, which allows for a reasonable amount of solar access. While some balconies are provided with walls to the north, they would receive adequate access to daylight considering the orientation and constraints of the site, which is considered acceptable and provides some additional diversity within the development. Each dwelling is provided with a storage cage within the basement floor level, which is considered suitable to apartment living. As referenced within Section 2.3 of this report, Council's ESD Officer has no objection to the proposed development subject to the inclusion of conditions on any permit granted. Therefore, subject to modification in accordance with comments from Council's ESD Officer, the proposed development is considered to have a high level of on-site amenity.

- While the subject site is not a large or consolidated site, the proposal would significantly enhance interactions, visual interest and passive surveillance to Keilor Road.
- As the subject site is located within a commercial zone within an activity centre area where minimal permeability is typically found, it is considered reasonable to expect full site coverage for an efficient use of the land. It is noted that many commercial and mixed use developments nearby also contain a high level of site coverage. The provision of no front setback will ensure a consistent front building line is maintained along this section of Keilor Road, similar to other commercial and mixed use developments nearby. The siting of the building and proposed upper floor setbacks, subject to the deletion of the upper floor heavy banding element fronting Keilor Road, are generally considered appropriate as they would minimise impacts on the streetscape and the character of the site and surrounding area. The proposed setbacks from adjoining properties are considered appropriate as there would continue to be adequate spacing and visual relief between adjoining buildings and the proposed development. While this is largely due to the setback requirements of restrictions (covenants and Section 173 Agreement) on the land, this ensures a higher level of amenity to adjoining properties than might typically be expected for such a site. The proposed development provides for setbacks, light court areas and visual relief along the eastern and western side property boundaries to ensure equitable development opportunities to these sites. Therefore, subject to modification, it is considered that the proposed siting of the development adequately responds to the opportunities, constraints and features of the site and surrounding area.
- The adjoining and surrounding properties would continue to maintain a reasonable level of amenity given the zoning and location of the site in an activity centre area. The siting and design of the proposed development would minimise amenity impacts and ensure that adjoining properties are not significantly affected by visual bulk, overlooking, access to daylight or overshadowing. While there are existing dwellings located directly to the south-east and south-west of the site, the DDO7 and restrictions (Covenants and Section 173 Agreement) applicable to the land ensure a suitable level of amenity will be provided to these properties. While a four storey mixed use development has been approved at No.115 Keilor Road, the setbacks required under the Section 173 Agreement ensure an adequate level of amenity is maintained to this property. The height and setback requirements of the DDO7 and Covenant/Section 173 Agreement restrictions are discussed further within Sections 3.4 and 3.10 of this report.

  It is noted that building up to property boundaries is a typical design response for properties within commercial zones and activity centres, and reflects other commercial and mixed use developments nearby. The extent of boundary walls are considered acceptable in this instance as amenity impacts have largely been mitigated through design and orientation as discussed earlier. Therefore, it is considered that there is suitable separation between the proposed development and surrounding

buildings to allow an adequate level of amenity in the context of an activity centre area.

With regard to Clause 55.04-3 (Daylight to Existing Windows) all proposed walls more than 3.0 metres in height opposite existing habitable room windows are set back from these windows more than 50% of the height of the new walls. Therefore the proposed development meets the requirements of this standard.

With regard to Clause 55.04-4 (North-facing Windows) the proposed development exceeds the minimum setback requirements from the three existing north-facing windows associated with No.118 Hedderwick Street.

The proposed development meets the requirements of Clause 55.04-5 (Overshadowing Open Space) with regard to secluded private open space areas associated with existing dwellings at No.118 Hedderwick Street and No.24 Cudmore Street. There are no secluded private open space areas associated with the existing retail premises to the north-west at No.129-131 Keilor Road. While there would be some additional overshadowing to the secluded private open space areas of existing dwellings located to the south-east at No.115 Keilor Road during the afternoon hours, there would be no additional overshadowing up until 1pm. This is considered to be an acceptable outcome given these dwellings are located within a commercial zone within an activity centre area where a higher standard of amenity cannot be expected. Accordingly, a strict application of the quantitative requirements of Clause 55.04-5 (Overshadowing Open Space) is not considered appropriate in this instance. It is also noted that the approved four storey development at No.115 Keilor Road would not receive any additional overshadowing up until 1pm, which is also considered acceptable as outlined above.

The eastern, southern and western elevations of the proposed development have been designed and treated to prevent overlooking into existing secluded private open space areas and habitable room windows in accordance with the requirements of Clause 55.04-6 (Overlooking). However, some of the privacy screening measures, particularly along the eastern elevation, should be modified to improve internal amenity, outlook and access to daylight and this is to be a condition on any permit granted accordingly.

- The proposed development would present a well-integrated development with a sense of address and clearly articulated façades, with defined pedestrian and vehicle accessways from Keilor Road. The proposed retail and residential components would each contain a defined entrance that would be visible from the streetscape.
- The contemporary design, façade variation and high level of articulation of the proposed building will provide an attractive and interesting built form that will help the overall development integrate with its surroundings. External finishes of the proposed development predominantly comprise of dark grey render, white and silver alucobond feature cladding, dark grey metal cladding with expressed joints and tinted glazing. The proposed external finishes are considered to respect the existing and emerging

character of this activity centre area, and would integrate the proposed development with its surroundings. The varied use of colours and materials, coupled with the staggered setbacks and recessed upper floor levels, will create an attractive and visually interesting built form.

- The subject site is not a corner site and is therefore limited with respect to highlighting key corners and intersections. However, the proposed development is respectful of the surrounding built form and would enhance the value of the existing streetscape.
- The subject site is located within Precinct 3 of Schedule 7 to the Design and Development Overlay (DDO7), which has a preferred maximum building height of 15 metres. The proposed development has a maximum building height of 11 metres and therefore complies with this strategy. It is noted that the proposed building height also complements numerous other existing and approved developments along Keilor Road. Therefore, the proposed building height is considered acceptable.
- The proposed development is less than 80m AHD under Schedule 9 to the Design and Development Overlay (DDO9) and therefore would not negatively impact on flight safety given its relatively modest height and distance from Essendon Airport.

Clause 21.07 (Activity Centres) is applicable in this instance and builds on the objectives and strategies of the State Planning Policies, in particular Clause 11 (Settlement). The subject site is located within the Keilor Road Activity Centre as identified in *Plan Melbourne*. The proposed mixed-use development continues to promote commercial and residential growth within this area. The Keilor Road Built Form Guidelines 2012 has been considered in the design and assessment of the proposed development, to which there is a high degree of compliance.

With regard to Clause 21.08 (Economic Development), it is considered that the proposed development would contribute to and enhance the Keilor Road Activity Centre in terms of employment and business. It is noted that the proposed retail tenancy is an 'as-of-right' use within the Commercial 1 Zone, as discussed within Section 3.3 of this report. The proposed development is considered acceptable accordingly.

The proposal complies with Clause 22.03 Stormwater Management (Water Sensitive Urban Design) and generally meets the required on-site stormwater treatment as demonstrated by achieving at least 100% on the STORM Rating Report. However, as mentioned earlier, Council's ESD Officer recommended the submission of a revised STORM Rating Report and the inclusion of associated WSUD notations and conditions on any permit granted, which is considered acceptable.

### 3.3 Compliance with Clause 34.01 (Commercial 1 Zone)

The proposed development requires a planning permit under Clause 34.01-4 (Buildings and Works). As discussed within Sections 3.2, 3.4 and 3.10 of this report, the proposal is considered to be a good design outcome for the site and surrounding area.

### 3.4 Compliance with Clause 43.02 (Design and Development Overlay)

The subject site is located within Precinct 3 of the Design and Development Overlay Schedule 7 (DDO7).

**Table 2**

| | DDO7-Precinct 3 | Proposed |
|---|---|---|
| Preferred maximum building height | 15 metres | 11 metres |
| Front setback (up to three storeys in height) | 0 metres | 0-0.75 metres |
| Front setback (above three storeys in height) | 3 metres | 1.87 metres |
| Rear setback (up to three storeys in height) | 3 metres | 3.40-6.20 metres |
| Rear setback (above three storeys in height) | 8 metres | 7.80 metres |

The proposed development has a high level of compliance with the height and setback requirements under Precinct 3 of the DDO7, as demonstrated in Table 2 above. Importantly, the proposed building is less than the preferred maximum height of 15 metres.

The staggered front setback of 0-0.75 metres up to three storeys in height exceeds the zero metre street setback requirement under the DDO7, adding articulation and visual interest to the streetscape and reducing potential bulk/massing impacts along Keilor Road. This is considered to be a positive design response to the site and surrounding area.

The 1.87 metre front setback above three storeys in height does not meet the 3.0 metre setback requirement under the DDO7. Given the overall building height is 4.0 metres less than the preferred maximum building height and it is only two narrow balconies that have an encroachment of 1.13 metres into the front setback, this is generally considered acceptable. Furthermore, such an encroachment would not result in any amenity impacts to adjoining or surrounding properties. However, the heavy banding element that wraps around the balcony for Dwelling 301 is built to the front property boundary and considered to add unnecessary visual bulk to the streetscape. Therefore, this heavy banding element at the third floor level is to be deleted as a condition on any permit granted, as referenced within Section 2.3 of this report, to minimise visual impacts along Keilor Road.

The proposed development meets and exceeds the rear setback requirements by 0.40-3.20 metres up to three storeys in height, which significantly reduces any potential amenity impacts on adjoining residential properties to the rear of the site. While the third floor balconies encroach 0.20 metres into the 8.0 metre rear setback requirement, balconies may encroach up to 0.50 metres into the nominated rear setback under the DDO7 and therefore the proposed development meets all rear setback requirements.

### 3.5 Compliance with Clause 52.06 (Car Parking)

The proposal provides sufficient car parking as set out in the table below:

**Table 3**

| Unit | Requires | Provides |
|---|---|---|
| 24 (1 x 3 bedrooms, 16 x 2 bedrooms and 7 x 1 bedroom) | 25 | 26 |
| Retail (60m$^2$) | 2 | 2 |
| Residential visitors | 4 | 5 |
| Total | 31 | 33 |

As discussed under Section 2.3 of this report, Council's Traffic and Transportation Unit has no objection to the proposed development subject to conditions, which are to be included on any permit granted.

With regard to residential traffic generation, the proposed development is expected to generate 9-13 vehicle movements during peak periods and approximately 94-130 daily traffic movements in total. TTM Consulting (Vic) Pty Ltd consider these volumes to be low in a traffic context and therefore the proposal will have no adverse impacts on existing traffic conditions proximate to the site.

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

### 3.6 Compliance with Clause 52.07 (Loading and Unloading of Vehicles)

Clause 52.07 triggers loading and unloading requirements for the retail premise within the proposed development. The proposed retail tenancy is relatively small and it is generally accepted that deliveries to retail premises of this scale are delivered by a van or car. Such vehicles would utilise on-street car parking, or nearby loading zones, for short periods of time to drop off goods. Council's Traffic and Transportation Unit has no objection to this arrangement. In addition to this, it is noted that VCAT commonly waive loading and unloading requirements for small commercial premises similar to that contained within the proposed development.

In light of the above, it is considered appropriate to waive the loading bay requirements in this instance.

### 3.7 Compliance with Clause 52.29 (Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road)

A planning permit is required to create or alter access to a road in a Road Zone, Category 1. As this planning application proposes to alter access to Keilor Road, which is a Category 1 Road Zone, the application was referred to the Roads Corporation (VicRoads) under Section 55 of the Planning and Environment Act 1987. As discussed within Section 2.3 of this report, VicRoads

has no objection to the proposed development subject to the inclusion of conditions and notes on any permit granted. This is considered acceptable.

### 3.8 Compliance with Clause 52.34 (Bicycle Facilities)

The proposal includes bicycle spaces, as set out in the table below:

**Table 4**

| Unit | Requires | Provides |
|---|---|---|
| 24 Dwellings | 5 | 26 |
| Residential visitors | 2 | 2 |
| Retail employees | 0 | 0 |
| Retail visitors | 0 | 0 |
| Total | 7 | 28 |

As demonstrated in the table above, the proposed development complies with the requirements of this clause.

### 3.9 Clause 55 (ResCode) Assessment

Given the location of the site within a Commercial 1 Zone where higher density developments are encouraged, it is considered that an assessment against the objectives and strategies of Clause 21.06-4 (Urban Design) is more appropriate in this instance. It is noted that the relevant objectives, standards and decision guidelines of Clause 55 have been considered within Section 3.2 of this report.

### 3.10 Compliance with Covenant 1259141, Variation of Covenant AF083328G and Section 173 Agreement AF083329E

Pursuant to Variation of Covenant AF083328G, the court orders by consent that the restrictive covenant in Instrument of Transfer No.1259141 be modified by permitting the land contained in Certificate of Title Volume 5121 Folio 126 to be developed with one or more buildings which may be used for residential or non-residential purposes subject to the following restrictions:

- That no building shall be constructed higher than 11 metres from natural ground level;
- That no building shall be constructed other than one which provides for a 1 metre setback from the rear boundary for landscaping purposes;
- That no part of a building higher than 9 metres from natural ground level shall be constructed within 7.8 metres from the rear boundary;
- That no part of a building higher than 6 metres from natural ground level shall be constructed within 6.2 metres from the rear boundary;
- That no part of a building higher than 3.4 metres from natural ground level shall be constructed within 3.4 metres from the rear boundary.

The east and west elevations on plan TP-08-A dated September 2014 demonstrate compliance with the above height and setback requirements. Therefore, the proposal accords with the above covenant restrictions.

Pursuant to Section 173 Agreement AF083329E, the owner covenants and agrees that:

- Unless a new building is constructed either on the boundary of the Subject Land which it shares in common with the land at 115 Keilor Road, Essendon or within 150mm of that boundary, any new building must be set back from this boundary:
    - 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres, unless otherwise approved by the Council; and
    - Sunblinds, verandas, porches, eaves, fascias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, heating or cooling equipment or other similar services may encroach not more than 0.5 metres into this setback, unless otherwise approved by the Council. Landings having an area of not more than 2 square metres and less than 1 metre high, stairways, ramps, pergolas, shade sails and carports may encroach into this setback.
- Any new building constructed either on the boundary of the Subject Land which it shares in common with the land at 115 Keilor Road, Essendon or within 150mm of that boundary shall not exceed a total height of 3.6 metres from natural ground level (with a 3.0 metre average) unless otherwise approved by Council.

The north and south elevations on plan TP-08-A dated September 2014 demonstrate compliance with the above height and setback requirements. Therefore, the proposal accords with the above Section 173 Agreement restrictions.

### 3.11 Objections

**Table 5**

| Issue | Officer Response |
|---|---|
| Overlooking | The proposed development meets the requirements of Clause 55.04-6 (Overlooking) and is considered acceptable as discussed within Section 3.2 of this report. |
| Overshadowing | The proposed development would not cause any additional overshadowing to the secluded private open space area of the existing dwelling at No.24 Cudmore Street between 9am and 3pm on 22 September. This meets the requirements of Clause 55.04-5 (Overshadowing Open Space) and is considered acceptable as discussed within Section 3.2 of this report. |
| Car parking and traffic issues | The proposed development meets the on-site car parking requirements of Clause 52.06 (Car Parking) and is considered acceptable as discussed within Sections 2.3 and 3.5 of this report. |

| | |
|---|---|
| Zoning requirements | The proposed use and development of the site for a retail premise and dwellings is considered acceptable to the Commercial 1 Zone, as discussed within Sections 3.2 and 3.3 of this report. |
| Historical agreements | The subject site must meet the requirements of covenants and Section 173 Agreements applicable to the land, as discussed within Section 3.10 of this report. |
| Frontage issues | This is considered acceptable, subject to modifications, as discussed within Sections 3.2 and 3.4 of this report |
| Reduction in property values | This is not a valid planning consideration. |

## 4. Human Rights

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

## 5. Conclusion

The application has been assessed against the relevant provisions of the State Planning Policy Framework, Local Planning Policy Framework, zoning and overlay controls, the relevant Particular and General Provisions, and the decision guidelines at Clause 65 of the Moonee Valley Planning Scheme. Additionally, consideration has been given to the requirements of Section 60(1B) of the Planning and Environment Act 1987 with respect to the number of objections received, and it is determined that the proposal would not have a significant social effect.

It is considered that the proposal demonstrates general compliance with the requirements of these provisions and policies. The application is supported as detailed above in the recommendation section.

## Appendices

Appendix A: Location of Objectors (117 Keilor Road Essendon - MV/200/2015)
Appendix B: Advertised Plans (117 Keilor Road Essendon - MV/200/2015) (separately circulated)

**Location of Objector's Properties**

| |
|---|
| 24 Cudmore Street, ESSENDON VIC 3040 |
| 26 Cudmore Street, ESSENDON VIC 3040 |

## 9.4 1 Melfort Avenue, Essendon (Lot 9 PS012260) - Use and development of the land for the purpose of a childcare centre and display of business identification signage

**File No:** FOL/16/130
**Author:** Team Leader Statutory Planning
**Directorate:** Planning & Development
**Ward:** Buckley

| | |
|---|---|
| **Planning File No.** | MV/668/2015 |
| **Proposal** | • Use of the land for a childcare centre for 121 children.<br>• Development of a four storey building to accommodate the child care centre.<br>• Display of business identification signage. |
| **Applicant** | Elali Childcare<br>C/- G2 Urban Planning |
| **Owner** | Vamtak Pty Ltd |
| **Planning Scheme Controls** | Commercial 2 Zone |
| **Planning Permit Requirement** | • Clause 34.02-1 – Use of the land (Section 2 Use).<br>• Clause 34.02-4 – Construct a building or construct and carry out works.<br>• Clause 52.05 – Display a business identification sign. |
| **Car Parking Requirements (Clause 52.06)** | Required: 27<br>Proposed: 27 |
| **Bicycle Requirements** | N/A |
| **Restrictive Covenants** | None |
| **Easements** | None |
| **Site Area** | 701 square metres |
| **Number Of Objections** | 0 |
| **Consultation Meeting** | N/A |

## Executive Summary

- The application seeks planning approval for the construction of a four storey building to accommodate a childcare centre and associated business identification signage.
- The site has an area of approximately 701 square metres and is located on the north western side of Melfort Avenue, Essendon.
- The application was advertised, however no objections were received to the application.
- The application was externally referred to VicTrack. The application was also internally referred to Council's Environmental Sustainable Development (ESD) Officer, Arborist, Engineering Services Unit and Traffic and Transportation Unit. Conditional support to the application was provided by both external and internal departments.
- The assessment report finds that the proposal demonstrates an adequate level of compliance with the relevant polices and provisions of the Moonee Valley Planning Scheme and recommends that a Planning Permit be issued subject to conditions.

**Figure 1: Aerial Photo of the subject site and surrounds**

## Recommendation

That Council issue a Planning Permit in relation to Planning Permit Application No. MV/668/2015 for the Use and Development of the land for the purpose of a childcare centre and display of business identification signage at 1 Melfort Avenue, Essendon (Lot 9 LP12260), subject to the following conditions:

1. Before the development starts, amended plans (three copies) must be submitted to and approved to the satisfaction of the Responsible Authority. The plans must be drawn to scale, with dimensions, and be generally in accordance with the plans submitted and assessed with the application but modified to show:

a) The location of all infrastructure within the road reserve at the front of the site, which is to be retained and/or removed.

b) All crossovers are to be sited a minimum of 1.0 metre from any infrastructure within the road reserve.

c) The tandem car spaces are to be increased by 0.5 metres in length.

d) The provision of 7 square metres of outdoor play area to each child.

e) An annotation that all requirements of the approved STEPS report is to be implemented into the development.

f) Each rainwater tank to be noted to state, on all relevant plans:

i) The capacity of the rainwater tank;

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

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

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

When approved, these plans will be endorsed and will form part of this permit.

2. Except for the prior written consent of the Responsible Authority, the layout of the land and the size, design and location of the buildings and works permitted must always accord with the endorsed plan and must not be altered or modified.

3. Before the development starts, the owner of the land (or another person in anticipation of becoming the owner of the land) must enter into an Agreement with the Responsible authority under Section 173 of the Planning and Environment Act 1987, which provides for the following:

a) Allow the construction, use and management of the car spaces and associated landscaping in the front of the site, within the road reserve to the satisfaction of the Responsible Authority.

b) Liability and maintenance of those parts of the development which extends into land under the care and management of Council and disclaiming any right or intention to make or cause to be made at anytime any claim or application relating to adverse possession of the land.

The owner of the land, or other person in anticipation of becoming the owner of the land must pay all costs and expenses (including legal expenses) of, and incidental to, the agreement (including those incurred by the Responsible Authority).

4. Before the building approved by this permit is occupied, all boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.

5. A minimum of 30 days prior to any buildings and works commencing, a Construction and Site Management Plan (CSMP) must be submitted to and be approved by the Responsible Authority detailing the construction activity proposed and the site and environmental management methods to be used. The plan must include, but is not limited to:

a) Hours of construction;
b) Parking and traffic movement of all works and construction vehicles;
c) Scaffolding and hoarding for the site;
d) Allocated areas for loading and unloading;
e) Site evacuation plan and procedure;
f) Occupational health and safety policy;
g) Hazard identification and control'
h) Environmental management and waste minimisation;
i) Management of onsite stormwater and prevention of contamination which must be in the form of a detailed statement or report which outlines all measures to be taken to prevent litter, sediments and pollution from entering the stormwater systems;
j) Protection of surrounding roads from site contamination and damage including rumble grid and or wash down bay facility;
k) Arrangements for chemical storage;
l) Noise and vibration control;
m) Risk assessment;
n) Works timetable; and
o) Number of works expected to work on the site at any one time.

When approved, the CSMP will be endorsed and will form part of this permit.

The development must be carried out in accordance with the endorsed CSMP and the provisions, requirements and recommendations of the endorsed CSMP must be implemented and complied with to the satisfaction of the Responsible Authority.

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

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

7. Floor Levels shown on the endorsed plans must not be altered or modified

without the prior written consent of the Responsible Authority.

8. Before the building approved by this permit is occupied, the areas set aside for the parking of vehicles, together with the associated driveways and access lanes as shown on the endorsed plans must be:
   a) Constructed;
   b) Available for use in accordance with the endorsed plans;
   c) Properly formed to such levels and drained so that they can be used in accordance with the endorsed plans;
   d) Finished with a permanent trafficable surface (such as concrete, asphalt or paving); and
   e) Line marked or provided with another adequate means of ensuring that the boundaries of all vehicle spaces are clearly indicated on the ground;

   in accordance with the endorsed plans to the satisfaction of the Responsible Authority.

   The area set aside for the parking of all vehicles, together with the associated driveways and access lanes as shown on the endorsed plans must:
   f) Be maintained and made available for such use; and
   g) Not be used for any other purpose;

   to the satisfaction of the Responsible Authority.

9. Before the use starts, a directional sign not exceeding $0.3m^2$ in area must be provided directing drivers to the area(s) set aside for car parking and must be located and maintained to the satisfaction of the Responsible Authority.

10. Before the building approved by this permit is occupied, concrete vehicular crossing(s) must be constructed to suit the proposed driveway(s) in accordance with the responsible authority's specification and any obsolete, disused or redundant vehicle crossing(s) must be removed and the area reinstated to footpath, nature strip and kerb and channel to the satisfaction of the responsible authority.

    All vehicle access points must be located a minimum of 1.0 metre from any infrastructure including service pits. Alternatively, such assets may be incorporated into the crossover with the prior written consent of the responsible authority and the relevant servicing authority/agency. Subsequent works and costs in association with relocation and/or amendment must be incurred at the owner's cost, to the satisfaction of the relevant servicing authority/agency and the Responsible Authority.

11. Prior to the commencement of buildings and works, detailed engineering drawings to show the construction of the on-street carpark are to be submitted to and approved by the Responsible Authority. The on-street carpark is to be surveyed and designed by a qualified surveyor/civil engineer respectfully. The plans are to indicate existing and proposed surface levels.

    Construction of the on-street carpark as specified in this permit must be satisfactorily completed upon the issue of an occupancy permit for the approved development. The on-street carpark is to be constructed and properly drained to the satisfaction of the Responsible Authority.

12. The street tree (to facilitate the proposed crossover) must not be removed or replaced without the prior written consent of the Responsible Authority. Any replacement tree planted must be to the satisfaction of the Responsible Authority. All costs associated with the removal and replacement/replanting of the street tree must be borne by the permit applicant and the street tree replacement must be completed to the satisfaction of the Responsible Authority before the buildings approved by this permit are occupied.

13. Before the existing street tree (to make way for the new crossover) is removed to facilitate the new crossover, the applicant must advise the Responsible Authority of the method of removal and safety measures to be implemented. The removal of the tree must be undertaken to the requirements and satisfaction of the Responsible Authority.

14. Before the development (including the construction of crossovers) starts, a Tree Management Plan for the subject site and adjoining VicTrack land to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Tree Management Plan must be prepared by an arborist with suitable qualifications to the satisfaction of the Responsible Authority and must provide recommendations and set out actions required to minimise damage to the health of the remaining street tree as a consequence of the proposed development.

    When approved, the Tree Management Plan will be endorsed under the planning permit.

    The provisions, recommendations and requirements of the endorsed Tree Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

    All works in the endorsed Tree Management plan to, or affecting, street trees must be supervised by an arborist with qualifications to the satisfaction of the Responsible Authority.

15. Provision must be made for the drainage of the land including landscaped and pavement areas. The discharge of water from the land must be controlled around its limits to prevent any discharge onto any adjoining or adjacent property or streets other than by means of an underground pipe drain which is discharged to an approved legal point of discharge to the satisfaction of the Responsible Authority.

16. An on-site stormwater detention drainage system must be installed on the land to the satisfaction of the Responsible Authority.

    Before the development starts a Drainage Layout Plan, including computations and manufacturers specifications, to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Drainage Layout Plan must be prepared by a Civil Engineer with suitable qualifications to the satisfaction of the Responsible Authority and must depict an on-site stormwater detention drainage system to be installed on the land.

    When approved, the Drainage Layout Plan will form part of this permit.

    The on-site stormwater detention drainage system must be installed and the provisions, recommendations and requirements of the endorsed Drainage

Layout Plan must otherwise be implemented and complied with to the satisfaction of the Responsible Authority.

17. To the satisfaction of the Responsible Authority, all external lights must be of a limited intensity to ensure nuisance is not cause to any adjoining or nearby residents and must be provided with approved baffles, so that no direct light is emitted outside of the land.

18. Noise emitted from the land must not exceed the permissible noise levels determined in accordance with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1).

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

20. Before the development starts and before any trees or vegetation removed, a landscape plan and schedule to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The landscape plan and schedule must be prepared by a person or firm with suitable qualifications to the satisfaction of the Responsible Authority, drawn to scale with dimensions and 3 copies must be provided.

    When approved, the landscape plan and schedule will be endorsed and will form part of this permit.

    Buildings or works must not be started (and trees or vegetation must not be removed) until the landscape plan and schedule has been submitted to and approved by the Responsible Authority.

    Landscaping in accordance with the endorsed landscape plan and schedule must be completed before the buildings approved by this permit are occupied.

    At all times the landscaping must be maintained in good order in accordance with the endorsed landscape plan and schedule and to the satisfaction of the Responsible Authority.

    <u>USE CONDITIONS</u>

21. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the hours of:

    a) Monday to Friday (other than public holidays): 6.30am to 6.30pm.

22. Except with the prior written consent of the Responsible Authority, no more than 25 staff may be present on the land at any time.

23. Except with the prior written consent of the Responsible Authority, no more than 121 children may be present on the land at any time.

    <u>END USE CONDITIONS</u>

    <u>SIGNAGE CONDITIONS</u>

24. The location and details of the signage and any supporting structure shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

25. The advertising signage and any related panel and any supporting structure must be maintained and constructed to the satisfaction of the Responsible Authority.

26. The signage authorised by this permit must not be illuminated or floodlit by internal or external light.

27. Flashing, intermittent or moving light must not be displayed.

28. The signage must not be animated in part or whole.

29. Bunting, streamers and festooning must not be displayed.

30. The signage as approved by this permit will expire fifteen (15) years after the date it is issued.

END SIGNAGE CONDITIONS

VICTRACK CONDITIONS

31. No entry onto railway land is permitted without the written consent of the Rail Operator and is subject to the Rail Operators Site Access Procedures and Conditions.

32. Prior to the commencement of works, the Rail Operator must be contacted through the email address metrositeaccess@metrotrains.com.au to obtain the Rail Operator's agreement conditions and safety requirements for works on, over or adjacent to railway land.

33. Prior to commencement of works, all necessary construction control and indemnity agreements as required by the Rail Operator must also be in place.

34. All railway infrastructure (including overhead power and supporting infrastructure for trains) must not be interfered with or damaged during the construction period. Any damage to railway infrastructure or disruption to the rail operation, as a consequence of the construction period must be rectified to the satisfaction of VicTrack and the Rail Operator at the full cost of the permit holder.

35. The permit holder must make all reasonable steps to ensure that the disruption to train operations are kept to a minimum during the construction of the development and in compliance with the Rail Operators Safety and Environmental requirements within the Rail Operators construction control and indemnity agreement.

36. The common boundary with VicTrack land must be fenced at the owner's expense to prohibit access to the rail corridor.

37. No drainage, effluent, waste, soil or other materials must enter or be directed to railway land or stored or deposited on railway land.

38. No excavation, filling or construction must take place on the common boundary between the subject land and VicTrack land without the prior approval of VicTrack and the Rail Operator.
39. All works, including hoardings, must be undertaken within the subject land must not encroach onto VicTrack land.
40. Prior to building approval detailed construction/engineering plans and computations for any construction works likely to have an impact on railway operations, railway infrastructure assets or railway land are to be submitted and approved by VicTrack and the Rail Operator. The plans must detail all excavation of the site adjacent to the railway corridor having any impact on the railway land.
41. The development, including construction works regarding building clearances to overhead rail power lines, must comply with the Electrical Safety Act 2009, the Electrical Safety Regulations 2009 or any updated regulations.

    END VICTRACK CONDITIONS

42. This permit will expire if one of the following circumstances applies:

    a) The development is not commenced within two (2) years from the date of issue of this permit; or

    b) The development is not completed and the use is not commenced within four (4) years from the date of issue of this permit.

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

    If the development commences before the permit expires, within twelve (12) months after the permit expires, the owner or occupier of the land may make a written request to the Responsible Authority to extend the expiry date.

**Permit Notes**

- This is not a building permit under the Building Act. A separate building permit is required to be obtained for any demolition or building works.
- Before the development starts, the permit holder must contact the Moonee Valley City Council's Technical Services Department regarding legal point of discharge, vehicular crossings, building over easements, asset protection, road consent/occupancy etc.
- Before the development starts, separate approval must be obtained from the Moonee Valley City Council in relation to the proposed removal and/or replacement of the nominated street tree(s). Please contact Council on 9243 8888 to speak with Council's Arborist.
- All works undertaken within any existing road reserves must accord with the requirements of the Moonee Valley City Council's Engineering Services Department and to the satisfaction of the Responsible Authority.

- All drainage works undertaken must be in accordance with the requirements of Stormwater Drainage Requirements for Development Works as prepared by the Moonee Valley City Council.

## 1. Introduction

### 1.1 Subject Site and Surrounds

The subject site is located on the north western side of Melfort Avenue, Essendon. The site is slightly irregular in shape and encompasses an area of 701 square metres.

The land has a gradual slope from west to east of approximately 1.8 metres. There are no easements or restrictive covenants present on the Certificate of Title.

The subject site is currently vacant.

There are number of street trees and an electricity pole in the nature strip at the front of the site.

**Figure 2: Subject site, 1 Melfort Avenue, Essendon**

The surrounding area is comprised of predominantly Commercial 2 Zoned land, which are used and developed for commercial purposes. The exception is the Public Use Zone to the north of the site, which is associated with the Craigieburn Railway line. The surrounding area has a mixture of industrial, commercial and residential uses and a built form in a range of styles and sizes.

### 1.2 Proposal

It is proposed to use and develop the land for the purposes of a childcare facility. The proposal can be summarised as follows:

- The construction of a four storey building, with an overall height of 12.9 metres;
- 21 car spaces located at ground floor level, with a further 6 located in the road reserve at the front of the site;
- Childcare rooms, offices, amenities and store room located at first, second and third levels;
- A total of 121 children will be accommodated;
- A total of 25 staff;
- The operating hours is to be Monday to Friday: 6.30am to 6.30pm;
- A 10.7 square metre business identification sign, located on the façade of the building.

Refer **Appendix A** Plans.

## 2. Background

### 2.1 Relevant Planning History

Planning Permit MV/572/2012 was issued on 14 March 2013 which allowed for the construction of a two storey building with the first floor used as an office, reduction in carparking requirements and the provision of carparking on another site.

### 2.2 Planning Policies & Decision Guidelines

State Planning Policy Framework

| | |
|---|---|
| Clause 11 | Settlement |
| Clause 15 | Built Environment and Heritage |
| Clause 17 | Economic Development |
| Clause 18 | Transport |

Local Planning Policy Framework

| | |
|---|---|
| Clause 21.01 | Municipal Profile |
| Clause 21.02 | Key Issues and Influences |
| Clause 21.03 | Vision |
| Clause 21.04 | Sustainable Environment |
| Clause 21.06 | Built Environment |
| Clause 21.08 | Economic Development |
| Clause 21.10 | Social and Physical Infrastructure |

Clause 22.03 Stormwater Management (Water Sensitive Urban Design)

Zoning

Clause 34.02 Commercial 2 Zone

Overlays

N/A

Particular and General Provisions

Clause 52.05 Advertising Signs

Clause 52.06 Car Parking

Clause 65 Decision Guidelines

## 2.3 Referrals

External

- VicTrack

  No objection subject to the inclusion of conditions (Conditions 31 to 41).

Internal

- Engineering Services Unit

  No objection subject to standard drainage and engineering conditions.

- Traffic and Transportation Unit

  No objection subject to standard conditions and the following further condition:

  - The tandem car spaces are to be increased by 0.5 metres in length (Condition 1 c).

- Arborist

  No objection subject to standard conditions.

- ESD Officer

  No objections subject to the following conditions:

  - An annotation that all requirements of the approved STEPS report is to be implemented into the development (Condition 1 e)).
  - Each rainwater tank to be noted to state, on all relevant plans:
    - The capacity of the rainwater tank;
    - Whether a mechanically, fully charged or gravity fed system is proposed;
    - Number of toilets connected to the rainwater tank, as detailed on the approved STORM report;

- The roof catchment area collected to the rainwater tank, as detailed on the approved STORM report. (Condition 1 f)).

- Property Services

  No objection subject to the following condition:

  - Before the development starts, the owner of the land (or another person in anticipation of becoming the owner of the land) must enter into an Agreement with the Responsible authority under Section 173 of the Planning and Environment Act 1987, which provides for the following:

    a) Allow the construction, use and management of the car spaces and associated landscaping in the front of the site, within the road reserve to the satisfaction of the Responsible Authority.

    b) Liability and maintenance of those parts of the development which extends into land under the care and management of Council and disclaiming any right or intention to make or cause to be made at anytime any claim or application relating to adverse possession of the land.

    The owner of the land, or other person in anticipation of becoming the owner of the land must pay all costs and expenses (including legal expenses) of, and incidental to, the agreement (including those incurred by the Responsible Authority). (Condition 3).

- Family and Children Services

  No objection, subject to the inclusion of the following condition (Condition 1 d)).

  - The provision of 7 square metres of outdoor play area to each child.

  This reflects the legislative requirements of the State Government in relation to childcare centres.

### 2.4 Public Notification of the Application

Pursuant to Section 52 of the Planning and Environment Act, the application was advertised by way of mail to adjoining property owners and occupiers and one notice erected on site for a period of 14 days.

As a result of this procedure, no objections were received.

### 2.5 Consultation Meeting

This was not required, as no objections have been received.

## 3. Discussion

### 3.1 State Planning Policy Framework

The relevant State Planning Policy Framework clauses are considered to be met. Clause 15.01 (Built Environment and Heritage) aims to achieve architectural and urban design outcomes that contribute positively to local urban

character and enhance the public realm while minimising detrimental impact on neighbouring properties. The strategy within this Clause seeks the application of the following design principles to development proposals for non-residential development:

*Context*

The subject site is located within a commercial zone with built form to all boundaries and with multiple storeys. It is within walking distance to a number of different modes of public transport facilities providing strategic support for differing levels of built form and uses. The surrounding area has a mixture of industrial, commercial and residential uses and a built form in a range of styles and sizes. The proposed four-storey building can be accommodated within this area given the location of the site.

*The public realm*

It is considered that the proposed development makes a positive contribution to the public realm by virtue of reinforcing a commercial frontage at ground floor level, increasing pedestrian activity and surveillance at the street interface.

*Landmarks, views and vistas*

The location of the site does not adversely impact on any landmarks, views or vistas. Being within a commercial precinct, the proposal is in keeping with the existing built form. The mixed scale of development within the streetscape has an absence of any definable or consistent building scale, allowing a four-storey element to be considered within this setting. At a distance, the scale of the four-storey form diminishes to the extent that it does not burden views and vistas available within the precinct through unreasonable levels of visual bulk

*Pedestrian spaces*

The proposed development provides for a visual interface between the building and the pedestrian links on the site and surrounding area. The development has been scaled and specific design details have been utilised including materials and setbacks in an attempt to create a link between the streetscape and buildings so as not to impose a negative element to the streetscape. Given the commercial use, it results in improved safety and subsequently facilitating pedestrian activity along the streetscape.

*Heritage*

The proposed development will not have any adverse impacts on any of the heritage buildings within this area as they are a considerable distance from the subject site.

*Consolidation of sites and empty sites*

The proposal will see the development of underutilised land, which will contribute to the diversity of the built environment and to the continued economic prosperity of the municipality.

*Light and shade*

The proposed building will not have an unreasonable level of overshadowing of the public realm. There is no doubt that the north/south orientation of the site will result in variations of light and shade to adjoining properties. It is recognised that for a part of the day, shadows will be cast onto commercial properties adjoining the site to the east and the streetscape to the south. The level of shadowing is considered acceptable in this urban context. No residential properties however will be affected.

*Energy and resource efficiency*

The proposal is supported with a Sustainable Design Scorecard, supported by Council's ESD officer. Various environmental initiatives have been documented as part of the development proposal.

*Architectural quality*

The proposed development is contemporary in its design and is articulated through the breakup of mass with a range of materials and finishes. Its design has been influenced by the style and scale of development in the neighbourhood and proximity to established infrastructure and services.

*Landscape architecture*
The proposed development is located in an inner urban commercial streetscape where landscape character is not predominant. The proposal incorporates appropriate levels of landscaping treatments (including the use of green walls) around the building given the context of the site.

## 3.2 Local Planning Policy Framework

The proposal has the ability to comply with Clause 21.04 (Sustainable Environment) through the use of ecological sustainable design principals. A condition will be placed on any issued planning permit for relevant notations to be annotated on the plans. Refer to Condition 1d).

The proposed development presents an integrated built form that has a sense of address, including the application of design techniques with facade variation utilising contrast/repetition, colour, texture and detail creating an attractive and interesting forms. It is considered that the contemporary form of the proposed development will sit comfortably in the context of the established streetscape and surrounding area.

Similar to Clause 15.01 (Built Environment and Heritage), Clause 21.06 (Built Environment) aims to achieve contemporary development that is innovative, legible and designed in a manner that responds to its location and context. The proposed development provides an appropriate degree of visual interest and design articulation, creating a visual and physical link to the streetscape and adjoining public transport. The proposal has responded to the opportunities and constraints of the site as well as minimising off-site amenity impacts.

The proposed childcare centre use is listed as a sensitive use. In accordance with Ministerial Direction 1 – Potentially Contaminated Land, before a sensitive use is established the Responsible Authority must be satisfied that the subject site can accommodate the nature of the use. A preliminary site investigation prepared by suitable qualified consultants has identified that the subject site has

never been used for a commercial purposes and has been limited to residential uses only. The site is considered to be low risk relating to contamination on site and is suitable for the proposed child care centre use.

Clause 21.06-5 refers to the application of signage seeking to ensure that signage is compatible with the character of the area and its local streetscape. The proposal incorporates business identification signage within the facade of the building to identify the use and the location of the site. The signage is an architecturally innovative sign structure that demonstrates a regard to the building design, scale and presentation and to the surrounding area.

The proposed use and development as a childcare centre will provide an opportunity for a community facility to be located within Moonee Valley to meet a shortfall currently experienced in the municipality. As the population density increases with the number of developments within Moonee Valley, the demand for childcare facilities will also increase. Moonee Valley does have a shortage of community facilities in the shape of aged care facilities and childcare facilities. This proposal provides an ideal opportunity to not only provide a facility that is needed within the municipality, but also an employment generating use which is supported through Clause 21.08 (Economic Development) and Clause 21.10 (Social and Physical Infrastructure) of the Moonee Valley Planning Scheme.

The proposal has the ability to comply with Clause 22.03 Stormwater Management (WSUD) and meets the required onsite stormwater treatment as demonstrated by achieving 100%, or greater, using the STORM tool. A condition will be placed on the permit for the relevant notations to be annotated on the plans. Refer to Condition 1e).

The design measures will also be placed as a condition on any permit issued.

### 3.3 Commercial 2 Zone

The purpose of the Commercial 2 Zone is to encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods 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.

The proposal is to use the land for a childcare centre, with the childcare centre not being adversely affected by the existing uses that currently exist along Melfort Avenue and the surrounding area. The drainage of the land can be addressed through conditions on any permit issued and there is the availability to connect to services, as no objection has been raised by Council's Engineering Services Unit. It is not anticipated that the traffic generated by the use will have any adverse impact on the traffic generation on the road network. Whilst Melfort Avenue is a court, the peak times of the facility are outside of the operating hours of existing businesses nearby. There is also considered sufficient carparking on site to cater for users of the facility without negatively impacting on the road network.

The operating hours proposed will not adversely affect the existing uses within the area as it is predominantly commercial in nature given the zoning of the land as Commercial 2 Zone and the adjacent Public Use Zone Schedule 4 along the western boundary. There is residential zoned land within close proximity, however this is located on the western side of the Craigieburn train line.

Nevertheless, the nature of a childcare use and its location from the residentially zoned land, it is considered that amenity impacts to this area will not be detrimental and will not result in inappropriate amenity outcomes.

As discussed in Section 3.1 and 3.2, the overall built form is considered an acceptable outcome for the site and surrounds. The building occupies 100% of the site area, and as such there is no maintenance required for the remainder of the site not occupied by the built form. However a condition of permit will require the submission of a landscape plan for the road reserve area at the front of the site, to ensure that its appearance in the streetscape is absorbed.

The development relies on the creation of parking spaces within the road reserve, however it will not hinder any vehicle movement within the court for pedestrians, cyclists, waste trucks or emergency services. The provision of carparking is considered acceptable.

### 3.4 Compliance with Clause 52.05 (Advertising Signage)

Pursuant to Clause 52.05-9 a planning permit is required for a business identification sign exceeding 8 square metres. Under this Clause an application is to be assessed under the decision guidelines of 52.05-3 for advertising signs as follows:

*The character of the area:*
It is considered that the sign will not adversely affect the sensitivity or character of the area due to the sites' location within a commercial area where business identification signs are a prevalent character of the area to promote goods and services on the land. It is also considered that the proposed signage is of an appropriate size and scale to the proposed building and existing signs of adjoining businesses.

*Impacts on views and vistas:*
Due to size and scale of the proposed signage and location on the building, it is considered that the sign will not compromise any important views from the public realm or impede any views to existing signs.

*The relationship to the streetscape, setting or landscape:*
It is considered that the sign is proportionally scaled to its surrounding environment to not cause any major detrimental impacts. As stated above the signs are of an appropriate scale, size and appropriately located/attached to the building, as that to existing business identification signs of other businesses/buildings within the immediate context.

*The relationship to the site and building:*
It is considered that the sign is of an appropriate size, scale and proportion to the host building and to adjoining buildings within the immediate context.

*The impact of structures associated with the sign:*
There are no structures in association with the sign proposed for this application.

*The impact of any illumination:*
The proposed sign is not proposed to be illuminated.

*The impact on road safety:*

The proposed sign is of an appropriate size, design and located in an area as to not cause an obstruction to drivers' line of sight or distract drivers.

### 3.5 Clause 52.06 (Car Parking)

The proposal provides sufficient car parking as set out in the table below:

**Table 2**

| Use | Requires | Provides |
|---|---|---|
| Child care centre<br>(0.22 car spaces to each child) | 121 children = 27 spaces | 27 car parking spaces |

As discussed under Section 2.3 of this report, Council's 'Traffic and Transportation Unit' have no objections to the proposed development, subject to the inclusion of conditions on any permit granted. The proposal provides the appropriate number of car parking spaces as per Clause 52.06.

It is noted that a Section 173 Agreement is located on the Certificate of Title regarding the car parking requirements for the subject site. Refer to Condition 3.

## 4. Human Rights

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

## 5. Conclusion

The application has been assessed against the relevant provisions of the State Planning Policy Framework, Local Planning Policy Framework and the relevant Particular and General Provisions of the Moonee Valley Planning Scheme.

In light of the above, the proposed development is considered appropriate subject to conditions as outlined within the above recommendation.

## Appendices

Appendix A: Plans (1 Melfort Avenue, Essendon - MV/668/2015)

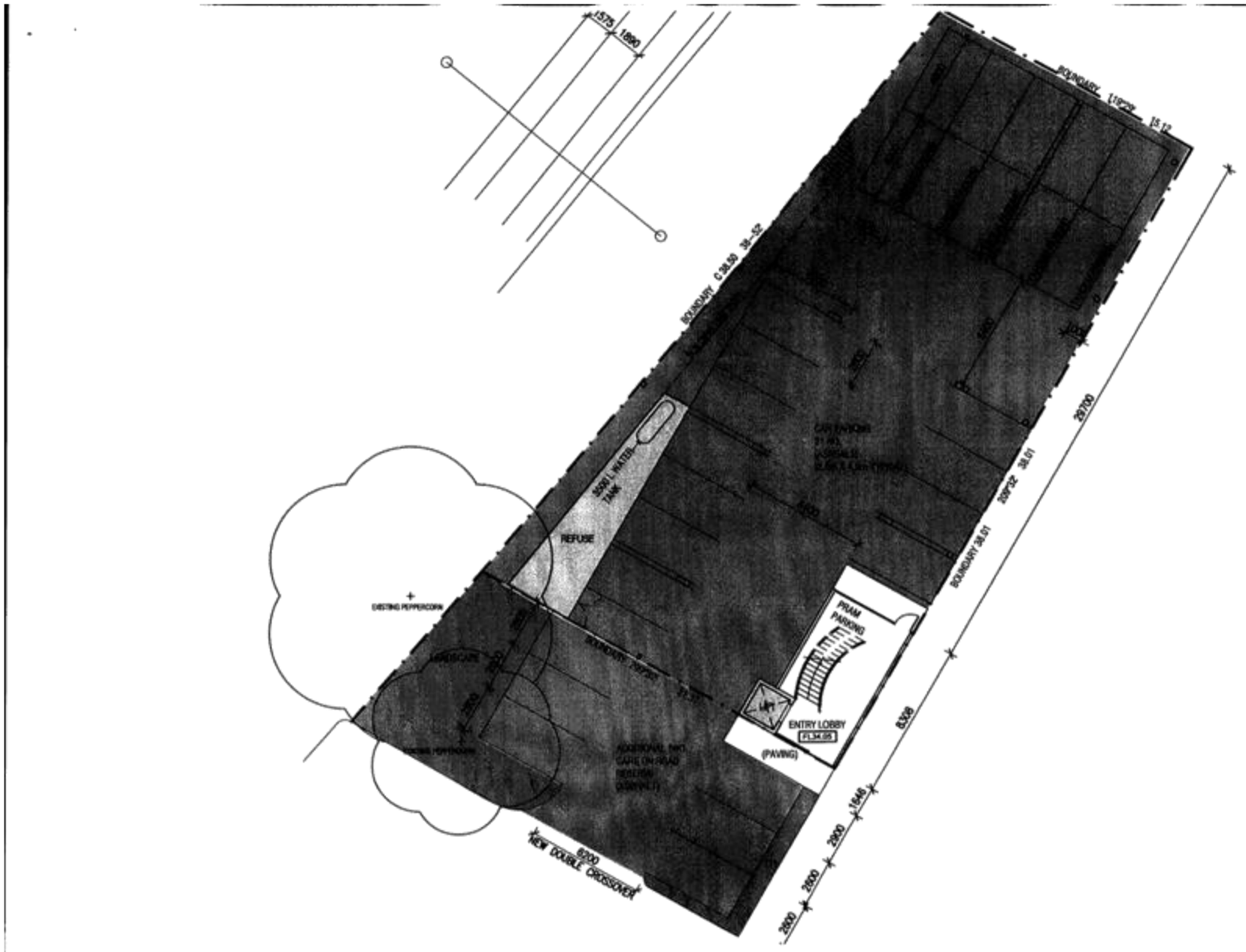
# EXISTING SITE PLAN

**CENTRUM** ARCHITECTS
3768 Punt Road South Yarra Vic 3141
03 9821 4644 info@Centrum.com.au
www.CentrumArchitects.com.au

SCALE
1:500@A3

ELALI CHILDCARE CENTRE
1 MELFORT AVENUE ESSENDON
DATE
SEPT 2015
JOB No.
201915

TP REV
01 A




# GROUND FLOOR PLAN

**CENTRUM** ARCHITECTS

SCALE 1:200@A3

ELALI CHILDCARE CENTRE
1 MELFORT AVENUE ESSENDON

DATE SEPT 2015

JOB No 201915

TP REV 02 A

15055
10517
BOUNDARY 119°29' 15.12
STORE
13 SQM
WC
7.280
BOUNDARY C 38.50 35–37
FULL HEIGHT ALUMINIUM LOUVRES
PLAY AREA
323 SQM
KINDER ROOM 2
(24 PLACE)
78 SQM
8650
KITCHEN
21 SQM
UP
29°22' 36.01
36008
KINDER ROOM 1
(22 PLACE)
71.50 SQM
WC
RECEPTION
STORE
12 SQM
BOUNDARY 29°32' 21.37
LOBBY
UP
FIRST FLOOR PLAN
CENTRUM ARCHITECTS
3/268 Punt Road South Yarra Vic 3141
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SCALE
1:200@A3
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SEPT 2015
JOB No.
201915
TP REV
03 A

SECOND FLOOR PLAN

**CENTRUM** ARCHITECTS
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SCALE
1:200@A3

ELALI CHILDCARE CENTRE
1 MELFORT AVENUE ESSENDON

DATE
SEPT 2015

JOB No.
201915

TP REV
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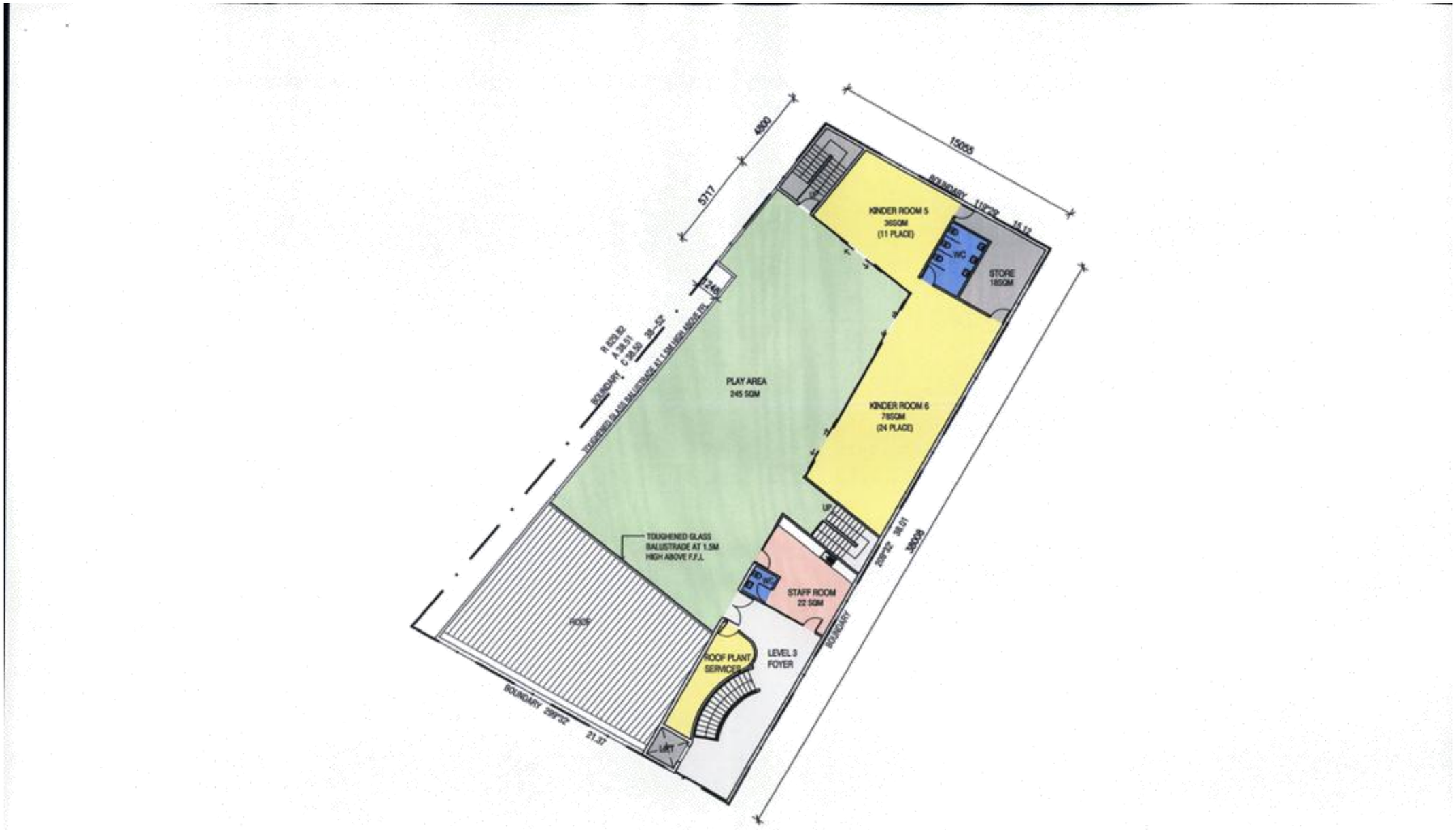


# THIRD FLOOR PLAN

**CENTRUM** ARCHITECTS
3/68 Punt Road South Yarra Vic 3141
03 9821 4844 info@centrum.com.au
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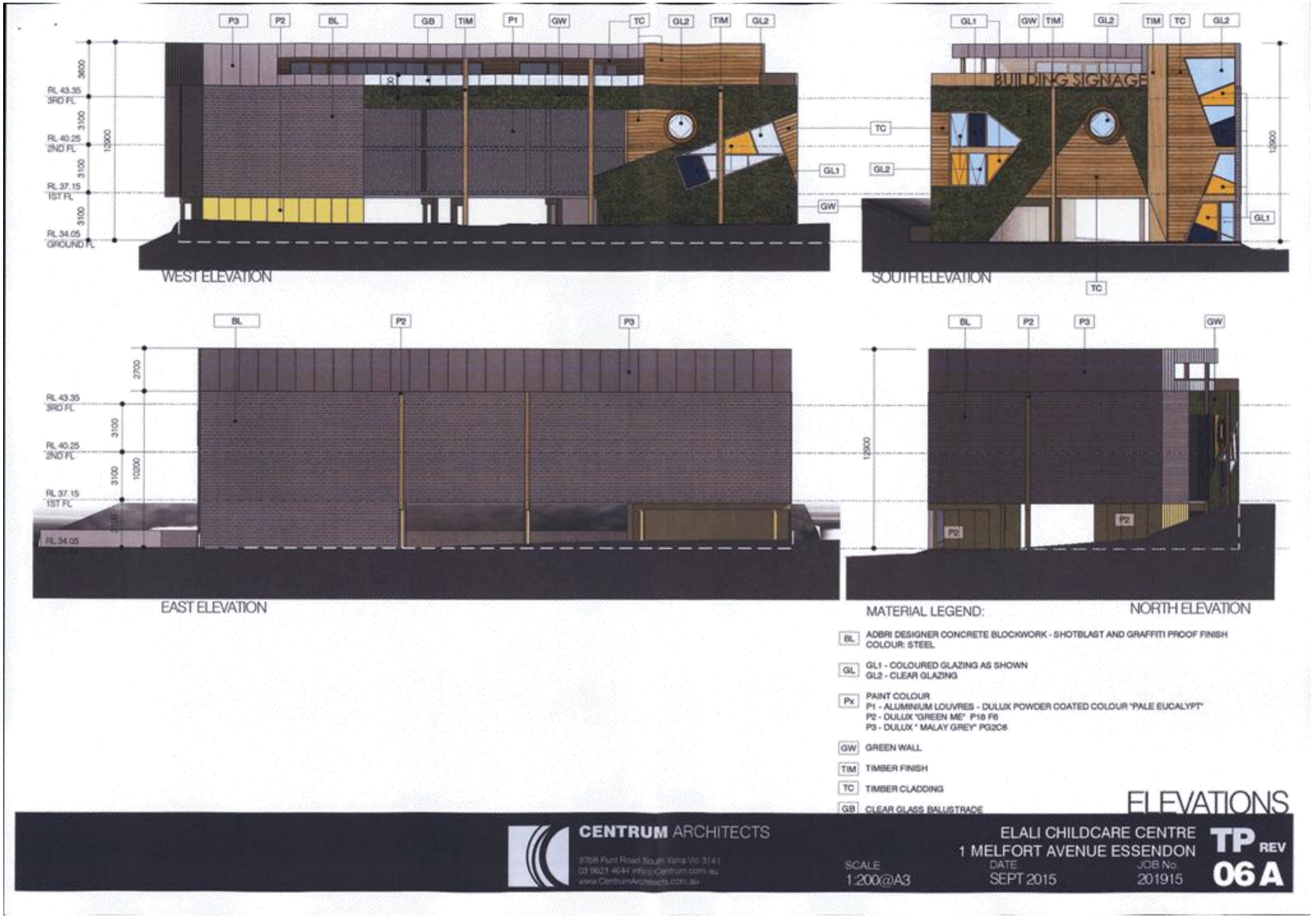
SCALE

ELALI CHILDCARE CENTRE
1 MELFORT AVENUE ESSENDON
DATE SEPT 2015
JOB No. 201915

TP REV 05 A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P2
BL
GB
TIM
P1
GW
TC
GL2
TIM
GL2
3600
RL 43.35
3RD FL
3100
RL 40.25
2ND FL
3100
RL 37.15
1ST FL
3100
RL 34.05
GROUND FL
12900
GL1
GW
WEST ELEVATION
GL1
GW
TIM
GL2
TIM
TC
GL2
BUILDING SIGNAGE
TC
GL2
GL1
12900
TC
SOUTH ELEVATION
BL
P2
P3
2700
RL 43.35
3RD FL
3100
RL 40.25
2ND FL
3100
10200
RL 37.15
1ST FL
RL 34.05
EAST ELEVATION
BL
P2
P3
GW
12900
P2
P2
NORTH ELEVATION
MATERIAL LEGEND:
BL ADBRI DESIGNER CONCRETE BLOCKWORK - SHOTBLAST AND GRAFFITI PROOF FINISH
COLOUR: STEEL
GL GL1 - COLOURED GLAZING AS SHOWN
GL2 - CLEAR GLAZING
Px PAINT COLOUR
P1 - ALUMINIUM LOUVRES - DULUX POWDER COATED COLOUR "PALE EUCALYPT"
P2 - DULUX "GREEN ME" P18 F6
P3 - DULUX " MALAY GREY" PG2C6
GW GREEN WALL
TIM TIMBER FINISH
TC TIMBER CLADDING
GB CLEAR GLASS BALUSTRADE
ELEVATIONS
CENTRUM ARCHITECTS
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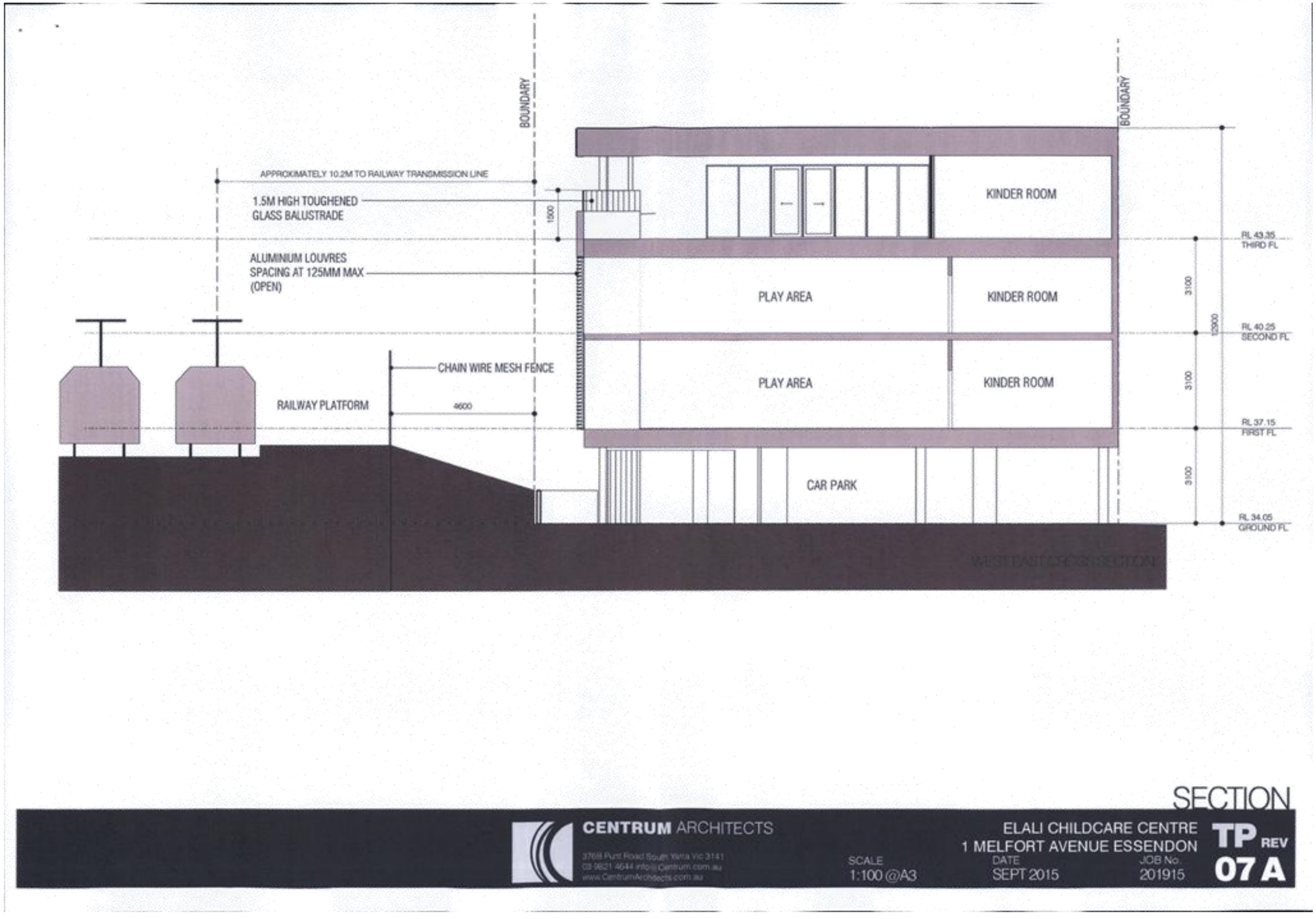
SCALE
1:200@A3
ELALI CHILDCARE CENTRE
1 MELFORT AVENUE ESSENDON
DATE
SEPT 2015
JOB No.
201915
TP REV
06 A


BOUNDARY
BOUNDARY
APPROXIMATELY 10.2M TO RAILWAY TRANSMISSION LINE
1.5M HIGH TOUGHENED GLASS BALUSTRADE
ALUMINIUM LOUVRES SPACING AT 125MM MAX (OPEN)
CHAIN WIRE MESH FENCE
RAILWAY PLATFORM
4600
1500
KINDER ROOM
PLAY AREA
KINDER ROOM
PLAY AREA
KINDER ROOM
CAR PARK
3100
3100
3100
12500
RL 43.35 THIRD FL
RL 40.25 SECOND FL
RL 37.15 FIRST FL
RL 34.05 GROUND FL
WEST/EAST CROSS SECTION
SECTION
CENTRUM ARCHITECTS
3768 Punt Road South Yarra Vic 3141
03 9821 4644 info@centrum.com.au
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SCALE
1:100 @A3
ELALI CHILDCARE CENTRE
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DATE
SEPT 2015
JOB No.
201915
TP REV
07 A

SOUTH EAST PERSPECTIVE

NORTH EAST PERSPECTIVE

NORTH WEST PERSPECTIVE

SOUTH WEST PERSPECTIVE

# PERSPECTIVES

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ELALI CHILDCARE CENTRE
1 MELFORT AVENUE ESSENDON

DATE SEPT 2015

JOB No. 201915

TP REV 08 A

## 9.5 Buckley Park Local Area Traffic Management Study

**File No:** FOL/16/130
**Author:** Traffic & Transport Engineer
**Directorate:** Planning & Development
**Ward:** Myrnong

### Purpose

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

### Executive Summary

- In July 2015, Council revised the LATM priority implementation plan and resolved to develop the Buckley Park Local Area Traffic Management Study in 2015-16.
- The Buckley Park Local Area Traffic Management Study is bounded by Buckley Street, Lincoln Road, Keilor Road and Hoffmans Road.
- The study area comprises of approximately 4,600 properties including community, commercial and residential uses.
- Significant land uses in the area includes Keilor Road Major Activity Centre, Buckley Park Secondary College, Essendon Keilor College (Essendon Campus), Lt Thompson Reserve, Bradshaw Street Reserve and Buckley Park.
- In August/September 2015, a circular was distributed to all property occupiers and landowners in the study area and advised the community of the study and the formation of a Working Group. The circular also included a questionnaire survey on traffic and parking issues and sought nominations from residents, traders and stakeholders to act as community volunteers on the Working Group.
- Following consultation with the Buckley Park Local Area about existing traffic and parking issues, and in conjunction with the Buckley Park LATM Working Group, a Draft Traffic Management Plan and Draft Parking Management Plan has been prepared.
- The next stage in the LATM process is to seek the local community's feedback on the Draft Traffic Management Plan and Draft Parking Management Plan.

## Recommendation

That Council:

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

## Background

In December 2011, Council adopted the Municipal Parking Strategy, and includes actions to complete a LATM Implementation Program, and to commence the LATM assessment program in accordance with the Implementation Program. Council adopted the LATM process and priority program in May 2012, and updated it in July 2013, August 2014, February 2015 and July 2015.

One LATM precinct was identified for completion in 2015-16 which is the Buckley Park Local Area Traffic Management Study.

There are a number of major projects in the vicinity that could have an impact on the operations of the Buckley Park LATM once installed and during the LATM process.

These projects include Citylink/Tullamarine Freeway Widening, Essendon to Yarraville Water Main Renewal M102, Aberfeldie Storm Water Drainage Improvements and the Lincoln Road/Waverley Street Water Main Improvements. At the time of writing this report there is uncertainty surrounding the outcomes of each;

- Citylink/Tullamarine Freeway Widening – the project began in October 2015 however no impacts have been reported.
- Essendon to Yarraville Water Main Renewal M102 – the project was completed in October 2015 and has no further impacts on the area.
- Aberfeldie Storm Water Drainage Improvements – the project commenced in October 2015 with traffic management along Buckley Street and Hedderwick Street. There were additional closures in Vida Street, however this is outside of the Buckley Park Local Area. There has been minimal disruption to the area and works have not impacted studies in the area.

The Buckley Park LATM area is located in Moonee Ponds and is bounded by Buckley Street to the south, Lincoln Road to the east, Keilor Road to the north and Hoffmans Road to the west.

The study area comprises of approximately 4,600 properties including community, commercial and residential uses. Significant land uses in the area includes:

- Keilor Road Activity Centre
- Buckley Park Secondary College
- Essendon Keilor College (Essendon Campus)
- Lt Thompson Reserve
- Bradshaw Street Reserve

- Buckley Park.

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

The tasks undertaken to date include:

August 2015:

Council appointed an independent consultant (Traffix Group) to assist in the development of the Buckley Park Local Area Traffic Management Study.

August/September 2015:

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

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

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

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

| Issue | Detail |
|---|---|
| ***Traffic Issues*** | |
| Traffic Volume | 40% of responses identified traffic volume as a 'major' problem, 28% as a 'minor' problem, and 25% stated that traffic volume was not an issue in their street.<br>A total of 59% of responses indicated that the problem occurs during 'peak hours', while 22% stated 'day-time' and 16% stated 'all times'. |
| Safety Concerns | 31% of responses identified safety concerns as a 'major' problem, 29% as a 'minor' problem, and 29% stated that safety concerns were not a problem in their street.<br>A total of 51% of responses indicated that the problem occurs at 'all times' while 27% stated the problem occurs at 'peak times'. |

| Issue | Detail |
|---|---|
| Traffic Speed | 24% of responses identified traffic speed as a 'major' problem, 38% as a 'minor' problem, and 28% stated that traffic speed was not a problem in their street.<br>A total of 39% of responses indicated that the problem occurs at 'all times' while 28% stated the problem occurs at 'peak times'. |
| Irresponsible Driving | 26% of responses identified irresponsible driving as a 'major' problem, 36% as a 'minor' problem, and 28% stated that irresponsible driving was not a problem in their street.<br>A total of 45% of responses indicated that the problem occurs at 'all times' while 23% stated the problem occurs at 'peak times'. |
| ***Parking Issues*** | |
| Parking Availability | 34% of responses identified parking availability as a 'major' problem, 24% as a 'minor' problem, and 30% stated that parking availability was not an issue in their street.<br>A total of 52% of responses indicated that the problem occurs at 'all times', while 27% stated the problem occurs during the 'day-time'. |
| Parking Restrictions | 24% of responses identified parking restrictions as a 'major' problem, 16% as a 'minor' problem, and 43% stated that parking restrictions were not a problem in their street.<br>A total of 59% of responses indicated that the problem occurs at 'all times' while 30% stated the problem occurs during the 'day-time'. |
| Note: The above figures provide only a summary of the responses and do not sum to 100%. | |

October 2015:

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

December 2015:

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

## Discussion

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

The Draft Traffic Management Plan is shown in **Appendix A** and the Draft Parking Management Plan is shown in **Appendix B**.

The next stage in the LATM process is to seek the local community's feedback on the Draft Traffic Management Plan and Draft Parking Management Plan. In the first quarter of 2016, Council's Transport Unit will circulate:

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

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

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

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

Draft Traffic Management Plan

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

**Table 2: Components of Draft Traffic Management Plan**

| Location | Treatment | Identified Issue |
|---|---|---|
| **Issue: Traffic Speed** | | |
| Cooper Street | Five (5) road humps at #142 / #143, #76, #66, #43 / #44 and #8 / #9<br>One (1) road hump by raising existing school crossing adjacent to school | Traffic speeding |
| Hedderwick Street | Five (5) road humps at #112 / #133, #92 / #109, #58 / #71, #32 / #43 and #5 | Traffic speeding |
| Roberts Street | Five (5) road humps at #143B / #144, #112 / #115, #73 / #76, #44 / #45 and #12A / #15 | Traffic speeding |
| King Street | Six (6) road humps at #2 / #7, #16 / #19, #26 / #31, #45 / #46, #49 / #50 and #63 / #64 | Traffic speeding |
| Braemar Street | One (1) road hump at #15 / #52 | Traffic speeding |
| McCracken Street | Two (2) road humps at #8 and #113 | Traffic speeding |
| All local roads | Investigate option to implement an area wide 40 km/h speed limit | Traffic speeding and through traffic management |
| **Issue: Traffic Flow** | | |
| Deakin Street | Raised threshold treatment at Keilor Road | Pedestrian safety |
| Hedderwick Street | Raised threshold treatment at Keilor Road and raised threshold treatment at Buckley Street | Pedestrian safety and through traffic management |
| McCracken Street | Raised threshold treatment at Keilor Road and raised threshold treatment at Buckley Street | Pedestrian safety and through traffic management |
| Market Street | Raised threshold treatment at Hoffmans Road | Pedestrian safety and through traffic management |

| Location | Treatment | Identified Issue |
|---|---|---|
| Spencer Street | Raised threshold treatment at Hoffmans Road | Pedestrian safety and through traffic management |
| Mary Street | Raised threshold treatment at Hoffmans Road | Pedestrian safety and through traffic management |
| Forrester Street | Raised threshold treatment at Hoffmans Road | Pedestrian safety and through traffic management |
| Woolley Street | Raised threshold treatment at Lincoln Road | Pedestrian safety and through traffic management |
| Cooper Street / Mary Street | Mountable surface at roundabout | Bus movements |
| Woolley Street / McCracken Street | Mountable surface at roundabout | Bus movements |
| Lincoln Road / Woolley Street | Remove existing kerbing at southwest corner and reinstate with barrier kerbing | Bus movements and pedestrian safety |

| Location | Treatment | Identified Issue |
|---|---|---|
| **Issue: Pedestrians / Cyclists** | | |
| Cooper Street / Spencer Street | Zebra crossing on western approaches to roundabout | Pedestrian safety |
| Cooper Street / Market Street | Zebra crossing on western approaches to roundabout and realign northern pedestrian island at roundabout | Pedestrian safety |
| Market Street / Collins Street | Adjust pram ramp alignment on all approaches to roundabout | Pedestrian safety |
| Market Street / Hedderwick Street | Adjust pram ramp alignment on north, south, and west approaches to intersection | Pedestrian safety |
| McCarron Parade / Thomson Street | Adjust pram ramp alignment on all approaches to roundabout | Pedestrian safety |
| Deakin Street / Keilor Road | Install green pavement in the bicycle lane through intersection | Intersection safety |
| Spencer Street Car Park | Install one-way operation in car park to improve flow during peak periods | Pedestrian and traffic safety |
| **Issue: Intersection Safety** | | |
| Roberts Street | Install ‘Stop’ signs on both sides of Roberts Street at the intersection of Spencer Street, Market Street and Forrester Street | Intersection safety |
| Hoffmans Road | Remove 1 (one) parking space north of Forrester Street to improve sight distance<br>Remove 1 (one) parking space south of Spencer Street to improve sight distance | Intersection safety |
| Lincoln Road | Remove 1 (one) parking space north of Woolley Street to improve sight distance | Intersection safety |
| Hedderwick Street | Install ‘No Stopping’ signs on west side of Hedderwick Street north of Buckley Street to | Intersection safety |

| Location | Treatment | Identified Issue |
|---|---|---|
| | improve intersection operation | |
| Market Street / Hedderwick Street | Relinemark hold lines at the intersection | Intersection safety |
| Forrester Street / Hedderwick Street | Relinemark hold lines at the intersection | Intersection safety |
| Hedderwick Street / Jacka Street | Install statutory 'No Stopping' signs on Hedderwick Street to improve sight distance from Jacka Street | Intersection safety |
| Forrester Street / Elder Parade | Install 'Stop' signs and linemarking in Forrester Street at the intersection of Elder Parade | Intersection safety |
| King Street / Collins Street | Install statutory 'No Stopping' signs on King Street and Collins Street to improve sight distance | Intersection safety |

| Location | Treatment | Identified Issue |
|---|---|---|
| **Issue: Safety / Operational** | | |
| Hoffmans Road / Keilor Road | Investigate option to install 'give-way to pedestrians' lantern at intersection, linemarking faded pedestrian crossing areas and directional linemarking on Hoffmans Road # ^ * | Pedestrian and vehicle conflict |
| Buckley Street / Cooper Street | Investigate option to install lantern on mast arm for eastbound traffic # ^ | Intersection safety |
| Bradshaw Street / Keilor Road | Investigate improvements to linemarking at pedestrian crossing near intersection # | Pedestrian safety |
| Buckley Street | Investigate linemarking options to clearly define lane operation # ^ | Confusing traffic / parking lane operation |
| Keilor Road / Lincoln Road / Bulla Road / Mt Alexander Road | Council continue to develop signalised intersection to replace the existing roundabout with VicRoads and PTV # ^ * | Intersection safety |
| Woolley Street / Lincoln Road | Investigate option to develop bus priority using existing pedestrian operated signals at intersection # ^ | Intersection safety |
| Buckley Street / Hoffmans Road | Investigate option to improve existing right-turn crash pattern from Buckley Street into Hoffmans Road # ^ | Intersection safety |
| Keilor Road | Investigate option to install pedestrian operated signals east of McCracken Street # ^ *<br>If not approved, investigate suitability of existing pedestrian path from McCracken Street to existing pedestrian operated signals | Pedestrian safety |
| Hoffmans Road / Forrester Street | Investigate option of proposed implementation of pedestrian and bicycle refuge at the intersection # ^ | Pedestrian & cyclist safety |
| Forrester Street | Investigate option to install bicycle sharrows | Cyclist safety |

| Location | Treatment | Identified Issue |
|---|---|---|
| | along Forrester Street | |

# Subject to VicRoads approval

^ Subject to bus company approval

* Subject to Yarra Trams approval

Draft Parking Management Plan

A structured process using Council policies had been adopted in the development of the Draft Parking Management Plan. The process involved reviewing the parking occupancy data for each street in the study area. Parking occupancy data were based on the results of parking occupancy surveys conducted by Traffix Group in October 2015.

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

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

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

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

| Street | Existing Restriction | Comments | Recommendation |
|---|---|---|---|
| Gilbertson Street | Unrestricted | High parking demand in the unrestricted parking spaces near Keilor Road with parking occupancy levels of 100%. | Introduce '1P 9am-5:30pm Mon-Fri, 9am-12noon Sat' on east side between Keilor Road and No. 14. |
| Cooper Street | Unrestricted | High parking demand in the unrestricted parking spaces near Buckley Street due to customers of the local shops. | Introduce '1P 9am-5:30pm Mon-Fri, 9am-12noon Sat' on east side between Buckley Street and No.10. |
| Cooper Street | P5min, 8am-9.30am, 2.30pm-4pm Mon-Fri | Identified issues with buses parking illegally around the school due to no bus zone. | Introduce 'Bus Zone' on west side immediately north of the school crossing in front of Buckley Park Secondary College to provide buses with parking |
| Keilor Road | 2P, 9am-5.30pm Mon-Fri, 9am-12noon Sat | Identified a lack of short-term parking near the Arcadia Aged Facility. Additional short-term parking is proposed to provide more parking opportunities. | Introduce '1/4P 9am-5.30pm Mon-Fri, 9am-12noon Sat, Permits Do Not Apply' on south side between McCracken Street and existing 1/4P. |

| Street | Existing Restriction | Comments | Recommendation |
|---|---|---|---|
| Gibson Court | Unrestricted | Identified as a 'Narrow Street'. No Stopping on south side is proposed to manage parking efficiently, deter illegal parking and improve traffic flow. | Introduce 'No Stopping' on south side between Hoffmans Road and court bowl. |
| Lincoln Road | Unrestricted | High parking demand in the unrestricted parking spaces between Queen Street and Market Street. | Introduce '2P 9am-5.30pm Mon-Fri, 9am-12noon Sat' on west side and east side between Queen Street and Market Street. |
| Collins Street | Unrestricted | High parking demand in the unrestricted parking spaces between Keilor Road and Market Street. | Introduce '2P 9am-5.30pm Mon-Fri, 9am-12noon Sat' on west side and east side between Keilor Road and Market Street. |
| Queen Street | Unrestricted | High parking demand in the unrestricted parking spaces. | Introduce '2P 9am-5.30pm Mon-Fri, 9am-12noon Sat' on south side between Collins Street and court bowl, and between existing permit zone and Lincoln Road.<br>Introduce '2P 9am-5.30pm Mon-Fri, 9am-12noon Sat' on north side between Collins Street and Lincoln Road. |
| William Street | Unrestricted | High parking demand in the unrestricted parking spaces between Lincoln Road and Collins Street. | Introduce '2P 9am-5.30pm Mon-Fri, 9am-12noon Sat' on north side between Collins Street and Lincoln Road. |
| King Street | Unrestricted | High parking demand in the unrestricted parking spaces between Lincoln Road and Collins Street. | Introduce '2P 9am-5.30pm Mon-Fri, 9am-12noon Sat' on north side between Collins Street and Lincoln Road. |
| Spencer Street | Unrestricted | High parking demand in the unrestricted parking spaces between Lincoln Road and Collins Street. | Introduce '2P 9am-5.30pm Mon-Fri, 9am-12noon Sat' on north side between Collins Street and Lincoln Road. |
| Deakin Street | Unrestricted | Identified as a 'Narrow Street'. No Stopping on alternating sides is proposed to manage parking efficiently, deter illegal parking and improve traffic flow. | Introduce 'No Stopping' on alternating sides between Market Street and Spencer Street and between Mary Street and Forrester Street. |
| Bradshaw Street | Unrestricted | Identified as a 'Narrow Street'. No Stopping on alternating sides is proposed to manage parking efficiently, deter illegal parking and improve traffic flow. | Introduce 'No Stopping' on alternating sides between Market Street and Forrester Street, and between Bradshaw Street Reserve and Buckley Street. |
| Spencer Street | Unrestricted | Identified as a 'Narrow Street'. No Stopping on alternating sides is | Introduce 'No Stopping' on alternating sides between |

| Street | Existing Restriction | Comments | Recommendation |
|---|---|---|---|
| | | proposed to manage parking efficiently, deter illegal parking and improve traffic flow. | Hoffmans Road and Price Street, and between Cooper Street and McCracken Street. |
| Roberts Street | Unrestricted | Identified as a 'Narrow Street'. No Stopping on alternating sides is proposed to manage parking efficiently, deter illegal parking and improve traffic flow. | Introduce 'No Stopping' on alternating sides between Market Street and Buckley Street. |
| Mary Street | Unrestricted | Identified as a 'Narrow Street'. No Stopping on alternating sides is proposed to manage parking efficiently, deter illegal parking and improve traffic flow. | Introduce 'No Stopping' on alternating sides between Hoffmans Road and Hedderwick Street. |
| Forrester Street | Unrestricted | Identified as a 'Narrow Street'. No Stopping on alternating sides is proposed to manage parking efficiently, deter illegal parking and improve traffic flow. | Introduce 'No Stopping' on alternating sides between Hoffmans Road and McCracken Street. |
| Woolley Street | Unrestricted | Identified as a 'Narrow Street'. No Stopping on alternating sides is proposed to manage parking efficiently, deter illegal parking and improve traffic flow. | Introduce 'No Stopping' on alternating sides between Hedderwick Street and McCracken Street. |
| Mountain Street | Unrestricted | Identified as a 'Narrow Street'. No Stopping on alternating sides is proposed to manage parking efficiently, deter illegal parking and improve traffic flow. | Introduce 'No Stopping' on alternating sides between Hedderwick Street and McCracken Street. |
| Nimmo Street | Unrestricted | Identified as a 'Narrow Street'. No Stopping on alternating sides is proposed to manage parking efficiently, deter illegal parking and improve traffic flow. | Introduce 'No Stopping' on alternating sides between Mary Street and Buckley Street. |

## Consultation

In August/September 2015, a circular (including a questionnaire survey) was sent to every property occupier and landowner in the Buckley Park Local Area. The circular requested feedback on community concerns around traffic and parking issues.

Approximately, 4650 circulars were distributed and a total of 363 responses were received, representing a response rate of 7.8 per cent. The typical response rate for a self-completed questionnaire around metropolitan Melbourne are usually in the order of 5 to 10 per cent.

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

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

## Implications

### 1. Legislative

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

### 2. Council Plan / Policy

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

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

### 3. Financial

A total of $115,000 has been budgeted in the 2015-16 Operating Budget for the completion of the Buckley Park Local Area Traffic Management Study. Printing, distribution and analysis of consultation material comprises part of this.

The proposed traffic management measures and parking changes would need to be referred to future Capital Works Budgets for funding consideration and will be cost estimated once the Traffic Management Plan and Parking Management Plan are finalised.

### 4. Environmental

There are no environmental implications associated with this report.

## Conclusion

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

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

## Appendices

Appendix A: Draft Traffic Management Plan
Appendix B: Draft Parking Management Plan
Appendix C: Summary of Community and Stakeholder Traffic and Parking Issues
Appendix D: Draft Parking Management - Feedback Summary

# BUCKLEY PARK LOCAL AREA TRAFFIC MANAGEMENT STUDY
## DRAFT TRAFFIC MANAGEMENT PLAN

City of Moonee Valley

### AREA WIDE 40KM/H SPEED LIMIT PROPOSAL

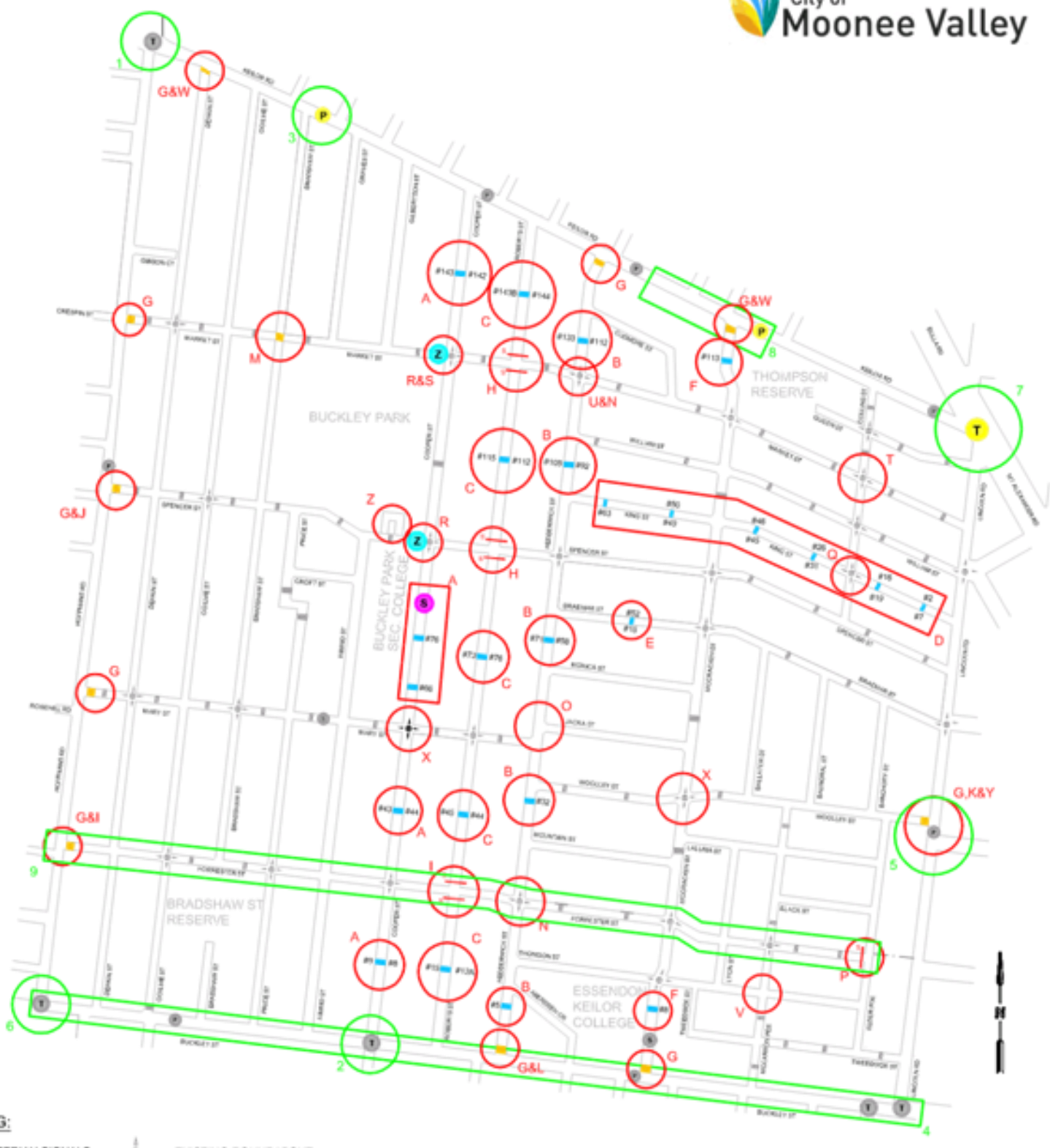
| | | |
|---|---|---|
| 1 | Study Area | Investigate options to implement an area wide 40km/h speed limit. |

### CORE LATM PROPOSALS

| ITEM | LOCATION | DESCRIPTION |
|---|---|---|
| TRAFFIC SPEED | | |
| A | Cooper Street | Install Flat Top road humps along Cooper Street (5 locations). Raise existing school crossing adjacent to school. |
| B | Hedderwick Street | Install Watts Profile road humps along Hedderwick Street (5 locations). |
| C | Roberts Street | Install Watts Profile road humps along Roberts Street (5 locations). |
| D | King Street | Install Watts Profile road humps along King Street (6 locations). |
| E | Braemar Street | Install Watts Profile road humps along Braemar Street (1 location). |
| F | McCracken Street | Install Watts Profile road humps along McCracken Street (2 locations). |
| TRAFFIC FLOW | | |
| G | Various Streets | Install raised threshold treatments on the approaches to arterial roads to provide a visual cue to road users that they are entering a local area and to reduce entry speeds. |
| INTERSECTION SAFETY | | |
| H | Roberts Street at Spencer Street, Forrester Street & Market Street | Install 'Stop' signs on both sides of the Roberts Street approaches to improve compliance with 'Stop' control. |
| I | Forrester Street / Hoffmans Road | Remove 1 (one) parking space north of Forrester Street on the eastern side of Hoffmans Road to improve sight distance. |
| J | Hoffmans Road at Spencer Street | Remove 1 (one) parking space south of Spencer Street on the eastern side of Hoffmans Road to improve sight distance. |
| K | Lincoln Road at Woolley Street | Remove 1 (one) space north of Woolley Street on the western side of Lincoln Road to improve sight distance. |
| L | Hedderwick Street at Buckley Street | Install 'No Stopping' signs on western side of Hedderwick Street north of Buckley Street to reinforce existing 'No Stopping' area and improve intersection operation. |
| M | Bradshaw Street / Market Street | Flatten out Bradshaw Street approach ramps and remove 'piano key' linemarking. Remove solid line around inside of raised island to reduce intersection confusion. |
| N | Market Street / Hedderwick Street & Forrester Street / Hedderwick Street | Relinemark hold lines at the intersection to improve operation and safety. |
| O | Hedderwick Street at Jacka Street | Install 'No Stopping' zone signage on Hedderwick Street to enforce statutory restrictions and improve intersection sight distance. |
| P | Forrester Street at Elder Parade | Install 'Stop' signage and linemarking. |
| Q | King Street / Collins Street | Install 'No Stopping' zone signage on the approaches to enforce statutory restrictions and improve intersection sight distance. |
| PEDESTRIAN SAFETY | | |
| R | Cooper Street / Spencer Street & Cooper Street / Market Street | Install zebra crossings on the western approaches to both roundabouts to improve pedestrian conditions, particularly for school children heading to/from Keilor Road. |
| S | Cooper Street / Market Street | Realign northern pedestrian island to improve the pedestrian crossing. |
| T | Market Street / Collins Street | Adjust pram ramp alignment to improve pedestrian safety around the roundabout. |
| U | Market Street / Hedderwick Street | Adjust pram ramp alignment along north, south and west approaches to intersection. |
| V | McCarron Parade / Thomson Street | Construct pram ramps on all four corners to improve pedestrian accessibility around the intersection. |
| W | Deakin Street / Keilor Road & McCracken Street / Keilor Road | Install threshold treatment across Deakin Street to improve the visibility of crossing pedestrians. Install 'green pavement' in the bicycle lane through the intersection. |
| BUS ROUTE IMPROVEMENTS | | |
| X | Woolley Street / McCracken Street & Mary Street / Cooper Street | Review roundabouts central island design to provide for mountable surface to improve bus operation. |
| Y | Lincoln Road / Woolley Street | Remove existing kerbing at south-west corner and reinstate with barrier kerbing to allow easier bus manoeuvres turning left into Woolley Street. |
| SCHOOL IMPROVEMENTS | | |
| Z | Spencer Street Carpark | Install one-way operation in carpark to improve flow during peak periods. |

### OTHER ITEMS - FOR ADDITIONAL CONSULTATION / DEVELOPMENT

| | | |
|---|---|---|
| 1 | Hoffmans Road / Keilor Road | Consult with VicRoads on the installation of "Give Way to Pedestrians" lanterns for turning traffic at this intersection. Relinemark pedestrian crossing areas along southern approach. Install directional linemarking on Hoffmans Road approach. |
| 2 | Buckley Street / Cooper Street | Consult with VicRoads on the installation of an additional traffic lantern for eastbound traffic and discuss options for lantern obscured by vernadah. Consider safety improvements for right turn crash pattern from west to south. |
| 3 | Bradshaw Street / Keilor Road | Consult with VicRoads on improvements to linemarking at the pedestrian crossing near the intersection of Bradshaw Street and Keilor Road. |
| 4 | Buckley Street | Consult with VicRoads regarding linemarking options along Buckley Street to clearly define lanes and improve traffic flow. |
| 5 | Wooley Street / Lincoln Road | Consult with PTV / VicRoads regarding bus priority options using existing pedestrian operated signals to assist bus right turn movements. |
| 6 | Buckley Street / Hoffmans Road | Consult with VicRoads regarding options to improve existing right turn crash pattern from Buckley Street into Hoffmans Road. |
| 7 | Keilor Road / Lincoln Road / Bulla Road / Mt Alexander Road | Council continue to develop signalised intersection to replace the existing roundabout with VicRoads / PTV and seek funding opportunities for installation. |
| 8 | Keilor Road | Consult with VicRoads for the installation of pedestrian operated signals along Keilor Road east of McCracken Street. If pedestrian operated signals are not approved, investigate the suitability of the pedestrian path from McCracken Street to the existing signals. |
| 9 | Hoffmans Road / Forrester Street | Proposed implementation of pedestrian and bicycle refuge at the intersection of Hoffmans Road and Forrester Street and sharrows along Forrester Street. |




LEGEND - PROPOSED:

| | | | | | |
|---|---|---|---|---|---|
| S/G | STOP/GIVE WAY SIGN | | ROUNDABOUT | T | TRAFFIC SIGNALS |
| Z | ZEBRA CROSSING (AT GRADE) | S | SCHOOL CROSSING (RAISED) | P | PEDESTRIAN SIGNALS |
| | ROAD HUMP | | THRESHOLD | | |

LEGEND - EXISTING:

| | | | |
|---|---|---|---|
| P | EXISTING PEDESTRIAN SIGNALS | | EXISTING ROUNDABOUT |
| S | EXISTING SCHOOL CROSSING | T | EXISTING TRAFFIC SIGNALS |
| | EXISTING ROAD HUMP | | |

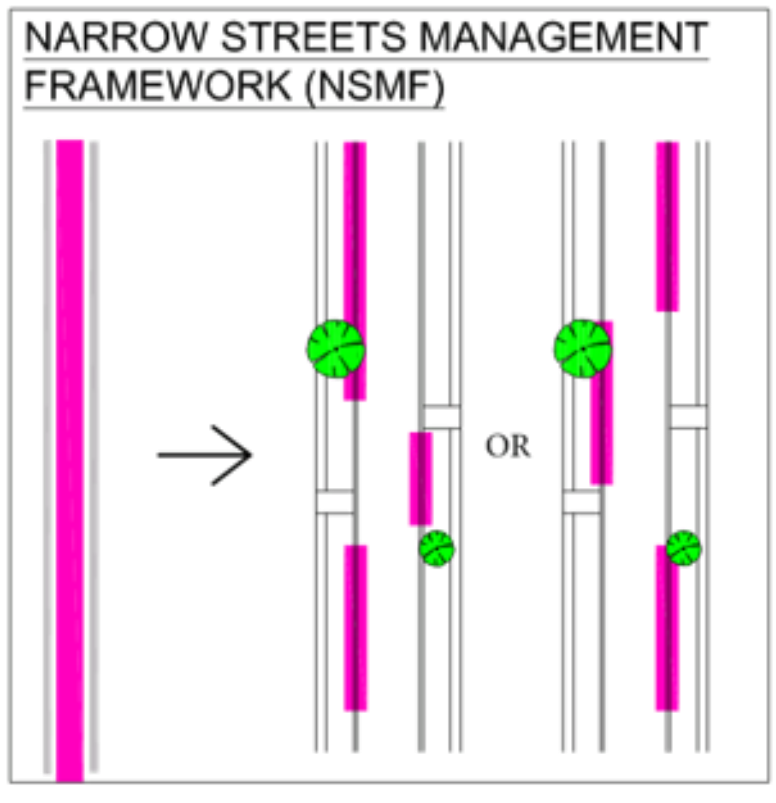
# BUCKLEY PARK LOCAL AREA TRAFFIC MANAGEMENT STUDY
# DRAFT PARKING MANAGEMENT PLAN

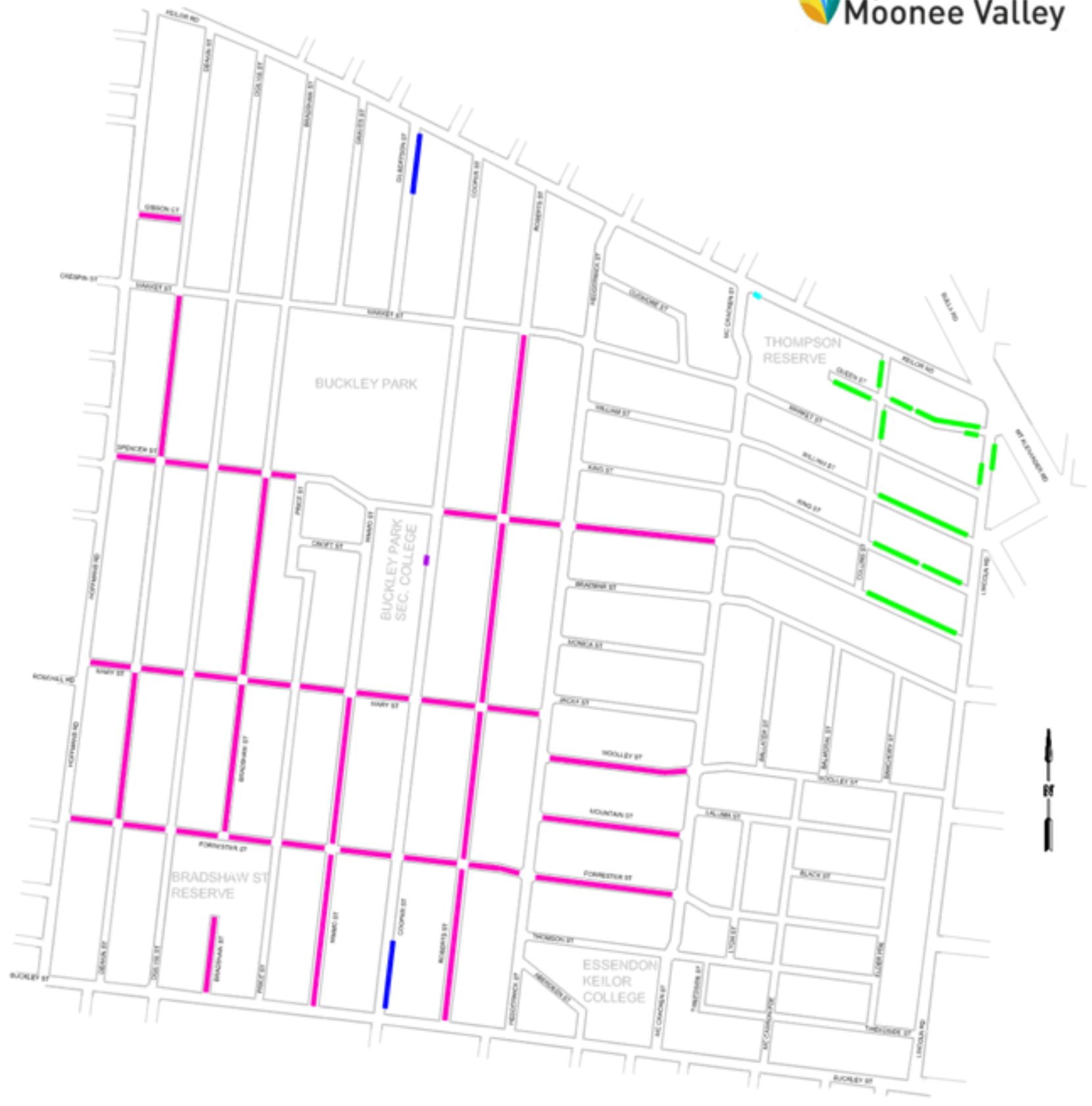
City of Moonee Valley

## LEGEND - PROPOSED

- 15 MINUTE PARKING
  9AM-5:30PM MON-FRI, 9AM-12NOON SAT, PERMITS DO NOT APPLY
- 1 HOUR PARKING
  9AM-5:30PM MON-FRI, 9AM-12NOON SAT
- 2 HOUR PARKING
  9AM-5:30PM MON-FRI, 9AM-12NOON SAT
- BUS ZONE PARKING
  BUS ZONE
- NO STOPPING RESTRICTIONS
  IN LINE WITH NARROW STREET MANAGEMENT FRAMEWORK WHERE STAGGERED 'NO STOPPING' PARKING ARRANGEMENT WILL BE PROPOSED (FURTHER CONSULTATION WITH IMMEDIATE RESIDENTS TO BE UNDERTAKEN)

## NARROW STREETS MANAGEMENT FRAMEWORK (NSMF)



## SUMMARY OF COMMUNITY AND STAKEHOLDER TRAFFIC AND PARKING ISSUES

| Location | Issue |
|---|---|
| ***Community Traffic Issues*** | |
| Safety Concerns | • Keilor Road / Ogilvie Street (intersection safety),<br>• Keilor Road / Bradshaw Street (intersection safety, sight distance),<br>• Spencer Street / Roberts Street (stop sign compliance),<br>• Hoffmans Road / Mary Street (sight distance issues),<br>• Woolley Street / McCracken Street (intersection safety),<br>• Forrester Street / Roberts Street (intersection safety),<br>• Hoffmans Street / Buckley Street (intersection safety),<br>• Cooper Street / Buckley Street (traffic light compliance),<br>• Hedderwick Street / Buckley Street (pedestrian delay),<br>• McCracken Street School Crossing (lack of compliance),<br>• Braemar Street (safety issues),<br>• Gilberton Street (safety issues), and<br>• Tweedside Drive (safety issues). |
| Road Width and Parking Issues | • Deakin Street,<br>• Ogilvie Street,<br>• Bradshaw Street,<br>• Roberts Street,<br>• Hedderwick Street,<br>• McCracken Street,<br>• Aberdeen Street,<br>• Market Street,<br>• Spencer Street,<br>• William Street,<br>• Croft Street,<br>• Woolley Street, and<br>• Forrester Street. |
| Cyclist and Pedestrian Safety | • Niddrie Central Shopping Centre (pedestrian access),<br>• Keilor Road between Hedderwick Street and McCracken Street (lack of pedestrian crossings),<br>• Collins Street / Market Street (pedestrian issues),<br>• Collins Street / William Street (pedestrian issues),<br>• Lincoln Road (pedestrian issues),<br>• Lincoln Road / Market Street (lack of formal crossing),<br>• Buckley Park Secondary College (pick up and drop off times),<br>• Essendon Keilor College (pick up and drop off times), and<br>• Buckley Street (pedestrian issues). |
| Traffic Problems | • Deakin Street (traffic speed, traffic volume),<br>• Ogilvie Street (traffic speed),<br>• Cooper Street (heavy vehicles),<br>• Roberts Street (traffic speed, traffic volumes),<br>• Hedderwick Street (traffic speed, traffic volume),<br>• McCracken Street (traffic speed, traffic volume),<br>• Collins Street (traffic volume), |

| Location | Issue | |
|---|---|---|
| | • Tweedside Street (traffic volume),<br>• Elder Parade (traffic speed),<br>• Market Street (traffic speed, traffic volume, heavy vehicles),<br>• Spencer Street (traffic volume),<br>• William Street (traffic speed, traffic volume),<br>• Braemar Street (traffic speed, traffic volume),<br>• Woolley Street (traffic speed),<br>• Forrester Street (traffic speed, traffic volume), | |
| ***Community Parking Issues*** | | |
| Parking Issues | • Aberdeen Street,<br>• Bradshaw Street,<br>• Keilor Road,<br>• Roberts Street,<br>• McCracken Street,<br>• Market Street, and<br>• Graves Street. | |
| ***Local Bus Operators*** | | |
| Moonee Valley Coaches | Buckley Park College | No parking is allocated for buses which causes illegal parking and traffic flow issues. Buses tend to park opposite 90 degree parking in Nimmo Street. |
| Sunbury Coaches | Keilor Road | The newly implemented 40km/h zones have slowed down buses but it is not a major issue |
| Kastoria | Woolley Street and Mary Street | Difficulty negotiating roundabouts along Woolley Street and Mary Street. |
| | Woolley Street | Difficulty manoeuvring westbound along Woolley Street at McCracken Street due to parked cars on both sides of the road. |
| | Lincoln Road | Requested stop bar on Lincoln Road to be set back to allow for right turns out of Woolley Street. |
| | Lincoln Road / Woolley Street | Fix nature strip to allow left turns from Lincoln Road. |
| ***Local Schools*** | | |
| Buckley Park Secondary College | • A lack of bus pick up areas results in buses having to double park in Nimmo Street, and<br>• The operation of the car park to the north of the school is often confusing due to an unofficial one-way arrangement. | |
| Essendon Keilor College | • High traffic speeds along McCracken Street. | |

**G19280: Buckley Park Local Area Traffic Management Study**
**Draft Parking Management Feedback**

| Street | No. Responses | Parking Restrictions | | Parking Availability | | Parking Data - Friday | | | Parking Data - Saturday | | | Parking Demand Management Feedback | Assessment | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Major | Minor | Major | Minor | Overall Peak (1/2pm) | Street Peak | Section Peak | Overall Peak (11/12pm) | Street Peak | Section Peak | >85% Occupancy | Resident Major Issue | Narrow | Category | Review Required | Fit Existing Restrictions (at Section Peak) | Existing Parking Tier | Next Progression Parking Tier | User Hierarchy | Action | Comments | Recommendation |
| Aberdeen Crescent | 3 | 100% | 0% | 100% | 0% | 67% | 83% | 83% | 58% | 83% | 83% | No | Yes | Yes | 2 | Yes | Permit Zone | Permit | Paid | Residential | Do Nothing | Permit zones are already at capacity. No further action would improve parking conditions. | Retain Existing |
| Ballarat Street | 3 | 0% | 0% | 33% | 67% | 45% | 77% | 100% | 53% | 77% | 92% | Yes | No | No | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Do Nothing | Section peak on west side is between Braemar Street and NB415 and is adjacent to areas with available occupancy. | Retain Existing |
| Balmoral Street | 3 | 0% | 0% | 0% | 33% | 58% | 75% | 100% | 67% | 100% | 100% | Yes | No | No | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Do Nothing | Surrounding streets have low capacity which suggests parking demands are generated by the street. As a result, no parking changes are recommended as none would be effective. | Retain Existing |
| Banchory Street | 5 | 0% | 0% | 20% | 0% | 29% | 44% | 56% | 35% | 49% | 70% | No | No | No | 5 | No | | | | | | | |
| Black Street | 8 | 0% | 0% | 1% | 0% | 26% | 47% | 88% | 50% | 68% | 100% | Yes | No | No | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Do Nothing | Section peak is between McCarron Parade and EB412 is adjacent to areas with available occupancy. | Retain Existing |
| Bradshaw Street | 13 | 31% | 38% | 69% | 23% | 35% | 35% | 80% | 34% | 42% | 80% | No | Yes | Yes | 2 | Yes | Unrestricted / 1P | Unrestricted / Timed | Timed | Residential / Comm. | Do Nothing | Occupancies at all levels is well below 85% occupancy. | Retain Existing |
| Braemar Street | 9 | 0% | 11% | 0% | 44% | 3.8% | 23% | 57% | 18% | 32% | 67% | No | No | Yes | 4 | No | | | | | | | |
| Buckley Street | 22 | 18% | 27% | 23% | 23% | 22% | 32% | 88% | 22% | 27% | 75% | Yes | No | No | 2 | Yes | Clearway 7-9am | Unrestricted | Timed Parking | Residential | Do Nothing | Section peak is between Ogilvie Street and Bradshaw Street. Parking occupancies are low in areas within reasonable walking distance of section peak | Retain Existing |
| Collins Street | 10 | 50% | 0% | 40% | 50% | 45% | 54% | 100% | 45% | 64% | 100% | Yes | No | No | 2 | Yes | Unrestricted / 2P | Unrestricted / Timed | Timed Parking | Commercial | Change to 1P | Existing unrestricted parking is not benefitting users of the area. | Convert unrestricted parking in section between Market Street and Keilor Road to 1P 9am-5.30pm MON-FRI, 9am-Noon SAT, PERMIT AREA 29 |
| Cooper Street | 13 | 23% | 23% | 38% | 23% | 32% | 42% | 100% | 33% | 33% | 100% | Yes | No | No | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Do Nothing | Between Forrester Street and Buckley Street at capacity at nights; high demand for unrestricted parking between Keilor and Market suggests there is a high demand by customers of the local shops. Suggest moving the restrictions to timed 1P in this area. | Convert unrestricted parking along the eastern side of Cooper Street between Buckley Street and NB410 Cooper Street to '1P 9am-5.30pm Mon-Fri, 9am-12noon Sat'. Convert unrestricted parking along the eastern side of Cooper Street between Keilor Road and the Retirement Lodge to '1P 9am-5.30pm Mon-Fri, 9am-12noon Sat'. |
| Croft Street | 1 | 100% | 0% | 0% | 100% | 23% | 27% | 46% | 50% | 54% | 69% | No | Yes | No | 2 | Yes | | | | | | Only one response received and occupancy levels are well below threshold | Retain Existing |
| Cudmore Street | 2 | 0% | 50% | 0% | 50% | 28% | 34% | 43% | 34% | 47% | 64% | No | No | Yes | 1 | No | | | | | | | |
| Deakin Street | 29 | 24% | 31% | 41% | 31% | 29% | 41% | 100% | 40% | 48% | 100% | Yes | No | Yes | 2 | Yes | Unrestricted / 1P / 2P / Permit | Unrestricted / Timed / Permit | Timed / Permit / Paid | Residential / Comm. | Do Nothing | Section peaks relate to small blocks of permit parking between Keilor Road and Market Street being at capacity. However, adjacent permit areas in the same block are less than 20% which is not an unreasonable distance to walk. | Retain Existing |
| Elder Parade | 6 | 17% | 0% | 17% | 0% | 20% | 50% | 88% | 48% | 55% | 88% | Yes | No | No | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Do Nothing | Section peak has high capacity between Woolley Street and Black Street. However Woolley Street and Tweedside Drive show low occupancies which suggest that all parking demands are coming from Elder Parade. As a result, no parking changes would be effective. Additionally, parking occupancies are available within reasonable walking distance of the high occupancy areas. | Retain Existing |
| Forrester Street | 16 | 13% | 19% | 38% | 19% | 25% | 25% | 100% | 20% | 31% | 100% | Yes | No | Yes | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Do Nothing | Section peak occurs between McCarron Parade and Elder Parade towards Elder Parade. Low occupancy areas are available within reasonable walking distance and parking restrictions changes would have no benefit for residents. | Retain Existing |
| Gibson Court | 0 | 0% | 0% | 0% | 0% | 50% | 117% | 100% | 83% | 100% | 100% | Yes | No | Yes | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Do Nothing | Occupancies are high but residents have capacity to park on Hoffmans Road. | Retain Existing |
| Gilbertson Street | 4 | 0% | 0% | 25% | 50% | 38% | 65% | 100% | 27% | 38% | 50% | Yes | No | No | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Change to 1P | Unrestricted parking near Keilor Road is at 100%. Recommended amending this section to 1P parking | 1P 9am-5.30pm Mon-Fri, 9am-12noon Sat |
| Graves Street | 5 | 60% | 20% | 60% | 20% | 49% | 77% | 100% | 60% | 69% | 100% | Yes | Yes | No | 8 | Yes | 1P Mon-Sun / Permit | Timed / Permit | Permit | Residential | Do Nothing | Section capacity occurs in Permit Zone however at this time there is available 1P parking spaces nearby. Suggest no change to existing. | Retain Existing |
| Hedderwick Street | 15 | 0% | 7% | 13% | 7% | 35% | 35% | 67% | 18% | 18% | 67% | No | No | No | 5 | No | | | | | | | |
| Hoffmans Road | 8 | 38% | 13% | 25% | 13% | 20% | 28% | 100% | 24% | 25% | 100% | Yes | No | No | 2 | Yes | 1P 8.30am-4pm M-Sa | Timed / Unrestricted | Timed | Residential / Comm. | Do Nothing | High demand for timed parking between Market and Mary Street during the week. As there is nearby unrestricted parking, this is not considered an issue. | Retain Existing |
| Jacka Street | 6 | 17% | 0% | 17% | 17% | 23% | 26% | 26% | 15% | 26% | 33% | No | No | Yes | 5 | No | | | | | | | |
| Keilor Road | 13 | 77% | 8% | 85% | 8% | 65% | 62% | 100% | 60% | 60% | 100% | Yes | Yes | No | 8 | Yes | 2P / 1P / 1/4P / LZ | Timed | Permit | Commercial | Do Nothing | High occupancies at the late afternoon / evening between Ogilvie Street and Hoffmans Street. As this is adjacent to a busy commercial area, this is not surprising and there is little additional work that can be done to improve conditions. No responses were received from residents as to a preference for restrictions. All restriction types were occupied fully during Friday street peak. | Retain Existing |
| King Street | 7 | 0% | 29% | 29% | 29% | 30% | 40% | 100% | 35% | 49% | 100% | Yes | No | Yes | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Convert to 2P | High occupancies occur between Collins Street and Lincoln Road. Nearby Commerical uses and adjacent streets with high occupancies suggests timed restrictions could have a positive impact. | Change unrestricted to timed '2P 9am-5.30pm Mon-Fri, 9am-12noon Sat' between Lincoln Road and Collins Street on the north side of the road. |
| Lauma Street | 2 | 0% | 0% | 0% | 0% | 12% | 24% | 45% | 17% | 25% | 78% | No | No | No | 5 | No | | | | | | | |
| Lincoln Road | 13 | 86% | 0% | 45% | 9% | 52% | 52% | 100% | 32% | 43% | 100% | Yes | No | No | 2 | Yes | Unrestricted / 2P / Permit | Unrestricted / Timed / Permit | Timed / Permit / Paid | Residential / Comm | Convert Unrestricted to 2P | High occupancies occur between Queen Street and Aitken Street with unrestricted, timed and permit zones all at capacity. Recommend converting unrestricted spaces to timed spaces to better serve the hierarchy. | Change unrestricted to timed '2P 9am-5.30pm Mon-Fri, 9am-12noon Sat' between Queen Street and Aitken Street on both sides of the road. |
| Lyon Street | 8 | 0% | 0% | 0% | 0% | 44% | 75% | 100% | 60% | 73% | 100% | Yes | No | No | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Do Nothing | Section capacity occurs between Forrester Street and Thomson Street. All other sections of Lyon Street, however, remain at relatively low occupancies. As these areas are in reasonable walking distance no recommended parking changes will be made | Retain Existing |
| Market Street | 22 | 27% | 14% | 50% | 27% | 27% | 38% | 100% | 35% | 38% | 100% | Yes | No | No | 2 | Yes | Unrestricted / 2P / Permit | Unrestricted / Timed / Permit | Timed / Permit / Paid | Residential / Comm. | Do Nothing | Section capacity occurs in isolated areas with similar parking available within close walking distance. Timed parking near Lincoln Road already at relatively high capacity however not at 85% threshold. | Retain Existing |
| Mary Street | 6 | 0% | 17% | 17% | 17% | 34% | 38% | 100% | 14% | 28% | 75% | Yes | No | No | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Do Nothing | Section capacity occurs between Hoffmans Road and Deakin Street with 100% occupancy. However occupancy between Deakin Street and Ogilvie Street at this time is approximately 30% full and is within reasonable walking distance. | Retain Existing |
| McCarron Parade | 5 | 0% | 0% | 0% | 20% | 13% | 22% | 63% | 16% | 20% | 50% | No | No | No | 5 | No | | | | | | | |
| McCracken Street | 8 | 63% | 13% | 38% | 25% | 40% | 40% | 100% | 27% | 27% | 100% | Yes | Yes | No | 8 | Yes | 2P 9am-5.30pm M-F, 9am-12 Sat. Unrestricted | Unrestricted / Timed | Timed / Permit | Residential / Comm. | Do Nothing | Section peak occurs between Keilor Road and Market Street. As the restrictions here are already 2P then the basic hierarchy of this area is being satisfied. As a result, no parking restriction changes are recommended. | Retain Existing |
| Monica Street | 3 | 0% | 0% | 0% | 0% | 10% | 34% | 34% | 14% | 28% | 40% | No | No | Yes | 3 | No | | | | | | | |

Prepared by Traffix Group Pty Ltd

**G19280: Buckley Park Local Area Traffic Management Study**
**Draft Parking Management Feedback**

| Street | No. Responses | Parking Restrictions | | Parking Availability | | Parking Data - Friday | | | Parking Data - Saturday | | | Parking Data Management Requirement | Assessment | | | | | | | | | | Comments | Recommendation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Major | Minor | Major | Minor | Overall Peak (1/2pm) | Street Peak | Section Peak | Overall Peak (11/12pm) | Street Peak | Section Peak | >85% Occupancy | Resident Major Issue | Narrow | Category | Review Required | Pri Existing Restrictions (at Section Peak) | Existing Parking Tier | Next Progression Parking Tier | User Hierarchy | Action | | |
| Mountain Street | 2 | 0% | 0% | 0% | 0% | 83% | 83% | 100% | 20% | 20% | 36% | Yes | No | Yes | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Do Nothing | Section peak occurs between Hedderwick Street and Cliff 12. Areas to the east of this are at low capacity and as they are within reasonable walking distance then no parking restriction changes are recommended. | Retain Existing |
| Nimmo Street | 8 | 25% | 0% | 38% | 25% | 64% | 64% | 100% | 27% | 29% | 60% | Yes | No | Yes | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Do Nothing | High occupancy areas occur in angled parking adjacent to the school. As it is likely that these spaces are being occupied by school teachers (due to high occupancy times of 7.00am until 3/4pm) it is recommended to leave as existing. | Retain Existing |
| Ogilvie Street | 25 | 8% | 12% | 16% | 40% | 27% | 44% | 100% | 31% | 56% | 100% | Yes | No | Yes | 2 | Yes | Unrestricted / 2P / Permit | Unrestricted / Timed / Permit | Timed / Permit / Paid | Residential / Comm. | Do Nothing | Section peak occurs at 1P area south of Kinder Road. As there is large amounts of commercial parking at Noble Central that is well within reasonable walking distance then no changes are recommended. All other areas of Ogilvie Street are at good occupancy levels. | Retain Existing |
| Price Street | 8 | 13% | 38% | 38% | 25% | 21% | 38% | 100% | 29% | 36% | 100% | Yes | No | No | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Do Nothing | Section peak occurs between NB442 Price Street and Mary Street along the northern side. Other areas between Price Street and Mary Street have available occupancy and as such no restriction changes are recommended. | Retain Existing |
| Queen Street | 1 | 100% | 0% | 100% | 0% | 58% | 58% | 100% | 64% | 64% | 100% | Yes | Yes | No | 3 | Yes | Unrestricted / Permit | Unrestricted / Permit | Timed / Permit | Residential / Comm. | Convert Unrestricted to 2P | Section peak occurs in unrestricted parking in between Collins Street and Lincoln Road. Recommend converting this to 2P restrictions to match changes in adjacent streets. | Change unrestricted to timed '2P 9am-5.30pm Mon-Fri, 9am-12noon Sat' between Lincoln Road and Collins Street. Change unrestricted parking on south side between Collins Street and Thomas Revanue to timed '2P 9am-5.30pm Mon-Fri, 9am-12noon Sat' |
| Roberts Street | 21 | 48% | 29% | 33% | 33% | 29% | 32% | 100% | 30% | 32% | 100% | Yes | No | Yes | 2 | Yes | Unrestricted / Permit | Unrestricted / Permit | Timed / Permit | Residential / Comm. | Do Nothing | Section peak occurs between Kinder Road and Market Street. The combined peak of all permit parking in this section is 40% and the combined peak of all unrestricted parking is 77%. Therefore, there is no need to change any parking restrictions. | Retain Existing |
| Spencer Street | 14 | 36% | 0% | 36% | 36% | 22% | 33% | 43% | 26% | 38% | 100% | Yes | No | Yes | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Convert Unrestricted to 2P | Section peak occurs in unrestricted parking in between Collins Street and Lincoln Road. Recommend converting this to 2P restrictions to match changes in adjacent streets. | Change unrestricted to timed '2P 9am-5.30pm Mon-Fri, 9am-12noon Sat' between Lincoln Road and Collins Street on the south side of the road. |
| Thomson Street | 2 | 0% | 50% | 0% | 50% | 25% | 27% | 100% | 17% | 25% | 67% | Yes | No | Yes | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Do Nothing | Section peak occurs between Hedderwick Street and McCracken Street in the unrestricted parking east of Cliff 11. As there are multiple parking opportunities in other areas of this section there are no recommended parking restriction changes. | Retain Existing |
| Tweedside Street | 3 | 0% | 0% | 0% | 0% | 21% | 38% | 67% | 25% | 33% | 67% | No | No | No | 3 | No | | | | | | | |
| William Street | 7 | 14% | 14% | 29% | 29% | 28% | 37% | 89% | 33% | 46% | 100% | Yes | No | Yes | 2 | Yes | Unrestricted / 2P | Unrestricted / Timed | Timed / Permit | Residential / Comm. | Convert Unrestricted to 2P | Section peak occurs in unrestricted parking in between Collins Street and Lincoln Road. Recommend converting this to 2P restrictions to match changes in adjacent streets. | Change unrestricted on north side of the road to timed '2P 9am-5.30pm Mon-Fri, 9am-12noon Sat' between Lincoln Road and Collins Street. |
| Woolley Street | 4 | 0% | 0% | 0% | 0% | 19% | 25% | 100% | 19% | 25% | 100% | Yes | No | No | 2 | Yes | Unrestricted | Unrestricted | Timed | Residential | Do Nothing | Section peak occurs between Ballarat Street and McCracken Street on the north side. There are multiple parking opportunities within reasonable walking distance and therefore no restriction changes are recommended. | Retain Existing |

## 9.6 Essendon School Precinct Localised Traffic Study

**File No:** FOL/16/130
**Author:** Traffic & Transport Engineer
**Directorate:** Planning & Development
**Ward:** Myrnong

### Purpose

This report provides the results of the community consultation for the Essendon School Precinct Localised Traffic Study and recommends adoption of the Final Traffic Management Study, updated with consideration of community feedback.

### Executive Summary

- The Essendon School Precinct Localised Traffic Study is an outcome of the Holmes Local Area Traffic Management (LATM) Study, adopted by Council in July 2015.
- The Essendon School Precinct Localised Traffic Study includes the area bounded by Buckley Street, Levien Street, Park Street and Sherbourne Street.
- Council engaged O'Brien Traffic to undertake a localised traffic study of this area, including a review of the proposals from the Holmes LATM Study.
- The study area comprises approximately 461 properties. Significant land uses within the area include Lowther Hall Grammar School, St Columba's College and Penleigh & Essendon Grammar (Park Street Campus).
- This study has involved a detailed review of the community feedback received as part of the Holmes LATM Study to identify local traffic and parking issues, as well as consultation with local schools and bus companies.
- From this detailed investigation O'Brien Traffic developed a report (**Appendix A** – separately circulated). A copy of this report was distributed to all Ward Councillors on 9 November 2015 for their information.
- A draft Traffic Management Study was then created from the findings of this report.
- Consultation was undertaken in November 2015 with the local community, with a copy of the draft Traffic Management Study (**Appendix B**) accompanied by a questionnaire and circular distributed to all property occupiers and owners within the study area.
- Stakeholders including the schools and bus companies were also consulted with. No objections were raised for any of the proposals in the draft Traffic Management Study from these stakeholders.
- Overall 75 responses (a response rate of 16%) were received in response to the draft Traffic Management Study.

- Most proposals received support from the local community. However the proposed raised pavements in Levien Street, proposed parking changes in Sherbourne Street, proposed road humps within Lorraine Street and two proposals for the laneway between Riverview Road and Levien Street did not receive community support. These proposals were removed from the Final Traffic Management Study.
- On 15 January 2016 a copy of the detailed consultation results was distributed to all Ward Councillors, including draft recommendations for each proposal.
- The Final Traffic Management Study was developed from the results of this community consultation and is shown in **Appendix C.**

**Recommendation**

That Council:

1. Note the outcomes of the 'Essendon School Area Local Area Traffic Management Review' prepared by O'Brien Traffic and circulated separately as **Appendix A**.
2. Adopt the Final Traffic Management Study as presented in **Appendix C** and noting that further consultation is required with:
    a) Immediate property owners when detailed design is developed for the intersection of Leslie Road and Stanley Street to ensure property vehicle access is maintained.
    b) Residents and stakeholders of Stanley Street regarding the exact location of road hump between Levien Street and Leslie Road.
    c) Community regarding installation of proposed raised pedestrian pavement at intersection of Stanley Street and Sherbourne Street or exact location of road hump on Stanley Street between Leslie Road and Sherbourne Street.
3. Incorporate the Final Traffic Management Study into the adopted Traffic Management Plan for the Holmes Local Area Traffic Management Study and refer proposed works to future Capital Works Budget for funding consideration.
4. Advocate to Victoria Police and Council's Local Laws unit for an enforcement blitz for the school area, after the implementation of signage and line marking works from the Final Traffic Management Study.
5. Refer the following outcomes for further investigation as part of Council's Better Moves Around Schools program:
    a) Further investigate widening footpaths in areas where there are high pedestrian demands in front of schools.
    b) Work with St Columba's College in the development of 'Drop Off and Pick Up' zones on Buckley Street, subject to VicRoads approval.
    c) Advocate for staggered start and finish times for local schools and to further encourage and promote active travel options for schools.

## Background

The Municipal Parking Strategy, adopted in December 2011, included actions to complete a Local Area Traffic Management (LATM) Implementation Program and to commence the LATM assessment program in accordance with the Implementation Program. Council adopted the LATM process and priority program in May 2012, and updated it in July 2013. The two LATM areas identified for completion in the 2014/15 financial year were the Dean and the Holmes areas.

In the 2014/15 financial year Council undertook a detailed analysis of the traffic and parking issues within the Holmes Local Area Traffic Management area. This area is bounded by Mt Alexander Road, Buckley Street, Waverley Street and Maribyrnong Road.

This investigation proposed several measures within close proximity in Stanley Street and Leslie Road, including:

- Change of priority of Leslie Road and Stanley Street.
- 'No Left Turn 8am-9.30am and 2.30pm-4pm' from Leslie road (north) into Stanley Street (east).
- Install raised pedestrian cross-walks on Stanley Street (2 locations).
- 40 km/hr speed zone in Stanley Street and Sherbourne Street.
- Speed humps (2 locations) in Leslie Road, subject to Bus Company approval.

These proposals received strong objections from the local community during the consultation process of this LATM study.

At the Council meeting of 28 July 2015, Council resolved to 'complete a more localised investigation of the Leslie Road, Stanley Street & Sherbourne Street school zone, reviewing measures proposed in the Draft Holmes Local Area Traffic Management (LATM), with a report to come before Council prior to December 2015.'

The Essendon School Precinct Localised Traffic study includes the area bounded by Buckley Street, Levien Street, Park Street and Sherbourne Street.

On 28 August 2015, Council engaged O'Brien Traffic (OBT) to undertake this study.

Council officers have worked with OBT to undertake a detailed investigation of this study area, including surrounding streets, as well as reviewing all community feedback received as part of the LATM Study.

O'Brien Traffic submitted the first draft of the report on Friday, 25 September 2015. Council officers again met with OBT in early October to discuss the report. Several recommendations were proposed by Council officers, and these were further investigated by OBT and Council officers.

O'Brien Traffic submitted the final copy of the report (**Appendix A** – separately circulated) to Council on Thursday, 5 November 2015. This report was distributed to Ward Councillors for their information on Friday, 6 November 2015.

## Discussion

Following this report and investigation, the following issues and proposed treatments were identified for the draft Traffic Management Study, as presented in **Appendix B**:

**1. Lorraine Street**

- Council proposed to install three (3) road humps along Lorraine Street to deter cut through traffic for vehicles avoiding the Buckley Street level crossing, as well as to improve pedestrian safety.

**2. Leslie Road / Stanley Street intersection**

- Council proposed to remove the 'No Right Turn' during school times restriction into Stanley Street and replace with 'No Entry 8am-9am, 3pm-4pm Mon-Fri School Days'. This proposal would not change the existing turning movements at this intersection, however it will better demonstrate the existing turn ban. The yellow advisory sign stating 'Right turn restriction into Stanley Street ahead' on Leslie Road would also be removed.
- This intersection is poorly delineated and could be confusing for motorists. Council proposed to remove the existing hatched and centre line marking on Stanley Street and realign centre line marking. Council also proposed to relocate the 'stop' line marking at both approaches to this intersection and to extend the existing traffic islands. It is expected that these changes would better show who has priority at this intersection.

**3. Sherbourne Street**

- This study identified that there is congestion within Sherbourne Street. Due to the narrow width of the street when vehicles are parked on the east side, there is not sufficient space to maintain two way traffic flow. As during peak times there is a high parking demand in the 15 minute indented parking bays, Council proposed to install 'No Stopping 8am-9am, 3pm-4pm Monday-Friday School Days' on the east side of Sherbourne Street between Inglebrae Court and Stanley Street. Please note that residents would also not be eligible to park at this location during these times.

**4. Sherbourne Street / Inglebrae Court intersection**

- Council proposed to install a painted traffic island and directional line marking at this intersection to ensure motorists are aware of the priorities at this intersection.
- Council also proposed to install a 'Give Way' sign on Inglebrae Court and directional signage (left only on Sherbourne Street, left only on the north side of Inglebrae Court and straight only on the south side of Inglebrae Court) to improve safety at this intersection.

**5. Stanley Street**

- To slow approach speeds to the Leslie Road intersection, Council proposed to install two (2) speed humps on Stanley Street.

**6. Laneway, between Riverview Road and Levien Street**

- Due to high pedestrian numbers within this laneway at peak times, Council proposed to install a speed hump at each entrance to reduce vehicles speeds as they enter and exit this laneway.
- Pedestrian sight lines are restricted at the exit of this laneway onto Riverview Road, therefore Council proposed to install pedestrian warning signs to

remind motorists to check for pedestrians when exiting this laneway, and also to warn pedestrians of motorists exiting this laneway.

- Council also proposed to realign the entrance of this laneway onto Levien Street, to narrow the entrance, to deter vehicles using this laneway as a cut-through.

**7. Proposed raised pavements**

- Due to high pedestrian numbers in this area, and in order to improve safety and lower vehicles speeds within this area, Council proposed raised pavement treatments at the following intersections:
  a) Levien Street and Robb Street.
  b) Levien Street and Cliff Street.
  c) Levien Street and Lorraine Street.
  d) Riverview Road and Locke Street.

Some other recommendations from this study to improve safety within this study area also included:

- Advocate for a joint enforcement blitz, with Victoria Police and Council Local Laws and Parking Control unit. Council anticipates this high visual presence will deter parents from conducting illegal traffic and parking movements, therefore, increasing the safety of school children and all road users.
- To further investigate widening footpaths in areas where there are high pedestrian demands in front of schools.
- To work with St Columba's College in the development of 'Drop Off and Pick Up' zones on Buckley Street, subject to VicRoads approval.
- To advocate for staggered start and finish times for local schools.
- To further encourage and promote active travel options for schools.

Following the community consultation for this study, the following recommendations have been made, as presented in the below table. While **Appendix D** presents a summary of consultation, including the percentage of responses supporting each proposal, number of directly affected responses supporting the proposal, specific comments received from the community and officer comments.

| Proposal No. | Location | Proposal | Recommendation |
|---|---|---|---|
| 1 | Lorraine Street | To install three (3) road humps | **Abandon** due to lack of support from wider community and affected residents |
| 2a | Leslie Road / Stanley Street | To remove 'No Right Turn; signs and replace with 'No Entry, 8am-9am, 3pm-4pm Mon-Fri, school days' | **Proceed** due to strong support from wider community and affected residents |
| 2b (1) | | To relocate and realign the 'Stop' line markings | **Proceed** due to strong support from wider community and affected |

| Proposal No. | Location | Proposal | Recommendation |
|---|---|---|---|
| | | at this intersection | residents (further consultation required with immediate property owners when detailed design is developed) to ensure property vehicle access is maintained. |
| 2b (2) | | To extend the traffic islands | |
| 2b (3) | | To remove the existing line marking at this intersection, and replace with new centreline line marking on Stanley Street | **Proceed** due to strong support from wider community and affected residents |
| 3 | Sherbourne Street | To install 'No Stopping 8am-9am, 3pm-4pm Monday-Friday School Days' on the east side of Sherbourne Street between Inglebrae Court and Stanley Street | **Abandon** due to objections received from directly affected residents |
| 4 | Sherbourne Street / Inglebrae Court | To install a painted traffic island and give way / one way signage at this intersection | **Proceed** due to strong support from wider community, affected residents and safety benefits of proposal |
| 5 | Stanley Street | To install two (2) road humps | **Proceed** due to strong support from wider community, affected residents and safety benefits of proposal.<br><br>It is recommended that the proposed road hump located between Leslie Road and Sherbourne Street will be proposed as a raised pedestrian pavement at the intersection of Stanley Street and Sherbourne Street. This new proposal is a recommendation of a recently completed audit (December 2015) of a new Walking School Bus Route requested by Lowther Hall Anglican Grammar School. Further community consultation will be required. |
| 6a | Laneway, between Riverview Road and Levien Street | Realign the entrance of his laneway at Levien Street | **Abandon** due to objections received from directly affected residents |
| 6b | | Install two (2) additional speed humps at the entrances | **Abandon** due to lack of support and laneway has three existing road humps |

| Proposal No. | Location | Proposal | Recommendation |
|---|---|---|---|
| 6c | | Install pedestrian warning signs at the exit of the laneway at Riverview Road | **Proceed** due to strong support from wider community, affected residents and safety benefits of proposal |
| 7a | Levien Street and Robb Street | Raised pavement | **Abandon** due to lack of support |
| 7b | Levien Street and Cliff Street | | |
| 7c | Levien Street and Lorraine Street | | |
| 7d | Riverview Road and Locke Street | | |

It is also noted that no objections from the local community were received for any of the following proposals:

- Advocate for a joint enforcement blitz, with Victoria Police and Council Local Laws and Parking Control unit. Council anticipates this high visual presence will deter parents from conducting illegal traffic and parking movements, therefore, increasing the safety of school children and all road users.
- To further investigate widening footpaths in areas where there are high pedestrian demands in front of schools.
- To work with St Columba's College in the development of 'Drop Off and Pick Up' zones on Buckley Street, subject to VicRoads approval.
- To advocate for staggered start and finish times for local schools.
- To further encourage and promote active travel options for schools.

Following this consultation, Lowther Hall approached Council with a proposed new Walking School Bus route. An audit of this route was undertaken in December 2015. To improve safety along this route, it was recommended to install a raised pedestrian pavement at the intersection of Stanley Street and Sherbourne Street.

Given that the proposal to install a road hump on Stanley Street between Leslie Road and Sherbourne Street (exact location to be determined) was supported by the local community, we are now proposing to install this speed hump as a raised pedestrian pavement at the intersection of Sherbourne Street and Stanley Street. This proposal will be subject to local community support. Consultation with impacted residents will be undertaken with the further consultation that will be undertaken regarding the exact location of the proposed speed hump in Stanley Street.

This proposal will also encourage active travel options for local students, as it provides a safe crossing location for the proposed Walking School Bus route for Lowther Hall.

## Consultation

A questionnaire and draft Traffic Management Study was distributed to every property and landowner in the study area in November 2015, requesting feedback on the draft Traffic Management Study. Approximately 461 circulars were distributed, with a response rate of 16%. This is a typical response rate for this type of survey.

Due to the presence of public transport operators on streets where a number of traffic management treatments are proposed, public transport operators were consulted during the development of the draft Traffic Management Study in November 2015.

Council has also undertaken consultation with the three nearby schools, Lowther Hall, St Columba's College and Penleigh Essendon Grammar School (Park Street Campus).

The Final Traffic Management Study as presented in **Appendix C** has been developed following the outcomes of the community consultation.

## Implications

### 1. Legislative

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

### 2. Council Plan / Policy

In presenting this report to council, council is achieving its Strategic Objective to Build a community where people feel safe in both public and private spaces in accordance with Council Plan 2013-2017 Theme 1: Friendly and safe - A community where people feel connected and safe.

This report has considered objectives of the following Council documents:

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

### 3. Financial

The total cost to implement the Final Traffic Management Study for the Essendon School Precinct Localised Traffic Study is estimated at $37,000-$42,000.

**Appendix E** further outlines the estimated cost and implementation plan for the Final Traffic Management Study.

### 4. Environmental

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

## Conclusion

The Essendon School Precinct Localised Traffic Study has addressed the main traffic issues in the area and reflects the requirements and expectations of the local community.

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

It is recommended that Council adopt the Final Traffic Management Study for the Essendon School Precinct Localised Traffic Study, as presented in **Appendix C**, and incorporate it into the adopted Traffic Management Plan for the Holmes Local Area Traffic Management Study and refer works to future Capital Works Budgets for funding consideration.

## Appendices

Appendix A: O'Brien Traffic Report (separately circulated)
Appendix B: Draft Traffic Management Plan
Appendix C: Final Traffic Management Study
Appendix D: Summary of Community Consultation
Appendix E: Estimated Cost and Implementation Plan

# ESSENDON SCHOOL PRECINCT LOCALISED TRAFFIC STUDY: PROPOSED TRAFFIC MANAGEMENT STUDY

**1) LORRAINE STREET**
- Install three (3) road humps (exact locations to be determined)

**2a) LESLIE ROAD / STANLEY STREET**
- Remove 'No Right Turn' signs and replace with 'No Entry, 8am-9am, 3pm-4pm Mon-Fri School Days

Eg:




**SHERBOURNE ST / STANLEY ST**
- Install 40km/h speed zones in the vicinity of the schools
(Adopted treatment from Holmes LATM)

**2b) LESLIE ROAD / STANLEY STREET**
- Island modifications, linemarking and signage upgrades to improve intersection safety

**7) PROPOSED RAISED PAVEMENTS AT:**
a) Levien Street and Robb Street
b) Levien Street and Cliff Street
c) Levien Street and Lorriane Street
d) Riverview Road and Locke Street

**3) SHERBOURNE STREET**
- Install 'No Stopping 8am-9am, 3pm-4pm Mon-Fri, School Days on east side of Sherbourne Street, between Stanley Street and Inglebrae Court

**4) SHERBOURNE STREET / INGLEBRAE COURT**
- Proposed painted traffic island and signage

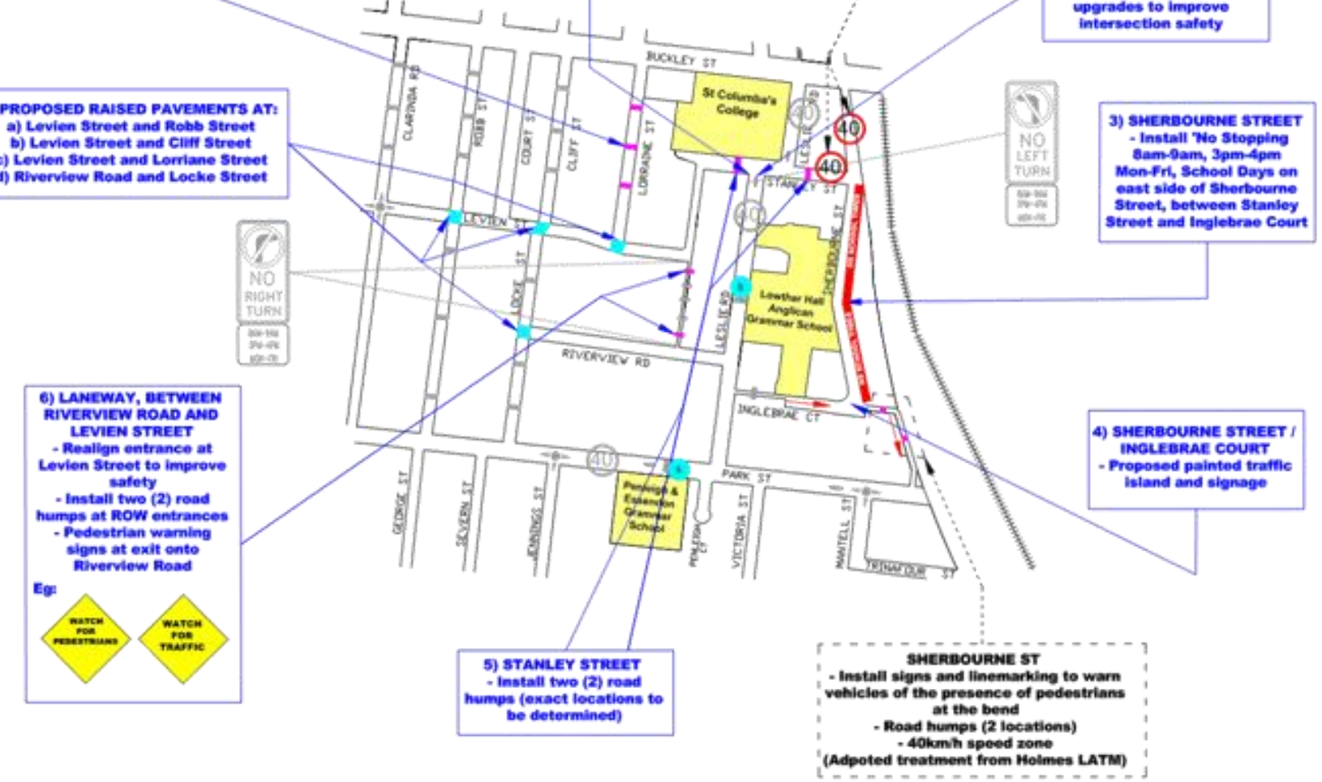
**6) LANEWAY, BETWEEN RIVERVIEW ROAD AND LEVIEN STREET**
- Realign entrance at Levien Street to improve safety
- Install two (2) road humps at ROW entrances
- Pedestrian warning signs at exit onto Riverview Road

Eg:




**5) STANLEY STREET**
- Install two (2) road humps (exact locations to be determined)

**SHERBOURNE ST**
- Install signs and linemarking to warn vehicles of the presence of pedestrians at the bend
- Road humps (2 locations)
- 40km/h speed zone
(Adpoted treatment from Holmes LATM)




**Treatment 2: Island Modifications, line marking and signage upgrades**

Intersection of Leslie Road and Stanley Street

**Treatment 4:**
**Proposed painted traffic island and signage**

Intersection of Sherbourne Street and Inglebrae Court

City of Moonee Valley

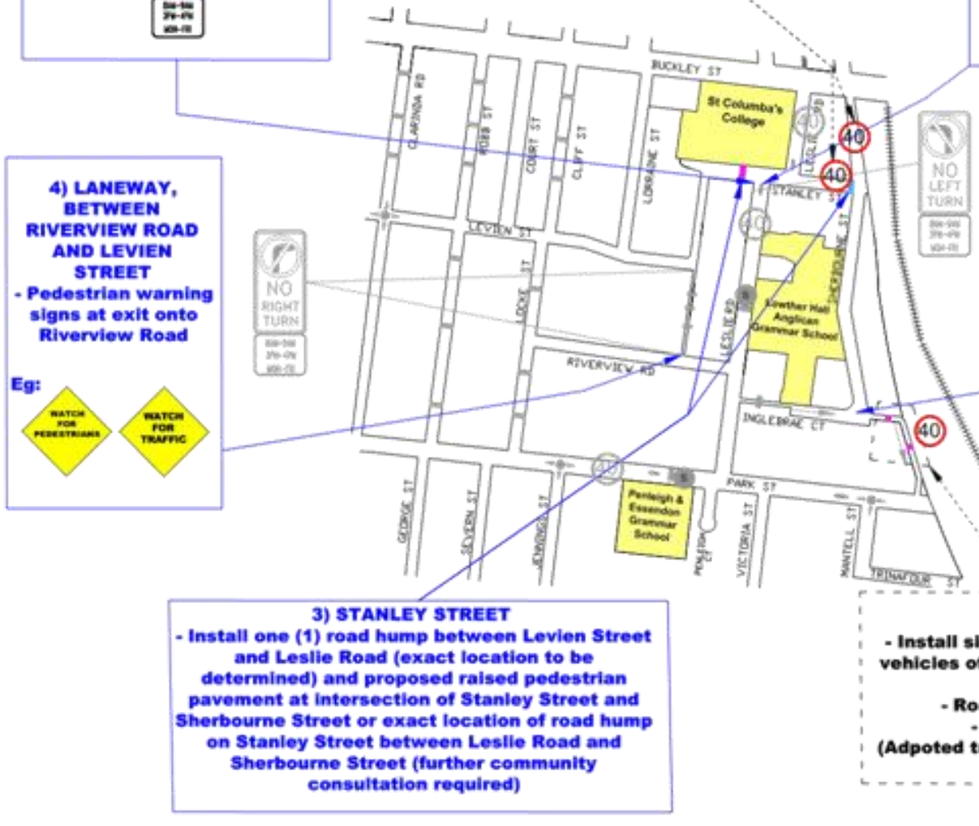
# ESSENDON SCHOOL PRECINCT LOCALISED TRAFFIC STUDY: FINAL TRAFFIC MANAGEMENT STUDY

**1a) LESLIE ROAD / STANLEY STREET**
- Remove 'No Right Turn' signs and replace with 'No Entry, 8am-9am, 3pm-4pm Mon-Fri School Days

Eg:

**SHERBOURNE ST / STANLEY ST**
- Install 40km/h speed zones in the vicinity of the schools (Adopted treatment from Holmes LATM)

**1b) LESLIE ROAD / STANLEY STREET**
- Island modifications, linemarking and signage upgrades to improve intersection safety (further consultation with immediate property owners when detailed design is developed to ensure property access is maintained)




**4) LANEWAY, BETWEEN RIVERVIEW ROAD AND LEVIEN STREET**
- Pedestrian warning signs at exit onto Riverview Road

Eg:




**2) SHERBOURNE STREET / INGLEBRAE COURT**
- Painted traffic island and signage

**3) STANLEY STREET**
- Install one (1) road hump between Levien Street and Leslie Road (exact location to be determined) and proposed raised pedestrian pavement at intersection of Stanley Street and Sherbourne Street or exact location of road hump on Stanley Street between Leslie Road and Sherbourne Street (further community consultation required)

**SHERBOURNE ST**
- Install signs and linemarking to warn vehicles of the presence of pedestrians at the bend
- Road humps (2 locations)
- 40km/h speed zone

(Adpoted treatment from Holmes LATM)

**Treatment 1: Island Modifications, line marking and signage upgrades**

Intersection of Leslie Road and Stanley Street

**Treatment 2:**
**Proposed painted traffic island and signage**

Intersection of Sherbourne Street and Inglebrae Court

## LEGEND

EXISTING CONDITIONS:

SCHOOL CROSSING | TRAFFIC ISLAND | EXISTING ROAD HUMP

ONE WAY STREET | ROUNDABOUT

PROPOSED TREATMENTS:

PROPOSED ROAD HUMP | RAISED PEDESTRIAN PAVEMENT

City of Moonee Valley

| No. | Location | Proposal | Overall Support | Adjacent properties | Specific Community Comments | Comments / Recommendation |
|---|---|---|---|---|---|---|
| 1 | Lorraine Street | To install three (3) road humps | 54%<br>(39 responses) | For: 5 (38%)<br>Against: 8 | Speed humps aren't required as this is only a short street.<br>There is only an issue with speeding traffic around school times – this issue can be better resolved with education, rather than speed humps. | This proposal was not supported by the wider community or directly impacted residents. Many perceived there was no speed issue within Lorraine Street.<br>**Recommendation:**<br>Abandon proposal. |
| 2a | Leslie Road / Stanley Street | To remove 'No Right Turn; signs and replace with 'No Entry, 8am-9am, 3pm-4pm Mon-Fri, school days' | 80%<br>(55 responses) | For: 9 (82%)<br>Against: 2 | This restriction needs better enforcement. Many drivers do not obey the turn bans. | This proposal was supported by majority of residents and will improve safety and clarity of the existing turn bans at this location.<br>**Recommendation:**<br>Incorporate this proposal into the Final Traffic Management Study. |
| 2b (1) | Leslie Road / Stanley Street | To relocate and realign the 'Stop' line markings at this intersection | 84%<br>(57 responses) | For: 7 (64%)<br>Against: 4 | Concerns raised with access to local properties. | To proceed with proposal due to support from wider community and the safety benefits that it provides. The detailed design of this proposal will ensure property access is maintained. Community consultation of detailed plan with directly impacted residents to be undertaken prior to implementation of works.<br>**Recommendation:**<br>Incorporate this proposal into the Final Traffic Management Plan. Detailed design of this proposal. |

| No. | Location | Proposal | Overall Support | Adjacent properties | Specific Community Comments | Comments / Recommendation |
|---|---|---|---|---|---|---|
| 2b (2) | Leslie Road / Stanley Street | To extend the traffic islands | 71%<br>(50 responses) | For: 6 (55%)<br>Against: 5 | This proposal will improve safety.<br>Concerns received regarding access to local properties.<br>Feel this is a balanced and helpful solution. | This proposal will improve safety at this intersection. The detailed design of this proposal will ensure property vehicle access is maintained. Consultation of detailed design will be undertaken with affected residents prior to implementation.<br>**Recommendation:**<br>Incorporate this proposal into the Final Traffic Management Study. |
| 2b (3) | Leslie Road / Stanley Street | To remove the existing line marking at this intersection, and replace with new centreline line marking on Stanley Street | 79%<br>(48 responses) | For: 7 (64%)<br>Against: 4 | This proposal will improve safety. | The existing line marking at this intersection is misleading as to who has priority.<br>This proposal will ensure motorists are aware of the priority at this intersection and improve safety at this location.<br>**Recommendation:**<br>Incorporate this proposal into the Final Traffic Management Study. |
| 3 | Sherbourne Street | To install 'No Stopping 8am-9am, 3pm-4pm Monday-Friday School Days' on the east side of Sherbourne Street between Inglebrae Court and Stanley Street | 67%<br>(46 responses) | For: 5 (36%)<br>Against: 9 | Many residents concerned with the loss of parking<br>Residents who supported the proposed parking changes, felt the proposed changes would improve congestion and access to their properties at peak times. | This proposal would improve safety and traffic flow in Sherbourne Street at peak school times, however given resident objection to loss of parking, it's recommended to not proceed with this parking proposal.<br>**Recommendation:**<br>Abandon proposal. |

| No. | Location | Proposal | Overall Support | Adjacent properties | Specific Community Comments | Comments / Recommendation |
|---|---|---|---|---|---|---|
| 4 | Sherbourne Street / Inglebrae Court | To install a painted traffic island and giveway / one way signage at this intersection | 78%<br>(53 responses) | For: 14 (70%)<br>Against: 6 | Support project as long as it will not result in the loss of any on-street parking. | This proposal will provided guidance and direction at this intersection.<br>**Recommendation:**<br>Incorporate this proposal into the Final Traffic Management Study. |
| 5 | Stanley Street | To install two (2) road humps | 51%<br>(35 responses) | For: 9 (82%)<br>Against: 2 | None received. | **Proceed** due to strong support from wider community, affected residents and safety benefits of proposal.<br>It is recommended that the proposed road hump located between Leslie Road and Sherbourne Street will be proposed as a raised pedestrian pavement at the intersection of Stanley Street and Sherbourne Street. This new proposal is a recommendation of a recently completed audit (December 2015) of a new Walking School Bus Route requested by Lowther Hall Anglican Grammar School. Further community consultation will be required.<br>**Recommendation:**<br>Incorporate this proposal into the Final Traffic Management Study. |
| 6a | Laneway, between Riverview Road and Levien Street | Realign the entrance of his laneway at Levien Street | 73%<br>(49 responses) | For: 3 (33%)<br>Against: 6 | Concerns with vehicle access.<br>Many directly affected residents felt this treatment is not required. | To abandon the parking proposal due to objections received from directly affected residents.<br>**Recommendation:**<br>Abandon proposal |

| No. | Location | Proposal | Overall Support | Adjacent properties | Specific Community Comments | Comments / Recommendation |
|---|---|---|---|---|---|---|
| 6b | Laneway, between Riverview Road and Levien Street | Install two (2) additional speed humps at the entrances | 59% (40 responses) | For: 4 (45%) Against: 5 | Many directly affected residents felt this treatment is not required as there is enough speed humps within the laneway. | To abandon this proposal due to lack of support, and laneway has three existing road humps **Recommendation:** Abandon proposal |
| 6c | Laneway, between Riverview Road and Levien Street | Install pedestrian warning signs at the exit of the laneway at Riverview Road | 91% (62 responses) | For: 9 (100%) Against: 0 | This proposal will improve safety for pedestrians. | To proceed with proposal due to support from affected residents, and the safety benefits this proposal provides. **Recommendation:** Incorporate this proposal into the Final Traffic Management Study. |
| 7a | Levien Street and Robb Street | Raised pavement | 51% (35 responses) | For: 4 (57%) Against: 3 | Many directly affected residents felt this treatment is not required, as there is only increased traffic at school times. | This proposal would reduce traffic speeds and improve safety for all road users. However, due to lack of resident support, it's recommended to not proceed with this proposal. **Recommendation:** Abandon proposal. |
| 7b | Levien Street and Cliff Street | Raised pavement | 53% (36 responses) | For: 3 (50%) Against: 3 | Many directly affected residents felt this treatment is not required, as there is only increased traffic at school times. Residents would prefer to see active transport measures, eg. Banning parking in school zones to promote active travel. | This proposal would reduce traffic speeds and improve safety for all road users. However, due to lack of resident support, it's recommended to not proceed with this proposal. **Recommendation:** Abandon proposal. |

| No. | Location | Proposal | Overall Support | Adjacent properties | Specific Community Comments | Comments / Recommendation |
|---|---|---|---|---|---|---|
| 7c | Levien Street and Lorraine Street | Raised pavement | 49%<br>(34 responses) | For: 4 (57%)<br>Against: 3 | Many directly affected residents felt this treatment is not required, as there is only increased traffic at school times. | This proposal would reduce traffic speeds and improve safety for all road users. However, due to lack of resident support, it's recommended to not proceed with this proposal.<br>**Recommendation:**<br>Abandon proposal. |
| 7d | Riverview Road and Locke Street | Raised pavement | 51%<br>(34 responses) | For: 7 (44%)<br>Against: 9 | Many directly affected residents felt this treatment is not required, as there is only increased traffic at school times. | This proposal would reduce traffic speeds and improve safety for all road users. However, due to lack of resident support, it's recommended to not proceed with this proposal.<br>**Recommendation:**<br>Abandon proposal. |

# Estimated Cost and Implementation Plan

| Location | Treatment | Estimated Cost | Implementation Plan |
|---|---|---|---|
| Leslie Road / Stanley Street | a) Remove 'No Right Turn' signs and replace with 'No Entry, 8am-9am, 3pm-4pm Mon-Fri School Days | $1,000 | Within existing Operating Budget |
| | b) Island modifications, line marking and signage upgrades to improve intersection safety | $20,000 | Detailed design and consult 2016/17. Construction referred to future Capital Works budgets |
| Sherbourne Street / Inglebrae Court | Proposed painted traffic island and signage | $5,000 | Implementation referred to future Capital Works budgets |
| Stanley Street (between Levien Street and Leslie Road) | a) Installation of road hump | $5,000 | Implementation referred to future Capital Works budgets |
| Stanley Street (between Leslie Road and Sherbourne Street) | b) Installation of proposed raised pedestrian pavement at intersection of Stanley Street and Sherbourne Street or exact location of road hump on Stanley Street between Leslie Road and Sherbourne Street | $10,000 / $5,000 | Implementation referred to future Capital Works budgets |
| Laneway, between Riverview Road and Levien Street | Pedestrian warning signs at exit onto Riverview Road | $1,000 | Within existing Operating Budget |
| **TOTAL:** | | **$37,000 - $42,000** | |

## 9.7 Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan

**File No:** FOL/16/130

**Author:** Coordinator Open Space & Urban Design

**Directorate:** Planning & Development

**Ward:** Myrnong

### Purpose

To seek approval of Council to adopt the Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan.

### Executive Summary

- Council has developed a Plan to guide the future capital works and community based activities in the Racecourse Road and Pin Oak Crescent retail precinct.
- The Plan provides the framework for the implementation of future streetscape capital works, community and art projects and programs.
- The Plan was developed in consultation with key stakeholders and the community and has received considerable interest from the community.

### Recommendation

That Council adopt the Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan.

### Background

The State Government's planning blueprint Plan Melbourne identifies Urban Renewal area of Newmarket – Flemington as the location for increased retail, commercial, residential and community development, as well as improved sustainable transport and infrastructure.

In addition, both the State and Local Planning Policy Framework in the Moonee Valley Planning Scheme support and encourage the economic development of local commercial centres and good quality urban design outcomes.

Council acknowledges that all streetscapes within the city possess unique qualities that deserve recognition and careful design responses such as pattern of built form, building materials and landscaping. The Moonee Valley Municipal Strategic Statement states that Council will continue to prepare neighbourhood and local centre structure plans and strategies.

The Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan has been considered with previous studies and projects undertaken in the study area such as the Racecourse Road Street Life Project.

Integrated Open Space Services (IOSS) undertook the Shopping Precinct Streetscape Surveys conducted in 2012, which indicated that the Racecourse Road shopping strip has the highest number of residents walking to their local shops in the Moonee Valley City Council area. This includes a wide mix of residents from the adjacent suburbs and the Office of Housing apartment blocks.

Key stakeholders within the precinct include the Flemington Traders Association and the Flemington Neighbourhood Renewal partnership. The shopping strip also services a wider group of visitors via through traffic along Racecourse Road. The intersection of Pin Oak Crescent and Racecourse Road is also the location of the Newmarket Train Station, a nearby supermarket and playground.

## Discussion

The Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan has been prepared and can be found in **Appendix A** (separately circulated).

The objectives of this project are to;

- Prepare a Streetscape and Activation Plan which is informed by extensive and active engagement during the design process with the local community, Council and other stakeholders of the Racecourse Road Major Activities catchment area.
- Promote a shared connection and purpose for the local community and traders.
- Encourage traders and the community as active participants in the public realm for the ongoing success of the Racecourse Road and Pin Oak Crescent retail area.
- Inform future landscape capital works projects and ongoing street-based activation programs and projects.
- Prepare a landscape design concept for Pridham Plaza to create a public space which has a distinct character and accommodates and attracts a range of uses and users.

The Plan has evolved through an extensive consultation process from March to November 2015. This has included a series of local events, with a bright pink shipping container pop-up box as the hub and a temporary urban forest in Pridham Plaza during the design process. The consultation on the Draft Plan included the Pop Up Picnic at Pin Oak Crescent which was held on the 25 October 2015.

Five key design objectives underpin the Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan. These aim to:

- Create a green, liveable neighbourhood.
- Support a safe, vibrant and caring community.
- Celebrate the history, the now and the future.
- Create a connected community.
- A clean and well maintained shopping precinct.

The Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan will be used to inform future landscape capital works projects and ongoing street-based activation programs and projects. This includes future capital works, street furniture upgrades, public art projects and programs, events and other activities.

A snapshot of the initiatives of the plan include;

- Upgrade of Pridham Plaza which proposes a more contemporary and useable public space. The Pridham Plaza project has attracted State Government funding through the Public Safety Infrastructure Grant via the Department of Justice & Regulation. This is planned to be built in the 2016/17 financial year.
- Development of a distinct street identity and character of the precinct. Including tree and garden bed planting, pavement upgrade and seating nodes with feature paving to create a consistent visual identity for the precinct.
- Showcasing Flemington Library as an important community hub with improved streetscape setting.
- Improved amenity for pedestrians and cyclists including upgrades of thresholds through underpasses and laneways with additional amenity through raised crossings and wayfinding signage.
- Increasing vibrancy within the area including temporary art installations and activities, such as an annual street picnic in Pin Oak Crescent and creating an identifiable gateway.
- Continued collaboration with community groups such as Flemington Association, Flemington Traders Association, Green Ninjas, Newmarket Stationeers and Farnham Street Neighbourhood House.

## Consultation

Information gathering stage

A range of community engagement activities with the Flemington and wider community were undertaken to gain feedback and ideas to inform the Draft Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan.

Key to this project was the Pop-Up consultations, which were undertaken on four separate occasions. Each location, day and time was designed to capture a different section of the community such as families, commuters, café/restaurant attendees and Saturday morning local shoppers. There were 4400 flyers hand-delivered to residents within a 500m radius from the study area to promote the Streetscape and Activation Plan survey and Pop-Up consultations. Thirty posters with the same information were put up in local shops in both Flemington and Kensington.

During the Pop-Up consultations a range of qualitative and quantitative data was collected through individual conversations, short hardcopy surveys and through comments generated on the giant Chat boards. During the four Pop-Up consultations, 248 surveys were completed with a further 20 to 30 people stopping for individual conversations or to make a comment on the Chat boards.

The Pop-Up community engagement activities provided a great opportunity for the community to put forward their ideas and provide feedback about the retail precinct. The community were appreciative of the opportunity to provide their ideas and look forward to seeing the proposed Streetscape and Activation Plans in the future. A diverse range of people were consulted during these Pop-Up sessions.

Other community consultation to inform the Draft Plan included:

- Traders walkshop held on Monday, 8 April from 5pm-6.30pm. Letters were hand-delivered to all businesses in the study area inviting them to attend a week before the walk which included hand delivery of eighty survey forms.
- Consultation at the Flemington Housing Estate on 10 April 2015.
- Regular attendance at Flemington traders group meetings by the project manager.
- Project newsletter updates were sent out to an email list of interested community members who indicated they were keen to stay involved via the survey.
- Project webpage on Council's website has been updated regularly. This information and new photo essays were updated five times during the consultation and design process.

Stakeholder engagement to inform the Draft included;

- Ward Councillor meetings.
- Meetings with City of Melbourne's City Design Unit on 16 April and 29 July 2015.
- Meeting with Victoria Police (Flemington Branch) on 26 November 2015.
- Meeting with the Flemington Neighbourhood Renewal manager on 17 December, 22 December, 7 January and 24 November 2015.
- First draft of the report was sent out for feedback to City of Melbourne's City Design Unit on 22 July 2015.
- Three Internal Steering Group meetings on 13 February, 19 June and 17 July 2015.
- First draft of the report was sent out for feedback to the Internal Steering Group on 22 July 2015.
- Meeting with Statutory Authorities (VicTrack, Metro Trains, Yarra Trams, PTV) on 2 June 2015.
- First draft of the report was sent out for feedback to the Statutory Authorities (VicTrack, Metro Trains, Yarra Trams, PTV, VicRoads) on 22 July 2015.
- One-on-one meeting with traders throughout October 2015.
- Meetings with Flemington Traders Association on 2 April, 10 June, 10 August, 25 August 2015.
- Internal Steering Group review on Draft Plan was tabled on the 22 September 2015

Community Events and Activities Planning Group

To further engage and encourage the community to get involved, a short term Community Events and Activities Planning Group was created. This enabled the community to work with the project team on the development of the activation plan as well as an activation event proposed for Pin Oak Crescent.

The group consisted of representatives from the community and groups including Flemington Association, Flemington Traders Association and Green Ninjas.

The group met on five occasions at the Flemington Library being 27 May, 17 June, 1 July, 12 August and 9 September 2015.

The result was the Pin Oak Crescent Street Picnic (Flemington off the Track) which was held on 25 October 2015 1-7pm on Pin Oak Crescent between Racecourse Road and Norwood Crescent. This event attracted approximately 1500-2000 people. The event included a small stage program of local bands and performers, free street art workshops and art installations by local artists, free craft and art workshop by the Flemington Library, heritage walks and talks and activities from the Flemington Association, coffee ceremony from the local Eritrean community, science shows by Mt Alexander College and street stalls from some local traders.

Draft Plan Consultation Stage

The draft plan was available for public comment between the 25 October and until the 6 November 2015. A flyer was letter dropped to a 500mm radius from the study area with details of the locations to view the draft. Posters with the same information were put up in shop windows and the Flemington Library. The draft plan was on display during this time at the following locations;

- Moonee Ponds Civic Centre
- Flemington Community Centre
- Flemington Library
- The project webpage on Council's website

The draft report was also on display at the Pin Oak Crescent Street Picnic (Flemington off the Track) for comment and discussion with the project team. A summary of the feedback from the results from the consultation are contained in **Appendix B**.

The key findings included support for the following items; additional tree planting, lighting, improved bicycle lanes and tram stops.

## Implications

### 1. Legislative

Any design and associated built works undertaken as part of the Draft Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan will need to comply with the relevant Australian Standards and where applicable, the Moonee Valley Planning Scheme and Building Regulations.

## 2. Council Plan / Policy

In presenting this report to Council, Council is achieving its Strategic Objective to Enhance the look and feel of the city through good design in accordance with Council Plan 2013-2017 Theme 3: Sustainable living - Clear direction for growth and development of the city. It is also achieving Strategic Objective to 'Lift the level of functionality and sustainability of the municipality's infrastructure' in accordance with Council Plan 2013-2017 Theme 2: Green, clean and beautiful - A sustainable environment for future generations.

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

## 3. Financial

The Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan will provide a long term framework for prioritising and driving the direction of landscape capital works projects and ongoing street-based activation programs and projects in the Racecourse Road and Pin Oak Crescent shopping precinct. All elements proposed in the Plan will be subject to Council's annual budgetary process.

## 4. Environmental

The Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan will help Council meet the targets identified within the City Sustainability Policy, particularly with counteracting Urban Heat Island Effect through greening streets and possible implementation of water sensitive urban design projects.

## Conclusion

The Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan will be used to guide future landscape capital works projects and ongoing street-based activation programs and projects. The Plan establishes a long term vision for the shopping precinct while empowering the community and Flemington Traders group to use the activation events, such as the Pop Up Box and Pop Up Picnic in this process to develop their own initiatives in the future.

Extensive consultation with the community and activation of the area has been undertaken in creating the Plan. This has resulted in an inspiring and innovative document for future implementation.

## Appendices

Appendix A: Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan – January 2016 (separately circulated)
Appendix B: Racecourse Road and Pin Oak Crescent Streetscape (separately circulated)

## 9.8 Submission to Flemington Hill and Epsom Road Advisory Committee

**File No:** FOL/16/130

**Author:** Senior Strategic Planner

**Directorate:** Planning & Development

**Ward:** Myrnong

### Purpose

To endorse Council's submission to the Flemington Hill and Epsom Road Advisory Committee in relation to the proposed Flemington Life Development (Amendment GC40 and Amendment C290).

### Executive Summary

- An Advisory Committee has been appointed by the Minister for Planning to consider two draft planning scheme amendments that seek to rezone and develop two areas within the Flemington Racecourse precinct known as "Flemington Hill" (referred to as Flemington Green) and "Epsom Road". A part of the site at Flemington Green is within the City of Moonee Valley, with the remainder within the City of Melbourne. Epsom Road is fully contained within the City of Melbourne.
- The amendments propose to rezone land from Special Use Zone (SUZ) Melbourne Planning Scheme) and General Residential Zone (GRZ- Moonee Valley Planning Scheme) to Comprehensive Development Zone (CDZ) which would facilitate the use of the land for high-rise residential development, and retail space.
- The purpose of the Advisory Committee is to provide advice to the Minister for Planning in accordance with the approved Terms of Reference, on the relevant matters associated with the proposed development. These matters also include advice in relation to the potential to realign the municipal boundary.
- The Advisory Committee is scheduled to hold Public Hearings as required during the weeks of 14, 21 and 28 March 2016 (excluding public holidays).
- The Advisory Committee released its Stage 1 report on 17 December 2015. This report gave key directions to stakeholders, and also nominated anticipated dates around the public hearing.
- Exhibition of the Amendments is from 11 January, to 19 February 2016.
- The exhibition process is being managed through the Department of Environment, Land Water and Planning (DELWP), and all submissions must be made directly to the Advisory Committee.

- The Amendment proposal continues to raise a range of issues and concerns for Council. The submission to the Advisory Committee will highlight these issues. A high level synopsis of the submission is:
    - The proposal to rezone the Flemington Green site to facilitate high density development in buildings up to 25 stories is not supported.
    - The proposal to rezone the Epsom Road site (City of Melbourne) is considered acceptable subject to amelioration works, developer contributions, and a maximum building height being agreed.
    - The Advisory Committee should recommend to the Minister for Planning that the municipal boundary should be realigned to incorporate the whole of the Flemington Green site within the City of Moonee Valley. The Epsom Road site should remain as is within the City of Melbourne.

## Recommendation

That Council:

1. Endorse the submission to the Flemington Hill and Epsom Road Advisory Committee as detailed at **Appendix A** (separately circulated).
2. Forward the submission to Chair of the Flemington Hill and Epsom Road Advisory Committee.

## Background

In early 2014, the Victorian Racing Club (VRC) and Greenland Corporation formally approached the then Minister for Planning, seeking his endorsement for a Ministerial Amendment, to the Melbourne and Moonee Valley Planning Schemes to facilitate a change of use on freehold land at the Flemington Racecourse.

Council wrote to the former Minister for Planning seeking clarification on the process, and recommending that an Advisory Committee be established to consider and rezoning request for the site.

The current Minister for Planning established the Advisory Committee on 29 September 2015 and released the Terms of Reference. Council responded to the Advisory Committee's request to provide consideration of the adequacy of the Amendment documentation for exhibition. Council's response advised that it was considered that the material to be inadequate, particularly in relation to the lack of strategic justification for the project.

A range of meetings have been held with the proponents, key government agencies and consultants considering the Amendment requests. Staff have also attended a number of meetings with the Advisory Committee including an inception meeting and site visit.

Council has sent direct mail to affected properties and held a number of community engagement and information events. The purpose of these meetings has been to advise the community of the project proposal, the matters for consideration and how interested persons may be engaged in the process.

Council's submission to the Advisory Committee is attached in **Appendix A** (separately circulated). Council has the opportunity to appear at the forthcoming

hearing. Legal Counsel together with relevant consultants have been engaged to prepare and present the case to the Committee.

Advisory Committee Stage 1 Report

In the Stage 1 Report the Advisory Committee, invited the VRC to revise some of the Amendment documents prior to exhibition (this has now been done). It also required that the proponent undertake independent peer review reports in relation to:

- Social Impact,
- Traffic and Transport,
- Urban Design, and
- Planning.

These reports are to be submitted on a date after Council's submission is due to be provided to the Advisory Committee, and as such will need to be reviewed and responded to by Council at the Hearing.

**Discussion**

In response to the exhibition of the proposed Master Plan and planning scheme amendments, Council officers have prepared a submission to the Advisory Committee. A copy of the submission is at **Appendix A** (separately circulated).

A summary of the Recommended Council Position in relation to the various issues is contained in Table 1 below.

| Relevant Section and issues | Recommended Council Position |
|---|---|
| Strategic Justification | There is a lack of strategic justification for the scale of development proposed, particularly within the Flemington Green Precinct. Without any wholesale change to transport connectivity (through activation of the heavy rail spur line, increased tram and bus services, and vehicular accessibility) it is difficult to concur with the proponent's assertion that the site represents a Strategic Redevelopment site. |
| Traffic and Transport | There will be a substantial impact on Moonee Valley's road and intersection network due to traffic generated by the significant residential development, and the ongoing use of the Racecourse for racing and events.<br>Sufficient Public Transport improvements to cater for the new residents have not been identified. PTV have specifically stated that there are no short or long term plans to upgrade public transport accessibility to Flemington.<br>The required details of the Transport Assessment Model have not been provided to Council. All required mitigation outcomes cannot be modelled at this time. However Council has identified that the intersection of Epsom Road, Racecourse and Ascot Vale Road requires major changes, which should be part |

| Relevant Section and issues | Recommended Council Position |
|---|---|
| | funded by the proponent. |
| MVCC services and community facilities | Council has assessed the impact of the proposed development on Moonee Valley's services and community facilities, and is included as an attachment (Appendix 3) as part of Council's submission. Catchment mapping illustrates that residents living in the areas in which both Flemington Green and Epsom Road will be located will use Moonee Valley's community facilities.<br>There will be a major impact on Council services including libraries, multi-purpose space, early years services (particularly childcare), in addition to recreational and open space.<br>If approved the proponent must be responsible for providing an appropriate level of funding, (or provide in a location to Council's satisfaction) towards offsetting the demand generated for the use of these services.<br>The assessment has drawn on the recent work of Council in developing a draft Long Term Community Facility Planning (LTCFP) Framework and Plan. This is due to be presented to Council for consideration and consultation in 2016. The draft LTCFP Framework and Plan includes: community facility objectives and planning criteria; identification of current and future infrastructure needs for each service; and future community facility needs by precinct. |
| Public Open Space | Insufficient public open space is proposed for a development of this scale. More public open space should be provided on site and a contribution provided towards funding of infrastructure. |
| Design – Height | Tower forms are inappropriate in this location. Lower scale development that is consistent with the existing Fisher Parade and environs typology may be appropriate. |
| Affordable housing | 10% Affordable housing to be provided. |
| Planning Scheme Controls | If approved all aspects of the development mentioned in the background reports must be clearly translated into the planning controls, including any financial contributions/works in kind that are agreed to and the staging for delivery. |
| Melbourne Planning Scheme (Racecourse) | The proposal fails to adequately address the interface between residential use and the events that occur at the show grounds and the racecourse. A reasonable standard of residential amenity for new residents will be difficult to manage and enforce. There should be a concurrent amendment to the SUZ in the Melbourne Planning Scheme designed to limit event numbers and, or the type of events at the Racecourse, to provide some certainty for new residents on the anticipated accessibility to the Racecourse. |

| Relevant Section and issues | Recommended Council Position |
|---|---|
| Parking | The proposal will increase demand on the on street parking in the area.<br>No on street parking or permits will be available for residents or visitors. Council is required to manage and enforce on-street parking during events in the Racecourse/Showgrounds precinct. The proposal will require additional Council resources in this regard. |
| Epsom Road Site | The proposed height is excessive at 31 stories. The maximum height should not exceed 14 stories, leaving 1 Ascot Vale Road as the predominant building in the precinct (based on a consistent view from Council). |
| Boundary Realignment | The Flemington Green Precinct site should be included within MVCC boundaries as:<br>• most new residents will identify with the City of Moonee Valley, and use Council services;<br>• Council will undertake the majority of ongoing maintenance and servicing of the area; and<br>• the site is far removed from the rest of the City of Melbourne. |
| Responsible Authority status | The City of Moonee Valley should be the Responsible Authority for all further planning decisions made on the Flemington Green site. |

## Consultation

Exhibition of the proposed Master Plan and planning scheme amendment was undertaken by the DELWP. Exhibition is from Monday, 11 January – Tuesday, 19 February 2016. DELWP undertook direct mail out to owners and occupiers of properties

Council has undertaken its own consultation events at the Flemington Bowls Club, the Clocktower Centre and the Flemington Community Centre (9 and 12 December, 2015 and 2 and 7 February, 2016). These events have allowed staff and Councillors to inform the community of the proposal. These events also provided the community to share their issues and views of which have been considered when preparing Council's submission.

Submissions from the community must be directed to the Flemington Hill and Epsom Road Advisory Committee. All submitters can upon request, have an opportunity to be heard at the Public Hearing. All submissions will be taken into account, whether or not submitters wish to be heard at the public hearing.

## Implications

### 1. Legislative

The process for the consideration of Planning Scheme Amendment requests (Part 3 of the Act), and the Advisory Committee process (Section 151 of the Act) is governed by the *Planning and Environment Act 1987*.

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

### 2. Council Plan / Policy

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

- Strategic Objective 1 – Ensure there is clear direction for growth and proactive management of development in the City.
- Strategic Objective 2 – Facilitate the provision of a broad range of safe, accessible and sustainable transport modes across the municipality.
- Strategic Objective 3 – Encourage housing development that is environmentally sustainable and caters for our diverse existing and future population.

Council has assessed the proposal against relevant Council policy documents and strategies including:

- Local Planning Policy Framework.
- Moonee Ponds Activity Centre Structure Plan, 2010.
- Moonee Valley Housing Strategy, 2010.
- Integrated Transport Plan, 2008.
- Walking and Cycling Strategy, 2012.

In addition there are a range of State Government policy documents, strategies and legislation that is relevant to this proposal.

### 3. Financial

A thorough assessment and justification of Council's position in relation to this proposal will have financial implications for Council.

Council needs to ensure that it is appropriately resourced, not only for the community consultation and preparation of the submission, but importantly for the presentation at the public hearing, including legal representation and reliance on expert witness evidence on a range of matters.

### 4. Environmental

Environmental impacts as a result of the proposal are considered in the assessment of the proposal, and detailed in the submission to the Advisory Committee.

## Conclusion

It is recommended that Council endorse the submission detailed at **Appendix A (**separately circulated) for the purposes of its submission to the Flemington Hill and Epsom Road Advisory Committee.

## Appendices

Appendix A: Flemington Life Submission - 19 Feb 2016 (separately circulated)
Appendix B: Attachment 1 - MV Planning Controls (separately circulated)
Appendix C: Attachment 2 - MV Neighbourhood Character Guidelines - Precinct Profiles - Garden Suburban (separately circulated)
Appendix D: Attachment 3 - Report - Impacts on Community Facilities in MV - Jan 2016 (separately circulated)

## 9.9 Submission to the Managing Residential Development Advisory Committee (MRDAC)

**File No:** FOL/16/130

**Author:** Senior Strategic Planner

**Directorate:** Planning & Development

**Ward:** Municipal

### Purpose

The purpose of this report is to both update Council on the Managing Residential Development Advisory Committee (MRDAC) appointed by the Victorian Government to report on the application of the residential zones, and recommend Council endorse a draft submission prepared in response to MRDAC's Terms of Reference and associated available documentation.

### Executive Summary

- On 1 July 2014 the State Government replaced the Residential 1, Residential 2 and Residential 3 zones with the new residential zones in all Victorian planning schemes. A considerable proportion of planning schemes had the General Residential Zone applied as the default zone, including Moonee Valley.
- The MRDAC has been appointed pursuant to section 151 of the Planning and Environmental Act 1987 to report on the application of the new zones that provide for residential development in metropolitan Melbourne and four regional cities. The Committee's remit will have regard to managing growth, proximity to transport and jobs, housing affordability and diversity.
- The key purpose of the Committee is to consider the process by which residential zones were implemented, review the current application of residential zones, advice on the level of evidence and justification needed when applying the zones and recommend improvements to residential zones.
- The purpose and structure of the Committee is outlined in its *Terms of Reference* paper (Version: 29 November 2015). Refer to **Appendix A** attached. The Committee may apply to vary these Terms of Reference in any way it sees fit before submitting its findings.
- A key project chartered within the Terms of Reference is the preparation of the *Residential Zones State of Play* reports which were made available to the public on Tuesday 2 February 2016. These reports examine each of the Metropolitan sub-regions, including Moonee Valley, and consider and recommend improvements to the residential zones and other zones that allow for residential development.
- The Victorian Government is calling for submissions in order to understand Council's thoughts on the remit of the MRDAC and its *Residential Zones State of Play* reports.

- Submissions to the MRDAC close on Monday 29 February 2016. A draft submission has been prepared which focuses on specific issues that are most relevant to Moonee Valley. Refer to **Appendix B** (separately circulated).

## Recommendation

That Council:

1. Endorse the draft submission to the Managing Residential Development Advisory Committee (MRDAC), as detailed in **Appendix B** (separately circulated).
2. Forward the submission to Planning Panels Victoria (PPV).

## Background

The Neighbourhood Residential Zone, General Residential Zone and Residential Growth Zone (the new residential zones) were introduced into the Victoria Planning Provisions through Amendment V8 in July 2013. The Mixed Use Zone, Township Zone and Low Density Residential Zone were also amended shortly afterwards through Amendment VC100.

Each Council was given 12 months to prepare an amendment that justified the application of the new residential zones into their planning scheme. Moonee Valley City Council proposed to introduce the three new residential zones via Amendment C137 to the Moonee Valley Planning Scheme.

During this process the Residential Zones Standing Advisory Committee (RZSAC) was established in February 2014 to advise on the method of application of the proposed new residential zones into local planning schemes and produced an overarching issues report suggesting improvements to the residential zones.

On 3 February 2014 Council wrote to the Minister for Planning to request to be part of the RZSAC Stage 1 Process. The RZSAC's report for Moonee Valley Amendment C137 (dated 20 June 2014) recommended that Council not formally prepare Amendment C137 at this stage, pending further strategic work. The report also recommended that the General Residential Zone be applied pending completion of the further strategic work. In line with this recommendation the Minister for Planning rezoned all residential land in Moonee Valley to the General Residential Zone.

A number of Councils did not go through the RZSAC process and instead applied directly to the Minister for the approval for their planning scheme amendments.

The Committee considered 25 proposals in total and provided an overarching issues report (*Stage One Overarching Issues Report)* and 25 specific reports in which it suggested improvements to the residential zones. Further details of the RZSAC processes and issues raised are described in Councils submission attached in **Appendix B** (separately circulated).

On 1 July 2014 the State Government replaced the Residential 1, Residential 2 and Residential 3 zones with the new residential zones in all Victorian planning schemes. A considerable proportion of planning schemes had the General Residential Zone applied as the default zone, including Moonee Valley. However, many of these Councils have since pursued planning scheme amendments to implement the new zones. To date seven Councils have not yet completed a planning scheme

amendment to implement the new residential zones (Frankston, Hobsons Bay, Hume, Knox, Moonee Valley, Port Phillip and Wyndham).

## Discussion

A draft submission has been developed in response to MRDAC Terms of Reference, past RZSAC processes and any associated available documentation. The submission focuses on the issues directly relevant to Moonee Valley with respect to the application of the new zones. Refer **Appendix B** (separately circulated) for full details of Council's submission. The most critical areas discussed are summarized below.

- Process by which the residential zones were implemented

  The process by which the former government undertook the implementation of the new residential zones was unsatisfactory. Allowing for two different approval streams has created inconsistencies in the application of the zones across metropolitan Melbourne and created a sense of unfairness and distrust between the community, local government and the State.

- Current application of zones in the context of managing Melbourne and Victoria's residential growth in a sustainable manner and improving housing affordability

  The RZSAC was clear in its recommendation that the Neighbourhood Residential Zone (NRZ) is not to be used as the 'default' residential zone. However, many approved amendments do not appear to accord with this principal. This inconsistent use of the zone needs to be addressed.

  Further guidance on the appropriate application of the NRZ in areas of identified heritage and neighbourhood character significance needs to be provided. The question of how a local government approaches the application of the zone in areas where there are competing policy interests needs to be addressed

  What is the mandate for using the Residential Growth Zone (RGZ)? Is there a role for the RGZ in all municipalities if it does not provide a suitable response to existing planning polices and if it is not required in order to meet demand forecasts?

  The role of non-residential zones, which allow residential development, should be recognised by the State government as they contribute a significant amount of housing at higher densities including 4 storeys and above.

- Advice on the level of evidence and justification needed when preparing relevant planning scheme amendments

  In considering the level of strategic justification required for a planning scheme amendment to implement the new residential zones the Committee first needs to address the issue of whether or not the amendment must be based on an adopted housing strategy that takes full account of forecast housing demand and diversity.

  When looking at the level of detail required by a housing strategy relative to the sustainable management of housing growth and affordability, the Committee should provide some guidance about how development supply can be assessed in a way that is fair and consistent but also takes account of changing market conditions within a municipality over time.

When considering the level of detailed assessment required to underpin a housing strategy the Committee should provide recommendations about what are (or are not) relevant considerations and how certain constraints should be managed in a consistent way across metropolitan Melbourne.

- Recommend improvements to the residential zones

  The Committee should recommend a review of the mandatory height and density controls in the NRZ so that a more flexible and site responsive approach can be adopted.

  Clarification is needed as to permit triggers for buildings and works associated with non-residential Section 1 uses and permit triggers for alterations to a dwelling on a lot less than 300sqm.

  The Committee should reconcile the reference to building heights in the purpose of the RGZ, within the provisions of the zone and associated references in PN78: Applying the Residential Zones (2013).

  Review the integration of the zone schedules and overlays. This review should address the respective roles of the residential zones and overlays and which of these should be used to manage built form outcomes and how to best resolve potential conflicts.

## Consultation

Council's submission in response to the MRDAC's request for input has been prepared in consultation with all relevant internal departments.

## Implications

### 1. Legislative

There are no statutory requirements as a result of this report. There are no implications in relation to the Human Charter.

### 2. Council Plan / Policy

In presenting this report to Council, Council is achieving its Strategic Objective to Ensure there is clear direction for growth and proactive management of development in the city in accordance with Council Plan 2013-2017 Theme 1: Sustainable living - Clear direction for growth and development of the city.

### 3. Financial

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

### 4. Environmental

There are no specific environmental implications associated with Council's submission to the PPV.

As described in section 3 above this report refers to relevant parts of Council's Sustainability Policy Ensure there is clear direction for growth and proactive management of development in the city in accordance with Council Plan 2013-

2017 Theme 1: Sustainable living - Clear direction for growth and development of the city.

## Conclusion

The Victorian Government through the appointment of MRDAC has committed to a review of the application of residential zones with a particular focus on managing growth, proximity to transport and jobs, housing affordability and diversity.

It is important for Council to review MRDAC Terms of Reference and associated available documentation and provide feedback where relevant. The proposed submission at **Appendix B** (separately circulated) is a result of a review of Committee processes and publications to date. It outlines issues relevant to Moonee Valley that should be addressed in terms of the application of residential zones.

It is recommended that Council endorse the submission and submit it to the Planning Panels Victoria (PPV).

## Appendices

Appendix A: MRDAC Terms of Reference
Appendix B: Draft MRDAC Submission (separately circulated)

Terms of Reference

# Managing Residential Development Advisory Committee

Version: 29 November 2015

**Advisory Committee appointed pursuant to section 151 of the *Planning and Environment Act 1987* to report on the application of zones that provide for residential development in metropolitan Melbourne and the four regional cities of Bendigo, Ballarat, Geelong and Latrobe, having regard to managing growth, proximity to transport and jobs, housing affordability and diversity.**

## Name

1. The Advisory Committee is to be known as the Managing Residential Development Advisory Committee (the Committee).
2. The Committee is to have members with the following skills:
    a. Statutory and Strategic Planning.
    b. Transport planning in the context of residential development.
    c. Knowledge and understanding of land development practices, planning law and the reformed residential zones.

## Purpose

3. The purpose of the Committee is to:
    a. Consider the process by which the new residential zones were implemented.
    b. Review the current application of the zones that allow for residential development in the context of managing Melbourne and Victoria's residential growth in a sustainable manner and improving housing affordability.
    c. Advise on the level of evidence and justification needed when preparing relevant planning scheme amendments.
    d. Recommend improvements to the residential zones.
    e. Provide councils, the community and the industry with an opportunity to be heard.
4. It is not the role of the Committee to consider requests to rezone specific sites.

## Background

5. The Neighbourhood Residential Zone, General Residential Zone and Residential Growth Zone (the new residential zones) were introduced into the *Victoria Planning Provisions* through Amendment V8 in July 2013. The Mixed Use Zone, Township Zone and Low Density Residential Zone were also amended shortly afterwards through Amendment VC100.
6. Each council was given 12 months to prepare an amendment that justified the application of the new residential zones into their planning scheme. Where a council did not finalise an amendment to implement the new residential zones by 1 July 2014, the General Residential Zone was applied to all residentially-zoned land.

7. On 1 July 2014 the State Government replaced the Residential 1, Residential 2 and Residential 3 zones with the new residential zones in all Victorian planning schemes. A considerable proportion of planning schemes has the General Residential Zone applied as the default zone.
8. The new residential zones have been applied state-wide in differing ways, with a wide range of local variation.
9. The Residential Zones Standing Advisory Committee was established in February 2014 to advise on the method of application of the proposed new residential zones into local planning schemes. The Committee considered 25 proposals, heard over 1,600 parties, and provided an overarching issues report and 25 specific reports. It suggested improvements to the residential zones in its *Stage One Overarching Issues Report*.

## Method

10. The Committee may apply to vary these Terms of Reference in any way it sees fit before submitting its report(s).
11. The Committee will be assisted by the Managing Residential Development Taskforce (the Taskforce) comprising staff from the Department of Environment, Land, Water and Planning. The Taskforce will:
    a. Prepare a *Residential Zones State of Play* report for each of the Metropolitan subregions and one combined report for the four regional cities of Bendigo, Ballarat, Geelong and Latrobe (six reports in total). The *Residential Zones State of Play* reports will consider the residential zones and other zones that allow for residential development.
    b. Compile a list of potential improvements to the operation of the new residential zones.
    c. Undertake work at the direction of the Committee.

### Stage One – Consultation

12. The Committee may hold an Inception Meeting(s) with the relevant councils and Industry Bodies (refer to Appendix A). The purpose of this meeting is to outline the Committee process and to make preliminary directions to the Taskforce and councils. These meetings may be undertaken at a regional level.
13. The Taskforce will seek submissions on its *Residential Zones State of Play* reports and list of potential improvements. Consultation must comprise[1]:
    a. Direct notice to relevant councils and industry bodies.
    b. Direct notice to known community groups (in consultation with the relevant council).
    c. A single, general notice in The Age and Herald Sun.
    d. A comprehensive notice for each subregion in the relevant local newspaper(s).
14. All submissions are to be collected at the office of Planning Panels Victoria and electronic copies will be made available to other submitters upon request within ten working days from the close of the submission period.
15. The Committee must consider all relevant submissions.
16. The Committee will direct the Taskforce to undertake work to assist it in understanding the issues raised in submissions.

[1] Councils may wish to undertake additional consultation at their own cost.

### Stage Two – Public Hearing

17. The Committee may pre-set the hearing dates.
18. The Committee will carry out a directions hearing and public hearing.
19. Concurrent hearings may be held with different members of the Committee.
20. The Committee may conduct workshops or forums to explore design issues or other matters. Any workshops or forums will be a public process.
21. The Committee may meet and invite others to meet with them when there is a quorum of at least two of its members.
22. The Committee may limit the time of parties appearing before it.
23. The Committee may regulate cross-examination.
24. The Committee may inform itself in anyway it sees fit.

### Stage Three – Issues and Options

25. The Committee must provide its advice to the Minister for Planning.
26. The Committee must produce a brief issues and options report(s) which identifies system-wide and implementation issues related to residential development and the residential zones. In particular the Committee should consider:
    a. The approach to monitoring residential development over time including consideration of Ministerial Direction No. 16, and the role of councils and the department.
    b. A model methodology for preparing planning scheme amendments.
    c. Any Taskforce suggestions for improving the residential zones.
    d. Whether there are any further opportunities to improve the residential zones and/or associated planning tools.
    e. A summary of submissions to the Committee.
    f. A list of persons who made submissions considered by the Committee.
    g. A list of persons consulted or heard.
    h. Any other relevant matters raised in the course of the public hearings that the Committee considers necessary.

## Submissions are public documents

27. The Committee must retain a library of any written submissions or other supporting documentation provided to it directly until a decision has been made on its report, or five years has passed from the time of its appointment.
28. Any written submissions or other supporting documentation provided to the Committee must be available for public inspection until the submission of its report, unless the Committee specifically directs that the material is to remain 'in camera'.

## Timing

29. The submission period will commence in early December 2015 and close on Monday 29 February2016.

30. The Taskforce is to prepare and publicly release its *Residential Zones State of Play* reports and list of improvements to the operation of the new residential zones no later than Friday 29 January 2016.
31. The Committee is required to submit its issues and options report(s) in writing as soon as practicable but no later than 40 business days from the completion of the last subregional hearing and/or meeting.

## Fee

32. The fee for the Committee will be set at the current rate for a Panel appointed under Part 8 of the *Planning and Environment Act 1987*.
33. The costs of the Committee will be met by the Department of Environment, Land, Water and Planning.

**Richard Wynne MP**
**Minister for Planning**

Date: 29/11/15

# Appendix A – Other Information

The following information does not form part the Terms of Reference.

## Project Management

Administrative and operational support to the Committee will be provided by Jessica Cutting, Senior Project Manager of the Department of Environment, Land, Water and Planning on jessica.cutting@delwp.vic.gov.au or 8392 6411.

Day to day liaison for the Advisory Committee will be through Andrea Harwood, Senior Project Manager of Planning Panels Victoria on (03) 8392 6744 or andrea.harwood@delwp.vic.gov.au.

## Relevant councils

| Central Subregion |
|---|
| Maribyrnong City Council |
| Melbourne City Council |
| Port Phillip City Council |
| Stonnington City Council |
| Yarra City Council |

| Eastern Subregion |
|---|
| Boroondara City Council |
| Knox City Council |
| Manningham City Council |
| Maroondah City Council |
| Monash City Council |
| Whitehorse City Council |
| Yarra Ranges Shire Council |

| Southern Subregion |
|---|
| Bayside City Council |
| Cardinia Shire Council |
| Casey City Council |
| Frankston City Council |
| Glen Eira City Council |
| Greater Dandenong City Council |
| Kingston City Council |
| Mornington Peninsula Shire Council |

| Northern Subregion |
|---|
| Banyule City Council |
| Darebin City Council |
| Hume City Council |
| Mitchell Shire Council |
| Moreland City Council |
| Nillumbik Shire Council |
| Whittlesea City Council |

| Western Subregion |
|---|
| Brimbank City Council |
| Hobsons Bay City Council |
| Melton City Council |
| Moonee Valley City Council |
| Wyndham City Council |

| Regional Cities |
|---|
| Ballarat City Council |
| Greater Bendigo City Council |
| Greater Geelong City Council |
| Latrobe City Council |

## Industry Bodies

| Industry Bodies | |
|---|---|
| Building Designers Association Victoria | Urban Development Institute of Australia |
| Housing Industry Association | Victorian Local Government Association |
| Master Builders Association | Victorian Planning and Environmental Law Association |
| Municipal Association of Victoria | |
| Planning Institute of Australia | |
| Property Council of Australia | |

Appendix **A**

## 9.10 Planning Scheme Amendment C151 - Updating local flood controls

**File No:** FOL/16/130

**Author:** Strategic Planner

**Directorate:** Planning & Development

**Ward:** Municipal

### Purpose

To advise Council on the recommendations of the Independent Panel (the Panel) appointed to consider submissions with regards to Moonee Valley Planning Scheme Amendment C151 – Updating local flood controls and formally adopt Amendment C151 which proposes to update the Land Subject to Inundation Overlay and Special Building Overlays, as requested by Melbourne Water.

### Executive Summary

- Melbourne Water have requested that Council undertake a Planning Scheme Amendment to update the Land Subject to Inundation Overlay (LSIO) and Special Building Overlay (SBO).
- At its meeting held on 28 April 2015, Council resolved to seek Ministerial Authorisation to prepare and publicly exhibit Moonee Valley Planning Scheme Amendment C151. At the same meeting, Council resolved to refer all unresolved submissions received during exhibition to a Panel.
- The LSIO and SBO are Victoria Planning Provisions (VPPs), which aim to ensure land subject to flooding and overland flow is developed in a way that minimises the risk of damage to properties.
- The update of the existing LSIO and SBO boundaries will ensure that drainage issues are accurately identified at an early stage in the development process through the Planning Scheme.
- Specifically the amendment seeks to implement updated flood overlay boundaries as a result of advanced methods of mapping and modelling carried out by Melbourne Water to determine land susceptible to flooding and overland flows. This resulted in proposed changes to Moonee Valley Planning Scheme Maps. There are no proposed changes to planning scheme text or the schedule to the overlays.
- This report provides the necessary justification to formally request the Minister for Planning to adopt and update the planning scheme maps for the LSIO and SBO.
- Amendment C151 was formally exhibited from 3 July until 14 August 2015 with eight objections received and three submissions from government agencies.

- The Panel held a Directions Hearing on 23 October 2015 and following no requests to be heard, apart from the Planning Authority (Council) and Melbourne Water, agreed to not proceed with a formal Panel Hearing. The Panel was satisfied that documentation already received was enough to proceed with an 'on the papers' process.
- After consideration of all submissions the Panel recommended that Amendment C151 should be adopted, subject to minor agreed changes to three exhibited planning scheme maps.
- A copy of the amendment documentation incorporating all proposed changes is attached in **Appendix A** (separately circulated). A copy of the Panel Report is attached in **Appendix B** (separately circulated). A copy of the updated planning scheme maps following exhibition and Panel recommendations have been included as **Appendix C**.

## Recommendation

That Council:

1. Having complied with Part 3, Division 1 and 2 of the Planning and Environmental Act 1987, and in accordance with Section 29(1), formally adopt Moonee Valley Planning Scheme Amendment C151 which will incorporate all changes recommended by the Panel as per Page 1 of 9 of the Panel Report included in **Appendix B** (separately circulated) and in accordance with the revised maps included in **Appendix C**.
2. Pursuant to Section 31(1) of the Planning and Environmental Act 1987, submit Moonee Valley Planning Scheme Amendment C151 to the Minister for Planning for approval.

## Background

Floods in Victoria are usually caused by heavy or prolonged rainfall, which can result in either 'mainstream flooding' or 'stormwater flooding'. These two types of flooding are the basis of the flood zone and overlays in the planning scheme.

Special Building Overlay

During severe storms in urban areas, land can be affected by overland flows. These occur when the rainfall runoff exceeds the capacity of the piped drainage system and no provision has been made for overland flows. This is called stormwater flooding. The Special Building Overlay (SBO) identifies areas affected by stormwater flooding in planning scheme.

Land Subject to Inundation Overlay

Heavy rainfall produces surface runoff which flows into streams and rivers. When there is a large amount of runoff, water overflows the river banks onto adjacent low lying land causing flooding. This is called mainstream flooding. The Land Subject to Inundation Overlay (LSIO) identifies areas affected by mainstream flooding in the planning scheme.

The boundaries of these overlays are determined by Melbourne Water and are based on the extent of flooding that would result from a 1 in 100 year storm event.

The provisions of the SBO and LSIO require that particular development and works need a planning permit and consent from Melbourne Water to ensure that new development is protected from flooding and does not cause significant rise in flood levels or flow velocities which may adversely affect other properties.

## Discussion

At its meeting on 28 April 2015, Council resolved to seek authorisation from the Minister for Planning, to prepare and exhibit Amendment C151. At this same meeting Council resolved to refer any unresolved submissions to a Planning Panel in accordance with Section 23(1)(b) of the *Planning and Environmental Act 1987*.

Melbourne Water's advanced methods of mapping and modelling to determine land susceptible to flooding and overland flow have resulted in properties throughout the municipality being removed from the overlays, being included in one of the overlays, having the boundary change on their property, or a partial removal or addition. The number of properties and how they are affected by the amendment are included below in Table 1.

**Table 1 – Properties affected by Amendment C151**

| Change | LSIO – Properties affected | SBO – Properties affected |
|---|---|---|
| New addition | 54 | 284 |
| Full removal | 152 | 313 |
| Addition to existing | 95 | 352 |
| Partial removal | 42 | 307 |
| Boundary change | 82 | 282 |
| Total | 425 | 1538 |

A copy of the updated planning scheme maps has been included in **Appendix A** (separately circulated).

The exhibition of the Amendment attracted eight objections and three submissions from government agencies. Of the objections, two were resolved by Council through minor amendments to the mapped extent of the overlays. A copy of the revised maps are included in **Appendix C**. Government agencies which included VicTrack, Parks Victoria and the Department of Environment, Land, Water & Planning (DELWP) had no objections to the amendment.

The remaining objections raised issues of accuracy of flood mapping, management of drainage within the broader system, insurance, no observed flooding in the overlay areas and other matters. See Table 2 below for a summary of issues raised in each submission.

## Table 2 – Amendment C151 Submissions

| Submission | Property | Comment |
|---|---|---|
| 1 | 55 Fisher Parade, Ascot Vale | • MBCM Strata Specialists made a submission on behalf of the owners of the strata development on Fisher Parade.<br>• The proposed LSIO affects a small portion of the western edge of the subject site adjacent the Maribyrnong River.<br>• A key concern from the submitters is that the encumbrance of the overlay will appear on all property titles.<br>• Melbourne Water submitted that mapping was accurate and considered the issue of title to be beyond the scope of the amendment.<br>• No change is recommended to the Amendment. |
| 2 | 114 Epsom Road, Ascot Vale | • The proposed addition to the SBO affects the full extent of the subject site.<br>• The submitter raised concerns that recently completed works may be affected by the proposed SBO and stipulated that recent developments in the area should result in reduced application of the overlay.<br>• MW provided further information on flood modelling and a detailed response to the submitter in a letter dated 7 August 2015, advising that the recently completed development on site would not be affected by the Amendment, but that future development floor levels may be.<br>• No change is recommended to the Amendment. |
| 3 | 70 Munro Street, Ascot Vale | • A small portion of the front of the property would be affected by the proposed SBO.<br>• A key concern from the submitter was that the Ascot Chase development has resulted in a displacement effect for water such that new or increased SBO areas are now required. Secondly, that the uncertainty in the modelling is not clear and thus the resultant mapping based on the modelling is also unclear.<br>• MW provided a detailed response dated 7 August 2015 that concluded that while the Ascot Chase development did not provide for any flood mitigation upstream of Walter Street, it did result in reduced flood levels at Walter Street due to drainage upgrades |

| Submission | Property | Comment |
|---|---|---|
| | | through the development.<br>• In relation to modelling, MW acknowledge certain calibrations limitation responding that the modelling approach is effectively a 'worst case scenario' and assumes maximum flood levels simultaneously across all elements of the given drainage system. In relation to 70 Munro Street, MW concluded that water depth in excess of 200mm could flow across the front of the property and thus it was appropriate to map the SBO in this case.<br>• IT should be noted that the proposed SBO is not a development prohibition, and it should not impose an unreasonable impost on the landowner in seeking to undertake development in this small area.<br>• No change is recommended to the Amendment. |
| 4 | 64 Gillespie Avenue, Ascot Vale | • Objection, resolved by amendment to Map 14LSIO to remove LSIO from property completely. Following review of the flood overlay at this location Melbourne Water made some minor changes to the exhibited overlay which resulted in the subject site no longer affected by the proposed LSIO. |
| 5 | 9 Canning Street, Avondale Heights | • Objection, resolved by amendment to Map 10LSIO to reduce the LSIO and agreement to move LSIO to flood mitigation works boundary. |
| 6 | 72 Munro Street, Ascot Vale | • A small portion of the front of the property would be affected by the proposed SBO.<br>• The submitter stipulated that drainage in the area should be improved to an extent that no flooding should occur and therefore negate the need for flood overlays.<br>• Although MW and Council's long term view is to improve drainage in the broader area, this does not take away the need to identify existing flooding areas.<br>• No change is recommended to the Amendment. |
| 7 | 20 Roberts Street, Essendon | • The proposed SBO is to be applied to a small portion of the rear of the property.<br>• The submitter suggested that the probability of flooding is much less than 1:100 years and submitted that the insurance coverage for the property may |

| Submission | Property | Comment |
|---|---|---|
| | | increase because of the SBO.<br>• Council responded that MW have advised that they are recommending applying the SBO where the flood mapping identifies risk and have not applied a process of reducing the SBO footprint where it only affects part of a property.<br>• In relations to increased insurance coverage, although beyond the scope of this amendment, Council advised that households who were previously unaware of the drainage characteristics of the land will now have the opportunity to check their policy and seek alternative insurance where this is not considered adequate.<br>• No change is recommended to the Amendment. |
| 8 | 12 McPherson Street, East Keilor | • The proposed SBO is proposed to apply to a small area on the western edge of the property.<br>• The submitter advised that the property is 'hundreds of feet' above the Maribyrnong River and the property has not flooded in 40 years.<br>• Council and MW advised that the property is on the edge of the Milleara Main Drain and the SBO is being applied for this reason, not because of the Maribyrnong River.<br>• No change is recommended to the Amendment. |

Planning Panels Victoria

The Panel held a Directions Hearing on 23 October 2015 and considered the submissions 'on the papers' as no submitters requested to be heard. The Panel noted the low number of submissions relative to the number of properties affected, and that the objections do not challenge the strategic basis of the Amendment which is to identify flood risk and put in place planning controls to ensure that development can be managed or designed to address such risk.

After consideration of all eight submissions the Panel recommended that Amendment C151 should be adopted, subject to minor agreed changes to three exhibited planning scheme maps. A copy of the revised maps are included in **Appendix C**.

The Panel submitted that in principle the Amendment was sound and has strong policy support. A copy of the full Panel Report dated 30 November 2015 is included in **Appendix B** (separately circulated).

Aberfeldie Drain Upgrade

Melbourne Water has allocated funds towards the upgrade of the Aberfeldie Main Drain. Construction on this upgrade is now currently underway. These mitigation works involve the construction of a new duplicate Melbourne Water Main Drain at an estimated cost of $19 million.

Melbourne Water has identified a preferred route for the Aberfeldie Main Drain. This involves the construction of approximately 1.5km of new Melbourne Water Main Drain from Forrester Street south through the Aberfeldie Catchment to the Maribyrnong River at the existing outfall.

There are a number of properties that will be affected by both the Aberfeldie Main Drain upgrade and Amendment C151. These properties will be informed by Melbourne Water and Council as both processes develop.

The completion of the Aberfeldie Main Drain upgrade will result in reduction of the SBO in some locations. A map showing the 1 in 100 year flood line/shape post mitigation has been included in **Appendix D**. Melbourne Water will undertake a further planning scheme amendment to update the SBO boundaries once the main drain upgrade is complete. This will result in the SBO being reduced in some locations. As the amendment will only be removing properties, the amendment will be undertaken as a Section 20(4) which will not require formal exhibition. Residents will receive a letter once the updated maps have been approved advising that the SBO has been removed or reduced from their property. Letters will be sent to Melbourne Water to ensure that this amendment is undertaken.

**Consultation**

Formal exhibition of Amendment C151 took place from 3 July until 14 August 2015 which included widespread consultation with the community, including direct notification to those proposed affected by the mapping updates to the LSIO and SBO.

Key aspects of the community consultation program included:

- Exhibition period of approximately five weeks;
- Two Council initiated information sessions held on 25 and 30 July 2015;
- Letters to all landowners affected by a change in the LSIO and SBO;
- Question and Answer sheet distributed with letters;
- Notices in local papers;
- Information displayed in the Civic Centre and local libraries; and
- Information on the Council, Melbourne Water and the Department of Environment, Land, Water and Planning website.

Melbourne Water were available throughout the exhibition period and attended both information sessions to answer questions and discuss any concerns raised by residents and the general public.

## Implications

### 1. Legislative

Planning Scheme Amendment C151 is consistent with Ministerial Direction relating to the form and content of Planning Schemes under Section 7(5) of the *Planning and Environment Act 1987*. The preparation of the Amendment is also in accordance with Section 4 of the *Planning and Environment Act 1987*.

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

### 2. Council Plan / Policy

The recommendations contained within this report accord with Strategic Objective 3.1 to '*Ensure there is clear direction for growth and proactive management of development in the city'*.

### 3. Financial

There are no relevant financial considerations to this report. The cost of the preparation of the Amendment will be borne by Melbourne Water as they have requested the Amendment.

### 4. Environmental

The proposed amendment is expected to deliver positive environmental outcomes through requiring particular development works for land affected by an SBO or LSIO to consider and respond to potential drainage issues and require consent for the works from Melbourne Water.

## Conclusion

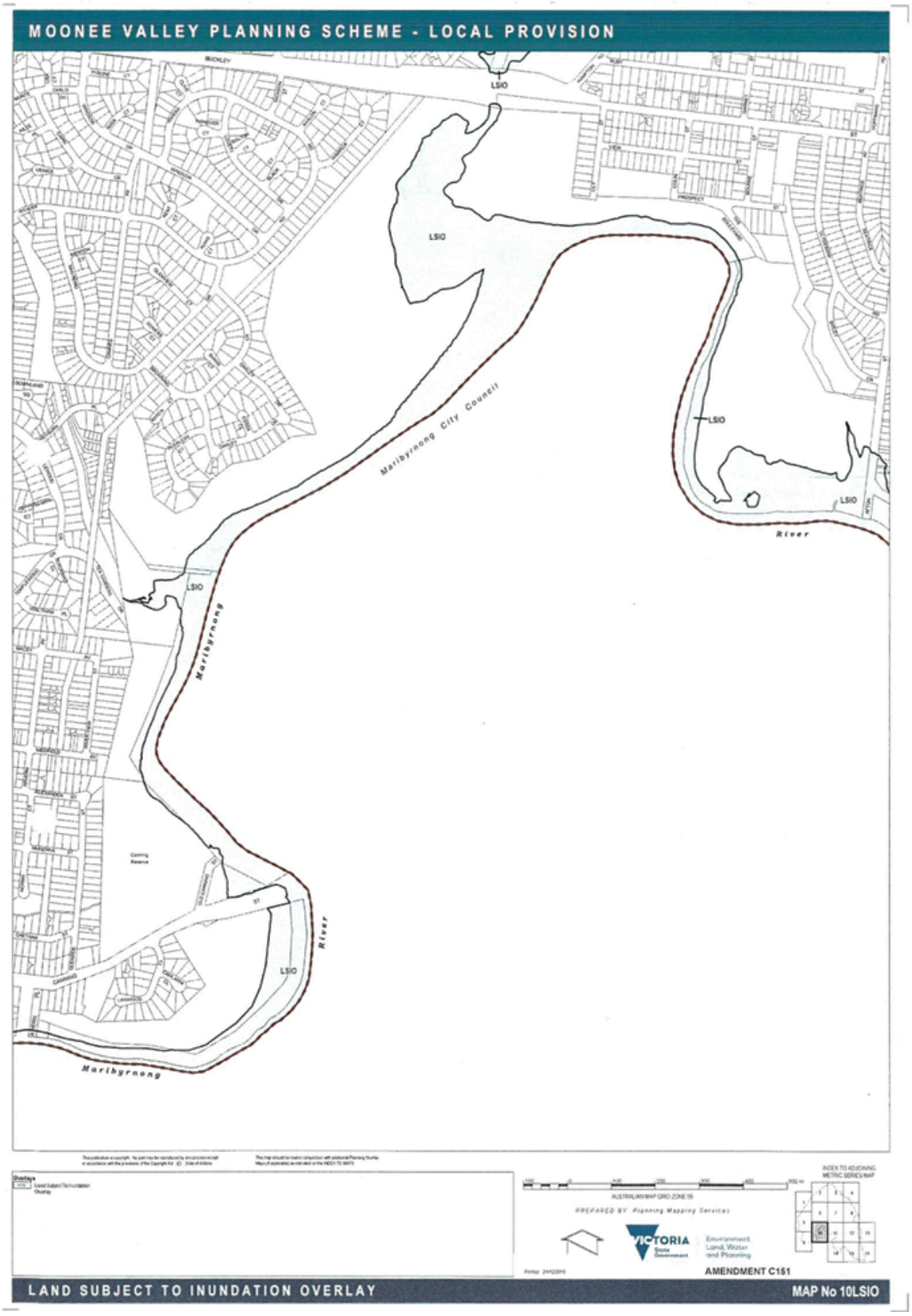
Following advanced methods of mapping and modelling carried out by Melbourne Water to determine land susceptible to flooding and overland flows, Amendment C151 seeks to update the LSIO and SBO within the Moonee Valley Planning Scheme through the planning scheme maps.

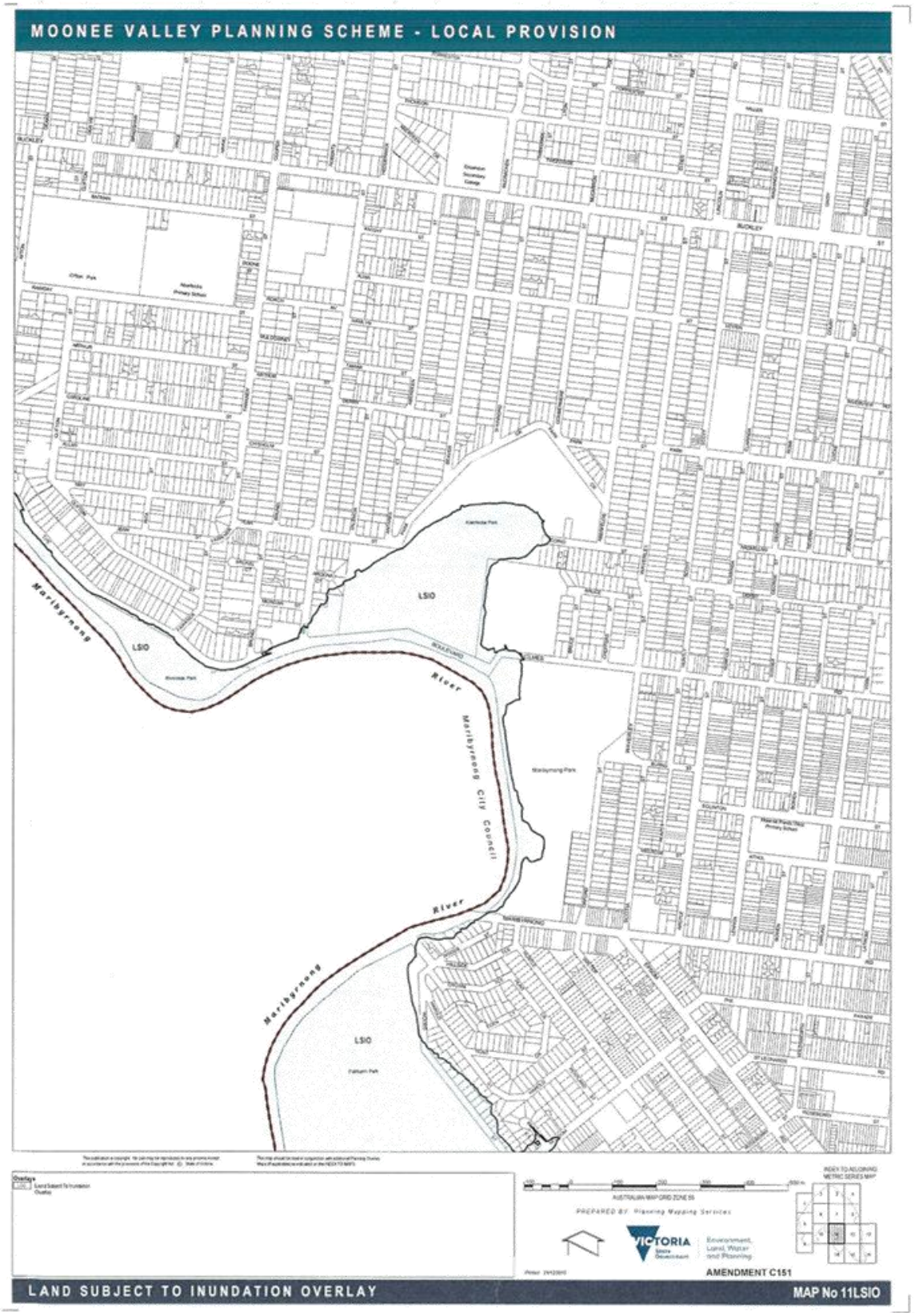
This will ensure that existing planning controls for land in Moonee Valley which is subject to flooding is accurate and up to date and that this land is developed in a way which minimizes the potential risk of flood damage to properties.

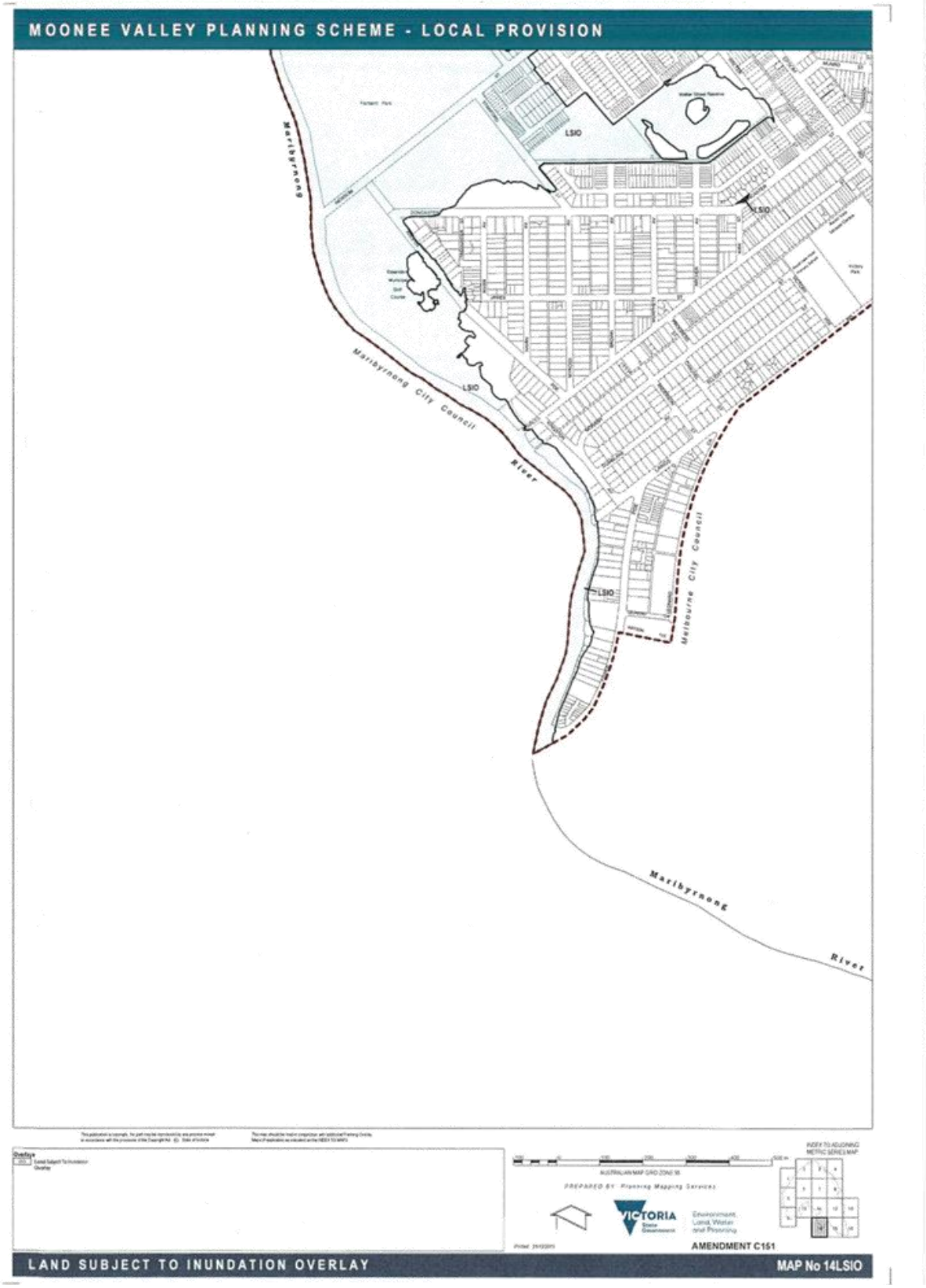
The Planning Panel appointed to consider Amendment C151 was supportive of the amendment, recommending only minor changes. Therefore, it is recommended that Council adopt Amendment C151.

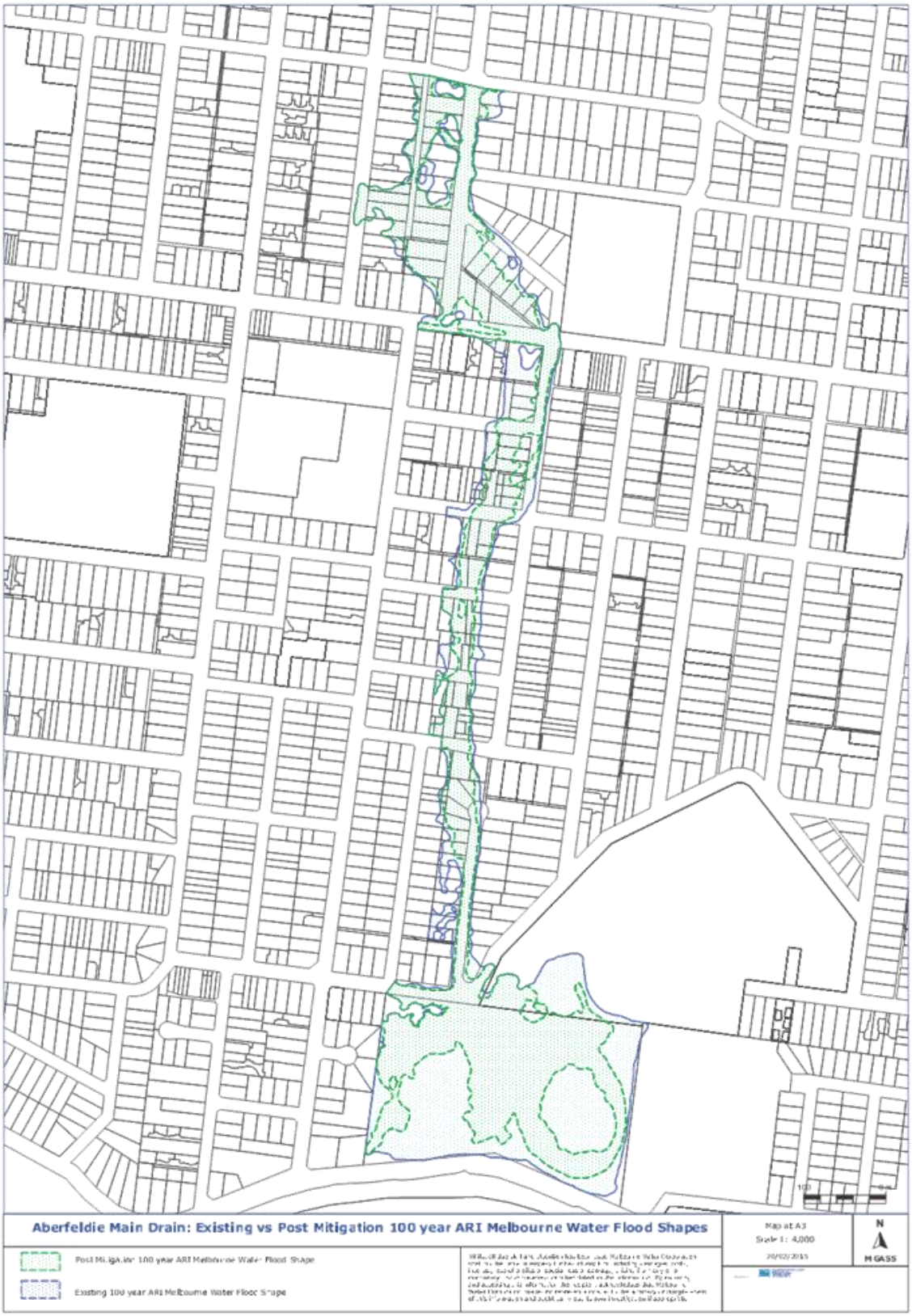
## Appendices

Appendix A: Explanatory Report - Amendment documentation as exhibited (separately circulated)
Appendix B: Panel Report - Moonee Valley Planning Scheme Amendment C151 - Updating local flood mapping (separately circulated)
Appendix C: Post exhibition mapping alterations
Appendix D: Aberfeldie Main Drain - Existing v's Post Mitigation Treatment


MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION
LSIO
Maribyrnong City Council
Maribyrnong
River
Overlays
Land Subject To Inundation Overlay
AUSTRALIAN MAP GRID ZONE 55
PREPARED BY Planning Mapping Services
VICTORIA
Environment, Land, Water and Planning
AMENDMENT C151
LAND SUBJECT TO INUNDATION OVERLAY
MAP No 10LSIO


MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION
LSIO
LSIO
LSIO
Maribyrnong River
Maribyrnong City Council
Maribyrnong River
Maribyrnong
Overlays
PREPARED BY Planning Mapping Services
VICTORIA
Environment, Land, Water and Planning
AMENDMENT C151
LAND SUBJECT TO INUNDATION OVERLAY
MAP No 11LSIO


MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION
Maribyrnong
LSIO
LSIO
LSIO
LSIO
Maribyrnong City Council
River
Melbourne City Council
Maribyrnong
River
Overlays
Land Subject To Inundation Overlay
PREPARED BY Planning Mapping Services
VICTORIA
Environment, Land, Water and Planning
AMENDMENT C151
LAND SUBJECT TO INUNDATION OVERLAY
MAP No 14LSIO


Aberfeldie Main Drain: Existing vs Post Mitigation 100 year ARI Melbourne Water Flood Shapes
Map at A3
Scale 1: 4,000
N
MGASS
Existing 100 year ARI Melbourne Water Flood Shape

## 9.11 Planning Scheme Amendment C162 - Heritage Overlay 41, 43 and 45 Regent Street, Ascot Vale

**File No:** FOL/16/130

**Author:** Strategic Planner

**Directorate:** Planning & Development

**Ward:** Myrnong

### Purpose

To seek authorisation from the Minister for Planning, to prepare and exhibit Amendment C162, which proposes to apply the Heritage Overlay to numbers 41, 43 and 45 Regent Street, Ascot Vale.

### Executive Summary

- On 12 November 2015, Council received a request for demolition (414/2015/DEMO) for properties at 41, 43 and 45 Regent Street, Ascot Vale. If approved this would result in complete demolition of all buildings on site.
- As the properties were identified in Council's adopted Heritage Gap Study 2014, Council referred the demolition request to its Heritage Advisor for comment.
- The advice from Council's Heritage Advisor was that Council should seek to apply interim Heritage Controls to the properties. A copy of this advice is provided in **Appendix A**. This is consistent with the process adopted by Council at its May 2015 Council meeting for seeking to apply heritage controls for buildings which meet identified criteria and are under threat of demolition.
- In addition, Council sought alternative advice from external heritage consultants Context PTY LTD who advised that the terraces at 41, 43 and 45 Regent Street, Ascot Vale are of local historic significance to the City of Moonee Valley and should be included as an individual place in the Heritage Overlay of the Moonee Valley Planning Scheme.
- The draft citation prepared for 41, 43 and 45 Regent Street indicates that these properties are individually significant buildings and contribute to the area based on local historical criterion. A copy of the draft citation is included in **Appendix B**.
- For the reasons as outlined, Council wrote to the Minister for Planning on 27 November 2015, requesting interim controls be applied to the properties through Amendment C161.
- The Minister for Planning has advised that he requires Council to resolve to seek authorisation for Amendment C162 (permanent controls) in order for Amendment C161 (interim controls) to be approved.
- This report seeks to progress an amendment to apply permanent heritage controls to the properties.

- A copy of the explanatory report for Amendment C162 can be found at **Appendix C**.

## Recommendation

That Council:

1. In accordance with Section 8A(3) of the *Planning and Environment Act 1987*, seek authorisation from the Minister for Planning to prepare and exhibit Planning Scheme Amendment C162 – Permanent Heritage controls for numbers 41, 43 and 45 Regent Street, Ascot Vale.
2. Subject to obtaining authorisation from the Minister for Planning, exhibit Moonee Valley Planning Scheme Amendment C162 in accordance with Section 19 of the *Planning and Environment Act 1987*.
3. Refer submissions which request changes to the amendment, and are not resolved, to an independent Planning Panel in accordance with Section 23(1)(b) of the *Planning and Environment Act 1987*.

## Background

On 12 November 2015, Council received a request for demolition (414/2015/DEMO) for properties at 41, 43 and 45 Regent Street, Ascot Vale. If approved this would require demolition of the existing buildings on site.

As the properties were identified as a high priority in Council's Heritage Gap Study 2014, the application was referred to Council's Heritage Advisor for comment.

The advice received was that Council should request an interim Heritage Overlay be applied to the properties. This assessment is based on the process adopted by Council at its Ordinary Council meeting on 26 May 2015. A copy of this advice is provided in **Appendix A**.

In addition Council sought alternative advice from external heritage consultant David Helms of Context PTY LTD who prepared a heritage assessment and citation describing the terrace at 41, 43 and 45 Regent Street, Ascot Vale as of local historic significance to the City of Moonee Valley for reasons described in the statement of significance within this citation.

The draft citation prepared for this site indicates that these properties are individually significant buildings that contribute to the area based on local historical criterion. A copy of the draft citation is included in **Appendix B**.

## Discussion

Council is following its adopted procedures in seeking to apply the Heritage Overlay to the properties at 41, 43 and 45 Regent Street, Ascot Vale.

The terrace of dwellings at the subject site are of local historical significance to the City of Moonee Valley.

Council wrote to the Minister for Planning, requesting interim controls on 27 November 2015.

The Minister for Planning has since advised that he requires Council to resolve to seek authorisation for Amendment C162 (permanent controls) in order for Amendment C161 (interim controls) to be approved.

Amendment C162 seeks to apply permanent Heritage Controls to the properties at 41, 43 and 45 Regent Street, Ascot Vale.

The explanatory report for Amendment C162 can be found at **Appendix C**.

## Consultation

Council will directly notify the property owner of the proposed amendment.

Other aspects of the consultation will include:

- An exhibition period of at least 4 weeks;
- Letter to Heritage Victoria;
- Notices in the local papers;
- Information displayed at Council's Civic Centre;
- Information on the Council and the Department of Environment, Land, Water and Planning website.

## Implications

### 1. Legislative

Planning Scheme Amendment C162 is consistent with Ministerial Direction relating to the form and content of Planning Schemes under Section 7(5) of the Planning and Environment Act 1987. The preparation of the amendment is also in accordance with Section 4 of the Planning and Environment Act 1987.

There are no human rights implications as a result of this report.

### 2. Council Plan / Policy

In presenting this report to Council, Council is achieving its Strategic Objective to Ensure there is clear direction for growth and proactive management of development in the city in accordance with Council Plan 2013-2017 Theme 1: Sustainable living - Clear direction for growth and development of the city.

### 3. Financial

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

### 4. Environmental

The amendment will have a positive environmental impact through protecting places of historical significance.

## Conclusion

Amendment C162 will assist Council in preserving places of important historical significance in Moonee Valley.

This amendment will be formally exhibited allowing the property owner and any other interested parties to provide a submission to the Amendment. Any submitters would

then have the opportunity to present their submission to an independent Planning Panel.

## Appendices

Appendix A: Internal Heritage Assessment - 41, 43 and 45 Regent Street, Ascot Vale
Appendix B: Draft Heritage Citation Report
Appendix C: Explanatory Report

## Moonee Valley Heritage Advisory Service

### Heritage assessment of property included in Heritage Gap Study

**25/11/2015 ON HOLD: (until David Helms has offered a second opinion.)**

Property address: 41, 43 and 45 Regent Street, Acot Vale

Assessment as per process adopted by Council on 26 May 2015.

This template assists in the consideration as to whether property meets the threshold criteria adopted by Council on 26 May 2015, in order to warrant applying to the Minister for Planning for interim heritage controls.

It is also important to note that the department has advised that they will not be granting authorisation for any future amendments seeking to apply permanent controls to individual places which form part of potential heritage precincts identified in the Moonee Valley Heritage Gap Study 2014. Permanent heritage controls will only be considered in instances where a stage 2 heritage study has progressed to a point whereby Council has committed to seek authorisation for the application of the heritage overlay to an entire precinct.

In order to request an interim Heritage Overlay, all of the following criteria (1-3) must be met. In the case of precincts, in addition to Criteria 1-3, Criteria 4 must also be met.

## Assessment against Threshold Criteria

| **Criteria 1 – Significant or Landmark**<br>Particularly significant or landmark building |
| --- |
| Comments:<br>Yes.<br>In my view, they could be a contender for an individual heritage overlay because:<br><br>1. High integrity to the streetscape; |

2. Three retained chimneys;
3. Retained partitions between houses under verandah;
4. Retained verandahs;
5. Original windows and front doors;
6. Unusual and rare typology (triplex in timber);

**Criteria 2 – Good condition**
Property is in good condition with no major structural failings

Comments:
Property is in fair condition. Requires restoration and maintenance. Assessed from the street only.

**Criteria 3 – Existing representation under HO**
The building is not at all well represented in the HO in Moonee Valley, and is a particularly fine example of this type of building.
Refer to Gap Study to confirm building types poorly represented.
A Victorian triplex presenting a good degree of intactness to the street, is considered as an under-represented type of building.

**Criteria 4 – Precincts**
a)For precincts or groups of buildings – whether the loss of the building would irreversibly jeopardise the significance and intactness of the entire precinct.
b) Has a stage 2 heritage study progressed to a point whereby Council has committed to seek authorisation for the application of the heritage overlay to the entire precinct?

Comments:
a) The loss of this group of three buildings would constitute a loss of cultural heritage significance for the City of Moonee Valley.
**b) No, it has not.**

**Conclusions and Recommendation:**
Because of the unusual typology, a timber Victorian triplex and the redeemable condition they are in, I am recommending against the demolition and seeking of Interim Controls.
Correspondence with David Kilroe was already commenced around the subject. I believe David Helms may be looking into the matter presently.

| | | |
|---|---|---|
| **Can the buildings be demolished?** | **TBD** | **TBD** |
| **Interim controls to be sought?** | **TBD** | **TBD** |

**Can improvements be sought from the developer?**
No.

| |
|---|
| If Yes – refer to Coordinator Strategic Planning. |

Date: 25th November 2015 Name: Bernadette De Corte

Signed:

# HERITAGE CITATION REPORT

| | | | |
|---|---|---|---|
| **Name** | TERRACE | | |
| **Address** | 41-45 REGENT STREET, ASCOT VALE | **Significance Level** | Local |
| **Place Type** | Terrace,House | | |
| **Citation Date** | 2015 | | |

HERITAGE CITATION REPORT

**Recommended Heritage Protection** **VHR - HI - PS** Yes

**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 2 - Peopling Victoria's places and landscapes; 2.7 Promoting settlement*
*Theme 6 - Building towns, cities and the garden state; 6.3 Shaping the suburbs*

*Residential development of the Moonee Valley area in the nineteenth century hugged the railway line through Newmarket, Ascot Vale and Moonee Ponds. The Depression of the 1890s, after the collapse of the land boom, slowed the suburban development of Essendon. However, there was rapid growth in the number of houses in the second half of the first decade of the twentieth century, following the inauguration of the tramlines in 1906. Between 1905 and 1909 over 1,000 houses were built in the municipality* (MVTEH, 2012:113).

**Place history**
At Crown land sales in the Parish of Doutta Galla on 8th December 1847, the then Mayor of Melbourne, John Thomas Smith bought allotment 10, section 4. It had an area of 58 acres, its northern boundary running in line with Maribyrnong Road between Ascot Vale Road and the Moonee Ponds Creek. Smith established his home Ascot House there retaining the property until his death in 1879 after which time the western section between Ascot Vale and Mount Alexander Roads was subdivided and sold in 1881 (Ward). A.M. Strongman bought many of the allotments including most of the land on the south side of Regent Street which he continued to hold in 1882 (LV).

From 1882 to 1884 Strongman gradually sold off his land on the south side of Regent Street and this property was the last allotment to be sold when, on 26 November 1884, it was transferred to Benjamin T. Hartman. Hartman sold the property less than two years later to Frank Davenport and it appears the three timber houses were built around this time for either Hartman or Davenport. Regent Street is first listed in the Sands & McDougall directories in 1885 and the first reference to this property appears to be in 1886 when John McNish, a carpenter, is listed on the south side of Regent Street for the first time. Given his profession, it is possible that he constructed the houses. McNish is still listed as occupier of one of the houses when Frank Davenport's name first appears in 1888. By 1893 when numbering is introduced no.41 is Vacant, Frank Davenport is still in no.43, while the tenant of no.45 was John Coffee (SM).

Frank Davenport was a grocer and at the time he purchased this property in April 1886 was living at Moonee Street, Ascot Vale. A few months later he married Elizabeth Allan, and they lived in one of the houses, which they named 'Allanby', until the early 1900s (LV; *Leader* 27 November 1886, p.42; SM)

These houses are shown on the 1904 MMBW plan. At that time the south side of Regent Street was almost fully developed apart from a large vacant site between the house no.27 and the easternmost of these houses at no.41 (MMBW).

**Sources**
Chalmers, R.W., *The Annals of Essendon*, Vol.1 (1850s to 1924), EHS, Moonee PondsFlemington [cartographic material]. Melbourne: F. Price, lithographer, 1881, 'Plan of subdivision of part of allotment 10 sec.4 Doutta Galla' (1881 subdivision plan)
Land Victoria (LV), Certificate of titles. Vol. 1339 Fol. 717, Vol. 1812 Fol. 377

HERITAGE CITATION REPORT

Melbourne & Metropolitan Board of Works (MMBW) Detail Plan no.833, 1904
Miles Lewis 'Building and construction' in 'eMelbourne the city past and present': http://www.emelbourne.net.au/biogs/EM00254b.htm[viewed 30 November 2015]
Parish Plan, Doutta Galla, sheet 1, Department of Lands and Survey, 1973
Sands and McDougall directories (SM) 1884-1900
Ward, Andrew, *City of Moonee Valley Heritage Study*, 1998

## Description

### Physical Description

This is a terrace of three houses, constructed of timber with a single, shared hipped roof (with no visible separating walls) with a transverse gable. Each house has a simple double hung timber window placed centrally with a four-panel timber door with a top light at the right side, and a rendered chimney with cornice details. The houses appear to have a relatively high degree of integrity when viewed from the street. The most obvious change has been the replacement of the verandah posts with wrought iron and the verandah floor with concrete. The half-height timber verandah wing walls may be early or original.

The simple timber picket fence is sympathetic, but not original.

## Comparative Analysis

The *Melbourne Building Act*, passed in Sydney in 1849, took effect from the first day of 1850. It applied to Central Melbourne between the Yarra River and Victoria Street, and to what is now known as South Fitzroy, and required buildings to have a permit, to be made of non-combustible material (unless it was isolated by setbacks from the boundaries of the site), and to separate different occupancies by fire walls passing through the roof, markedly altering the appearance of terrace housing and shop rows. By the 1870s the *Melbourne Building Act* had been extended to other areas of the municipality such as Carlton, and, mainly in the 1880s, equivalent controls were introduced by other urban municipalities (Miles Lewis).

In Moonee Valley, the former Borough of Essendon passed Regulation No.7 in 1888, which prohibited the 'use of combustible materials in the construction, alteration, repair or renewal of buildings, roof, or chimney-flues, smoke-vents or stove-pipes'. The regulation also regulated the distance between buildings and the height, thickness, construction, and material of party-walls of buildings adjoining each other and external walls of buildings (*North Melbourne Advertiser*, 31 March 1888, p.3). By the late 1890s the Essendon Borough began to introduce 'brick areas', which prohibited the construction of buildings other than in brick in certain streets and placed restrictions on timber buildings in other areas (*The Argus* 17 October 1899, p.6). 'Brick' areas were extended throughout the City of Essendon during the early twentieth century.

In Moonee Valley City, while building did commence in some areas in the early 1880s, most development occurred after the introduction of the municipal regulations in 1888. Consequently, most of the Victorian era houses that are individually listed in the HO in Moonee Valley are either early villas built for wealthy pastoralists(c.1850s to 1870s), or larger Boom era (c.1880s - c.1890s) mansions or villas built for middle or upper middle class residents. Almost all are of masonry (stone or brick) construction, and the majority are detached houses with a smaller number of attached houses.

A smaller number of the individually listed HO places in Moonee Valley are terrace pairs or rows, but always in brick and with dividing walls and therefore dating from post-1888: e.g. 9-11 Regent Street.

Among the individual HO places it appears there are only three timber Victorian era houses, all of which are detached:

- 'Goodwood', 42 Myross Avenue, Ascot Vale. Constructed c.1895, this is a typical double fronted late Victorian timber house.
- Cottage, 1070 Mt Alexander Road, Essendon. Constructed c.1860, this is an altered timber cottage with a transverse gable roof.
- Cottage, 10 McNae Street, Moonee Ponds. Constructed c.1870, this is relatively intacttimber cottage with a transverse gable roof and an early verandah.

Currently, there are no individually listed examples of undivided attached timber houses in Moonee Valley. This type is more common in inner-city suburbs such as Richmond, Fitzroy and Collingwood, but mainly as duplexes. 'Triplexes' or rows of three or more are much rarer.

Known timber examples in Moonee Valley include the two pairs of cottages at 9-11 and 13-15 Brighton Street, Flemington, which are Contributory places within the HO24 Flemington Street precinct. These houses have a shared hipped roof, but also brick wing walls separating the verandah. The verandahs have been altered and the front windows replaced at nos. 11, 13 & 15. Other examples, this time in brick, include the attached pairs at 56-58 and 60-62 Dover Street, Flemington, which are Contributory places within the HO79 Canterbury Street and Dover Street precincts. Similar to the Brighton Street examples, whilst they have a shared roof (now clad in non-original tiles), they also have rendered wing walls separating the verandah.

This terrace of three houses is therefore a rare example of a Victorian era timber terrace row, which is notable for the attached form with no wall divisions between the houses in the roof and verandah that demonstrates how the building was constructed prior to the introduction of building regulations in 1888that required fire separation. They are unusual in Ascot Vale, which generally speaking seems to have had a higher standard of development with mostly brick houses.

## Statement of Significance

**What is significant?**
The terrace, constructed c.1885, at 41-45 Regent Street, Ascot Vale is significant. This is a terrace of three houses, constructed of timber with a single, shared hipped roof (with no visible separating walls) with a transverse gable. Each house has a simple double hung timber window placed centrally with a four-panel timber door with a top light at the right side, and a rendered chimney with cornice details. The houses appear to have a relatively high degree of integrity when viewed from the street. The verandah roof and half-height timber verandah walls may be early or original.

Non-original alterations and additions to the terrace including the steel verandah posts and concrete verandah floor are not significant.

**How is it significant?**
The terrace of three houses at 41-45 Regent Street, Ascot Vale is of local historic significance to the City of Moonee Valley.

**Why is it significant?**
The terrace is significant as a rare example of a row of three undivided timber houses, which are among the oldest dwellings in Ascot Vale. The timber construction and lack of a dividing wall to provide fire separation between the houses demonstrates the type of unregulated development that occurred during the 1880s before building regulations were introduced by the late nineteenth century. (Criteria B & D)

HERITAGE CITATION REPORT

**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 Heritage Overlay as an individual place with no specific HO controls, as shown in the above table. The HO is to apply to 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.

*Planning and Environment Act 1987*

# MOONEE VALLEY CITY COUNCIL PLANNING SCHEME

# AMENDMENT C162

## EXPLANATORY REPORT

### Who is the planning authority?

This amendment has been prepared by the City of Moonee Valley, which is the planning authority for this amendment.

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

### Land affected by the Amendment

The Amendment applies to 41, 43 and 45 Regent Street, Ascot Vale.

### What the amendment does

The amendment will apply the Heritage Overlay to the subject sites.

Specifically, the amendment proposes to:

- Update the Schedule to the Heritage Overlay (Clause 43.01) of the Moonee Valley Planning Scheme by including the subject sites.
- Amend Planning Scheme Map 12HO to include the subject land in the HO.

### Strategic assessment of the Amendment

### Why is the Amendment required?

Numbers 41, 43 and 45 Regent Street are intact residential buildings which form part of a wider residential precinct. This terrace of three undivided timber dwellings are a rare example of a Victorian era timber row which are among the oldest dwellings in Ascot Vale. The dwellings have a relatively high degree of integrity when viewed from the street.

The terrace of three houses is of local historical significance to the City of Moonee Valley.

### How does the Amendment implement the objectives of planning in Victoria?

The amendment will implement the following objectives of planning in Victoria, under Section 4 of the *Planning and Environment Act 1987*:

- 4(1)(a) to provide for the fair, orderly, economic and sustainable use, and development of land.
- 4(1)(d) to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;
- 4(1)(f) to facilitate development in accordance with the objectives set out in paragraph (d);
- 4(1)(g) to balance present and future interests of all Victorians.

These objectives are implemented by this amendment through identification of and protection of places in Moonee Valley City Council that have local historical significance.

### How does the Amendment address any environmental, social and economic effects?

The amendment is expected to have positive environmental and social effects by protecting places of cultural and historical significance in Moonee Valley.

The amendment is not expected to have any adverse economic effects.

### Does the Amendment address relevant bushfire risk?

There is no bushfire risk arising from this amendment.

### Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment is consistent with the *Ministerial Direction on the Form and Content of Planning Schemes* under section 7(5) of the *Planning and Environment Act 1987*.

The amendment is consistent with *Ministerial Direction No. 9 – Metropolitan Strategy* (Plan Melbourne) in terms of the identification and protection of places of heritage significance. The relevant components of *Plan Melbourne are*:

- Direction 4.7 – Respect our heritage as we build for our future

  This direction seeks to ensure that heritage is valued when managing growth and change. It acknowledges that Melbourne is recognised for its well-preserved heritage buildings and that there is a need to manage future growth and change so Melbourne's distinctive characteristics and heritage are maintained.

- Initiative 4.7.1- Value heritage when managing growth and change

  This initiative aims to protect the city's heritage, and improve heritage management processes within the Victoria planning system.

The amendment is consistent with these directions and initiatives in that it identifies and provides protection of properties of local cultural heritage value.

The amendment is consistent with the *Ministerial Direction No. 11 – Strategic Assessments of Amendments*.

### How does the Amendment support or implement the State Planning Policy Framework and any adopted State policy?

This amendment is consistent with the State Planning Policy Framework, in particular Clause 15.03 (Built Environment and Heritage) and implements the policy by including places which have been identified and assessed as having local cultural heritage significance in the Schedule to Clause 43.01 to the Heritage Overlay.

This amendment will directly implement the first strategy under Clause 15.03-1 to 'identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.'

In addition, the SPPF requires Council as the responsible authority for planning to balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. The amendment seeks to achieve this net community benefit by ensuring places with heritage values are conserved, through inclusion in the Heritage Overlay, for present and future generations.

The amendment is therefore consistent with and supports the State Planning Policy Framework in relation to heritage.

### How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment will assist in the implementation of Clause 21.06-2 (Heritage) within the Local Planning Policy Framework by 'conserving the historic fabric and quality of places of cultural heritage significance including buildings, streetscapes, gardens and archaeological sites'.

### Does the Amendment make proper use of the Victoria Planning Provisions?

The application of the Heritage Overlay is the most appropriate mechanism for recognising and protecting the cultural heritage significance of the identified places.

### How does the Amendment address the views of any relevant agency?

The views of relevant agencies, including Heritage Victoria will be sought through the public exhibition phase of the amendment.

### Does the Amendment address relevant requirements of the Transport Integration Act 2010?

The amendment is not expected to impact on the transport system.

### Resource and administrative costs

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

The amendment is not expected to have a substantial impact on the resource and administrative costs of the responsible authority.

### Where you may inspect this Amendment

The Amendment is available for public inspection, free of charge, during office hours at the following places:

Moonee Valley City Council
Civic Centre
9 Kellaway Avenue
Moonee Ponds

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.delwp.vic.gov.au/public-inspection.

## 9.12 Draft Rosehill Park Master Plan

**File No:** FOL/16/130
**Author:** Coordinator Open Space & Urban Design
**Directorate:** Planning & Development
**Ward:** Rosehill

### Purpose

To seek Council approval to adopt the Draft Rosehill Park Master Plan for community consultation.

### Executive Summary

The Draft Rosehill Park Master Plan 2016 has been developed in consultation with the community. A copy of the plan is provided as **Appendix A** (separately circulated).

### Recommendation

That Council:

1. Endorse the Draft Rosehill Park Master Plan 2016 (**Appendix A** – separately circulated) for the purpose of community consultation.
2. Receive a further report following the completion of community consultation.

### Background

Rosehill Park requires a Master Plan to guide the design, development and management of the park into the future. Moonee Valley City Council's Open Space Strategy determines that Rosehill Park is classified as a Municipal open space with a primary character of informal.

Rosehill Park contains a skate park, playground, two half courts, a rebound wall, a public toilet, a path network and some tree plantings. It is used by informal, unstructured and passive recreation.

The existing public toilet is in poor condition and is poorly sited and requires replacement, and the existing car park requires upgrading. Both of which will be addressed in the Master Plan process.

### Discussion

As part of the development of the Draft Rosehill Park Master Plan, the local community were invited to an information gathering session on Saturday 10 October 2015. This was run by Moonee Valley City Council and was held at Rosehill Park.

Local residents were encouraged to provide their ideas and comments about the park so that this information could be used to form the Draft Master Plan. As part of the invitation to the public session, feedback forms and reply paid envelopes were provided to all local residents within 500 metres of the reserve.

The feedback received was summarised and provided to the community. A summary of the consultation feedback is below.

In total there were 149 written submissions received. The comments and issues that were gathered fell broadly under the following categories:

- Access and connectivity
- Parking and traffic
- Amenities
- Play
- Sporting and recreation
- Safety
- Landscaping and environment
- Maintenance
- Character

A summary of the consultation is included in this report as **Appendix B**.

The Draft Rosehill Park Master Plan has been prepared addressing the community feedback received. It includes recommendations for upgraded play and picnic areas, relocation and upgrade of the existing public toilet, improved pathway network, stormwater treatment initiatives for a greener park and specific amenity and informal recreation improvements.

Representatives from Council's Engineering, Parks and Gardens, Transport, Sport and Recreation and Environment teams have been involved in the development of the Draft Master Plan throughout the process via regular meetings.

Prior to the development of the Draft Master Plan, traffic consultants were engaged to undertake an analysis of the parking requirements for the park. This analysis indicated the existing parking provision was adequate however the Draft Master Plan shows an area of potential parking increase in the future, if the needs was to arise following improvements to the park.

## Consultation

It is proposed that consultation of the Draft Rosehill Park Master Plan will be undertaken in March 2016. A workshop will be held with the community, all residents within 500 metres of the park will be sent a copy of the Draft Master Plan and advised of the workshop. They will be provided other feedback options if they are unable to attend the workshop. In addition, the workshop will be advertised on Council's website and publications. Feedback from the community will assist Council in the development of the final Master Plan.

## Implications

### 1. Legislative

Any built works undertaken as a result of this Master Plan will need to comply with the relevant Australian Standards and any other Planning Scheme requirements and/or Building Regulations that may be applicable.

### 2. Council Plan / Policy

In presenting this report, Council is achieving two Strategic Objectives in accordance with the Council Plan 2013-2017.

- Theme 1: Friendly and safe – A community where people feel connected and safe.
- Theme 2: Green, Clean and Beautiful – A sustainable environment for future generations.

Improvements for Rosehill Park also have the potential to help meet the objectives of Council's Leisure Strategy (2013), City Sustainability Policy (2013) and Playspace Plan (2013).

### 3. Financial

The Master Plan will provide a long term framework for prioritising improvement works at Rosehill Park. All of the Master Plan proposals will be subject to Council's annual budgetary process.

### 4. Environmental

The Draft Rosehill Park Master Plan will help Council achieve the targets established within the Environmental Sustainability Plan, particularly with regard to energy, water, waste and biodiversity targets.

## Conclusion

Moonee Valley City Council's Open Space Strategy classifies Rosehill Park as a Municipal open space. Rosehill Park requires a Master Plan to guide its design, development and management into the future in accordance with community aspirations.

The Draft Rosehill Park Master Plan has now been developed after preliminary consultation with the community.

The Draft Master Plan is required for further consultation with the community to gauge support for an established long term vision for Rosehill Park to guide the future development of the park.

## Appendices

Appendix A: Draft Rosehill Park Master Plan
Appendix B: Rosehill Park Preliminary Consultation Summary

# Rosehill Park
## Draft Master Plan 2016

Draft Rosehill Park Master Plan

February 2016

City of Moonee Valley

# Introduction

Rosehill Park is within the suburb of Keilor East and is bounded by Rosehill Road, Dinah Parade and Rachelle Road. Residential properties align the south and east boundaries, access from these boundaries are from Devon Avenue from the south and Dorset Avenue from the east. Steele Creek, once known as Rose Creek, lies 700m to the east of the park, an easement connects Rosehill Park to the creek. The Keilor East Maternal and Child Health Centre and Lincolnville Kindergarten adjoin the south east corner of Park with access from Devon Court.

At approximately seven hectares Rosehill Park is defined in the Moonee Valley Open Space Strategy as a Municipal Park. The park is primarily for neighbourhood use but also includes facilities that attract visitors from throughout Moonee Valley. The park's primary classification is 'Informal' it doesn't have a secondary classification. Rosehill park is an important piece of open space for passive use and provides a combination of active play areas and open space areas for passive recreation.

The Wurundjeri people are the traditional owners of the land where Rosehill Park is located. Keilor East area has a rich history, including Wurundjeri habitation. Being close to Steele Creek, the Rosehill Park area, prior to urbanisation, would have been used for collection of food and places of rest. Following European habitation, this area was used for sheep farming land until the 1960s and 70s when the area was subdivided into housing developments with grided street layouts. In 2004 a Landscape Development Plan was created, this plan is now out of date and a Master Plan is required to guide the on-going design, development and management of the Park.

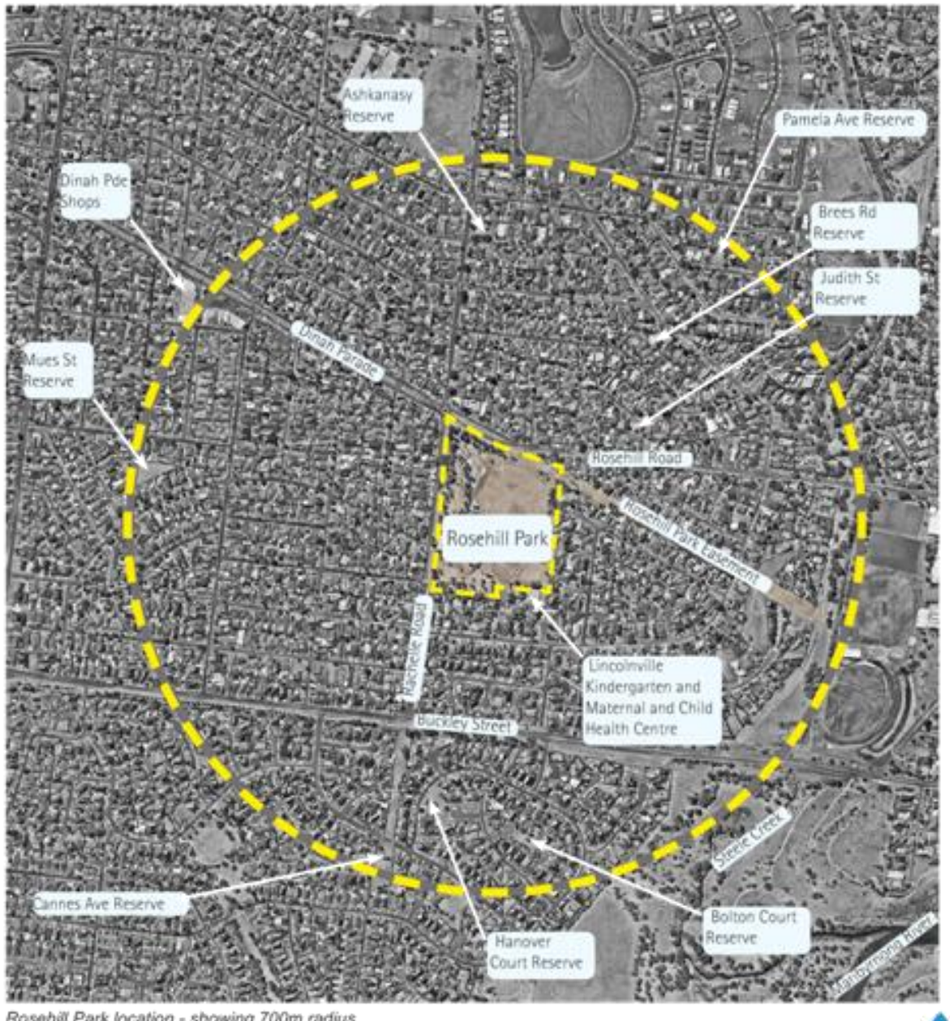
# History

Reference for this history have been sourced from The Annals of Essendon by R.W Chalmers

**September 1888** - Land is sold in the "Rosehill Estate", between Buckley Street and Rosehill Road, west of Hoffrnan's "Buckley Park Estate" over five weeks

**12 July 1999** - The Labour MP for Maribyrnong, Bob Sercombe, announced plans to rename Rosehill Park, East Keilor, Federation Park to mark the Centenary of Federation. A grant from the Federation Community Project Scheme was allocated for the upgrade of playgrounds and paths, tree planting, development of a wetlands area, barbeque facilities and a gazebo. The Committee undertaking the Rachelle Road Park comprised Roger Isherwood, Cr. Hedley Moffat, Rowena Allsop, Veronica Eastwood, Marija Newbold and Bruce Cameron.

**28 August 2000** - Work started on a skate park at Rosehill Park East Keilor which was being funded through a Federation Grant matched by the City of Moonee Valley. The park was being developed to provide a place for the community to gather to celebrate the Centenary of Federation. Work involved the planting of ornamental claret ash trees, the upgrading of flower beds and toilet blocks and the provision of picnic and barbeque facilities.




*Rosehill Park location - showing 700m radius*

# Draft Rosehill Park Master Plan

**February 2016**

City of Moonee Valley

# Strategic directions

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

Rosehill Park is a Municipal Open Space, with primary character classification of informal. The recommendation in the Open Space Strategy is "Review the existing 2004 Master Plan to confirm currency and either update or continue to implement. Specifically review the need for the Arboretum in the master plan."

**Leisure Strategy 2013**
The Leisure Strategy focuses on enabling, supporting and improving people's capacity to be active socially, mentally and physically. This will involve many people and organisations, including community groups, clubs and commercial entities, working together to help achieve positive health and wellbeing outcomes for our community.
The strategy includes goals that will guide us in our planning for leisure services, places and spaces. The goals are:

- Enable enhanced program and service delivery
- Optimise, develop or redevelop spaces and places for leisure activities to meet the needs of multiple users
- Encourage leisure participation across the whole community
- Ensure that people are informed about leisure opportunities
- Support both structured and casual leisure activities
- Support, facilitate and build effective partnerships

**City Sustainability Policy**
"In 2035, Moonee Valley will be a city of clean, green and beautiful, vibrant, diverse and sustainable community that people experience as friendly and safe to live in."
MV Next Generation 2035

Our lifestyles and cities are rapidly changing and our City Sustainability Policy takes the environmental knowledge we have gained over the past ten years, and brings it forward into the design and policy development for our community.
For leadership in city sustainability, Council's strategies need to think long term, find big picture connections and lay the foundations for more specific strategies, actions and guidelines.

The policy provides guidance through four themes:

- 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

# existing conditions and opportunities

**Land Ownership and Zoning**
Rosehill Park is divided into several different titles which are owned by Moonee Valley City Council. The park is zoned Public Park and Recreation Zone (PPRZ). The easement that connects the park to Steele Creek is owned by Moonee Valley City Council, is zoned Residential (R1) and contains telecommunication towers.

*Land titles map*

**Topography and Geology**
Rosehill Park is predominantly flat with a gentle slope towards the south eastern corner. There are some low constructed mounds which provide some shaping to the site. There is a low point in the centre of the park which becomes wet and boggy during high rainfall periods. This is due to the localised topography in this location as well as the soil type.

The geology is typical of the basalt plans with heavy clay on younger basalt in which floaters are common and found just under the surface. Soils are shallow and reactive with heavy cracking occurring during dry periods. It is typified by poor drainage through the low lying and expansive landform.

**Opportunities**
There is an opportunity to utilise the naturally low lying and periodically wet area within the centre of the park to develop a water body. Soil from this construction could be used to create more feature mounds to provide more viewing opportunities and visual interest.

*Topographic map*

*Constructed mounds in north-east corner*

# existing conditions and opportunities

**Hydrology and drainage**
Stormwater from local catchments flows to the north west of the Park. These drainage systems run through stormwater pipes down Rachelle Road and ultimately discharge into Steele Creek. The stormwater drainage system downstream of Rosehill Park is under capacity and localised flooding occurs after high rainfall events.

**Opportunities**
There is an opportunity to divert some of the stormwater from the drainage system and direct into a wetland in Rosehill Park. The benefits of this wetland would be:
- reduction in flooding events downstream
- captured water used to irrigate the park allowing the park to be green year round
- remove pollutants from water prior to it entering Steele Creek
- habitat for local species
- increase health and well-being
- provide an education opportunity

Initial investigations show that there is 48ha catchment available with 140 ML/yr stormwater runoff. The irrigation demand of the park would be approximately 10ML per year. Gravity diversion from the stormwater pipes would be possible and the wetland would meet best practice treatment standards for pollutant removal from waterways.

*Hydrology and drainage map*

*Proposed location of a section of the wetland within existing rock-lined depression*

Stormwater pipes re-directed into park for water harvesting for irrigation

**Vegetation and Urban Ecology**
The park currently consists of tree and shrub plantings and open grass areas. The park is not irrigated and becomes very dry in summer. The existing planting palette has been largely native species which better tolerate dry conditions and create food and habitat for native fauna.

**Opportunities**
There is an opportunity to strengthen the plantings throughout the park to define spaces, provide more shade for users and more habitat for local fauna and improve local biodiversity. With the irrigation ability provided through water harvested by the wetland, a greater variety of species could be planted to provide more visual interest, food sources, summer shade and winter sun. Inclusion of water into the landscape increases biodiversity and liveability.

*" There are a range of benefits that have been shown to come from incorporating natural ecological systems and processes into park designs. For example, WSUD can provide habitat, filter, slow and reduce the quantity of stormwater and recharge the groundwater. Food and herb gardens and community orchards can improve mental and physical health and social cohesion. Indeed, even providing views of green spaces has been shown to have a range of physical and mental health benefits. The provision of trees and vegetation ameliorates the local climate, reducing the urban heat island effect and providing shady meeting and gathering places for local people. Birds and other wildlife can be encouraged to flourish and spaces can be created to enable children and adults to engage in nature through recreation and play."*
Moonee Valley City Council Urban Ecology Park Scenario

*Existing vegetation map*

*Scattered native tree plantings within park*

**Draft Rosehill Park Master Plan** **February 2016** City of Moonee Valley

# existing conditions and opportunities

**Playspaces and Skate Park**
In Rosehill Park there is one traditional playground, a skate park and a series of sand pits for digging and discovery. The traditional playground provides physical and social play for younger children. The sand pits provide imaginative play but have not been well located or maintained to encourage their use. There is some seating and shade provided close to the play areas however more is required.
The skate park was upgraded in 2013 and provides a mix of plaza style and bowl skating. It is one of four skate parks provided in Moonee Valley City Council.

**Opportunities**
There is an opportunity to increase the type of play provided in the park. Imaginative and creative play could be provided through the inclusion of a natural adventure play area. There is an opportunity to provide more seating and shade in close proximity to the playspaces to make them family friendly spaces. The areas surrounding the playspaces could be kept green all year round through irrigation provided by the wetland, making them more inviting year round.

There is an opportunity to involve local children and youth in the development of a public artwork within the skate park to help to discourage graffiti which is currently occuring on the concrete surface.

**Picnic areas**
Rosehill Park currently contains three picnic areas; one in the south west corner which includes a BBQ, one along the western edge adjacent to the playground and one adjacent to the skate park. There are currently two drinking fountains.

**Opportunities**
There is an opportunity to improve the existing picnic areas by increasing the number of tables and improving the ground surface for better accessibility.
The wetland would provide another location for picnics and seating, with pleasant viewing opportunities and connection with nature.

*Existing playspaces*

*Existing skate park*

*Existing digging and discovery sand pits*

*Existing picnic areas*

*Existing picnic area in south west corner*

# existing conditions and opportunities

**Sport and recreation**
Rosehill Park is classified in the Open Space Strategy as an informal open space and there are no formal sporting matches played at the park. Informal open space is important to allow for unstructured and passive recreation.

*"Develop strategies to support non-club based and casual leisure participation just as we do club based leisure in recognition of the reality that the majority of residents participate in leisure activities casually."* Moonee Valley City Council's Leisure Strategy

Rosehill Park provides for informal sport through the provision of two half courts, a rebound wall, practice goals and walking paths. A petanque group regularly plays social games in the central gravel area.

**Opportunities**
There is an opportunity to increase the informal sporting and recreational opportunities within the park by providing irrigated playing fields for social games, increasing the path network to allow for circuits, and improving and maintaining the half courts and basketball rings. There is an opportunity to provide exercise equipment stations for people who want to increase their fitness levels in an open and social setting. These improvements will provide more capacity to increase use for the whole community.

**Pathways**
Rosehill Park has a network of internal pathways with access points along Rosehill Road, Rachelle Road, Devon Ave and Dorset Ave. Furthermore, there are a number of informal access points along the Rosehill Road and Rachelle Road frontages which do not connect to the gravel path network. There is no defined circuit pathway and the condition of the gravel pathways within the park are in need of improvement.

**Opportunities**
There is an opportunity to improve the pathway connections, in particular those entering the park and to better define the entrances. A circuit path would provide an opportunity for walkers, joggers and children riding bikes. The pathway surfaces can be improved by sealing some with concrete, and by improving the condition of the gravel surface. A set width for paths would also assist with legibility and accessibility.

There is an opportunity to create a path connection from Rosehill Park to Steele Creek along the Rosehill Park Easement at the north east corner of the park. The distance from Rosehill Park to the creek is approximately 700m.

*Existing informal sport and recreation opportunities*

*Existing half courts and rebound wall area*

*Existing path network and pedestrian entrances*

*Existing sealed pathway*

*Existing entrance with gravel pathway*

# existing conditions and opportunities

**Public toilets and lighting**
Rosehill Park has an existing public toilet which is poorly located for safety and passive surveillance and in terms of location to play areas.
There is existing lighting to paths although damage through vandalism to the globes is a common occurrence.

**Opportunities**
There is an opportunity to replace the existing toilet block with a new facility that is in closer proximity to the play areas and is more easily seen from the road for passive surveillance purposes. Lighting improvements would include vandal resistant fittings.

*Existing public toilet and lighting locations*

*Existing public toilet*

**Car Parking**
A parking demand assessment study of Rosehill Park was undertaken in 2015 to determine the existing parking demands. The site is currently serviced by a central car park on the western boundary accessed off Rachelle Road that can accommodate approximately 12 vehicles and a southern carpark accessed off Devon Avenue (adjacent to the kindergarten) that can accommodate approximately 13 vehicles. The study found that no additional car parking is required given the current and future use of Rosehill Park. However improvements to the layout of the central carpark on Rachelle Road could be made to create a more efficient car park and make better use of the space. Additionally the car parking at the end of Devon Court could be linemarked to create more efficient parking. It was found that Rachelle Road has a sufficient width to allow park users to park along the frontage of Rosehill Park. The above study was undertaken into car parking provision given the existing facilities within the park. In the event of further development such as an adventure play area, wetland along with an irrigated and greener parkland, more parking may be required.

**Opportunities**
There is an opportunity to increase the efficiency of the existing car parking on Rachelle Road by sealing the surface and line-marking. Additional car parking can be investigated on Rosehill Road if the need arises in the future.

*Existing car park location*

**1 Pathways**
Upgrade and enhance the existing path network including surface improvements, lighting, bike racks, rubbish bins, dog waste bag dispensers, signage, drinking fountains and seating

**2 Car parking**
a. Upgrade existing car park by improving surfacing and access
b. Investigate feasibility of providing car parking off Rosehill Road

**3 Picnic areas**
a. Rejuvenate picnic area; improve surfacing for better accessibility and circulation, provide more shade trees and include natural elements for informal seating opportunities
b. Informal picnic area with seating and viewing opportunities over the wetland
c. New picnic shelter with seating
d. Look out area with seating

**4 Playspaces**
a. Upgrade playspace and provide more shade, seating and irrigated turf areas
b. Adventure playspace incorporating natural elements

**5 Public toilet**
Public toilet to be located between play and skate areas

**6 Fitness stations**
A variety of fitness equipment for outdoor exercise

**7 Landscape Plantings**
Enhance landscape plantings incorporating a diverse botanical variety of plants for a variety of colours, textures, food and habitat opportunities

**8 Wetland**
a. Wetland to harvest water from local stormwater pipes for irrigating the park. The natural filtering process uses plants and increases local biodiversity
b. Bio-retention area which filters the water prior to it entering the water tanks

**9 Feature mound**
Mounds to provide viewing opportunities

**10 Half-courts and rebound wall**
Improve the courts and rebound wall -investigate feasibility of relocating the rebound wall to allow full sized court

**11 Informal playing fields**
Irrigated turf playing field area for kick about space and social games

**12 Skate park**
Improve path connections to the skate park and incorporate public art

# Consultation

**Information Gathering**
As part of the development of the Rosehill Park Draft Master plan, the local community were invited to an information gathering session on Saturday 10 October 2015. This was run by Moonee Valley City Council and was held at Rosehill Park.

Local residents were encouraged to provide their ideas and comments about the park so that this information could be used to form the Draft Master Plan. As part of the invitation to the public session, feedback forms and reply paid envelopes were provided to all local residents within 500 metres of the reserve. Residents could send or call with their feedback.

The feedback received was summarised and sent back to the community as a flier to highlight the common ideas and themes of the consultation. Residents had further opportunity to respond to this summary. The feedback from these two rounds of consultation is below.

# Feedback

In total there were 149 written submissions received. The comments and issues that were gathered fell broadly under the following categories:

- Access and connectivity
- Parking and traffic
- Amenities
- Play
- Sporting and recreation
- Safety
- Landscaping and environment
- Maintenance
- Character

City of Moonee Valley

Help shape the future of Rosehill Park

Council is developing a master plan to help shape the future of Rosehill Park.

The master plan will aim to protect and improve leisure opportunities, pathways and plantings within the Park. Council is keen for local residents and stakeholders to have their say in the plan.

Council is holding an information gathering session at the Park at 10.00am on Saturday, 10 October where people can share ideas about this important piece of open space.

Feedback gathered will be used to help develop a draft master plan – which will go out for public consultation in 2016.

For more information, contact Council's City Design team by emailing parkimprovements@mvcc.vic.gov.au or call 9243 8888.

*Example of the consultation material*

## ROSEHILL PARK DRAFT MASTER PLAN
## Rosehill Park Preliminary Consultation Summary

Two rounds of consultation were undertaken. Round one was an information gathering stage. Round two consisted of a summary of comments from round one with residents asked to provide comment and highlight any omissions. Many residents indicated which elements they supported and this is reflected below.

### Information Gathering – 16 September – 23 October 2015

- 47 written submissions (41 fliers 6 emails)

| ISSUE | NUMBER |
|---|---|
| **ACCESS AND CONNECTIVITY** | |
| Circuit pathway- create a connected internal circuit around the edge of the reserve (gravel/tan track) | 7 |
| Pathways - all gravel paths need upgrading as they are often torn up | 5 |
| Sealed paths - for children on bikes, the elderly, mothers with prams and wheel chair access | 5 |
| Path condition - path in south eastern corner often gets muddy and slippery | 2 |
| Timber edging - to gravel paths create hazards and does not age well when not maintained | 1 |
| Car park closure - consider closing car park at night | 1 |
| Staged works - stage the works to ensure parts of the park are always available for public use | 1 |
| **PARKING & TRAFFIC** | |
| Car parking - additional improved parking needed (congestion on Rachelle Road with people parking there to use the skate park) | 9 |
| Indented parking - possibility for indented parking on Rosehill Road | 3 |
| Internal car park - consider an internal car park which removes risks associated with congestion off Rachelle Road | 2 |
| Chicane - (installed 4 years ago) creates parking issues and buses have issues also | 1 |
| Traffic - more traffic since Valley Lake Estate was built | 1 |
| **AMENITIES** | |
| Seating - need more seating around the park, including around the basketball area and the play area | 11 |
| Rotunda/gazebo - used quite heavily for parties, may need more to cater for more than one group at a time | 7 |
| Pond/wetland - create central water body with rockery to encourage more variety of bird life | 6 |
| BBQ's - used a lot, need more BBQ's with picnic areas | 6 |
| Toilet - too far from activities and skate park (not used by skate park users), need more updated toilets or clearer signage to them | 6 |
| Bins - need more bins across the site, including near the playground, the car park and the skate park on oval side | 5 |

| | |
|---|---|
| Community Garden - possibility for a community garden in the reserve | 3 |
| Dog signage with bags - to nominate that dogs are to be leashed, and provide dog bags (and enforce) | 2 |
| Drinking fountains - more drinking fountains | 2 |
| Bird feed - supply appropriate bird feed on site | 1 |
| Kiosk - have a small kiosk on weekends (drinks and ice creams) | 1 |
| Pop ups - provide pop up coffee cars, farmers markets, craft markets etc. | 1 |
| Fenced dog off leash area - to be provided (possibly in the back corner near the kindergarten) | 2 |
| Fencing - better fencing to enclose the park for child safety | 1 |
| Bowls Club - or social club for community events | 1 |
| **PLAY** | |
| Updated playground - update and expand playground similar to Maribyrnong River, possibly an adventure playground (ships/castle) | 4 |
| Shade - provide more shade near/over play area (including a sail over toddler area) | 4 |
| Sand pits - all sand pit circles are not used, other than by cats and dogs (very dislocated) | 2 |
| Fencing - around the playground | 2 |
| Senior play - playground for older children (such as a rope course) | 2 |
| Sand pits - new shade sails to existing sand pits | 2 |
| Play equipment - provide play elements for kids aged 4-7 (not currently catered for) | 1 |
| Toddler play- more activities for toddlers | 1 |
| **SPORTING AND RECREATION** | |
| Exercise - incorporate exercise stations (many people use the reserve for exercise and personal training) | 8 |
| Soccer - goals not used - should be lower, not steel rails and no concrete pad (used to break glass bottles) | 4 |
| Tennis - a tennis court (potentially with a smaller rebound wall) | 3 |
| All age facilities - provide greater range of facilities to cater for toddlers, children, teenagers, middle aged people and the elderly. | 2 |
| AFL goals liked, but not the other goal posts (keep AFL goals) | 2 |
| Basketball - consider netting for the hoops (East Keilor Leisure Centre has netting) | 2 |
| Basketball - more basketball courts (without rebound wall) and full size courts | 2 |
| Skate park - provide skating facilities for smaller kids | 2 |
| Passive recreation - more passive recreation opportunities | 1 |
| Petanque - gravel area used by U3A club on Wednesday mornings | 1 |
| Rebound Wall - is used for tennis quite a lot | 1 |
| Soccer - consider soccer goals etched into rebound wall | 1 |
| Soccer - consider replacing with Futsal which is better for smaller informal groups. Use lower goal posts with appropriate catchment area beyond | 1 |
| Golf - people use the oval for golf | 1 |
| Motorised cars - oval used for motorised toy cars | 1 |
| Synthetic running track - around the perimeter of the sports field | 1 |
| Cricket - install a half size cricket pitch (artificial turf) near the BBQ are for families | 1 |
| Cricket nets - new cricket nets | 1 |
| Fencing - place fencing around the basketball courts | 1 |

| | |
|---|---|
| Bike track - new track dedicated to bikes | 1 |
| Skate park - remove skate park | 1 |
| Skate park - currently quite small and basic (good for learning to ride but boring for experience riders). Extend existing facility with larger and challenging obstacles (eg. Noble Park skate park with large bowl and ramp or the old Rosehill setup with two large quarter pipes and a large box jump. | 1 |
| **SAFETY** | |
| Lighting - replace light cover fixtures as they are often vandalised | 3 |
| Signage - monkey/trail bikes in park at all hours (need signs prohibiting late night activity and jumping planted mounds) | 2 |
| Sightlines - clear lower tree branches to establish clear sightlines | 2 |
| Vehicle access - ensure no car access and damage inside the park | 2 |
| Signage - need risk signs at the skate park | 1 |
| Skate park - no recent problems in the skate park | 1 |
| Solar lighting - install solar lights to play area and pathways | 1 |
| Skate park - regular Police presence at the skate park | 1 |
| **LANDSCAPING & ENVIRONMENT** | |
| Shade trees - provide more shade trees over circuit pathway and across the park | 4 |
| Birdlife - emphasise on attracting birdlife and bird habitats (and other wildlife) | 4 |
| Lush planting - to make the reserve more pleasing to view, similar to Queens Park | 3 |
| Trees - more tree planting | 3 |
| Tree removal - removal of all exotic trees such as Olives, conifers and palms, and more flowering native/indigenous trees that attract native birds | 3 |
| Planted mounds - used to be more planting on mounds - inefficient to water | 2 |
| Involvement - involve local kids (pre-school and primary school) in the plantings and maintenance/care | 2 |
| Irrigation/water feature - the reserve is very dry | 2 |
| Formal trees - incorporate more trees with straight clear trunks, less Mallee/gnarly shaped trees | 1 |
| Exotic Trees - more broad ornamental shade trees (less tall narrow native trees) | 1 |
| Existing Trees - don't remove the trees planted, which have taken a long time to establish | 1 |
| Native grasses - were planted near the car park, but were poisoned. There was also a sign explaining that they were indigenous species used by the Aborigines). | 1 |
| Suitable planting - more suitable planting that reflects site conditions and climate conditions | 1 |
| Planting diversity - incorporate more diversity in plant communities and vegetation | 1 |
| Naturalistic - like the naturalistic look of the reserve | 1 |
| Rocky Outcrop - remove existing rocky outcrop which collects litter and broken glass | 1 |
| Bird Aviary - introduce a walk through native bird aviary | 1 |
| **MAINTENANCE** | |
| Watering - need to water and stake new trees more (residents such as John Wood used to water the park and trees) | 6 |
| Watering - increase watering to achieve a more green lush appearance throughout the reserve | 3 |

| | |
|---|---|
| Grassing - improve grassing to have more denser lush grass without pot holes (especially on the oval) | 3 |
| Rubbish - improve rubbish management (ends up in private gardens on Rachelle Road) | 1 |
| Lighting - not directed to basketball properly | 1 |
| Graffiti - remove graffiti throughout the park | 1 |
| **CHARACTER** | |
| Graffiti wall - local artists to use the rebound wall as a graffiti wall (or a dedicated graffiti wall near the skate park) | 2 |
| Goats - previously tethered in the park | 1 |
| MV Environment Network - liaise with teachers to include in the curriculum | 1 |
| Noisy Minors - the landscape design has evolved to create the perfect conditions for the Noisy Minor birds which then excludes other bird species | 1 |
| Barren - needs an update- there is currently nothing to attract people to go there (Centreway playground is more preferred over this reserve, or the Pirate Ship on Maribyrnong River) | 1 |
| Rose gardens - to honour the history of Rosehill | 1 |
| Art - include art in the reserve such as mosaics (like Brimbank Park) | 1 |
| Development - leave the park as is, avoid any development on the site to reduce the current scape of the recreational reserve | 1 |
| Educate - people how to help maintain/care for the facilities and to report vandalism (signage?) | 1 |

**Feedback Summary – 10 - 27 November 2015**

- 55 written submissions (54 fliers 1 email)

| | Support | Do not support |
|---|---|---|
| **ACCESS AND CONNECTIVITY** | | |
| Include sealed pathways (access for all) | 15 | 3 |
| Include circuit pathway | 12 | 2 |
| Upgrade gravel pathways | 8 | 2 |
| Include path connection along pylon easement | 6 | 1 |
| | | |
| **AMENITIES** | | |
| Include a new toilet close to play and skate areas | 19 | |
| Include more seating | 14 | |
| Include more shelters/rotundas | 13 | 2 |
| Include more bins | 13 | |
| Include kiosk/markets/food vans on weekends | 13 | 3 |
| Include a community garden | 11 | 1 |
| Include more BBQs and picnic furniture | 10 | 2 |
| Include central water body/wetland/water element/duck pond | 9 | 4 |
| Include more drinking fountains | 8 | 1 |
| Include better facilities for dogs | 6 | 2 |
| | | |

| | | |
|---|---|---|
| **SPORTING AND RECREATION** | | |
| Include exercise stations | 19 | 1 |
| Include a bike track | 9 | 2 |
| Include tennis & basketball court | 8 | 2 |
| Provide cricket pitch & nets | 8 | 3 |
| Include activities for all ages and abilities | 7 | 1 |
| Put nets on basketball hoops | 7 | 2 |
| Improve the practice soccer goals | 5 | 2 |
| Include grassed area for ball sports | 4 | 2 |
| Retain rebound wall but relocate or reduce height | 3 | 1 |
| | | |
| **LANDSCAPING & ENVIRONMENT** | | |
| Irrigate the dry landscape/grass | 11 | 1 |
| Plant shade trees | 10 | |
| Do not remove existing trees | 10 | 1 |
| Include more understory plantings (native and colourful) | 9 | |
| Involve community in plantings | 9 | |
| Plant more exotic (deciduous) and native trees | 9 | 1 |
| Encourage bird life | 8 | |
| Remove exotic species | 7 | |
| Education about the environment | 5 | |
| | | |
| **PLAY** | | |
| Upgrade play areas (all abilities, basket swing, musical elements, flying fox, water, timber equipment not plastic, natural elements) | 15 | 2 |
| Include more shade near play areas | 15 | |
| Sand pits not used anymore/dangerous | 11 | |
| Include adventure play | 9 | 2 |
| Include junior, intermediate and senior play | 6 | 1 |
| Include a graffiti wall / use existing rebound wall for artwork | 6 | 9 |
| Include fencing around play areas | 5 | 1 |
| | | |
| **PARKING & TRAFFIC** | | |
| Include car park on Rosehill Road/increase car parking | 15 | 1 |
| Close existing car park at night to prevent vandalism | 7 | 1 |
| Traffic has increased in area | 6 | |
| Chicane causes traffic congestion | 5 | 1 |
| | | |
| **SAFETY** | | |
| Make lighting vandal resistant | 14 | |
| Include (solar) lighting to paths | 14 | |
| Police presence needed at skate park and for dirt bikes | 7 | 2 |
| Signage required for illegal trail bike users | 6 | |
| Signage required about risk of using skate park | 5 | |

| | | |
|---|---|---|
| **MAINTENANCE** | | |
| Use stormwater for park irrigation | 12 | |
| Irrigate plantings and grass areas | 11 | 1 |
| Remove graffiti | 10 | |
| Review effectiveness of existing lighting | 9 | |
| Irrigate to provide better grass cover | 7 | 1 |
| Improve rubbish removal | 6 | |
| | | |
| | | |
| ***Additional comments from feedback summary flier*** | | |
| More signs for dogs to be kept on lead + pick up after dog | 8 | |
| Fenced dog area | 2 | |
| No golf in park | 2 | |
| Upgrade existing car park surface | 2 | |
| Remove parking from Rachelle Road causes congestion | 2 | |
| Barriers needed to prevent dirt bike access | 2 | |
| Rose gardens | 1 | |
| Make use of the large grassed oval area | 1 | |
| Approved - please get on with it | 1 | |
| Artwork, sculptures | 1 | |
| Pedestrian crossings to park near skate | 1 | |
| Emulate Lincoln Park - family park | 1 | |
| Develop cricket ground (pitches, fences, pavilion) | 1 | |
| Make WiFi available | 1 | |
| Retain open areas of park for passive recreation | 1 | |
| More frequent mowing | 1 | |

## 9.13 Kindergarten in Moonee Ponds

**File No:** FOL/16/130
**Author:** FC&S Strategic Planning Advisor
**Directorate:** Corporate & Community Services
**Ward:** Myrnong

### Purpose

To respond to Notice of Motion 2015/21 regarding provision of a Kindergarten in Moonee Ponds.

### Executive Summary

- Across the municipality, the demand for four year old funded kindergarten for 2016 is currently being met.
- The Family and Children's Service (F&CS) Infrastructure Plan forecasts by 2030, Moonee Ponds will have the third highest number of places required (178).
- The highest number of Moonee Ponds families (28) are registered with Montgomery Park for four year old kindergarten in 2016.
- The majority of Moonee Ponds families (76) registered for four year old kindergarten in 2016 families received their first preference.
- The infrastructure plan will guide the short, medium and long term service priorities for Council, including provision and potential partnerships for families living in Moonee Ponds seeking kindergarten.
- In the short to mid-term (5-10 years), with the knowledge sourced from F&CS Infrastructure Plan and in reference to a kindergarten in Moonee Ponds, what we know is that currently Montgomery Park identifies as a key location.
- Short to mid-term (5-10 years) options to provide a kindergarten in Moonee Ponds are foreseeable particularly through opportunities such as the Moonee Valley Racecourse development.
- Funding and partnering options will continue to be sought as Council considers service delivery models across the city.
- Council will continue to respond to State and Federal Government grants and have most recently corresponded with respective members of Parliament to actively explore future funding opportunities.

### Recommendation

That Council receive and note the response regarding the provision of a Kindergarten in Moonee Ponds.

## Background

At the Ordinary meeting of Council held on 22 September 2015, it was requested to:

1. Receive a report in relation to the provision of a kindergarten located in Moonee Ponds, such report to address all relevant considerations, including, without limitation:
   a) Details of where Moonee Ponds' families are enrolling their children in kindergarten given the lack of kindergarten located in Moonee Ponds;
   b) Current and projected demand for kindergarten places from Moonee Ponds families, in light of the significant growth projected for Moonee Ponds;
   c) Potential locations of a kindergarten and timeframes as to when a kindergarten is likely to be provided in Moonee Ponds; and
   d) Funding and partnering options available in relation to the provision of a kindergarten in Moonee Ponds.
2. Write to State and Federal members of parliament to seek information about potential funding opportunities.

Council managed kindergartens are generally stand alone, sessional programs, providing 15 hours per week for four year old children in the year prior to school. Funded kindergartens (also referred to as preschool) are part of Council's Family and Children's Services (F&CS).

Council manages a Central Registration Service (CRS) for 17, four year old sessional kindergartens in Moonee Valley, including 12 Council and five community managed services. This provides a sound platform for data collection and analysis of kindergarten placements across Moonee Valley.

Council also provides three year old kindergarten programs (4-6 hours per week), including Early Start (State Government funding for free or low cost kindergarten for Aboriginal and Torres Strait Islander children or a family who has had contact with Child Protection).

Funded four year old kindergarten is also available in four Council managed child care services, known as integrated services, as well as community or privately managed child care, kindergartens and schools across the municipality.

Service and community facility infrastructure planning is progressing the analysis of existing service levels of F&CS and identifies projected demand across Moonee Valley.

This evidence, together with research supporting the benefits for children and families accessing integrated services will inform the long term community facility planning for F&CS, including kindergarten and proposed short, medium and long term priorities for Council.

## Discussion

84 Moonee Ponds families have registered for four year old sessional kindergarten in 2016. 78 children are placed (refer to table) with 76 being offered their first preference. Four families remain on the waitlist for their preferred centre. Two families have withdrawn their registration. The majority of Moonee Ponds families (28) registered for their preference for Montgomery Park Kindergarten.

*The table below identifies the four year old kindergarten program where Moonee Ponds families have been placed in 2016.*

| Kindergarten | Children placed |
|---|---|
| Ascot Kindergarten | 10 |
| Beaver Street Kindergarten | 6 |
| Coronation Kindergarten | 14 |
| Montgomery Park Kindergarten | 28 |
| North West Maria Montessori Kindergarten | 1 |
| Progress Kindergarten | 2 |
| St Andrews Kindergarten | 17 |
| Strathmore Community Kindergarten | 0 |
| **Total** | **78** |

Data source: Council's CRS as of November 2015.

### Current demand

Four year old funded kindergarten (both sessional and integrated) is available across the seven established planning precincts in Moonee Valley. Based on Central Registration System as of November 2015, the current demand for four year old kindergarten in 2016 is being met, with 21 surplus places across the municipality. This includes the 84 Moonee Ponds families registered for four year old kindergarten for 2016.

### Projected demand to 2030

In light of significant growth projected in Moonee Valley by 2030, the south-east of the municipality (precincts 1, 2, 3) will have the highest demand for sessional kindergarten by 2030. Within the south-east, Essendon, Essendon North, Aberfeldie (precinct 3) will have the highest number of four year old places required (300). Ascot Vale, Flemington, Travancore (precinct 1) will have the second highest number of four year old places (267). Moonee Ponds (precinct 2) will have the third highest number of four year places required (178).

### Indicative service and infrastructure planning for Moonee Ponds

Council's F&CS service infrastructure plan is yet to be finalised. This planning will guide short, medium and long term directions for F&CS service provision and infrastructure development to 2030.

As part of the F&CS service infrastructure plan to 2030, the proposed directions for kindergarten include:

- Transitioning Council's facility planning and delivery approach from a decentralised to an integrated model.
- Planning for a move from stand alone, single room sessional kindergarten to at least 2 room kindergartens that accommodate 33 children located in integrated service settings or hubs.

- Improving the functionality and increasing provision of existing Council facilities in Ascot Vale, Flemington, Travancore (precinct 1) and Essendon, Essendon North, Aberfeldie (precinct 3).

  In particular, with the knowledge sourced from F&CS Infrastructure Plan, in reference to a kindergarten in Moonee Ponds, what we know is that currently Montgomery Park identifies as a key location. In the short to mid-term (3-5 years) Council has potential to build functionality and capacity at this facility to accommodate Moonee Ponds kindergarten children.

  Identifying short to mid-term (5-10 years) options to provide a kindergarten *in* Moonee Ponds are foreseeable as opportunities materialize such as the Moonee Valley Racecourse development.

- Seeking funding and partnering options that will be the subject of ongoing discussion as Council considers service delivery models across the city.

- Collaborating with strategic stakeholders to identify, influence and create funding and partnering opportunities for provision of a kindergarten in Moonee Ponds (including partnerships with Primary Schools).

## Consultation

Extensive internal consultations across Council are progressing the F&CS data collection, analysis and projections to 2030. As service and infrastructure plans are finalised, it is expected priorities supporting an integrated approach will be presented, for Council to consider and adopt as part of the long term service infrastructure planning for Moonee Valley. Aligned with Victoria the Education State agenda we have recently corresponded with respective members of Parliament to seek information about potential funding opportunities. We will continue to advocate and actively explore future grants and program funding with the State and Federal Governments.

## Implications

### 1. Legislative

Children's Services are governed by the Education and Care Services National Regulations, 2011 and must comply with service and building requirements. Research supports the policy directions at a Federal, State and Local level to plan towards integrated service settings or hubs.

The provision of children's services is strongly aligned with the Victorian Charter of Human Rights and Responsibilities Act 2006 supporting to freedom, respect, equality and dignity.

### 2. Council Plan / Policy

In presenting this report, Council is achieving its Strategic Objective to: Deliver high quality and contemporary community services that are good value for money in accordance with Council Plan 2013-2017 Theme 1: Friendly and safe - A community where people feel connected and safe.

## 3. Financial

There are no immediate financial implications from this report. Future priorities and directions for service and infrastructure planning and development will be referred to Council's budget processes.

## 4. Environmental

Service and infrastructure priorities will be consistent with Council's Sustainability Policy.

## Conclusion

The demand for sessional four year old kindergarten across Moonee Valley is currently being met for 2016. The indicative priorities for F&CS planning for Moonee Ponds families include increasing provision in existing Council facilities in the adjacent precincts 1 and 3 and that Council advocate for an integrated children's centre in precinct 2. As service and infrastructure plans are finalised across Council, it is expected priorities supporting an integrated approach will be presented for Councillors to consider and adopt as part of the long term service and facility planning for Moonee Valley. Council will continue to respond to State and Federal Government grants and actively explore future funding opportunities.

## Appendices

Nil

## 9.14 Council Property Leasing Policy

**File No:** FOL/16/130
**Author:** Coordinator Property Management
**Directorate:** City Services
**Ward:** Municipal

### Purpose

To consider a report on a new leasing policy for Council property.

### Executive Summary

- A Notice of Motion (No. 2015/23) was raised by Cr Nation at the Ordinary Meeting on 27 October 2015, where Council resolved that an updated leasing policy be presented for endorsement at the Ordinary Meeting in February 2016.
- A review has been conducted and a draft leasing policy is provided as **Appendix A** (separately circulated).

### Recommendation

That Council approve the Council Property Leasing Policy (**Appendix A** – separately circulated).

### Background

A Notice of Motion (No. 2015/23) was raised by Cr Nation at the Ordinary Meeting on 27 October 2015, where Council resolved to:

1. Undertake a review of Council's leasing policy and procedures with a report and updated policy to be presented for endorsement at the Ordinary Meeting of Council on February 2016.
2. As part of this updated policy, request that all new leases and lease renewals be referred to Council for endorsement (noting multiple leases may be presented as one report).
3. Ensure that all future lease agreements outline the responsibilities of Council and the relevant organisation, in regards to upkeep and maintenance of asset.
4. Requires that the Lease Register be updated on a quarterly basis, and that the Lease Register be made available at the Civic Centre for public inspection.
5. No further lease renewals occur prior to the updated policy being presented for endorsement at the Ordinary Meeting of Council in February 2016.

The draft policy has been developed and will provide guidance for Council officers to prepare and execute leases for tenanted properties within the municipality as required.

Council administers a portfolio of 66 leases comprising the following type uses:

- Community and sporting clubs (33)
- Community gardens (5)
- Community services (5)
- Scouts and Guides (7)
- Telecommunications and utility services (12)
- Commercial (4)

Previously, leases and lease renewals involving community and sporting clubs, community gardens, community services, scouts and guides and telecommunication and utility services were processed under officer delegation, unless special circumstances warranted reporting to Council. Commercial leases are now reported to Council.

## Discussion

The new policy mandates that in future, all Council leases and lease renewals will be reported to Council in sufficient time to allow Council consideration and approval prior to the lease expiry date.

Operational procedures have been established to ensure appropriate management and reporting.

Essentially, the new policy continues the current framework in managing Council property leases in accordance with Council's governance and community objectives and principles in the provision of public assets for the community benefit and in certain circumstances, commercial use.

## Consultation

The draft policy has been referred for internal consultation.

## Implications

### 1. Legislative

The policy has been developed and all associated actions and documentation complies with Council's legislative and legal obligations regarding property leasing.

### 2. Council Plan / Policy

In presenting this report to council, council is achieving its Strategic Objective to Facilitate and encourage access to diverse, affordable and enjoyable leisure and learning opportunities in accordance with Council Plan 2013-2017 Theme 1: Vibrant and diverse - Opportunities for all.

### 3. Financial

There are no financial implications regarding this report.

## 4. Environmental

There are no environmental implications regrading this report

## Conclusion

The new policy has been developed to provide greater transparency and accountability and ongoing management and reporting of Council's property leasing matters.

## Appendices

Appendix A: Council Property Leasing Policy February 2016 (separately circulated)

## 9.15 Maribyrnong River Cruises Mooring Site

**File No:** FOL/16/130
**Author:** Acting Coordinator Parks & Gardens
**Directorate:** City Services
**Ward:** Municipal

### Purpose

This report investigates possible mooring locations for Maribyrnong River Cruises and discussions with Maribyrnong City Council and the operator of Maribyrnong River Cruises.

### Executive Summary

A Notice of Motion (No. 2015/25) was raised by Cr Cornish at the Ordinary Meeting on 15 December 2015, where Council resolved to:

1. Receive a report at its February 2016 Ordinary Council Meeting identifying possible locations including but not limited to the property at 44A The Boulevard, Moonee Ponds within the City of Moonee Valley for a mooring site along the Maribyrnong River to enable the relocation of the Blackbird Cruises as a result of construction being undertaken at their current location.

2. Through discussions with Maribyrnong City Council seek Maribyrnong's formal position on the proposal outlined in Point 1 above.

Based on discussions with Maribyrnong City Council and the operator of Maribyrnong River Cruises (Blackbird boat) and review of existing mooring sites within Moonee Valley, it is considered there are no suitable mooring locations within the City of Moonee Valley for Maribyrnong River Cruises. In addition, at the time of writing this report, discussions between Maribyrnong City Council, Parks Victoria (responsible authority) and Maribyrnong River Cruises were ongoing with a view of finding a suitable mooring location within the City of Maribyrnong. These discussions have been positive and it seems that a mooring will be available close to the current operating site.

### Recommendation

That Council receive and note the report.

### Background

Maribyrnong City Council at its meeting on 15 December 2015 approved in principle to enter a lease with Riveredge Pty Ltd for the Tea House, which is proposed to be constructed at 3 Maribyrnong Street, Footscray. Maribyrnong River Cruises currently

occupy the site. Construction of the Tea House, which includes an administrative space for Maribyrnong River Cruises and a mooring for the Blackbird Boat, is proposed to commence in April 2016 and will require Maribyrnong River Cruises to be relocated for a period of 12-18 months.

## Discussion

There are three mooring sites within the City of Moonee Valley that were investigated as possible sites for Maribyrnong River Cruises:

1. 44A The Boulevard, Moonee Ponds ie. The Boathouse. This includes a Floating Landing and Public Berth.

2. Poynton's Floating Landing

3. Canning Street Floating Jetty

In discussions with Maribyrnong City Council, it is preferable for any temporary site to be as close to the existing site given Maribyrnong River Cruises reputation in the area. Other factors in considering alternative locations include toilets, office, security, fencing, DDA compliance and public transport access.

Maribyrnong City Council has been liaising with the operator of Maribyrnong River Cruises, Mr Peter Somerville, on the design of the future facilities and his requirements for temporary accommodation during construction.

Moonee Valley City Council officers met with Mr Somerville on 6 January 2016. He advised that Maribyrnong River Cruises' operational requirements included a secure mooring for the Blackbird boat, (22 metres in length), and an office facility with phone and internet. To facilitate this, a section of an existing mooring, such as the Boathouse cafe mooring, would need to be fenced off from the public. Mr Somerville was concerned that a mooring at this location would significantly impact on other users of the river, including local rowing clubs.

Whilst some of Maribyrnong River Cruises' operational requirements could be accommodated by sites within Moonee Valley, based on discussions with Maribyrnong City Council and the operator, these sites are not considered suitable mooring locations for the business. In addition, at the time of writing this report, discussions between Maribyrnong City Council, Parks Victoria (responsible authority) and Maribyrnong River Cruises were ongoing with a view of finding a suitable mooring location within Maribyrnong City Council. These discussions have been positive and it seems that a mooring will be available close to the current operating site.

## Consultation

Discussions were held with Maribyrnong City Council and the operator of Maribyrnong River Cruises.

## Implications

### 1. Legislative

There are no legislative implications resulting from this report.

### 2. Council Plan / Policy

In presenting this report to council, council is achieving its Strategic Objective to Support other organisations in contributing to community wellbeing in accordance with Council Plan 2013-2017 Theme 1: Friendly and safe - A community where people feel connected and safe.

### 3. Financial

There are no financial implications resulting from this report.

### 4. Environmental

There are no environmental impacts or opportunities resulting from this report.

## Conclusion

Based on discussions with Maribyrnong City Council and the operator of Maribyrnong River Cruises, and review of existing mooring sites within Moonee Valley, it is considered there are no suitable mooring locations within the City of Moonee Valley for Maribyrnong River Cruises. In addition, at the time of writing this report, discussions between Maribyrnong City Council, Parks Victoria and Maribyrnong River Cruises were ongoing with a view of finding a suitable mooring location within Maribyrnong City Council. These discussions have been positive and it seems that a mooring will be available close to the current operating site.

## Appendices

Nil

## 9.16 Financial Performance Report December 2015

**File No:** FOL/16/130
**Author:** Manager, Finance
**Directorate:** Corporate & Community Services
**Ward:** Municipal

### Purpose

To receive a report on Council's financial performance for the financial year to date, ending 31 December 2015.

### Executive Summary

- This Report explains Council's financial performance for the six months to December 2015 in the 2015-16 financial year – refer **Appendix A** (separately circulated).
- Includes a copy of the Grants Register Status Report as at December 2015 – refer **Appendix B.**

### Recommendation

That Council:

1. Receive and note the Financial Performance Report for the period 1 July 2015 to 31 December 2015.
2. Authorise the Chief Executive to extinguish Council's loan portfolio by no later than 30 June 2016 using part of the $2.9 Million forecast operational surplus.
3. Receive and note the Grants Status Report for December 2015.

### Background

Council has a commitment to provide accountable and responsible government. The provision of regular reports to Council on its financial performance ensures that Council's financial management and associated processes are accountable, transparent and responsible.

The attached financial report for the 2015-16 financial year for the period 1 July 2015 to 31 December 2015 (**Appendix A** – separately circulated) provides the following Financial Statements:

- Operating Statement,
- Balance Sheet,
- Cash Flow Statement, and
- Capital Expenditure by Program.

## Discussion

### Summary of Overall Financial Position

1. Operating Statement

   - The net operating result for the six months is a favourable $1.1M against forecast.
   - Revenue from operating activities for the six months was $121.3M.
   - Expenditure from operating activities for the six months was $61.9M.

2. Balance Sheet

   - For the six months ended December 2015, Council's net asset position has increased by $1.1M.

### Forecast Position

The overall movement in the annual forecast position is favorable $2.9M (before reserve transfers). The forecast movement is a result of the following adjustments:

1. Revenue

   - Rates and Charges
     Favourable variance relates to higher than expected revenue from the budgeted amount.

2. Expenses

   - Materials and Services
     Unfavourable variance is due to the timing of programmed expenditure that will be offset by savings to be reflected in future forecasting.

3. Capital Works

   The annual forecast of $31.7M includes the finalised carry forwards of $8.2M from the 2014-15 financial year, as well as project adjustments due to income variances. The year to date actual spend is $9.7M compared to a budget amount of $16M.

4. Grants Register Status Report

   The Grant Register Status Report provides updates as to the progress of grant applications across Council. This report is an appendix to the Quarterly Financial Performance Report (refer **Appendix B**).

## Consultation

Consultation with the Management Team has been undertaken in the preparation of this report.

## Implications

### 1. Legislative

*Section 138 – Quarterly statements* of the Local Government Act 1989, states "At least every 3 months, the Chief Executive Officer must ensure that a statement comparing the budgeted revenue and expenditure for the financial year with actual revenue and expenditure to date is presented to Council".

### 2. Council Plan / Policy

Council has set out its strategic direction and priorities through the Council Plan 2013-17 and the Budget 2015-16. Performance against the Council Plan and Budget are recorded at the end of the financial year in the Annual Report, with ongoing progress presented in Council progress reports.

### 3. Financial

The December 2015 surplus variance of $1.1M does not reflect a true financial position of Council as the result can be attributed to significant timing differences in employee benefits and materials and services that are anticipated to be incurred in future months.

### 4. Environmental

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

## Conclusion

Council's overall financial position, as at 31 December 2015 is forecast to have a favourable surplus variance of $2.9M for the financial year.

## Appendices

Appendix A: Financial Report - December 2015 (separately circulated)
Appendix B: Grant Register December 2015

**GRANT REGISTER**
**Advocacy tracking - 2015/16**

| Ref # | Applicant Lead | | Submission Detail | | | | Cost | | | Timeframe | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Dept. | Staff contact | Grant Source (Fed, State, Other) | Govt Department (if applicable) | Grant Program | Application Summary (20 words) + TRIM ref | Grant Value | Council contribution | Total Project cost | Date Submitted | Anticipated announcement (month) | Status (Pending, Successful, unsuccessful) |
| 1 | P&D | Penny Jordan | State | DHHS | Lead and Mobilise | To implement a range of community engagement activities focused on supporting harmonious community i.e. racial | $50,000 | $10,000 | **$60,000** | 01/01/2015 | 01/02/2015 | Pending |
| 2 | A&D | Carmel Boyce | State | MAV | Age Friendly Innovation Project | Design aged friendly activity centres | 40,000 | 40,000 | **$80,000** | 01/01/2015 | 01/02/2015 | Pending |
| 3 | A&D | Jim Karabinis | Federal | Department of Health | HACC Minor Capital | Minor capital installation of Wi-Fi within Council's Neighbourhood Centres | 20,000 | 20,000 | **$40,000** | 01/04/2015 | 01/05/2015 | Pending |
| 4 | CP&D | Jackie Zombolas | State | VicRoads | L2P Lorner Elver Mentor Program | 4 year grant to deliver the Moonee Valley L2P program to support young people with learner permits facing barriers learn to drive and achieve their probationary licence | $228,000 | | | 01/03/2015 | 01/07/2015 | **Successful** |
| 5 | P&D | Penny Jordan | State | DHHS | FNR Sustainability Extension | To deliver programs and facilitate service coordination across 4 key areas: - Employment and learning - Safety and Wellbeing - Youth engagement - Coordinated governance | $200,000 | $100,000 | **$300,000** | 30/05/2015 | 01/07/2015 | Pending |
| 6 | CP&D | Peter Crowley | State | Community Crime Prevention (DoJ) | Community Safety Grants | To undertake education and supporting activity to improve reporting of crime in the Flemington area | $10,000 | $0 | **$10,000** | 10/07/2015 | 31/10/2015 | **Successful** |
| 7 | A&D | Janire Virgolito | Federal | DSS | Workforce and Quality programme | Improve workforce sustainability in the transition to Consumer Directed Care | 13,700 | | | 21/08/2015 | | Pending |
| 8 | CP&D | Jackie Zombolas | State | DHHS | FReeZA | Deliver a youth participation program over three years facilitating music, arts and events. | 72,000 | | | 21/08/2015 | 01/11/2015 | Pending |
| 9 | P&CS | Jason Crockett/Karina Vilkuna | State | MAV/DET | Central Kindergarten Enrolment Project | 1. Improved operations to Kindergarten enrolment in line with DET requirements across the State. 2. Enhanced Central Enrolment process for Moonee Valley Kindergartens and LDC managed services. | 12,000 | 0 | **$12,000** | 09/06/2015 | 01/09/2015 | **Successful** |
| 10 | P&CS | Jason Crockett/Karina Vilkuna | State | DET | Minor Infrastructure Refurbishment - Beaver Street | Improved security to main outdoor entrance in response to risk assessment | 4,465 | 0 | **$4,465** | 16/07/2015 | | Pending |
| 11 | P&CS | Jason Crockett/Karina Vilkuna | State | DET | Minor Infrastructure Refurbishment - Milleara Gardens | Improved security to main outdoor entrance in response to risk assessment | 1,670 | 0 | **$1,670** | 16/07/2015 | | Pending |
| 12 | P&CS | Jason Crockett/Karina Vilkuna | State | DET | Minor Infrastructure Refurbishment - Avondale Heights | Improved security to main outdoor entrance in response to risk assessment | 11,340 | 0 | **$11,340** | 16/07/2015 | | Pending |
| 13 | P&CS | Jason Crockett/Karina Vilkuna | State | DET | Minor Infrastructure Refurbishment - Lincolnville | Improved security to main outdoor entrance in response to risk assessment | 10,190 | 0 | **$10,190** | 16/07/2015 | | Unsuccessful |
| 14 | P&CS | Jason Crockett/Karina Vilkuna | State | DET | Minor Infrastructure Refurbishment - Strathmore Heights | Improved security to main outdoor entrance in response to risk assessment | 11,670 | 0 | **$11,670** | 16/07/2015 | | Pending |
| 15 | P&CS | Jason Crockett/Karina Vilkuna | State | DET | Minor Infrastructure Refurbishment - North Essendon | Improved security to main outdoor entrance in response to risk assessment | $8,255 | 0 | **$8,255** | 16/07/2015 | | Pending |
| 16 | P&CS | Jason Crockett/Karina Vilkuna | State | DET | Minor Infrastructure Refurbishment - Coronation | Improved security to main outdoor entrance in response to risk assessment | $1,670 | 0 | **$1,670** | 16/07/2015 | | Pending |
| 17 | P&CS | Jason Crockett/Karina Vilkuna | State | DET | Minor Infrastructure Refurbishment - Keilor East | Improved security to main outdoor entrance in response to risk assessment | $10,000 | $1,450 | **$11,450** | 16/07/2015 | | Pending |
| 18 | P&CS | Jason Crockett/Karina Vilkuna | State | DET | Minor Infrastructure Refurbishment - Airport West | Improved security to main outdoor entrance in response to risk assessment | $9,070 | $0 | **$9,070** | 16/07/2015 | | Pending |
| 19 | P&CS | Michele Leonard/Karina Vilkuna | State | DET | Expression of Interest - Integrated Children's Centre - Capital | Strathmore Children's Centre Redevelopment (stage 2) | $1.5m | $2.3m | **$3.8m** | 07/08/2015 | | Unsuccessful |
| 20 | A&D | Margaret Waugh/Janire Virgolito | Federal | DSS | Home Care Packages | Increased access to individualised aged care s | $1.2m | 0 | **$1** | 24/08/2015 | 01/05/2016 | Pending |
| 21 | P&CS | Georgia Simmons | Federal | DET | Long Day Care Professional Development Programme | Provide support to approved LDC services in providing access to professional development | $97,465 | 0 | **$107,466** | 01/08/2014 | 01/05/2014 | **Successful** |
| 22 | P&CS | Maria O'Shannessy/Karina Vilkuna | State | DET | MB/CHS Innovation Fund | Innovative Collaborative Practice stream: Connecting communities - Chat language playgroup at Debney Meadows PS | $3,750 | 0 | $3,750 | 27-Nov-15 | | Pending |
| 23 | CP&D | Elissa McMillan/Sally Abbott | State | Doc | Graffiti Prevention Grants 2015-16 | 'Images' is an arts based project to develop four photographic art pieces to be displayed on art billboards throughout the Moonee Ponds Business Precinct. This project will be | $5,800 | 4,700 (in-kind) | **$19,800** | 18-Sep-15 | Nov-15 | Unsuccessful |
| 24 | CP&D | Ella Mason/Jackie Zombolas | State | Department of Human Services | FReeZA | Supporting young people to develop skills and to showcase youth culture in Moonee | 72,000 | $0 (in-kind) | **$72,000** | Aug-15 | Nov-15 | **Successful** |
| 25 | P&G | Michelle Gooding | other | | Australian Research Council Linkage | Preserving vegetation health and biodiversity of natural urban reserves | $80,000 | $0,000 | **$250,000** | 12/11/2014 | 01/06/2015 | **Successful** |
| 26 | P&G | Michelle Gooding | Fed | Dept. Environment | Green Army | green army teams for 3 consectutive 23 week programs. Project 1 - Maribyrnong River | $50,000 | in kind | **$150,000** | 13/03/2015 | 01/05/2015 | **Successful** |
| 27 | P&G | Michelle Gooding | Fed | Dept. Environment | Green Army | green army teams for 3 consectutive 23 week programs. Project 2 - Moonee Ponds Creek | $50,000 | in kind | **$150,000** | 13/03/2015 | 01/05/2015 | Unsuccessful |
| 28 | P&G | Michelle Gooding | Fed | Dept. Environment | 20 Million Trees | joint application coordinated by Lead West. MVCC committed to 30,000 trees over 3 years | $50,000 | 500807 | **$150,000** | 01/07/2014 | 01/01/2015 | **Successful** |
| 29 | Library & Learning | Troy Watson | State | DEWLP (Local Govt Victoria) | Public Libraries Funding Program | Allocation of 2015/16 recurrent State Government grant funding for delivery of library services. This agreement is renewed annually, and agreement requires Council to deliver public library services. TRIM 15/130247 | 730,003 | | **$730,003** | 22/06/2015 | 01/06/2015 | **Successful** |
| 30 | Arts & Culture | Maria Tence | Fed | Dept of Infrastructure & Regional Development | National Stronger Regions Fund | Proposed remedial and upgrade works to the Gallery to preserve its important heritage value while repositioning it as a professional public gallery for Melbourne's West | 2,941,138 | 2,941,138 | **$5,886,276** | 26/11/2014 | 01/05/2015 | Unsuccessful |
| 31 | LOSP | Sarah Hay | State | Dept of Justice | Public Safety Infrastructure | Upgrade of Pridham Plaza capital works | 250,000 | 250,000 | **$500,000** | 20.8.15 | Nov/Dec | Pending |
| | | | | | | **Total financial year** | **$5,643,386** | **$3,394,588** | **$8,722,076** | | | |

| | |
|---|---|
| Pending | 17 |
| Rollover/Ongoing | 0 |
| Successful | 9 |
| Unsuccessful | 5 |

## 9.17 Endorsement of Interstate Travel for Council Representative to Attend a Conference

**File No:** FOL/16/130

**Author:** Coordinator Legislative Services

**Directorate:** Corporate & Community Services

**Ward:** Municipal

### Purpose

The purpose of this report is to seek endorsement of interstate travel for the Mayor and Deputy Mayor to attend the Australian Smart Cities and Infrastructure Conference on 4-5 April 2016, in Sydney.

### Executive Summary

- The Australian Smart Cities and Infrastructure Conference attracts key decision makers from State and Local Government working in infrastructure, property, urban development, investment and smart systems in Australia.
- In accordance with Council's Resources, Facilities and Reimbursement of Expenses to Councillors Policy, where Councillors propose to travel interstate, the proposal must be approved by the Council.

### Recommendation

That Council endorse the attendance of the Mayor, Cr Surace and Deputy Mayor, Cr Giuliano at the Australian Smart Cities and Infrastructure Conference in Sydney, on 4-5 April 2016.

### Background

The population in many major Australian cities is set to double by 2050, therefore the focus on developing intelligent and efficient cities and transport infrastructure has never been stronger. The increasing pressure on infrastructure and urban services has placed an amplified demand on smart systems and technology – which will be increasingly critical to ensure that cities are smart, liveable and sustainable.

### Discussion

This conference has been specially designed for professionals from both State and Local governments and private industries involved in various key infrastructure, transport, investment, technology and urban planning projects around Australia to gain the latest insights on issues and opportunities around smart cities and intelligent infrastructure in Australia. The key learning objectives of this conference include:

- Attaining insights from federal, state and local government on Australia's current and future smart city goals and plans

- Evaluating the role of smart ICT in the design and planning of infrastructure, and what this means for future urban planning
- Examining how digital spaces, ICT and connectivity can be used to enhance city living
- Understanding how partnerships and cross-industry collaboration can drive and support smart city developments
- How to ensure smart cities initiatives balance environment, social, economic objectives, while safeguarding data and cyber security
- Leveraging best practices from local and international case studies and how they apply in the Australian context
- Evaluating the different funding models available for major infrastructure and best practice strategies for attracting interest from institutional investors
- Shaping smarter cities through utilising Internet and why there will be no smart cities without smart citizens.

## Consultation

The nature of this report does not require any consultation.

## Implications

### 1. Legislative

There are no direct legislative implications that arise from the presentation of this report to Council.

### 2. Council Plan / Policy

In line with Council's "Resources, Facilities and Reimbursement of Expenses to Councillors Policy", the attendance of Councillors at interstate conferences requires endorsement by Council.

### 3. Financial

The cost, including conference registration, airfares, two nights of accommodation, meals and taxi fares would be in the order of $3,000 per Councillor which can be met from the 2015-16 budget.

### 4. Environmental

There are no environmental implications resulting from this report.

## Conclusion

The Australian Smart Cities and Infrastructure Conference attracts key decision makers from State and Local Governments and working in infrastructure, property, urban development, investment and smart systems, to provide the latest insights on issues and opportunities around smart cities and intelligent infrastructure in Australia to meet our future demands and requirements.

## Appendices

Nil

## 9.18 Endorsement of Interstate Travel for Council Representative for the LeadWest Delegation

**File No:** FOL/16/130

**Author:** Coordinator Legislative Services

**Directorate:** Corporate & Community Services

**Ward:** Municipal

### Purpose

The purpose of this report is to seek endorsement for the attendance of the Mayor in Canberra as a member of a LeadWest delegation to meet with key members of the Commonwealth Government and Coalition, to be held during 16 and 17 March 2016

### Executive Summary

- The LeadWest delegation to Canberra will seek to positively position the Western Suburbs region and to illustrate its importance not only to the Prime Minister and Government members but also to key members of any future opposition government.
- In accordance with Council's Resources, Facilities and Reimbursement of Expenses to Councillors Policy, attendance of Councillor(s) at interstate conferences and forums, requires endorsement by Council.

### Recommendation

That Council endorse the attendance of the Mayor, Cr Surace as part of the LeadWest delegation in Canberra on 16 and 17 March 2016.

### Background

LeadWest has arranged for a delegation of Western Suburb Council Mayors and Chief Executive Officers to meet with both the Commonwealth Government and key members of the Opposition, in Canberra.

The delegation consists of Mayors (Chief Administrator in the case of Brimbank City Council) and Chief Executive Officers from the Moonee Valley, Hobsons Bay, Wyndham, Maribyrnong, Melton and Brimbank City Councils as well as the Chairman and Chief Executive Officer of LeadWest.

### Discussion

The LeadWest delegation to Canberra will seek to positively position the Western Suburbs region and to illustrate its importance not only to the Prime Minister and Government members but also to key members of any future Coalition government.

The dates for the meetings have been chosen to coincide when both Houses of Parliament sit to ensure that the delegation is able to meet with as many key Government and Opposition representatives as possible.

The delegation intends to meet with Government Ministers such as The Prime Minister, the Hon Malcolm Turnbull MP; the Minister for Territories, Local Government and Major Projects, the Hon Paul Fletcher MP; the Deputy Prime Minister and Minister Infrastructure and Regional Development, the Hon Warren Truss MP; the Minister for Education and Training, Senator the Hon Simon Birmingham; the Minister for Industry, Innovation and Science, the Hon Christopher Pyne MP and the Minister for the Environment, the Hon Greg Hunt MP.

Attendees are required to meet their own travel and accommodation costs.

## Consultation

The nature of this report does not require any consultation.

## Implications

### 1. Legislative

There are no direct legislative implications that arise from the presentation of this report to Council.

### 2. Council Plan / Policy

In presenting this report to council, council is achieving its Strategic Objective to Create a high performance organisation in accordance with Council Plan 2013-2017 Theme 1: Excellence in governance Dynamic, effective and accountable.

### 3. Financial

The cost of attending the meeting, including airfares, accommodation, meals and taxi fares will be in the order of approximately $1250. Funding can be accommodated from 2015/16 budget.

### 4. Environmental

There are no environmental implications resulting from this report.

## Conclusion

It is recommended that Council endorse the attendance of the Mayor in Canberra on 16 and 17 March 2016 as part of the LeadWest delegation.

## Appendices

Nil

## 9.19 Appointment of Chief Executive Officer as a Representative to LeadWest

**File No:** FOL/16/130

**Author:** Team Leader Council Business

**Directorate:** Corporate & Community Services

**Ward:** Municipal

### Purpose

The purpose of this report is to appoint an alternate representative to LeadWest.

### Executive Summary

- Moonee Valley City Council has been a member of LeadWest since May 2007, when the organisation was formally established.
- The objective of LeadWest is to foster and undertake actions that will support sustainable growth and development of Melbourne's Western Region.
- At its Statutory Council Meeting held 4 November 2015, Council appointed Councillor Jim Cusack and the Director Environment & Lifestyle as its representatives.

### Recommendation

That Council:

1. Appoint the Chief Executive Officer as the second representative to LeadWest for the remainder of the current term.
2. Confirm the appointment of the Director Corporate & Community Services as Council's second representative to the LeadWest Annual General Meeting.
3. Write to LeadWest advising of the above appointments.

### Background

Council at its meeting on 4 November 2015, appointed Councillor Jim Cusack and the Director Environmental & Lifestyle as its representatives.

Given a recent restructure of the organisation, Council needs to now appoint a new second representative to LeadWest.

### Discussion

LeadWest is the regional organisation for Melbourne's west, with the objective to foster and undertake actions that will support sustainable growth and development of the region.

To this end, LeadWest aims to build on the existing social, economic and environmental capacity of the region and to plan and create a sustainable future for the wellbeing of the communities of the region.

LeadWest is governed by a Board of Directors comprising six local government representatives (one each from the cities of Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham), four elected by the members and an independent chairperson.

Therefore, it is essential that Council has a second representative for those times that the Councillor representative is unable to attend LeadWest meetings.

Previously, the Director Environment & Lifestyle had been appointed as a representative to this organisation. As this position no longer exists within the new structure, Council is required to formally appoint another representative.

It is considered that the Chief Executive Officer is best suited to fulfil this requirement.

In addition, at its meeting on 4 November 2015, Council appointed Councillor Andrea Surace and the Director Corporate Services as its representatives to the LeadWest Annual General Meeting. As the position of Director Corporate Services is now referred to as the Director of Corporate & Community Services, it is considered appropriate to confirm this appointment.

## Consultation

The nature of this report has not necessitated the need to undertake any consultation in the preparation of this report.

## Implications

### 1. Legislative

There are no legislative obligations on Council, in terms of its involvement and participation in such bodies as LeadWest. Additionally, there are no direct or indirect issues which relate to the Human Rights Charter, that are impacted by the presentation of this report.

### 2. Council Plan / Policy

In presenting this report to council, council is achieving its Strategic Objective to Build a culture of governance that instils a high level of community respect and confidence in Council decision-making in accordance with Council Plan 2013-2017 Theme 1: Excellence in governance Dynamic, effective and accountable.

### 3. Financial

There are no financial implications associated with the preparation of this report.

### 4. Environmental

There are no environmental implications associated with the preparation of this report.

## Conclusion

It is considered appropriate that Council should give favourable consideration to appointing the Chief Executive Officer as a representative to the LeadWest organisation.

## Appendices

Nil

## 9.20 Report on Assemblies of Council

**File No:** FOL/16/130
**Author:** Team Leader Council Business
**Directorate:** Corporate & Community Services
**Ward:** Municipal

### Purpose

The purpose of this report is to present to Council, the written records of Assembly of Councillors held in accordance with the provisions of Section 80A(2)(a) and (b) of the *Local Government Act* 1989 ("the Act").

### Executive Summary

It is a requirement that the Chief Executive Officer ensures that the written record of an Assembly of Councillors is, as soon as practicable, reported at an Ordinary Meeting of the Council, and incorporated in the minutes of that Council meeting.

### Recommendation

That Council receive and note the written records of Assembly of Councillors, provided as **Appendix A**, received since the last report to Council in December 2015.

### Background

In accordance with Section 80A (1) & (2) of the Act, the Chief Executive Officer is to ensure that a written record of an Assembly of Councillors is, as soon as practicable, reported at an Ordinary Meeting of the Council; and incorporated in the minutes of that Council meeting.

Furthermore, the written record of an Assembly of Councillors is both kept for a period of 4 years after the date of the Assembly; and made available for public inspection at the offices of the Council, for a period of 12 months after the date of the Assembly.

### Discussion

Section 76AA of the Act defines an Assembly of Councillors as a meeting of an Advisory Committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be:

a) the subject of a decision of the Council; or
b) subject to the exercise of a function, duty or power of the Council, that has been delegated to a person or committee but does not include a meeting of the Council, a Special Committee of the Council, an Audit Committee established under section 139, a club, association, peak body, political party or other organisation.

Section 80A (1) and (2) of the Act provides that:

1. At an Assembly of Councillors, the Chief Executive Officer must ensure that a written record is kept of—
   a) the names of all Councillors and members of Council staff attending;
   b) the matters considered;
   c) any conflict of interest disclosures made by a Councillor attending under subsection (3); and
   d) whether a Councillor who has disclosed a conflict of interest as required by subsection (3) leaves the assembly.
2. The Chief Executive Officer must ensure that the written record of an assembly of Councillors is, as soon as practicable—
   a) reported at an Ordinary Meeting of the Council; and
   b) incorporated in the minutes of that Council meeting.

Records of Assemblies of Councillors, held since the last report to Council in December 2015, are provided as **Appendix A**.

## Consultation

All Council staff have been informed of Council's obligations under the Act.

## Implications

### 1. Legislative

This report is presented to Council in accordance with Section 80A of the Act. As this is a mandatory reporting requirement, there are no Charter of Human Rights implications for Council.

### 2. Council Plan / Policy

In presenting this report to Council, Council is achieving its Strategic Objective to Build a culture of governance that instils a high level of community respect and confidence in Council decision-making in accordance with Council Plan 2013-2017 Theme 1: Excellence in governance Dynamic, effective and accountable.

### 3. Financial

There are no financial implications resulting from the presentation of this report.

### 4. Environmental

There are no environmental implications resulting from the presentation of this report.

## Conclusion

Council has an obligation under Section 80A(2)(a) & (b) of the Act, to present all records of Assemblies of Councillors to an Ordinary Meeting of Council. By receiving and noting this report, Council is ensuring compliance with this provision.

## Appendices

Appendix A: Record of Assemblies of Council

# RECORD OF ASSEMBLY OF COUNCILLORS

Tuesday 15 December 2015 at 6.33 pm at the Moonee Valley Civic Centre

## PRESENT

### Councillors:

Andrea Surace, Paul Giuliano, Jan Chantry, Shirley Cornish, Jim Cusack, Nicole Marshall, Cam Nation, Narelle Sharpe and John Sipek.

### Officers:

| | |
|---|---|
| Bryan Lancaster | Chief Executive Officer |
| Tony Ball | Director Community Services |
| Anthony Smith | Director Corporate Services |
| Carey Patterson | Acting Director City Services |
| Yvonne Hansen | Manage Legislative Services & Support |
| Michele Leonard | Manager Family & Children Services |
| James Martin | Manager Communications & Customer Services |
| Tim Mileham | Acting Manager City Planning |
| Vera Mitrovic-Misic | Acting Manager Statutory Planning |

## CONFLICT OF INTEREST DISCLOSURES

Councillor Marshall declared a Conflict of Interest in Item 9.

## MATTERS CONSIDERED

1. 31 & 33 Taylor Street, Moonee Ponds
2. 60 Lloyd Street, Strathmore
3. 60 Kernan Street, Strathmore
4. 46 St Kinnord Street, Aberfeldie
5. 52 Middle Street, Ascot Vale
6. 117 Spencer Street, Essendon
7. 22 Green Street, Airport West
8. 40 Hall St & 34-36 Margaret St, Moonee Ponds
9. 3 - 9 Shuter Street, Moonee Ponds
10. Windy Hill - C158 - Planning Scheme Amendment
11. Plan Melbourne Refresh
12. Cross Keys Reserve Draft Master Plan
13. Response to Notice of Motion - Kindergarten in Moonee Ponds
14. Responsive Grants

15. Riverside Park Concept Design
16. Anzac Centenary Community Coordinating Committee
17. 144A Mascoma Street, Strathmore - Lease With Tim Taylor Trading as 'With Compliments Indoor Plant Hire''
18. Report on Tenders & Contracts Awarded
19. Report on Advisory Committees
20. Report on Assemblies of Council
21. Notice of Motion - Maribyrnong River Cruise Mooring Site
22. Urgent Business - Relocation of the Settlers Cottage from 1070 Mount Alexander Road, Essendon
23. Updated Chief Executive Officer Position Description
24. Items of a general nature raised by Councillors and Officers

**RECORD COMPLETED BY**

Anthony Smith Director Corporate Services

# RECORD OF ASSEMBLY OF COUNCILLORS

Tuesday 2 February 2016 at 7.00 pm at the Moonee Valley Civic Centre

## PRESENT

### Councillors:

Andrea Surace, Paul Giuliano, Jan Chantry, Shirley Cornish, Jim Cusack, Nicole Marshall, Cam Nation, Narelle Sharpe and John Sipek.

### Officers:

| | |
|---|---|
| Bryan Lancaster | Chief Executive Officer |
| Henry Bezuidenhout | Acting Director Planning & Development |
| Carey Patterson | Acting Director Corporate & Community Services |
| Gil Richardson | Acting Director City Services |
| Adam Boyle | Manager Community Planning |
| Dale Monk | Manager Finance |
| Vera Mitrovic-Misic | Acting Manager Statutory Planning |

## CONFLICT OF INTEREST DISCLOSURES

Nil.

## MATTERS CONSIDERED

1. Managing Residential Development Advisory Committee
2. Financial Support Framework
3. Budget 2016-2018
4. Caydon’s Site
5. Items of a general nature raised by Councillors and Officers.

## RECORD COMPLETED BY

| | |
|---|---|
| Carey Patterson | Acting Director Corporate & Community Services |

# RECORD OF ASSEMBLY OF COUNCILLORS

Tuesday 9 February 2016 at 6.45pm at the Moonee Valley Civic Centre

## PRESENT

### Councillors:

Andrea Surace, Paul Giuliano, Jan Chantry, Nicole Marshall, Cam Nation, Narelle Sharpe and John Sipek.

### Officers:

| | |
|---|---|
| Bryan Lancaster | Chief Executive Officer |
| Anthony Smith | Director Corporate & Community Services |
| Gil Richardson | Acting Director City Services |
| Henry Bezuidenhout | Acting Director Planning & Development |
| Michele Leonard | Manager Family & Children Services |
| James Martin | Manager Communications & Customer Services |
| Tim Mileham | Acting Manager City Planning |
| Vera Mitrovic-Misic | Acting Manager Statutory Planning |
| Kosta Smirnis | Acting Manager Engineering |
| Venta Slizys | Coordinator Landscape & Urban Design |
| Colin Harris | Project Manager External Projects |
| David Kilroe | Strategic Planner |
| Amer Mujkanovic | Traffic & Transport Engineer |

## CONFLICT OF INTEREST DISCLOSURES

Councillor Sharpe declared a Conflict of Interest in Item 11.

## MATTERS CONSIDERED

1. Maribyrnong River Cruises Mooring Site
2. Property Acquisitions and Dispositions
3. Council Property Leasing Policy
4. Response to Notice of Motion - Kindergarten in Moonee Ponds
5. Financial Performance Report December 2015
6. Endorsement of Interstate Travel for Council Representative to Attend a Conference
7. Endorsement of Interstate Travel for Council Representative for the LeadWest Delegation
8. Planning Scheme Amendment C151 - Updating Local Flood Controls
9. Planning Scheme Amendment C162 - Heritage Overlay 41, 43 and 45 Regent Street, Ascot Vale

10. Submissions to the Managing Residential Development Advisory Committee (MRDAC)
11. Buckley Park Local Area Traffic Management Study
12. Essendon School Precinct Localised Traffic Study
13. Draft Rosehill Park Master Plan
14. Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan
15. Submission to Flemington Hill and Epsom Road Advisory Committee
16. 147 - 157 Princes Street, Flemington
17. 1 Melfort Avenue, Essendon
18. 117 Keilor Road, Essendon
19. 4 Homer Street & 687 Mt Alexander Road, Moonee Ponds
20. Items of a general nature raised by Councillors and Officers

**RECORD COMPLETED BY**

Anthony Smith Director Corporate & Community Services

## 9.21 Report on Advisory Committees

**File No:** FOL/16/130
**Author:** Team Leader Council Business
**Directorate:** Corporate & Community Services
**Ward:** Municipal

### Purpose

To present the minutes of Council's Advisory Committee meetings received since the last report to Council held in November 2015.

### Executive Summary

The minutes of Advisory Committee meetings received since the last report to Council are submitted for consideration.

### Recommendation

That Council receive and note the following confirmed Advisory Committee Meeting Minutes, received since the last report to Council in November 2015:

a) Disability Reference Group held 31 August 2015 (**Appendix A**);
b) Disability Reference Group held 9 October 2015 (**Appendix B**);
c) Integrated Transport Committee held 9 November 2015 (**Appendix C**);
d) ANZAC Centenary Advisory Committee held 9 November 2015 (**Appendix D**); and
e) Strategic Planning Advisory Committee held 12 November 2015 (**Appendix E**);

### Background

Council at its Statutory Meeting on 4 November appointed representatives to Advisory Committees, up to the month of October 2016.

Minutes from these meetings are presented to Council for information purposes.

### Discussion

Minutes from the following Advisory Committee Meetings are presented to Council in accordance with section 80A(2)(a) of the *Local Government Act* 1989:

a) Disability Reference Group held 31 August 2015;
b) Disability Reference Group held 9 October 2015;
c) Integrated Transport Committee held 9 November 2015;
d) ANZAC Centenary Advisory Committee held 9 November 2015; and
e) Strategic Planning Advisory Committee held 12 November 2015.

## Consultation

The nature of this report does not require any consultation to be undertaken, but rather the coordination and compilation of minutes of the meetings held.

## Implications

### 1. Legislative

These minutes are presented to Council in accordance with sections 80A(2)(a) of the *Local Government Act* 1989 .

### 2. Council Plan / Policy

In presenting this report to Council, Council is achieving its Strategic Objective to Build a culture of governance that instils a high level of community respect and confidence in Council decision-making in accordance with Council Plan 2013-2017 Theme 1: Excellence in governance Dynamic, effective and accountable.

### 3. Financial

There are no financial implications resulting from the presentation of this report.

### 4. Environmental

There are no environmental implications resulting from this report.

## Conclusion

Advisory Committees allow for a more efficient and effective process of understanding specific areas, prior to being considered by Council.

## Appendices

Appendix A: Disability Reference Group held 31 August 2015
Appendix B: Disability Reference Group held 9 October 2015
Appendix C: Integrated Transport Committee held 9 November 2015
Appendix D: ANZAC Centenary Advisory Committee held 9 November 2015
Appendix E: Strategic Planning Advisory Committee held 12 November 2015

City of Moonee Valley

# Disability Reference Group

# Minutes

**held Monday, 31 August 2015 at 4.00 - 6.00pm at Moonee Valley City Centre, 9 Kellaway Ave, Moonee Ponds**

| | | |
|---|---|---|
| **Attendees** | Cr. Shirley Cornish (Cr.SC) | Chairperson, MVCC |
| | Jim Karabinis (JK) | Manager Aged & Disability Service |
| | Maria Weiss (MW) | Coordinator Healthy Aging & Disability |
| | Carmel Boyce (CB) | Policy Officer (MVCC) |
| | Heidi Peart (HP) | Metro Access Officer |
| | Elizabeth Perez (EP) | Wintringham General Manager of Housing |
| | Laurie Elliot (LE) | Local Resident |
| | Vincenza Fazzalor (VF) | Local Resident |
| | Greg Francis (GF) | Local Resident |
| | Lisa Greenfield (LG) | Local Resident |
| | Jen Besim (JB) | Temp Business Support Administrator (minute taker) |
| **Apologies** | Cr Jim Cusack (Cr.JC) | Councillor MVCC |
| | Tony Ball (TB) | Director Community Services |
| | Dean Alexander (DA) | Program Manager Inner North Co Health |
| | Ruth Kyne (RK) | Local Resident |
| | Rose-Marie McQueen | Business Support Administrator |

## Order of Business

**Welcome**

The Chairperson welcomed all attendees to the meeting.

**1. Confirmation of Previous Minutes**

The Committee accepted the Minutes of the Disability Reference Group on 29 June 2015 as true and correct.

**2. Declarations of Conflict of Interest**

No Conflicts of Interest declared

**3. Items**

3.1 **Disability Action Plan Update**

CB presented to the DRG the Disability Action Plan Update. Key achievements have been included in the copy for the Annual report including: Housing for People with a Disability, Accessible Parking, Communications Access and International Day.

Chair informed the Committee of East Keilor Leisure Centre's redevelopment and need for consultation with Moonee Valley Disability Reference Group regarding accessibility

*It was recommended that [description of decision/action required by Council] be referred to Council for consideration.*

**Action:**

1. JK to liaise with Leisure and Open Space requesting a Draft Accessibility Plan for East Keilor Leisure Centre via email and report back to the Disability Reference Group.
2. JK to liaise with Leisure and Open Space on an update for the Ascot Vale Centre maintenance program.

**3.2 Crown Street Stables**

MW provided an update to the DRG on the Crown Street Stables updated. Council has been invited to present at the National Meals on Wheels Conference held in Adelaide in September re: social enterprise, training and employing people with a disability and the innovative use of community meals.

The Reference group was informed that a promotional video on the establishment and profile of the social enterprise is being made. The Chair

suggested that we present this video at International Day celebrations and at an Ordinary Council Meeting.

Successful Registered Training Authority has been identified and we are waiting for contracts to be finalised and will be announced in coming month.

**Action:**

1. JK to schedule viewing of the video at an ordinary Council meeting.
2. HP to organise International Day.

### 3.3 MV Facility Based Respite Proposal - Update

MW provided an update to the DRG on the Pilot project which has commenced, information has been circulated to all our current clients, further to this DRG member Lisa Greenfield has participated in an article in the Leader regarding the need for respite, and highlighting this project positively, Council has started receiving enquiries from the community.

A final brochure was circulated to the community and enquiries are already received.

**Action:**

1. MW to compile a six month report and present back to the DRG February 2016.

### 3.4 Moonee Valley, Hosting a Disability Forum – Update

JK updated the DRG on the Regional Disability Forum which will be held in June 2016. JK requested consent from the DRG to apply for funding to support the Forum.

The Chair recommended that a maximum budget allowance will be sought from Council which will be used for securing the Clocktower including catering.

**Action:**

1. JK to proceed with seeking funding

### 3.5 Accessible Parking Review – Draft Council Report (CB)

CB presented to the DRG an overview of the Accessible Parking Review. Committee discussed this item.

All current on street spaces and off street spaces around Council buildings have been audited. Six thousand and twenty seven permit holders were surveyed. The results will be reported to Council in the coming months and result in changes to the design and delivery of accessible spaces locally.

The Chair noted that In future any matters that are presented to Council as a decision are to come through the DRG Committee before going to Council, even if a special meeting is to be called.

**Action:**

1. The Chair advised that the report be presented to Council in November.

### 3.6 Inclusive Practice Guide

HP provided an overview to the DRG on the progress of the Inclusive Practice Guide which is currently being drafted.

Seeking community members, organisations in Moonee Valley for quotes and photos to include in the guide

Please find attachment provided along with the Minutes of Meeting

**Action:**

1. HP to receive quotes for guide

### 3.7 Disability Services Newsletter – Discussion

HP invited the group, both service providers and individuals, to contribute to the Disability Services Newsletter Summer Edition. We were hoping that the newsletter could include more stories from the community and more information about services, events and programs from throughout the municipality. The Chair recommended that key topic and recommendations be published.

**Action**:

1. DRG Committee are to be briefly updated on every Newsletter to connect to our community and our community connect to us.

## 4. General Business

### 4.1 Website

LG suggested that a Blog is placed on the Council Website,

**Action:**

1. To be put up as an Agenda Item for discussions in next meeting.

## 5. Close of Meeting / Next Meeting

The meeting closed at 5.26pm

Next meeting Monday 12 October 2015, 4.00pm – 5.30pm

# Moonee Valley City Council Disability Reference Group Meeting

# Minutes

**Held Monday 12 October 2015 at 4.00pm at Moonee Valley City Centre, 9 Kellaway Ave, Moonee Ponds**

**Attendees:**

| | |
|---|---|
| Jim Karabinis (JK) | Manager Aged & Disability Service (Chair) |
| Maria Weiss (MW) | Coordinator Healthy Ageing & Disability |
| Carmel Boyce (CB) | Policy Officer |
| Heidi Peart (HP) | Metro Access Officer |
| Dean Alexander (DA) | Wintringham General Manager of Housing |
| Ruth Kyne (RK | Local Resident |
| Vincenza Fazzalori (VF) | Local Resident |
| Lisa Greenfield (LG) | Local Resident |
| Tim Mileham | Coordinator Leisure & Open Spaces |
| Maryanne Jackson (MJ) | Visionary Design Development Pty Ltd |
| Rose-Marie McQueen (RM) | Business Support Administrator (Minutes) |

**Apologies:**

| | |
|---|---|
| Cr Shirley Cornish (Cr.SC) | Person, Moonee Valley City Council Councillor |
| Cr Jim Cusack (Cr.JC) | Moonee Valley City Council |
| Tony Ball (TB) | Director Community Services |
| Elizabeth Perez (EP) | Program Manager Inner North Co Health |
| Greg Francis (GF) | Local Resident |
| Florence Kingsley-Matthews (FM) | Local Resident |
| Laurie Elliot (LE) | Local Resident |

## Order of Business

**Welcome**

The Chairperson welcomed all attendees to the meeting, gave an overview of the agenda and formally welcomed TM & MJ

**1. Confirmation of Previous Minutes**

The Committee accepted the Minutes of Moonee Valley City Council Disability Reference Group Meeting held 31 August 2015 as accepted by VF second by CB

**2. Declarations of Conflict of Interest**

No Conflicts of Interest declared

**3. Items**

**3.1 Actions from the Previous Meeting**

Item 3.1 Action: JK in progress to be presented at the next Council meeting

- HP continued work on International Day of People with a Disability
- MW 6 month report

**3.2 Correspondence**

No Correspondence

**3.3 Workshop Consultation - Accessibility East Keilor & Ascot Vale Leisure Centres (TM)**

Re development of the East Keilor Leisure Centre

Universal design guidelines enable everyone to have equitable access to facilities.

**Principles -** The purpose of the principles is to guide the design:

- Equitable Use
- Flexible Use
- Simple and Intuitive
- Perceptible Information
- Tolerance for Error
- Low Physical Effort
- Size and Space for Approach and Use

**Proposed items for Ascot Vale Aquatic Facility**

- Ramp installation to the existing 25m pool
- Change room facility – developed in consultation with an advisory panel and industry partners

**Future items at East Keilor Aquatic Facility for consideration after consultation with the Disability Reference Group**

- Safety and access, floor surfaces, child safety
- The building should be accessible to everyone
- People need to feel safe and comfortable
- Social support for people who need to feel secure and safe in an open space
- Front counter height accessible
- Trained staff who understand the challenges of people with a disability
- 50m should be built indoors and heated for access all year
- Hydrotherapy pools don't exist in Moonee Valley
- Facilities for wheelchair storage for non-independent people
- Additional ideas can be forwarded through the DRG to JK after the meeting via email for TM

**3.4 Workshop- Accessible Parking Review (CB)**

Survey Result – presented by Project Manager CB and Project Consultant MJ

It was requested by the Chair, discussions regarding the survey results not be conducted outside of the meeting as Accessible Parking Survey Results have not been presented at Moonee Valley City Council, Council Meeting.

**Accessible Parking Review and Strategy Development 2015 technical report;**

Was disseminated to the group for the presentation and discussion by (MJ)

- Universal Parking
- Physical Specifications
- Accessible Bay Rations
- 7 Stages of the proposed process
- Off street parking being Council controlled parking bays
- A prioritisation of order of rectification has been compiled
- Ascot Vale noted as the highest ratio of permits to parking bays

- Strathmore Heights and Travancore have lowest rate of accessible parking
- 17 diagrams recommended best practice diagrams for on street parallel parking have been designed
- 3694 pieces of data have been assessed to compile the data
- Planning towards 2023 recommendations

The lower end of Union Road Precinct was not mentioned in the report. One DRG member requested it be looked into this as it is near the Melbourne Showgrounds and is a high activity area.

The lower end of Union Road was not mentioned in the report as it is not in an Activity Centre, this was established after consultation with Strategic Planning.

- Council Report recommendations and Technical Report are to be presented to Council
- Disability Reference Group requested to work with other groups in consultation process

**4. General Business**

No items mentioned

**5. Close of Meeting / Next Meeting**

Chair closed the meeting 6.10pm

Monday 14 December 2015

Moonee Valley City Council

4.00pm – 5.30pm

City of Moonee Valley

**DRAFT MINUTES – Meeting 15**
**Integrated Transport Committee**

Held Monday 9 November 2015, 6:00pm to 8:00pm, Committee Room, Civic Centre

| | |
|---|---|
| **1** | **Open Meeting – Welcome, Attendees and Apologies** |
| | **Attendees:** Cr Marshall (Acting Chair), Mary Kennedy Strategic Transport Planner, Chris Morris Sustainable Transport Officer, Frank Kinnersley (Moonee Valley Bicycle User Group), Laurie Elliot, Josh Parris, Lynn Sweeney, James Golden, Gary Allan.<br><br>**Apologies:** Cr Surace, Gil Richardson Manager Technical Services, Joanne Barrett, Chris Carabott, Ben Koutoukidis |
| **2** | **Workshop: Keeping Moonee Valley Moving** |
| | Elliot Fishman presented on the initial outcomes of the community consultation for the new Integrated Transport Plan and Road Safety Plan. Feedback was received from the Committee on various issues for consideration in the draft ITP.<br>**ACTION COUNCIL:** Investigate having a facility, like the Collaborative Map, open for the community as a facility to provide comment or feedback to Council about transport on an ongoing basis. Alternatively, see if a map-based comment feature can be incorporated into the Snap, Send, Solve app<br>**ACTION COUNCIL:** Send links to ITC members of maps from Dr. Fishman's presentation, the "Keep Moonee Valley Moving" Collaborative Map, and online tool to assess changes to bus frequency and routes. |
| **3** | **Minutes from Meeting 14 held on 3 August 2015 were confirmed.** |
| | |
| **4** | **Business arising from the last meeting** |
| | **Issue:** Investigate utilising the 2015/16 funding from the Road Safety Plan for design for improvements to the Moonee Ponds Creek Shared Path for finalising the concept plan to upgrade the Dean Street underpass.<br>**ACTION:** COUNCIL<br>**Update:** Council's Engineering Services are currently reviewing the existing detailed design for the Dean Street underpass that were developed in 2013. Since this time, the flooding overlays for the Dean Street underpass have been altered from 1 in a 100 years to 1 in 5 years. At the same time there are still some outstanding issues with re-acquiring property around Pattison Street as part of the EWL project that need to be finalised. Once the Engineering Services have reviewed the design with these changes in mind, an updated detailed design will be arranged. |
| | **Issue:** Confirm local road linemarking is updated within two year cycle policy, given ongoing concerns by ITC.<br>**ACTION:** COUNCIL<br>**Update:** The turn-over of line-marking throughout Moonee Valley had extended beyond the two year turnaround due to the limitations of only having one company to carry out all the line marking works across the entire municipality. Consequently, Council put the line marking contract out to tender in June and have now appointed two line marking contractors to Moonee Valley. This should now enable all works to be completed within the two year turnaround. |

| | |
|---|---|
| | **Issue:** Continue to chase up the various issues on Mount Alexander Road including drainage from southern end of Moonee Ponds Junction to Baroda Street; drainage grill on Mount Alexander Road between Mascoma Street; removing bluestone on the corner of Warrick Street and the quality of surface adjacent to the pedestrian signals near Middle Street.<br>**ACTION:** COUNCIL<br>**Update:** Council have continued to raise these issues with VicRoads surfacing team. Last week, VicRoads stated they will provide an official response to Council in the immediate future. Council will continue to raise these issues until they are resolved. |
| | **Issue:** Determine feasibility of suggested locations for bike stations for bike stations<br>**ACTION:** COUNCIL<br>**Update:** Council have reviewed the locations submitted by the ITC. Pridham Plaza was a location suggested by the ITC and Council's Urban Design team will install a bike station next financial year at this location.<br>The manager of the Farmer's Market has expressed interest in having a bike station at the weekly market. However, after further investigation there are issues with having a bike station with tools on school property and residents would only be able to access the station during market hours. Therefore we will not be proceeding with this site.<br>**ACTION COUNCIL:** Continue to investigate potential locations and report back to the ITC in February. |
| | **Issue:** Register interest in attending Council's Environment forum<br>**ACTION:** COUNCIL<br>**Update:** Forum was held on the 17th September. Thanks to Frank Kinnersley for attending. |
| | **Issue:** Investigate timeframes for the construction of the Valley Lake Estate shared path that will connect to the Steele Creek Trail.<br>**ACTION:** COUNCIL<br>**Update:** The Valley Lake Estate shared path will connect the Steele Creek Shared Path from Granite Way to the existing shared path that continues north to Keilor Road. Places Victoria will commence construction in mid November and the path should be completed in eight weeks' time (early January 2016). |
| | **Issue:** Request VicRoads investigate vehicle movements from Dean Street turning right into Mount Alexander Road. There are concerns vehicles are conflicting with pedestrians attempting to cross Mount Alexander Road from the north-west corner of Puckle Street to get to the tram stop.<br>**ACTION:** COUNCIL<br>**Update:** Council raised this issue with VicRoads who in turn requested local police patrol the intersection. This issue was also raised in Council's submission to Yarra Trams as part of the Moonee Ponds Junction Superstop project. |
| | **Issue:** Investigate whether a bus loop could be included on Lincoln Street to trigger the pedestrian operated signals near St Therese's Primary School on Lincoln Road. This would ensure buses do not wait for long periods of time to cross Lincoln Street to get from Woolley Street to Florence Street.<br>**ACTION:** COUNCIL<br>**Update:** Council met with Kastoria Buses who are the operator of the 475 who travel on this route. The bus provider is aware of this issue and the proposal for a bus loop will be reviewed as part of the Buckley Park LATM. A similar bus loop exists on Alma Street for buses turning into Waverley Street so it is feasible. |
| **5** | **Strategic Updates** |
| | West Trails Draft Strategy<br>The West Trails Strategy aims to improve recreational trails in Melbourne's Western Metropolitan region by working collaboratively to remove gaps in the existing network, address safety concerns and improve the user experience. The Draft Strategy is currently being reviewed by Council and if approved will go out to Public Exhibition in January 2016. |

| | |
|---|---|
| | Buckley Park LATM<br>Council is reviewing initial community consultation and completing further traffic counts and investigations which will assist in developing the Parking and Traffic Management Plans. Council is meeting with schools in mid-November to specifically seek out any concerns they may have. The next round of community consultation will be in late January early February 2016.<br>**ACTION COUNCIL**: Circulate the draft Buckley Park LATM plans to the ITC<br><br>External Projects update<br>CityLink Widening – Council continue to advocate to VicRoads for additional noise wall modifications, upgrading drainage, landscaping and pedestrian and bicycle access and improvements to the Bulla Road interchange and upgrading drainage<br><br>M102 Water Main – Council have raised issues with the new Steele Creek Bridge that are currently being addressed as well as monitoring the reinstatement works<br><br>Tram Superstop – a risk workshop was held and no major issues were identified with the proposed design. Construction is set to commence in January 2016. |
| **6** | **General Business** |
| | Proposal for Charles Sowerwine to join the ITC was unanimously supported. Charles has extensive experience with various pedestrian and cycling organisations.<br><br>**ACTION COUNCIL:** The ITC raised concerns with lack of parking enforcement. Investigate parking enforcement process including the Snap, Send, Solve procedure and can photographs be used to report illegally parked vehicles?<br>**ACTION COUNCIL:** Notify ITC of information sessions as part of the Flemington Green project that are set to be conducted in December 2015.<br>**ACTION COUNCIL:** Review attendance of ITC members and determine level of support of any members who are not regularly attending.<br>**ACTION ITC:** Send through topics they wish to discuss at future ITC meetings to Council. |
| **7** | **Proposed meeting dates for 2016** |
| | The ITC supported the proposed dates for 2016:<br>• 1st February<br>• 2nd May<br>• 1st August<br>• 7th November |
| | **Meeting concluded at 8:00pm** |

City of Moonee Valley

# Anzac Centenary Community Coordinating Committee

# Minutes

**Meeting #8**

**Monday, 9 November 2015 at 6pm**
**Council Chambers, Moonee Valley Civic Centre**
**9 Kellaway Avenue, Moonee Ponds**

| | | |
|---|---|---|
| **Attendees** | Cr Jan Chantry | Chairperson – Buckley Ward |
| Arrived 6.08pm | Cr Jim Cusack | (Sub chair) – Myrnong Ward |
| | Cr Shirley Cornish | (Sub chair) – Rose Hill Ward |
| | Bill Laker | President, Keilor East RSL |
| | Bob Chalmers | President Essendon Historical Society |
| | Elaine Brogan | Friends of Sandy |
| | Everett Reynolds | 58/32 Infantry Battalion Association Ltd |
| | John Hills | Essendon Historical Society |
| | Judy Maddigan | Local Historian |
| | James Martin | Acting Manager, Communications & Corporate Planning |
| | Patricia Keenan | Acting Manager Arts and Culture, MVCC |
| | Alana Stevens | Acting EA Environment and Lifestyle (minute taker) |
| **Invited guest** | Susan Deprost | Create Mosaic |
| **Apologies** | Brett Luxford | Director Environment and Lifestyle, MVCC |
| | Mark Hammett | Manager Parks and Gardens |
| | Ange Kenos | Essendon RSL Sub Branch |
| | Barry Gough | Former Mayor City of Essendon |
| | Gavin Comport | General Manger, Keilor East RSL |
| | Jane Canaway | 2014 Moonee Valley Citizen of the Year / Freelance Journalist and Editor |
| | Yvonne Kernan | 2013 Moonee Valley Citizen of the Year |

## Order of Business

### Welcome

Meeting opened at 5.59pm.

Chair Cr Jan Chantry welcomed all attendees to the meeting, introducing new member Cr Shirley Cornish and invited guest Susan Deprost.

Cr Chantry acknowledged the contribution of committee member Trevor Sinclair, who sadly passed away last month. A minute's silence was held by the committee to honour Trevor's memory. Judy Maddigan moved that Cr Chantry write to Trevor's widow Morag on behalf of the committee. Elaine Brogan seconded the motion.

**ACTION:** *On behalf of chair Cr Chantry, Alana Stevens to prepare letter to Morag Sinclair.*

### Apologies

Noted as per page 1.

### 1. Confirmation of Previous Minutes

Moved by Elaine Brogan seconded by Bob Chalmers that the Minutes of the Anzac Centenary Community Coordinating Committee (#7) held on Monday, 21 September 2015 be confirmed with no changes.

### 2. Declarations of Conflict of Interest

Nil.

### 3. Actions arising from previous minutes

#### 3.1 Corps of Commissionaires Association Victoria mosaic project

Susan Deprost provided some background as to her interest and involvement in Anzac Centenary commemorations. Susan is a local resident, a school teacher and mosaic artist. Susan's grandfather John Henry Stevens, an Essendon resident, was in the 58th Battalion. Her four great uncles from New Zealand also fought in France during WW1.

Susan will be visiting France in July 2016, for the 100th Anniversary of Fromelles. She questioned whether Council would like to offer any items to take with her for the commemoration. Cr Chantry agreed that Council would like to send something, and advised that the committee would discuss this.

Susan presented her idea for a mosaic piece commemorating the 58th Battalion. The committee agreed that quite a bit has been done already in commemoration of the 58th Battalion, and they would prefer to see something acknowledging some of the other battalions and groups.

It was asked whether a mosaic project could be incorporated into the Essendon Historical Society memorial wall project in Queens Park. Judy Maddigan advised that there wouldn't be space on the wall.

It was suggested that a subcommittee be formed, to come together and decide what a new project may look like.

Cr Chantry thanked Susan for attending, and Susan departed the meeting at 6.26pm.

The committee agreed that their current focus should be on progressing existing projects. It was determined that a subcommittee would not be required, however the group would remain open to the possibility of a new project sometime down the track.

**ACTIONS:**

- *On behalf of chair Cr Chantry, Alana Stevens to prepare letter to Susan Deprost to thank her for her time and advise that the committee will not proceed with a mosaic project at the current time.*
- *Include item on agenda for next meeting to discuss item/s to send to Fromelle in 2016 on behalf of Council.*

### 3.2 Heritage plaques on homes

Barry Gough was not present to provide an update on this project. Cr Jim Cusack advised that he would contact Barry to find out more about what was envisaged.

While on the subject of plaques, Judy Maddigan raised that the writing on the 'Rosemary' plaque at Victory Park was too small.

**ACTION:** *Alana Stevens for enquire as to who struck the plaque.*

### 3.3 Street signs in Ascot Vale

James Martin presented three possible options for the signs. The committee agreed that option three was preferred. It was requested that the signs include additional text to say "The Centenary of ANZAC 2015".

Elaine Brogan questioned how long the biographical information would remain on Council's website, as the signs would be in place well into the future. James advised that the information would stay up on the website as long as required.

It was agreed that Jacka Street in Essendon refers to Captain Albert Jacka 1893-1932.

It was suggested that the signs be launched in time for ANZAC Day 2016 – perhaps with an event in the week prior. Judy Maddigan suggested that for the launch, Essendon Historical Society could possibly arrange a walking tour of the sign locations, perhaps with an afternoon tea to follow.

**ACTIONS:**

- *James to email text for signs to committee members (via Alana Stevens) for checking before signs go to print*
- *James to arrange for a map to be developed of where the signs will go*
- *James to promote new signs via a media release and other promotions*

## 4. Search for missing cannon

James Martin advised that a media release has been sent out, however with no accompanying image, the story had not yet run.

Elaine Brogan suggested that a similar cannon was located in Sunbury. Chair Cr Chantry agreed to look through her dad's books for a possible image. James advised that he will revisit

this and see what he can find. James also advised he could possibly run a story in Valley View about the missing cannon.

Cr Cusack requested that discussion be held at a future meeting about how we can pull together the story of all the activities of the committee.

Judy Maddigan questioned where the ANZAC storyboards (launched at ANZAC Day 2015) had gotten to.

**ACTIONS:**

- *James Martin to revisit search for image to provide local papers for the missing cannon story.*
- *Alana Stevens to include item on agenda for next meeting: Pulling together the story of the Anzac Centenary Community Coordinating Committee.*
- *Trish Keenan to investigate the whereabouts of the ANZAC storyboards.*

**5. Event / project status updates**

Committee provided updates on the Summary of events and activities planned and held document:

- Bill Laker advised that today (9 November) around 600 students had attended three Remembrance Day services held at Keilor East RSL. This included planting poppies for Wednesday's (11 November) Remembrance Day Commemoration Ceremony.
- Judy Maddigan advised that a joint concert featuring Essendon Symphony Orchestra, Essendon Choral Society and Moonee Ponds Brass is scheduled for September 2016. This will end the concert series.
- Elaine Brogan advised that in addition to the information contained in the summary document regarding the Friends of Sandy memorial, this project would also include a memorial panel and a life size steel framed horse. The timeframe for this is still to be determined. The Sandy history booklet will be completed for St Margret's school in April 2016.
- Ev Reynolds advised that the 58th Battalion memorial tablet would be unveiled on Saturday, 8 October 2016 in Queens Park. The Battalion are considering asking Governor-General Sir Peter Cosgrove or Major-General Kevin Cooke (rtd) to officiate.
- Ev Reynolds advised that Major General Mike O'Brien is unavailable to be guest speaker at the 2016 Pompey Elliot memorial service, as he will be in France at the time. The Battalion are now considering asking Ted Baillieu to be guest speaker.
- Bill Laker and Elaine Brogan advised that Bill would become signatory of The Boulevard project, after the passing of Trevor Sinclair. The group will meet with Council's grants officer Nina in preparation for again applying for funding from Council. Cr Chantry suggested that Bill make contact with James Martin, for advice on wording in their funding application.
- Judy Maddigan advised that she recently met with Brett Luxford regarding the Essendon Historical Society's memorial wall project for Queens Park.

**ACTIONS:**

- *Alana Stevens to update summary document with information provided.*

- *Alana Stevens to investigate costing for memorial wall, as per Queens Park Master Plan.*

## 6. Other Business

### 6.1 Terms of reference and membership

Chair Cr Chantry advised that the Terms of Reference and memberships for the committee were due to be renewed by 27 January 2016.

It was agreed that both the Terms of Reference and memberships should be extended to the end of the Anzac Centenary.

**ACTION:** *Report to be prepared for December Ordinary Meeting of Council, seeking renewal of Terms of Reference and memberships.*

### 6.2 Final event for Anzac Centenary

It was briefly discussed that an event should be held to mark the 100 year anniversary of the end of WW1 in November 2018.

### 6.3 Memorabilia items

Elaine Brogan questioned what happens to memorabilia items presented to or created by Council, for example a Federation flag she had noticed in an old newspaper article. It was suggested that perhaps the flag had been presented to a group or organisation by Council.

## 7. Date of next meeting

Monday, 8 February 2015 at 6pm

**The meeting closed 7.33 pm**

City of Moonee Valley

# Strategic Planning Advisory Committee

# Minutes

**MEETING #7**
**held Thursday, 12 November 2015 at 6.00pm**
**Queens Park Room, Moonee Valley City Centre,**
**9 Kellaway Ave, Moonee Ponds**

| | | |
|---|---|---|
| **Attendees** | Anastasia Georgiou | Community member |
| | Andrew Gunter | Community member |
| | Chris Macdonald | Community member |
| | Jennifer Nola | Community member |
| | Kristen Bell | Community member |
| | Maria Loiacono | Community member |
| | Peter Burke | Community member |
| | Peter Leyden | Community member |
| | Senka Sestan | Community member |
| | Steven Zebic | Community member |
| | Henry Bezuidenhout | Manager, Strategic & Statutory Planning |
| | Tim Mileham | Acting Coordinator, Strategic Planning |
| | Kim Hutchinson | Planning Engagement Officer |
| | | |
| **Apologies** | Cr Nicole Marshall | Chairperson |
| | Cr Narelle Sharpe | Deputy Chairperson |
| | Cr Shirley Cornish | Deputy Chairperson |
| | Cr Andrea Surace | Deputy Chairperson |
| | Bryan Lancaster | Acting Chief Executive |
| | Adam Wojcik | Community member |
| | Charles Sowerwine | Community member |

## Order of Business

### 1.1 Welcome

Henry Bezuidenhout advised Cr Marshall may be an apology and he assumed the role of Chairperson until her arrival.

Henry Bezuidenhout opened the meeting at 6.10pm and welcomed members.

### 1.2 Matters arising from minutes and confirmation of minutes

Moved by Kristen Bell, seconded by Jennifer Nola that the Minutes of the Strategic Planning Advisory Committee (SPAC) held on Thursday, 15 September 2015 (meeting #6) be confirmed.

Matters arising from the minutes on 15 September 2015:

- Peter Leyden raised query regarding Paul Bird's resignation and if the intention was to fill his position. Henry Bezuidenhout advised the intention was to fill this position in the new year and would advise the process

**ACTIONS:**

| | |
|---|---|
| 7.1 | *Provide committee with information regarding process on replacement of Paul Bird on the Committee* |

### 1.3 Outstanding Actions

Committee provided with list of outstanding actions, Tim Mileham gave update on these matters:

- Action 6.3: Advice from governance is that Committee members are able to provide submissions to Council, however not submissions from the collective group. Tim also reiterated that feedback and suggestions are welcome and can be provided to Kim Hutchinson.
- Action 5.8 and 6.8: Metropolitan planning levy and development contributions are to be discussed as agenda item 1.7 State Government Update
- Action 5.7: Further discussion on rate capping to be held over and also to be considered as a possible topic at future meeting.
- Action 5.9: Proposed strategic criteria for applying the residential zones update to be provided in agenda item 1.5 Housing Strategy Update
- Action 5.10: Average household size for apartments: Hand out on forecast and household types and discussion presented by Daniela Padula. Information to be provided with minutes

**ACTIONS:**

| | |
|---|---|
| 5.7 | *Consideration be given to including an update on property rating at a future meeting.* |

**1.4 Declaration of conflict of interest**

Nil.

**1.5 Presentation: Housing Strategy Update from Presentation from Senior Strategic Planner Daniela Padula & GIS Officer Daniel Smith**

Discussion points raised following presentation:

- How will ratings go beyond dwelling density to topology i.e. rooms and type?
  - Zones will identify propose not influence topology. It is possible to develop best practice guidelines for typology and design for local policy
- Whitehorse Housing Strategy Update report was highlighted as example of providing direction on use of schedules to the zones.
  - There are a variety of approaches to influence design and will be reviewing how this is managed and presented
- Will the strategy just focus on implementing the zones?
  - No, there will be an action plan on how to advance the zones, but the focus of the strategy will be to provide overarching principles across a number of different themes: affordability, design, ESD, diversity and infrastructure.
  - Zones provide general growth planning, rescode is used to assess applications and the schedules provide the opportunity to vary aspects of rescode based on local conditions.
- What urban renewal sites will remain?
  - Racecourse Road and Essendon Junction will remain part of the Plan Melbourne refresh to the best of our knowledge.
- There was general discussion regarding the criteria and capacity to be presented in the strategy:
  - Public transport takes into account mode, frequency and time of day
  - Consideration for infrastructure development (i.e nbn and pipleines)
  - Impacts on existing infrastructure will be managed by working with development contributions to support infrastructure growth
- There was discussion regarding capacity and advocacy of the strategy
  - Projections are for 15 years for capacity and supply analysis
- Request noted by Daniel Smith that the research is still being undertaken and if the committee members had any examples of best practise research to forward him.

**ACTIONS**:

| | |
|---|---|
| **7.2** | *Copy of presentation to be circulated* |
| **7.3** | *Update to be provided at future meeting* |
| **7.4** | *Further comments/questions/examples of best practise to be provided to Kim Hutchinson to forward to officers and Committee* |

**1.6 Strategic Planning projects update**

- Essendon Junction Structure Plan to be presented at November Council meeting. Next step to undertake planning scheme amendment.
- Buckley St grade separation: Level Crossing Authority present feasibility study with options to Government at end of December and Minister will decide which options go to consultation in February.
- Airport West Structure Plan received significant number of submissions to the Draft Issues and Opportunities Report that are currently being analysed these will be presented to Council February 2016.
- Heritage stage 2 is currently on consultation and is on website until 11th December 2015.
- Moonee Valley Racecourse Development currently developing transport and access plan, will take approximately 6 months and must be endorsed by Council
- Car Parking Overlay endorsed at November Council meeting for consultation.
- Flemington Racecourse Development: Council has received information regarding the formal process and advised residents via a letter and website update. Council will hold 2 information sessions early December to provide information to the community. Concern around the process and naming of the project was raised by Peter Bourke and noted.

**1.7 State Government update**

- There has been no written correspondence from the State Government in relation to email Henry Bezuidemhout sent seeking clarification on the metropolitan planning levy and development contributions. Henry advised that it again had been raised in a meeting and was advised we would receive a response.

**ACTION:**

| | |
|---|---|
| **5.8** | *Development contributions update to be circulate when received from State Government.* |

**1.8 Rating of properties**

- Tim Mileham advised there was no new information to provide on rating of properties, topic will be carried over to a future meeting

**ACTION:**

| | |
|---|---|
| **5.7** | *Discussion on property rating to be tabled for future meeting.* |

**1.9 Discussion of topic for next meeting**

The following were highlighted as topics to be considered for the next meeting

- Update on Housing Strategy

- Flemington Life
- Moonee Valley Racecourse
- Essendon Junction Structure
- Buckley St grade separation

**ACTION:**

| | |
|---|---|
| *7.5* | *Next meeting scheduled for 11 February 2016* |

**2 General Business**

- No discussion items

**3 Meeting closed at 8.10 pm.**

The next meeting will be on **Thursday, 11 February 6pm - 7.30pm** at Moonee Valley City Council, Civic Centre – Council Chambers

## 9.22 Report on Audit Committee

**File No:** FOL/16/130
**Author:** Team Leader Council Business
**Directorate:** Corporate & Community Services
**Ward:** Municipal

### Purpose

To present the unconfirmed Minutes of Council's Audit Committee Meeting held on 7 December 2015, provided as **Appendix A**.

### Executive Summary

Audit Committee meetings are held quarterly or as required; and the minutes of these meetings are submitted for consideration.

### Recommendation

That Council receive the unconfirmed Minutes of the Audit Committee Meeting held 7 December 2015.

### Background

The Audit Committee is an Advisory Committee of Council established pursuant to Section 139 of the *Local Government Act* 1989 ('the Act').

Council's financial management is delivered through the planning of resource allocations as part of our Annual Budget. Regular quarterly monitoring and reporting through the Audit Committee facilitates:

1. The enhancement of the credibility and objectivity of internal and external financial reporting;
2. Effective management of financial and other risks, and the protection of Council assets;
3. Compliance with laws and regulations as well as use of best practice guidelines;
4. The effectiveness of the internal audit function;
5. The provision of an effective means of communication between the external auditor, internal audit staff;
6. Management and Council.

### Discussion

The Act requires that the Committee report to Council on the findings and recommendations from its meetings. This report provides a summary of matters considered at the Audit Committee meeting held 7 December 2015 as follows:

1. The Audit Committee minutes of 21 September 2015, presented to Council on 27 October 2015, were confirmed by the Audit Committee without change.

2. Risk Register and Improvement Plan

   The Audit Committee received an update on the formation of a Risk Management Working Group and the significant work being undertaken to embed risk into the Council's values and operational activities through the Risk Register and Improvement Plan.

3. IBAC Report – Organised crime group cultivation of public sector employees

   Audit Committee members received a report on an IBAC investigation into organised crime group cultivation of public sector employees, which identified this area as a growing corruption risk for the public sector. The report identified the risk factors that make organisations and their employees vulnerable to being targeted by criminals.

4. IBAC Report – Local Government: Review of council works depots

   The Audit Committee received and noted a report on IBAC's review of Council work depots. The investigation identified issues relating to the management of Council works depots including poor record-keeping, lack of accountability for plant and equipment, inappropriate relationships with external contractors and inadequate controls including a lack of audits, segregation of duties, and management of conflicts of interests.

5. Moonee Valley City Council Audit Committee – 2014-15 Chairperson's Report

   The Audit Committee received and noted the 2014/15 Audit Committee Chairperson's Report, which was presented to Council at its meeting held 24 November 2015.

6. Internal Audit Status Report 2014/15

   The Internal Audit Status Report, detailing the current status of the internal audit program, was noted by the Audit Committee.

7. Status of Audit Recommendation Implementation

   The Audit Committee received and noted the status of internal audit recommendations from previous Internal Audit Reports, which identified the status of management actions addressing recommendations from previous internal audit reports contained in the Internal Audit Program.

8. Internal Audit Program 2015-16

   In accordance with the extension of the appointment of HLB Mann Judd as Council's Internal Audit Services Provider, the Internal Audit Program 2015/16, prepared in consultation with Management, was received and endorsed by the Audit Committee.

9. Financial Performance Report – September 2015

   The Audit Committee received the September 2015 Financial Performance Report, which highlighted Council's overall financial position.

## Consultation

The nature of this report does not require any consultation.

## Implications

### 1. Legislative

The Local Government Act 1989 prescribes that Council must establish an Audit Committee and that such committee will be advisory in nature.

### 2. Council Plan / Policy

In presenting this report to council, council is achieving its Strategic Objective to Build a culture of governance that instils a high level of community respect and confidence in Council decision-making in accordance with Council Plan 2013-2017 Theme 1: Excellence in governance Dynamic, effective and accountable.

### 3. Financial

This report does not have any direct financial implications.

### 4. Environmental

There are no environmental implications resulting from this report.

## Conclusion

The Audit Committee plays an integral role in assisting Council to manage financial, compliance and other risks, it is therefore recommended that Council receive and note the unconfirmed Minutes of the Audit Committee meeting held 7 December 2015.

## Appendices

Appendix A: Minutes of Audit Committee held 7 December 2015

City of Moonee Valley

# Audit Committee Meeting

Monday, 7 December 2015

**Moonee Valley Civic Centre**

Minutes

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The following reports were considered:

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# Minutes of the Audit Committee Meeting

Monday, 7 December 2015 at 6.00pm
held at the Moonee Valley Civic Centre

**TO:**

| | | |
|---|---|---|
| **Members:** | Mr Bruce Potgieter | Chairperson |
| | Mr David Ashmore | |
| | Mr John Gavens | |
| | Mr David Nairn | |
| | Cr Nicole Marshall | |
| | Cr Narelle Sharpe | |
| **Officers:** | Mr Bryan Lancaster | Chief Executive Officer |
| | Mr Anthony Smith | Director Corporate Services |
| | Mr Damian Hogan | Acting Manager Finance |
| | Mr Danny Bilaver | Acting Coordinator Governance |
| **Invited Guests:** | Mr Mark Peters | HLB Mann Judd |
| | Mr Tim Loughnan | VAGO |

**1. Apologies**

An apology for non-attendance was received Cr Cam Nation.

**2. Confirmation of Minutes**

Moved by Mr Ashmore, seconded by Mr Nairn that the Minutes of the Audit Committee Meeting held on Monday, 21 September 2015 be confirmed.

**CARRIED**

**3. Declarations of Conflict of Interest**

Nil.

**4. Declarations of Breaches of Legislation**

Nil.

**5. Chief Executive / Executive Update**

The Chief Executive Officer, Mr Bryan Lancaster, provided an update to the Audit Committee on the following matters:

- Human resources
- Organisational restructure.

**CONFIDENTIAL**



## 6. Reports

### 6.1 Risk Register and Improvement Plan

**Author:** Risk Advisor

**Directorate:** Corporate Services

**Committee Resolution**

Moved by Cr Sharpe, seconded by Mr Ashmore that the Audit Committee receives and notes the Risk Register and Improvement Plan report.

**CARRIED**

### 6.2 IBAC Report – Organised crime group cultivation of public sector employees

**Author:** Manager Finance

**Directorate:** Corporate Services

**Committee Resolution**

Moved by Mr Gavens, seconded by Cr Marshall that the Audit Committee receive the report (refer Appendix A) and note the utilisation of the findings and recommendations in the continued refinement of Council's Risk and Fraud Management Frameworks.

**CARRIED**

### 6.3 IBAC Report - Local Government: Review of council works depots

**Author:** Manager Finance

**Directorate:** Corporate Services

**Committee Resolution**

Moved by Mr Gavens, seconded by Cr Sharpe that the Audit Committee receive the report (refer Appendix A) and note the utilisation of the findings and recommendations in the undertaking of the proposed internal audit review Management of Depot Operations.

**CARRIED**

**CONFIDENTIAL**



**6.4 Moonee Valley City Council Audit Committee - 2014-15 Chairperson's Report**

**Author:** Manager Finance

**Directorate:** Corporate Services

**Committee Resolution**

Moved by Mr Nairn, seconded by Cr Marshall that the Audit Committee receives and notes the 2014/15 Audit Committee Chairperson's Report.

**CARRIED**

It is to be noted that the Committee requested that a work plan for the Audit Committee be developed, based on the responsibilities in the Charter, to ensure the Audit Committee meets its responsibilities each year. Members will provide examples of work plans used by other councils.

**6.5 Internal Audit Status Report 2014/15**

**Author:** Manager Finance

**Directorate:** Corporate Services

**Committee Resolution**

Moved by Mr Nairn, seconded by Cr Sharpe that the Audit Committee notes the status of the internal audit program – refer Appendix A.

**CARRIED**

**6.6 Status of Audit Committee Recommendation Implementation**

**Author:** Manager Finance

**Directorate:** Corporate Services

**Committee Resolution**

Moved by Mr Ashmore, seconded by Mr Nairn that the Audit Committee notes the status of the implementation of internal audit recommendations – refer **Appendix A**.

**CARRIED**

**6.7 Internal Audit Program 2015-16**

**Author:** Manager Finance

**Directorate:** Corporate Services

**Committee Resolution**

Moved by Cr Marshall, seconded by Mr Ashmore that the Audit Committee receives and endorses the Internal Audit Program 2015-16 (refer Appendix A).

**CARRIED**

**6.8 Financial Performance Report - September 2015**

**Author:** Manager Finance

**Directorate:** Corporate Services

**Committee Resolution**

Moved by Mr Nairn, seconded by Mr Gavens that the Audit Committee receives the September 2015 Financial Performance Report.

**CARRIED**

## 7. Other Business

7.1 Mr Anthony Smith circulated to Audit Committee Members a copy of the Audit Committee Charter as endorsed by Council at its meeting held 24 November 2015.

7.2 2016 Audit Committee meetings dates were set for Monday at 6.00pm on:

- 22 February
- 18 April
- 20 June
- 15 August (re financials)
- 19 September
- 14 November.

## 8. Next Meeting

Next meeting of the Audit Committee will be held on Monday, 22 February 2016.

**CONFIDENTIAL**



**9. Close of Meeting**

The meeting concluded at 7.20pm.

**BRUCE POTGIETER**
Chairperson

## 9.23 Report on Tenders and Contracts Awarded

**File No:** FOL/16/130
**Author:** Team Leader Council Business
**Directorate:** Corporate & Community Services
**Ward:** Municipal

### Purpose

To provide a report on tenders and contracts awarded by Council's Tenders Committee since the last report was presented to Council at its meeting held 15 December 2015.

### Executive Summary

This is a procedural report only.

### Recommendation

That Council receive and note the report of Council's Tenders Committee and tenders awarded at its meeting held 9 February 2016.

### Background

The Tenders Committee is a Special Committee of Council established pursuant to Section 86(1) of the Local Government Act 1989 ('the Act'), for the purpose of exercising Council's powers, functions and duties relating to the consideration of tenders received and the awarding of a contract for works, goods and services with a value of more than $500,000, but not exceeding $4 million.

Although the proceedings of meetings of the Tenders Committee are confidential pursuant to section 89(2) of the Act (as they relate to contractual matters), all reports of tenders awarded by the Tenders Committee provide for the inclusion of the accepted tender amount (i.e. where it does not relate to a schedule of rates contract). Importantly, once Council has received its report from the Tenders Committee, that information is published on Council's website.

### Discussion

Since the last report to Council on 15 December 2015, the Tenders Committee met on 9 February 2016 and awarded the following contracts:

| Contract | Awarded To | Date Awarded | Tender Price (exl GST) |
|---|---|---|---|
| Unaddressed Mail Services | Australian Postal Corporation (ABN 28 864 970 579) | 9 February 2016 | Schedule of rates |

## Consultation

The nature of this report does not require any consultation.

## Implications

### 1. Legislative

There are no direct legislative implications that arise from the presentation of this report to Council.

### 2. Council Plan / Policy

In presenting this report to council, council is achieving its Strategic Objective to Build a culture of governance that instils a high level of community respect and confidence in Council decision-making in accordance with Council Plan 2013-2017 Theme 1: Excellence in governance Dynamic, effective and accountable.

### 3. Financial

This report does not have any direct financial implications.

### 4. Environmental

There are no environmental implications resulting from this report.

## Conclusion

It is recommended that Council receive and note the report.

## Appendices

Nil

# NOTICES OF MOTION

## 10.1 Notice Of Motion Report - Management of Essendon Airport

**File No:** FOL/16/130

**From:** Councillor Jan Chantry

**Ward:** Buckley

---

Take notice that at the Ordinary Meeting of Council to be held on 23 February 2016 it is my intention to move:

That Council:

1) Write to the Essendon Airport Management, Department of Infrastructure and Regional Development and Federal and Local politicians advising that the residents of Lebanon Street, Strathmore would like to further action in regard to:
   a) Air Pollution
      i) It is noted that new air monitoring devices have been erected on airport land, however one (1) additional air monitoring device needs to be added opposite 151 Lebanon Street to gauge the actual pollution along this strip of homes in Lebanon Street.
      ii) Measures to ensure any exposure to dust for residents is reduced to a minimum.
      iii) The inspection of the houses along Lebanon Street with a view to providing compensation in regard to cleanliness of homes, damage to vehicles, and possible new filter replacements in air conditioning units where these impacts are related to airport operations.
   b) Noise Pollution
      i) A review of the hours of work on site, both during weekdays and on the weekend.
      ii) The monitoring of trucks on the site and potential review of hours of operation.
      iii) Asbestos-Contaminated Soil Stockpile Removal
      iv) Details of when all existing piles of contaminated asbestos will be removed, and that this removal is undertaken by a qualified asbestos removalist.
      v) Details of the progressive removal of all piles of soil on the site, including timing.
      vi) Assurance that any contaminated soil will be removed to an off-site location.
      vii) Details of the removal of all shipping containers from the Hart Precinct.
      viii) Assurance that a hygienist and environmental auditor will be engaged

to monitor issues.

c) Black Helicopter

i) Assurance that the black helicopter being used as a training vehicle will operate under the Fly Neighbourly agreement – avoiding circling or descending over Lebanon Street homes.

ii) Details of how many movements are permitted for this helicopter under the current Master Plan.

iii) Assurance that no repairs or maintenance will be carried out on runway strips, eliminating the noise of running engines.

d) Landscaping and General Tidiness of Site

i) Assurance that any shade cloth is suitably maintained, and that landscaping is installed along the fence line of the homes in Lebanon Street to improve this interface.

ii) Assurance that rubbish along the fence line will the removed on a regular basis.

e) Proposed Development in the Harts Precinct

i) Details of what is proposed for the portion of land behind the water tanks and any future consultation processes, as it is understood the City West Water have an agreement with Essendon Airport regarding this land.

f) Communication

i) Assurance that Essendon Airport will nominate a dedicated officer as the primary contact for resident's complaints, including the establishment of a dedicated hotline.

2) Liaise with Essendon Airport management via the Essendon Consultative Committee and provide feedback from both Council and the Airport to surrounding residents.

**Officer Comments**

Officers take note of these issues. We are aware that Essendon Fields are dealing with these issues through proper mechanisms, correspondence and direct liaising with the residents and we will continue as a Council to work with the Airport in support of residents concerns.

## 10.2 Notice Of Motion Report - Community Safety Concerns Ascot Vale Housing Estate

**File No:** FOL/16/130

**From:** Councillor Jim Cusack

**Ward:** Myrnong

---

Take notice that at the Ordinary Meeting of Council to be held on 23 February 2016 it is my intention to move:

That Council maintain ongoing commitment to support action that addresses community safety concerns across both the Ascot Vale and Flemington Housing Estates, in collaboration with partners, through:

a) Council's continued facilitation of the Flemington Community Safety Project Group, inclusive of involvement by community stakeholders, to collaborate in the development of approaches and opportunities to improve local community safety outcomes.

b) Council initiating a workshop of community stakeholders, Victoria Police (Flemington Station), Department of Health and Human Services, Department of Justice and Regulation, Wingate Avenue Community Centre Management, Moonee Valley Legal Service, and Member for Essendon Mr Danny Pearson, to scope issues and develop collaborative opportunities to prevent crime and build community resilience on the Ascot Vale Estate.

c) Following the delivery of b), Council support the agreed merge of the Flemington Community Safety Project Group with Ascot Vale stakeholders to support shared investment and greater efficiency and effectiveness of local community safety stakeholder resources.

d) Facilitation of the production of a report that provides an evidence base of local safety issues (common and specific to each estate) and commitment of associated partnership responses. This should identify both intervention and crime prevention actions, advocacy responses and the identification of need for ongoing planning and partner facilitation to support general community wellbeing (specifically vulnerable residents and new and emerging community members) and improvement in local perceptions of safety.

e) Subsequent to the delivery of a) through d), consider revision of Council's Advocacy Agenda Tier One Priority of "Improve liveability of Flemington Public Housing" to "Improve liveability of Ascot Vale and Flemington Public Housing".

f) Make provision in the 2016/17 budget of up to $50,000 for future advocacy initiatives and funding submissions for immediate pilot partnership project(s) and or the enhancement of existing activities for sustained improvement of community safety and crime prevention.

## Officer Comments

Local research and anecdotal evidence provided by community stakeholders indicates a continuance of some illicit and anti-social behaviour across 2 hotspot areas in the Flemington and Ascot Vale Housing estates. Council's Community Safety Stakeholder Group (held on 5 February 2016) identified the Department of Justice and Regulation are undertaking a revision of Community Safety profiles for municipalities in Melbourne's West. This will include ability to provide detailed data on the subject areas of this Notice of Motion, providing an evidence base of the extent of local issues.

At the last meeting of the Flemington Community Safety Project Group (20 January 2016), the group identified parallels in issues and connection with stakeholders supporting the Ascot Vale Housing Estate; and resolved to expand the group's focus to be inclusive of both of the Department of Health and Human Services public housing estates. Addressing safety concerns across the two estates in one forum, was viewed as a responsible initiative in the better use and productivity of local community safety stakeholder resources, including initiating direct service interventions by Victoria Police and DHHS. This group remains committed to the identification of issues and to collectively resource and or to seek funding for collaborative responses.