



Ordinary Meeting of Council

Tuesday, 23 February 2016 at 7.00pm

Appendices

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BKK326 FLEMINGTON TOWNHOUSES 147-157 PRINCES STREET, FLEMINGTON

TOWN PLANNING APPLICATION RFI SET 2015-08-13

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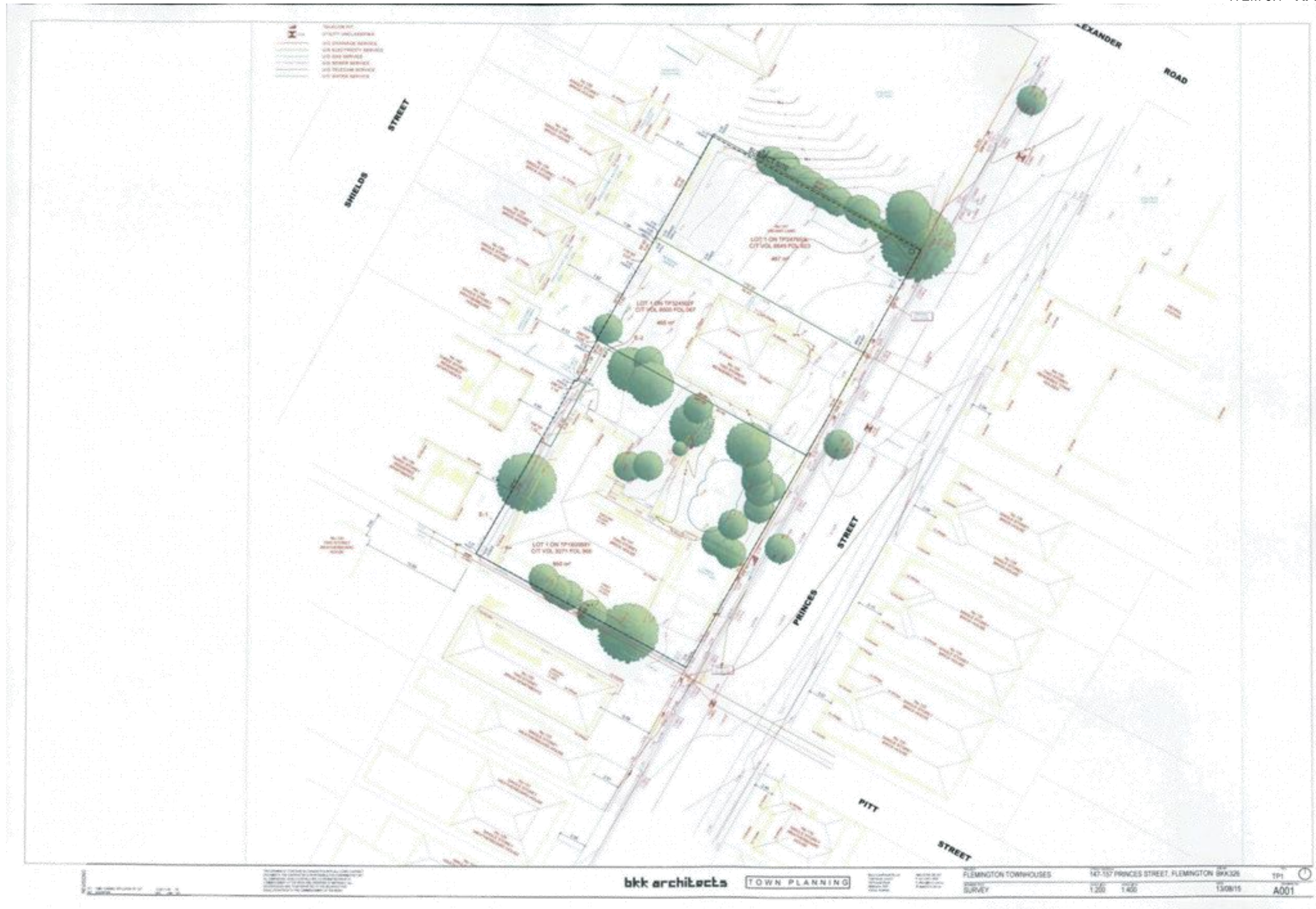
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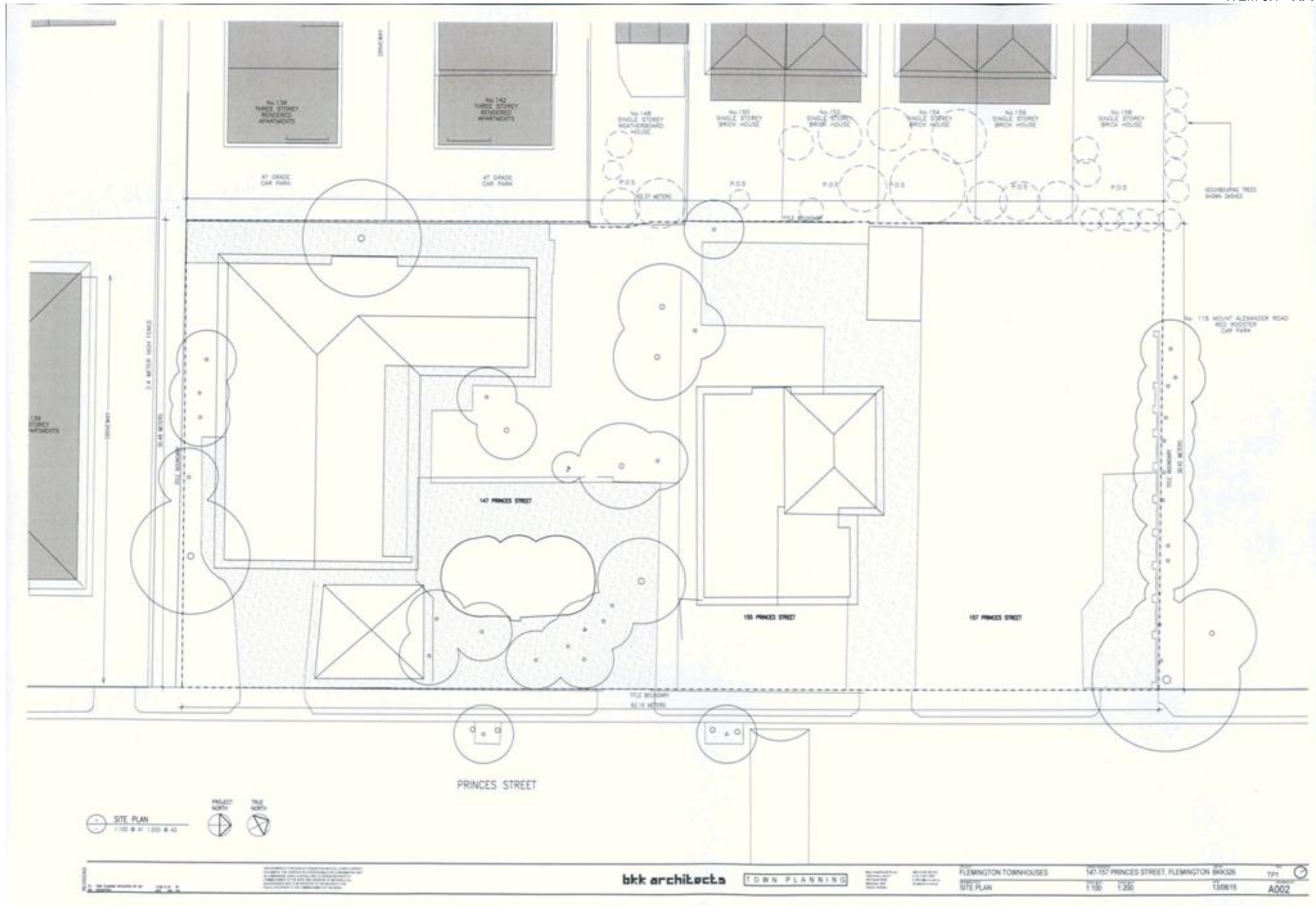
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CR-1	CONCRETE
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CL-2	SPRING GLAZING
MT-1	METAL CLADDING
MT-2	PAINTED METAL FINE
MT-3	PAINTED METAL PLATE
TM-1	PAINTED TIMBER CLADDING
TM-2	STAINED TIMBER CLADDING
TM-3	TIMBER DECKING
TM-4	CLUMBER TANK
TM-5	PAVING PAVING

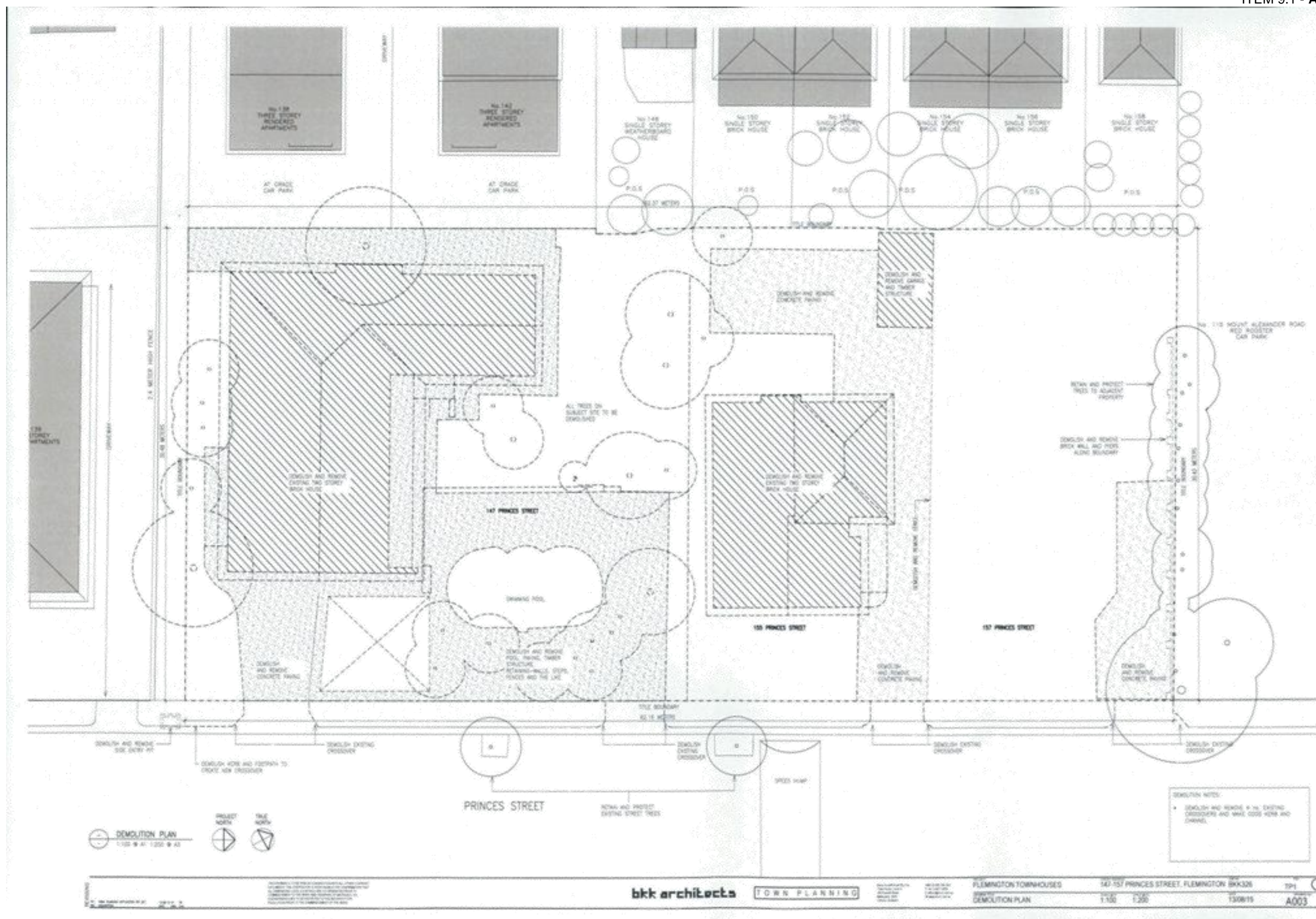


LOCALITY PLAN
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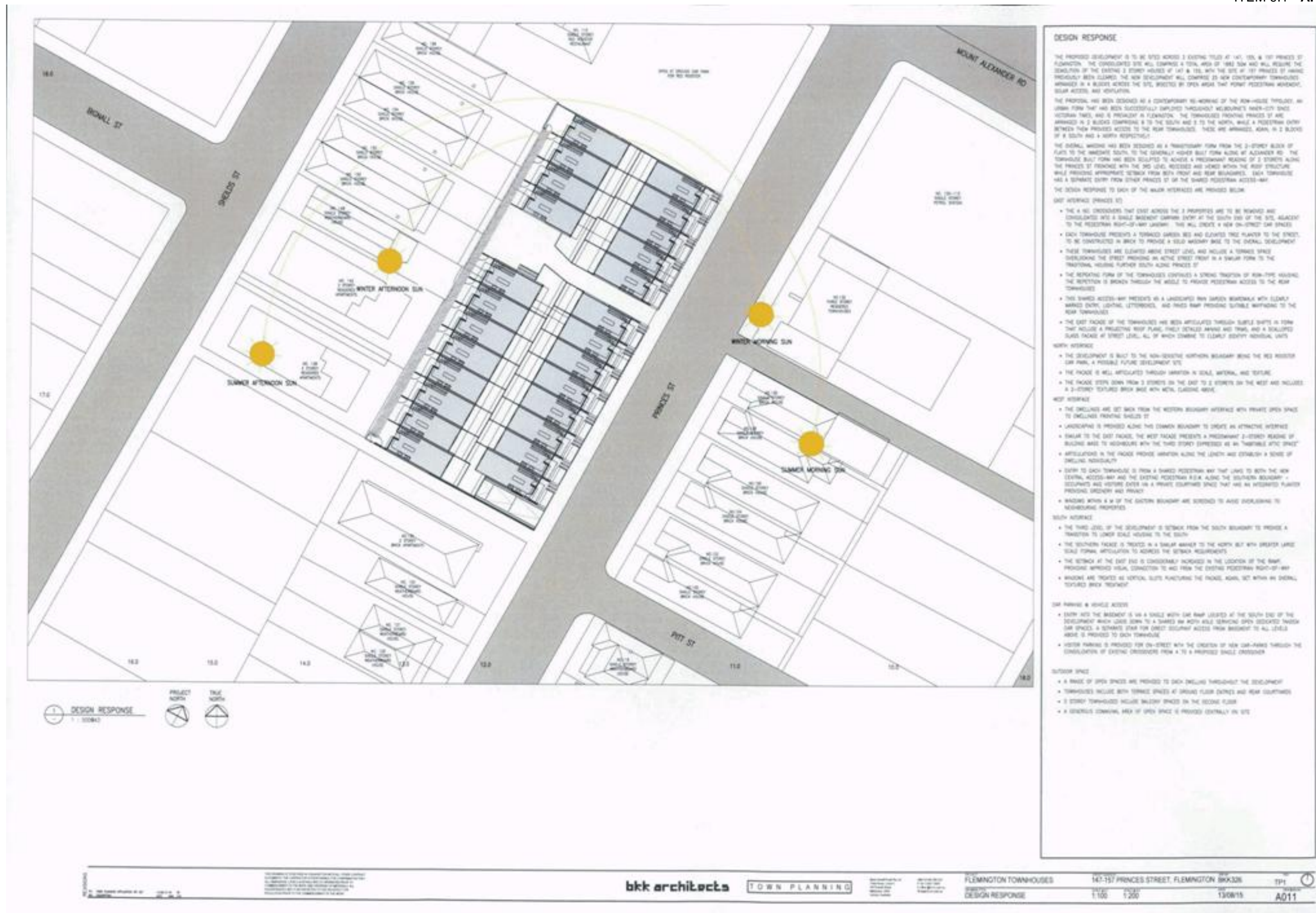


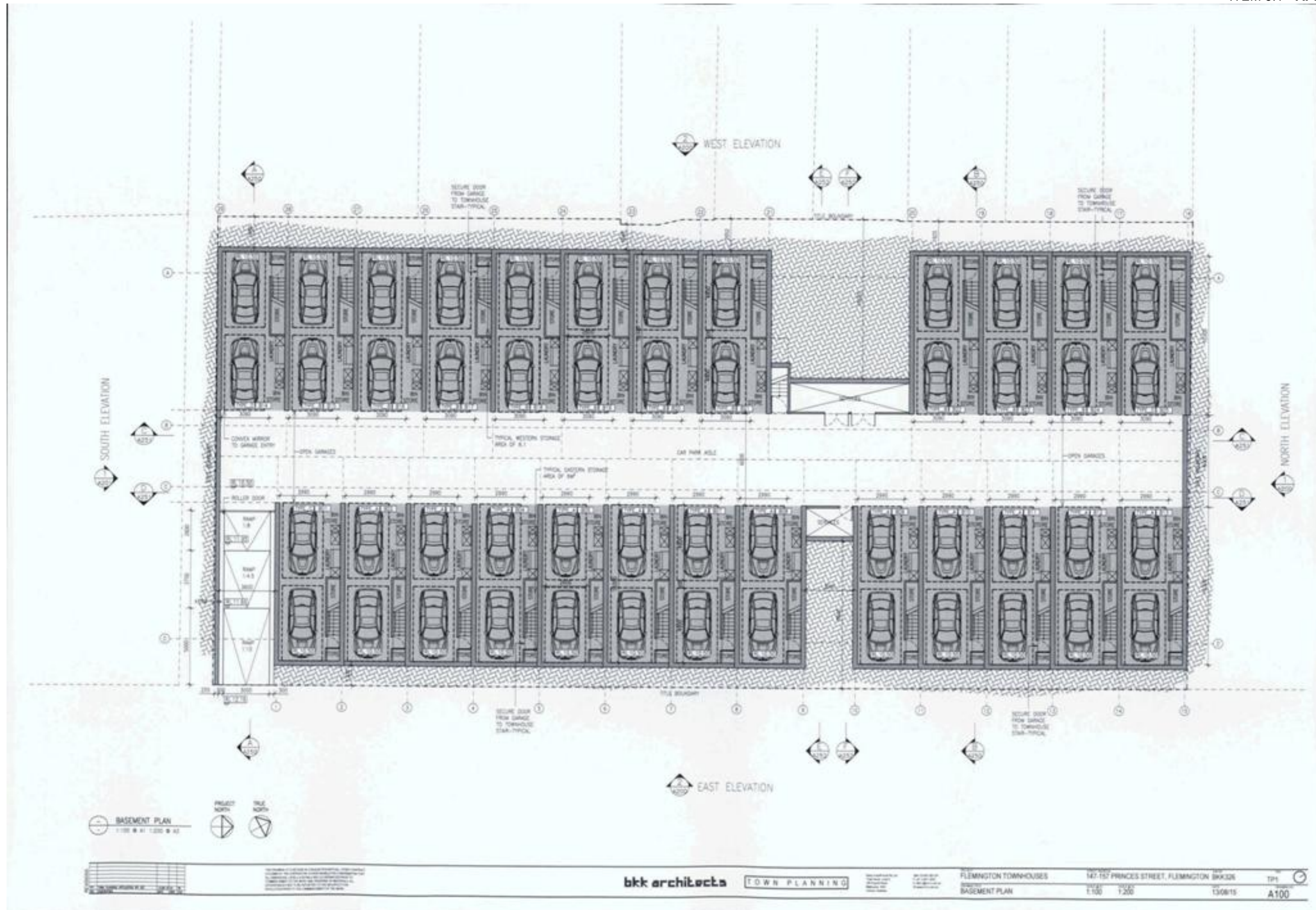


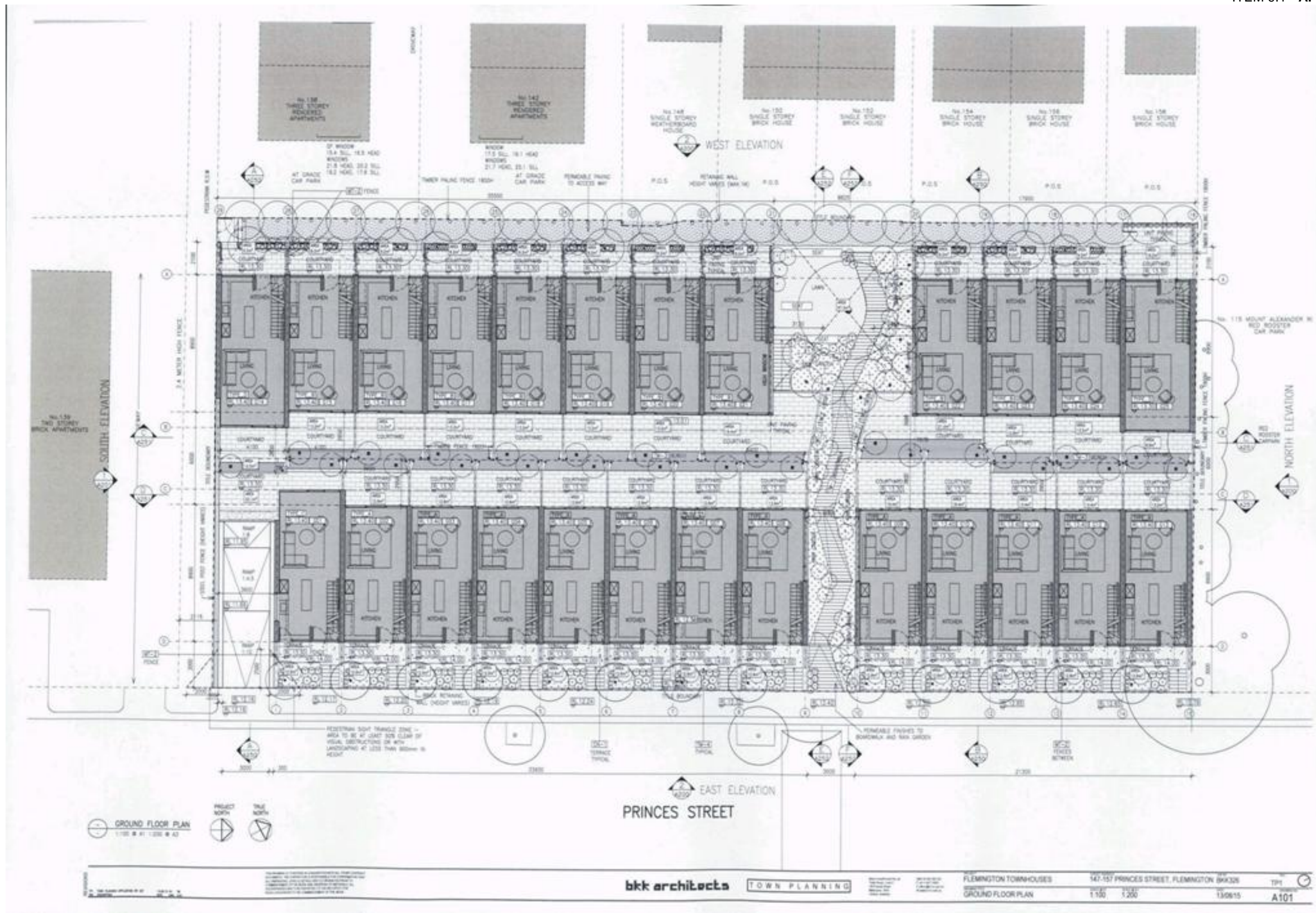


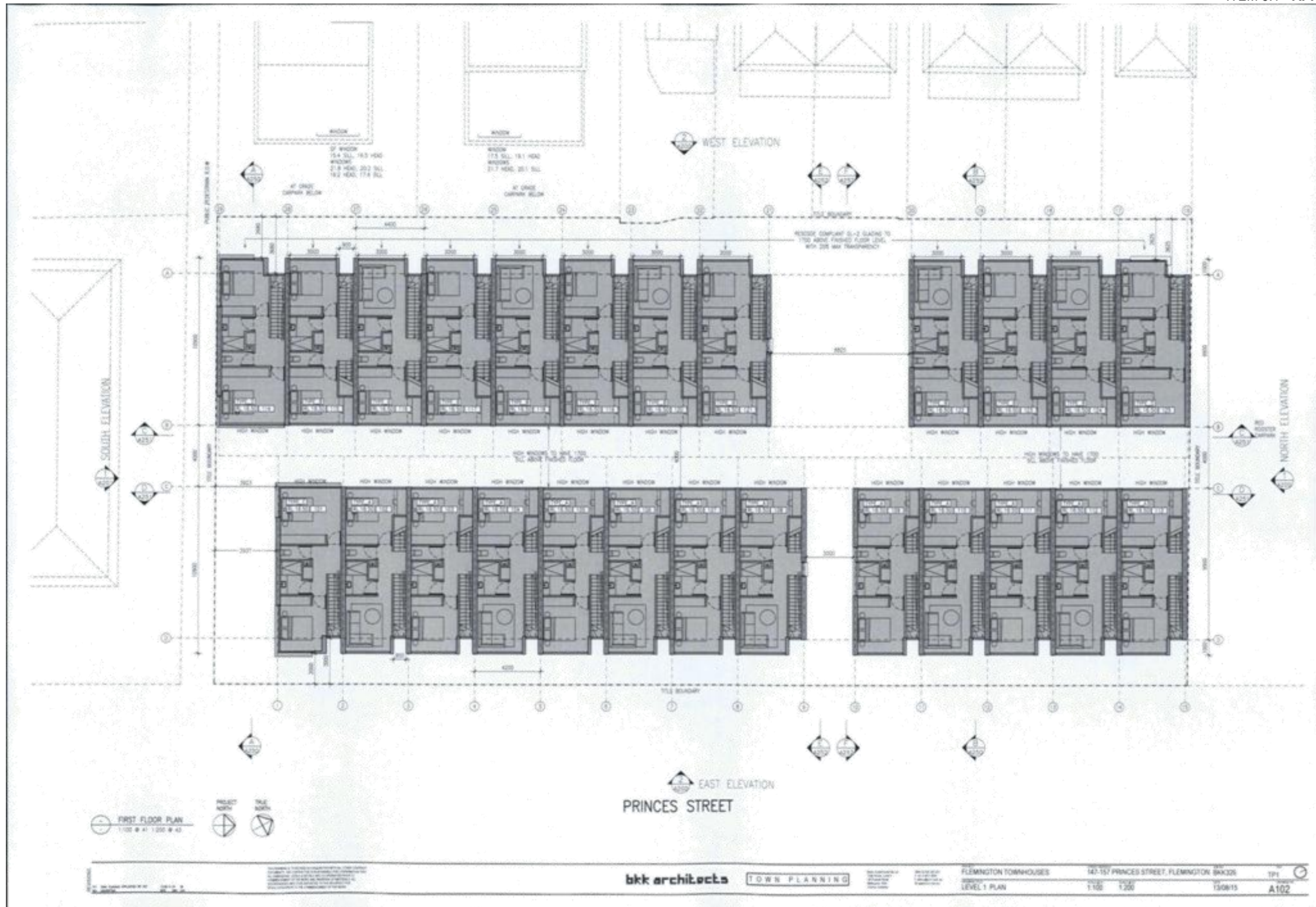


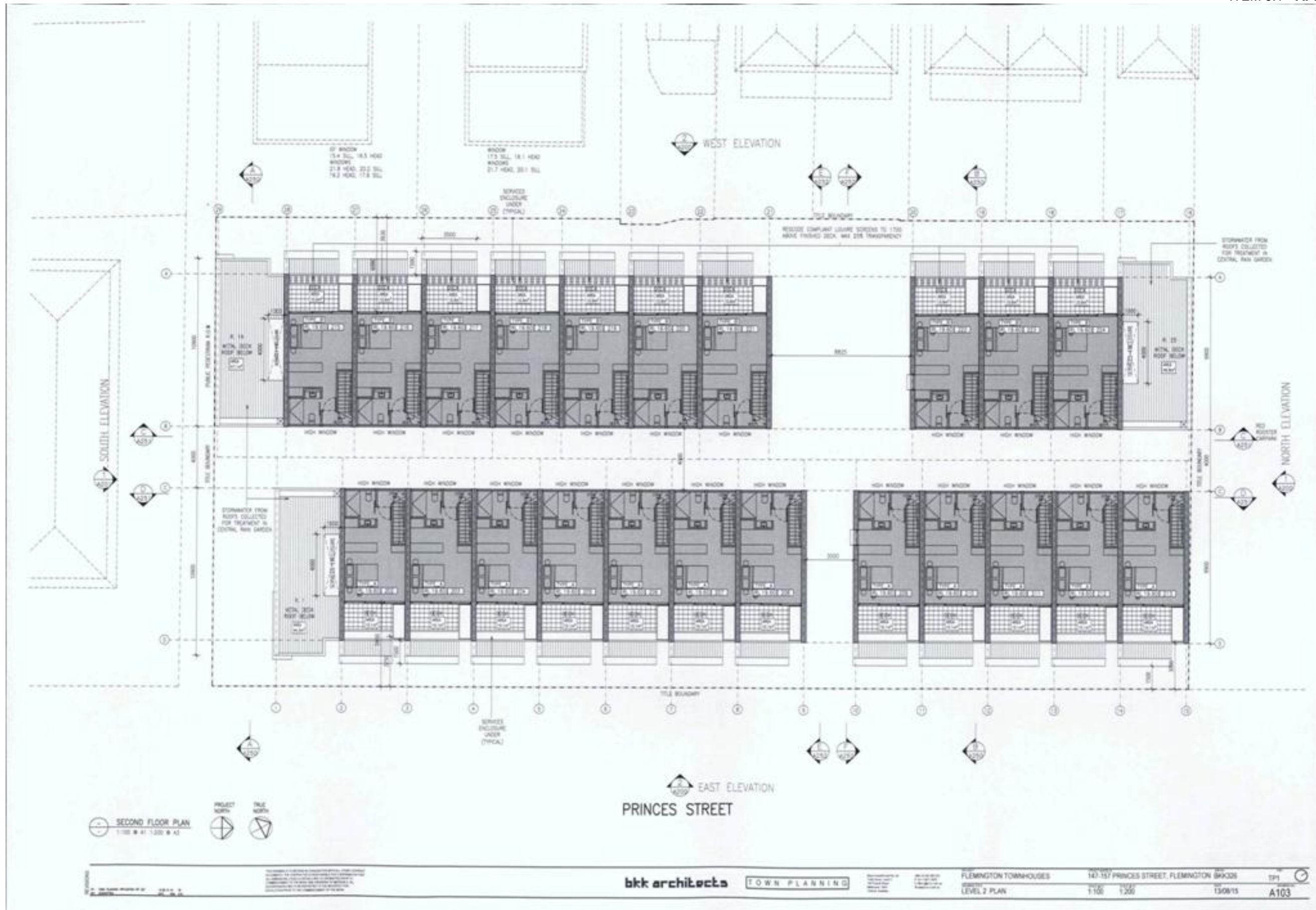


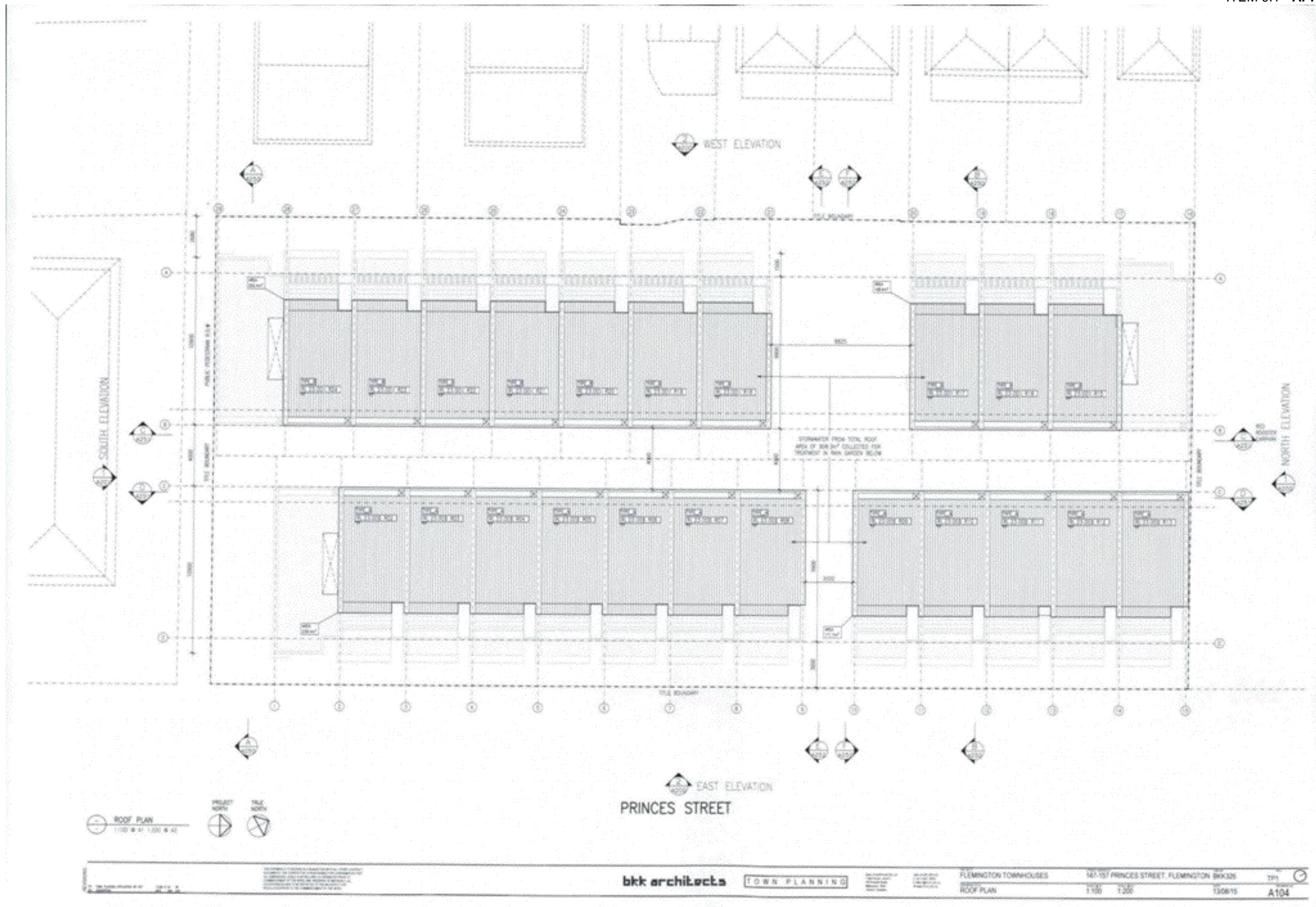


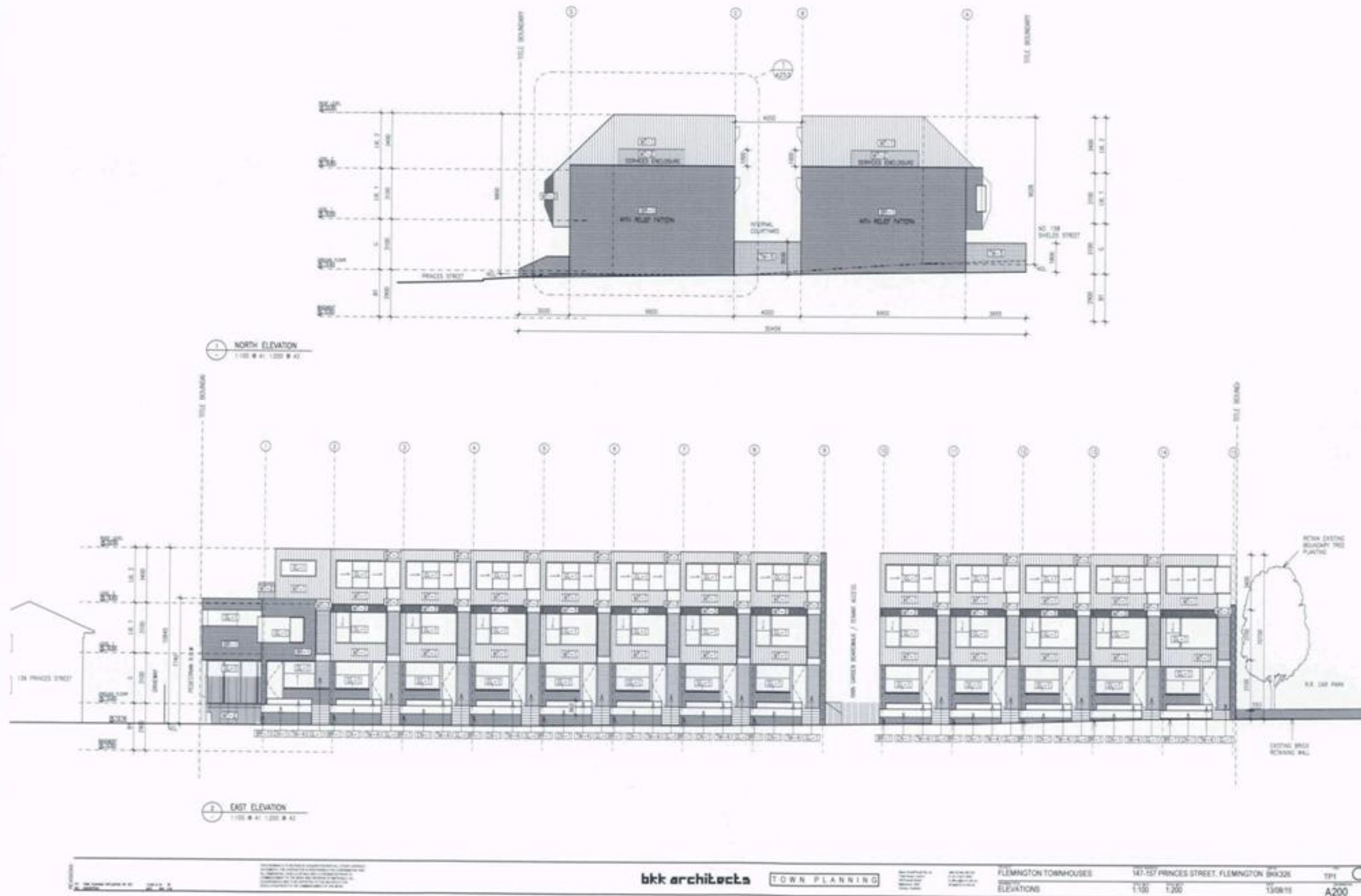




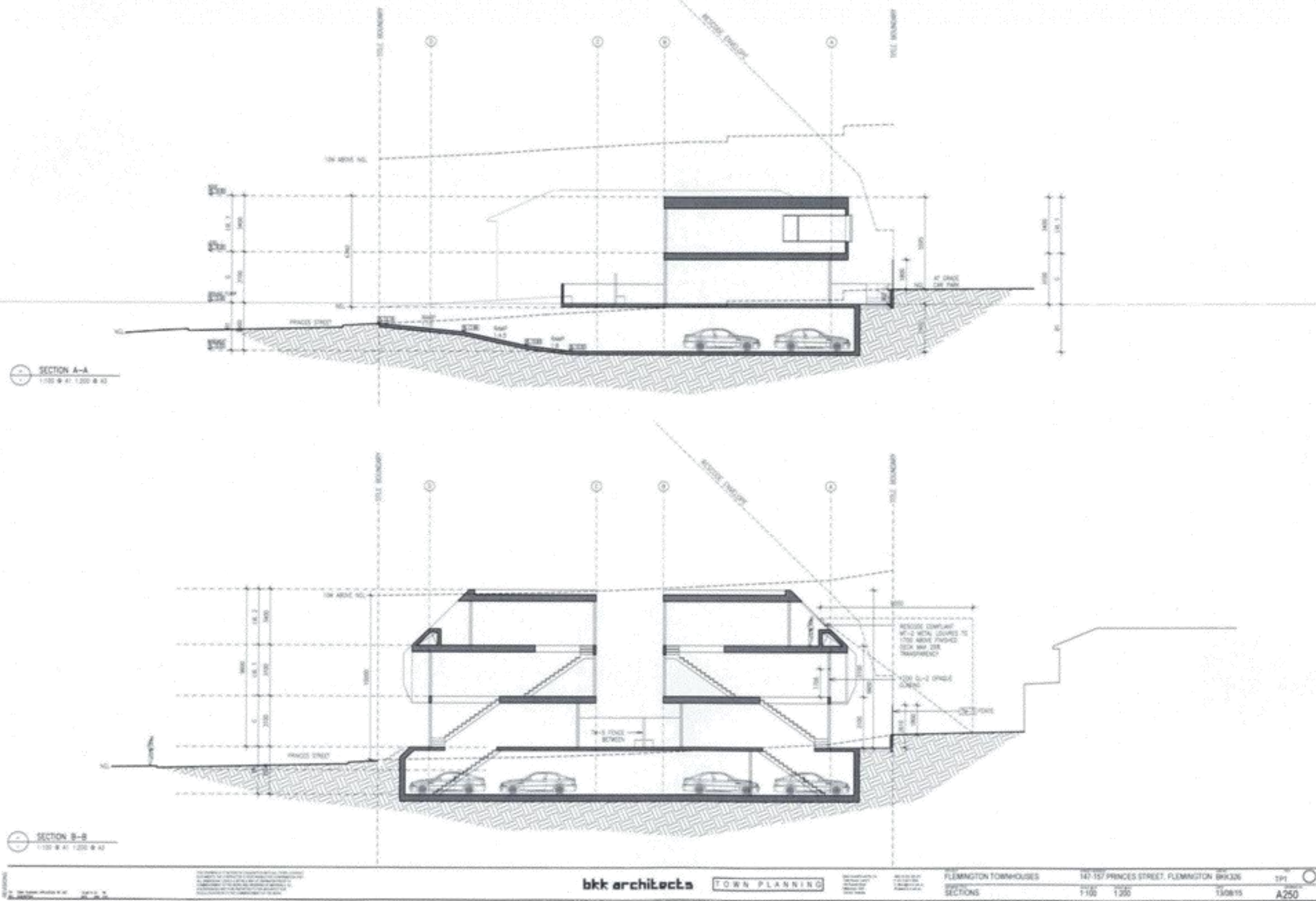




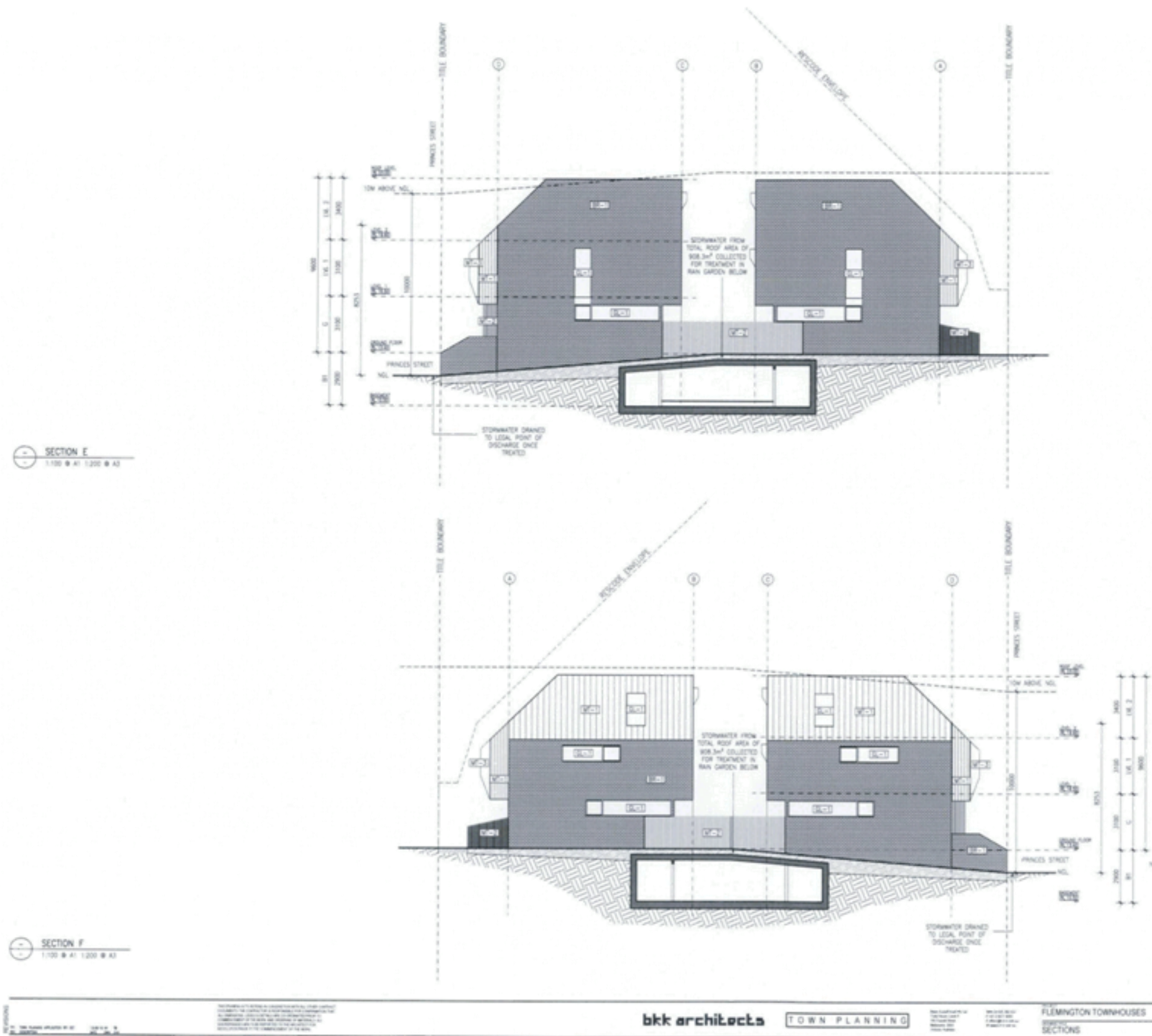


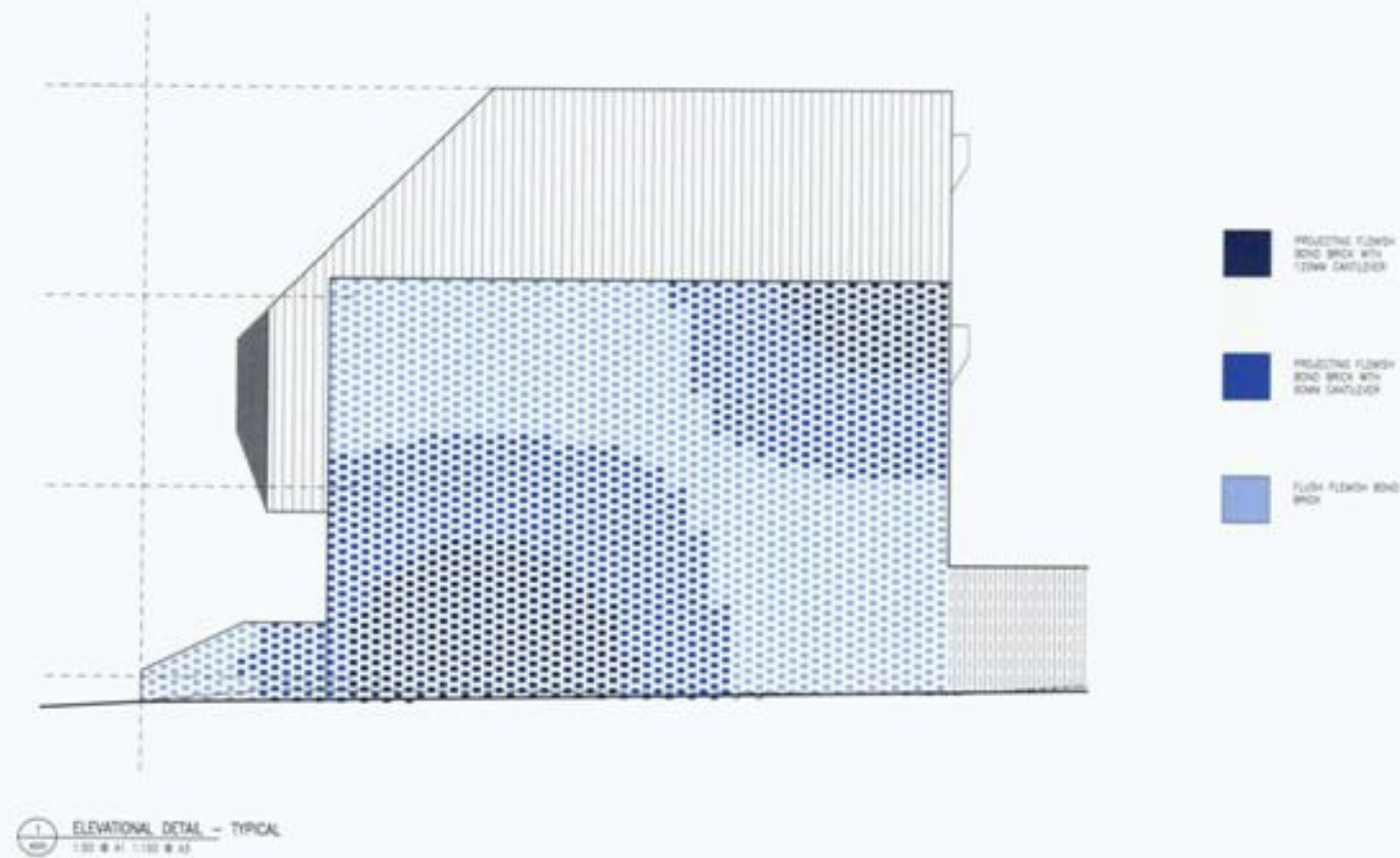














SHADOW STUDY_22.09.2015_BAW
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NO. 157 PRINCES STREET, FLEMINGTON VIC 3009
 DATE: 22.09.2015
 BY: BAW

FOR INFORMATION OF THE COUNCIL, THE SHADOW STUDY HAS BEEN CONDUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE VICTORIAN PLANNING ACT 1987 AND THE VICTORIAN PLANNING REGULATIONS 2015.

bkk architects

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 BY: BAW

FLEMINGTON TOWNHOUSES

147-157 PRINCES STREET, FLEMINGTON VIC 3009

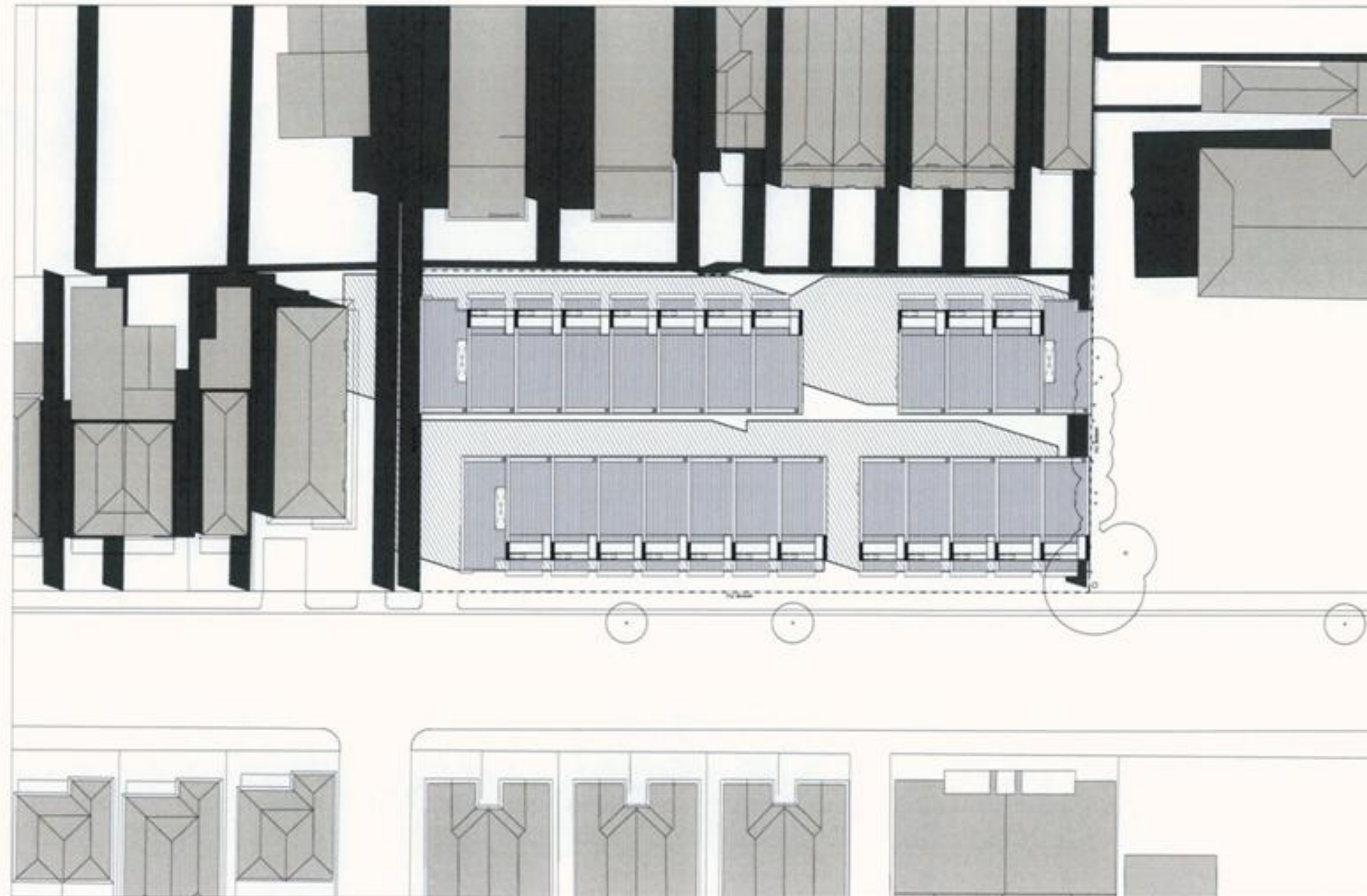
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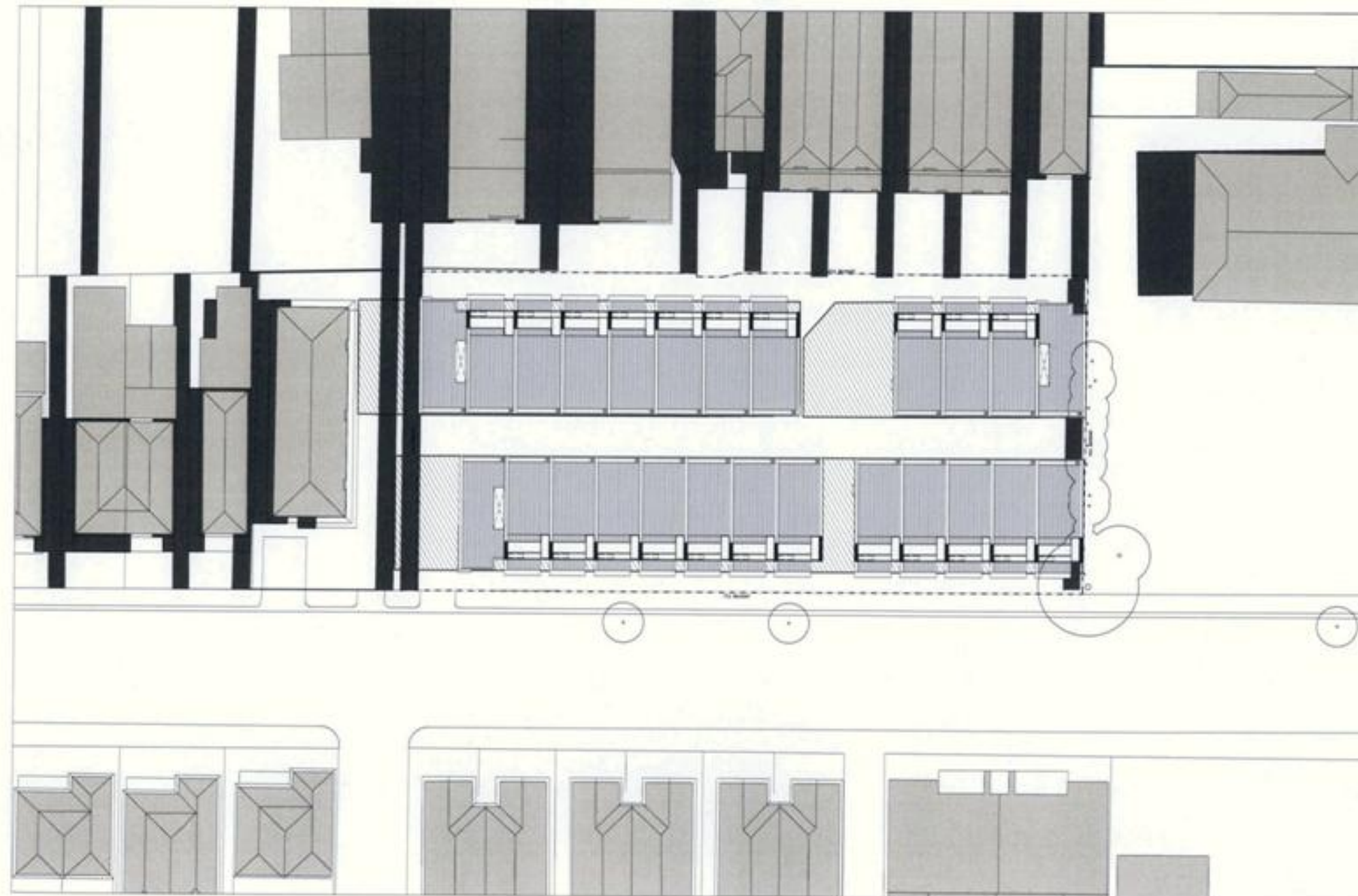
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SHADOW STUDY_22.09.2015_10AM
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PROJECT NORTH
 TRUE NORTH

KEY
 EXISTING SHADOW
 PROPOSED SHADOW



1 SHADOW STUDY_22.09.2015_11AM
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BY: [signature]
 DATE: 22.09.2015

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FLEMINGTON TOWNHOUSES
 147-157 PRINCES STREET, FLEMINGTON VIC3008
 SHADOW DIAGRAMS 11 AM
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PROJECT NORTH
 TRUE NORTH

KEY
 EXISTING SHADOW
 PROPOSED SHADOW



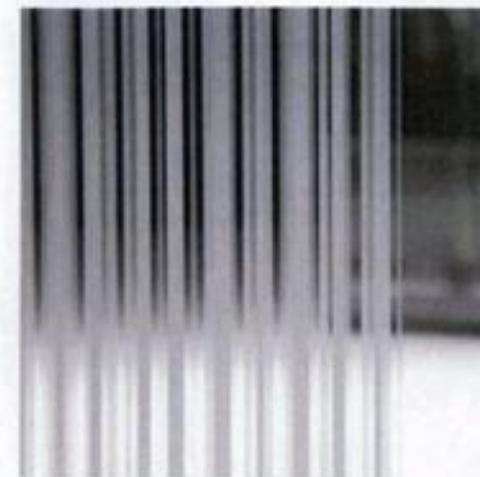




BR-1 BRICKWORK



GL-1 CLEAR GLAZING



GL-2 OPAQUE GLAZING



MT-1 METAL CLADDING



MT-2 PAINTED STEEL FINS



MT-3 PAINTED METAL PLATE



TM-1 PAINTED TIMBER CLADDING



TM-2 STAINED TIMBER CLADDING



TM-3 TIMBER DECKING



TM-4 GLULAM SEAT



TM-5 PALING FENCE

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FLEMINGTON TOWNHOUSES

147-157 PRINCES STREET, FLEMINGTON VIC 3008

1:100 1:200

13/08/15

TP1
A900

FLEMINGTON TOWNHOUSES DEVELOPMENT SCHEDULE

	Townhouse No.	Type	Bedrooms	Cars	Basement Area	Ground Floor Int. Area	Ground Floor Ext. Area	First Floor Int. Area	First Floor Ext. Area	Second Floor Int. Area	Second Floor Ext. Area	Total Internal Area excl. Basement	Total External Area
	1	C	2	2	44.5	41.4	32.7	44.7	0.0	0.0	0.0	86.1	32.7
	2	A	2	2	44.5	37.4	25.2	44.7	0.0	31.5	10.1	113.6	35.3
	3	A	3	2	44.5	37.4	25.2	44.7	0.0	31.5	10.1	113.6	35.3
	4	A	2	2	44.5	37.4	25.2	44.7	0.0	31.5	10.1	113.6	35.3
	5	A	3	2	44.5	37.4	25.2	44.7	0.0	31.5	10.1	113.6	35.3
	6	A	2	2	44.5	37.4	25.2	44.7	0.0	31.5	10.1	113.6	35.3
	7	A	3	2	44.5	37.4	25.2	44.7	0.0	31.5	10.1	113.6	35.3
	8	A	2	2	44.5	37.4	25.5	44.7	0.0	31.5	10.1	113.6	35.3
	9	A	3	2	44.5	37.4	29.3	44.7	0.0	31.5	10.1	113.6	35.6
	10	A	2	2	44.5	37.4	29.0	44.7	0.0	31.5	10.1	113.6	39.4
	11	A	3	2	44.5	37.4	25.2	44.7	0.0	31.5	10.1	113.6	39.1
	12	A	2	2	44.5	37.4	25.2	44.7	0.0	31.5	10.1	113.6	35.3
	13	A	3	2	44.5	37.4	25.7	44.7	0.0	31.5	10.1	113.6	35.3
	14	D	2	2	46.6	43.8	21.7	46.7	0.0	0.0	0.0	90.5	21.7
	15	B	3	2	46.6	39.2	22.4	46.9	0.0	33.0	10.6	119.1	33.0
	16	B	2	2	46.6	39.2	22.4	46.9	0.0	33.0	10.6	119.1	33.0
	17	B	3	2	46.6	39.2	22.4	46.9	0.0	33.0	10.6	119.1	33.0
	18	B	2	2	46.6	39.2	22.4	46.9	0.0	33.0	10.6	119.1	33.0
	19	B	3	2	46.6	39.2	22.4	46.9	0.0	33.0	10.6	119.1	33.0
	20	B	2	2	46.6	39.2	22.4	46.9	0.0	33.0	10.6	119.1	33.0
	21	B	3	2	46.6	39.2	35.2	46.9	0.0	33.0	10.6	119.1	45.8
	22	B	2	2	46.6	39.2	30.2	46.9	0.0	33.0	10.6	119.1	40.8
	23	B	3	2	46.6	39.2	22.0	46.9	0.0	33.0	10.6	119.1	32.6
	24	B	2	2	46.6	39.2	22.4	46.9	0.0	33.0	10.6	119.1	33.0
	25	D	2	3	46.6	43.6	25.1	46.7	0.0	0.0	0.0	90.3	25.1
Total	25		61	50	1138.4	968.9	635.1	1144.0	0.0	708.0	227.2	2820.9	730.7

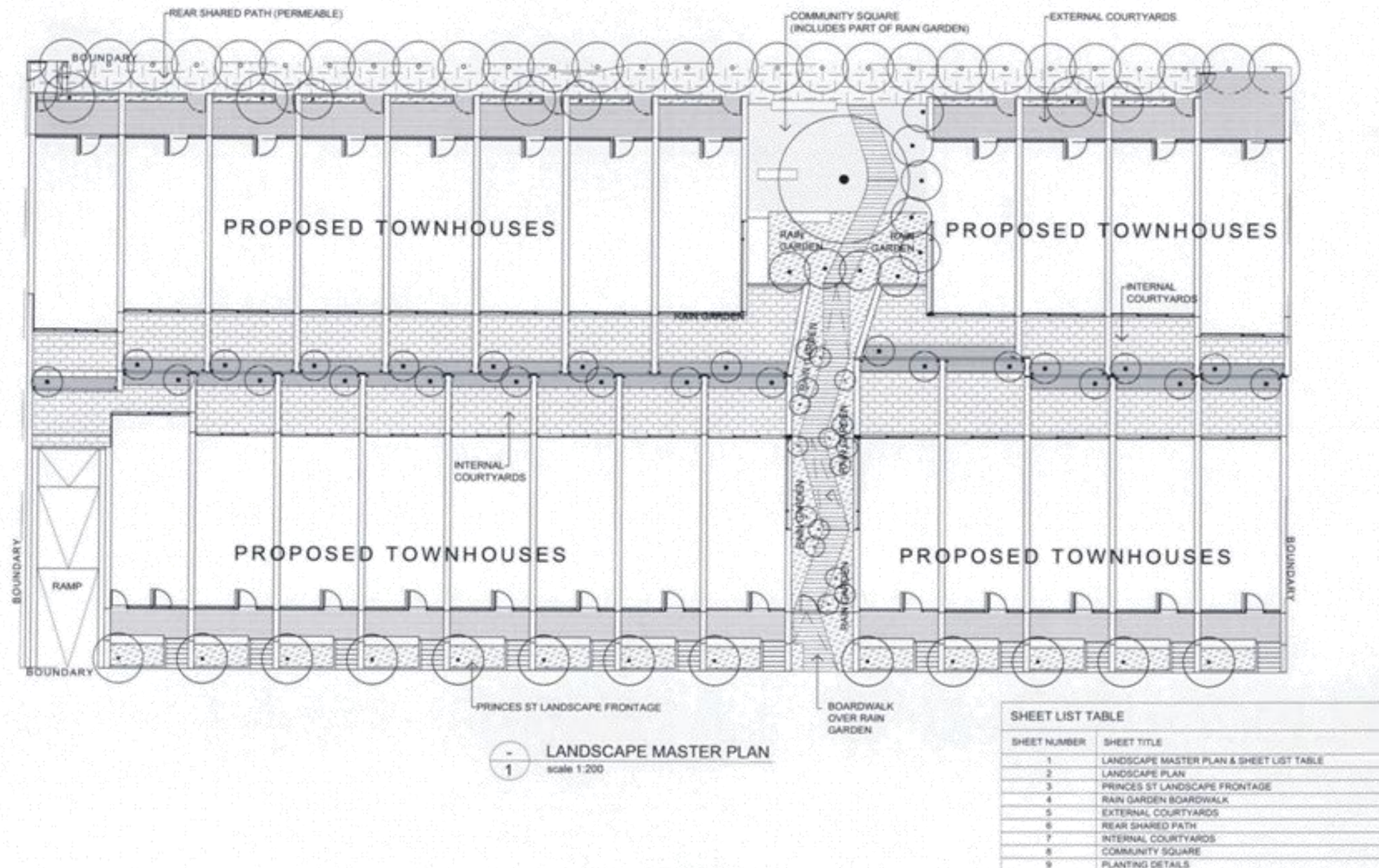
Site Area	1882.0 sqm
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Site Coverage	1144.0 sqm	60.8%
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Permeable Area	380.0 sqm	18.1%
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Roof Area	908.3 sqm
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PROPOSED LANDSCAPE WORKS FLEMINGTON TOWNHOUSES, 147-157 PRINCES STREET, FLEMINGTON



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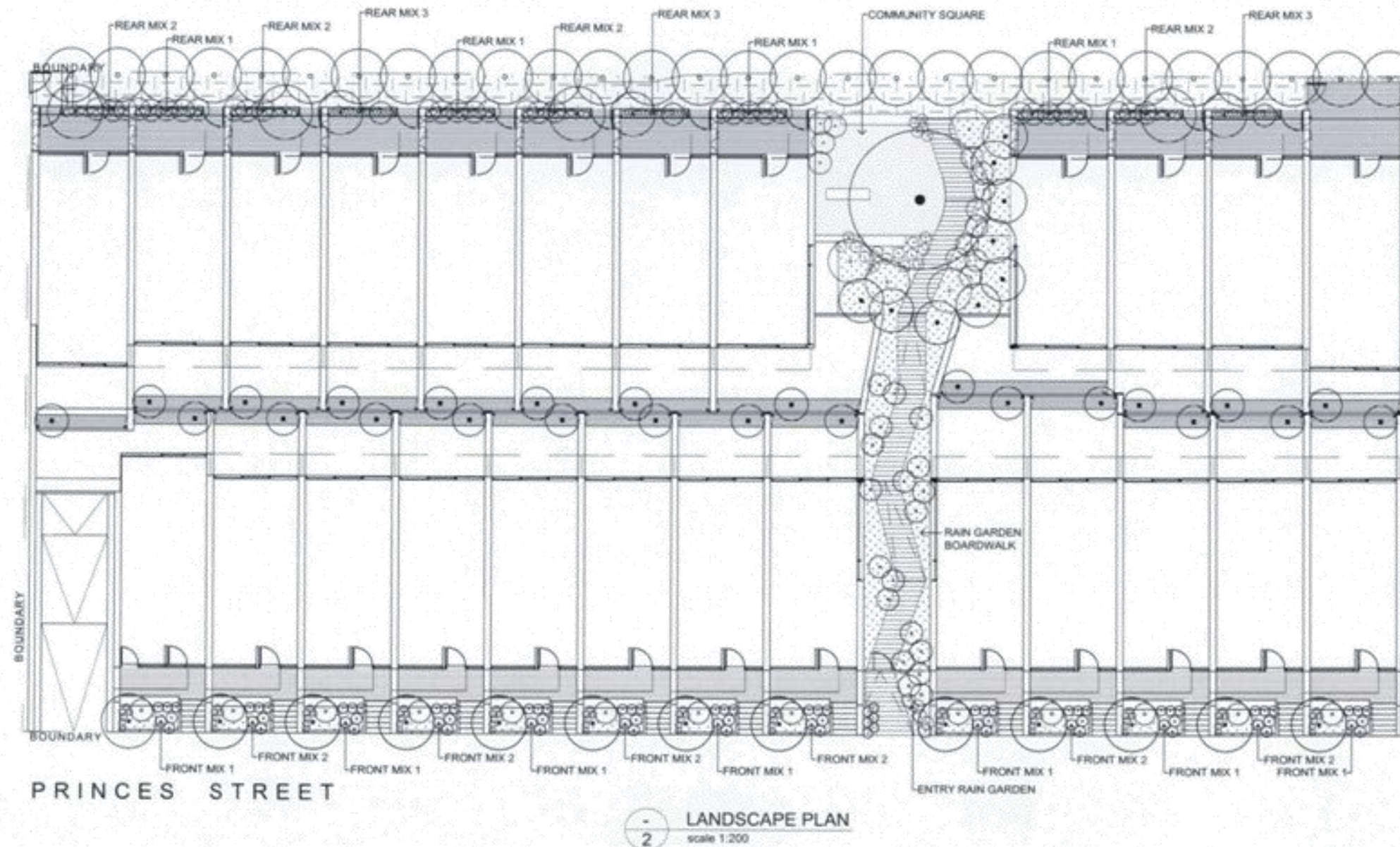
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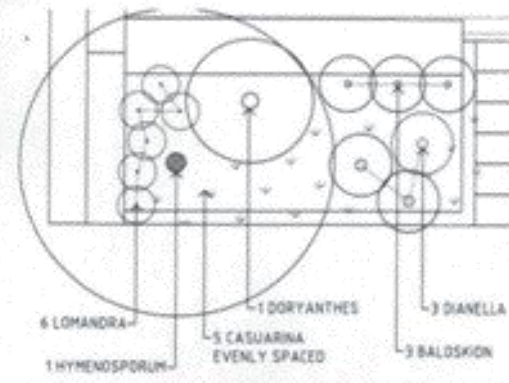
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DWG
LANDSCAPE MASTER PLAN
& SHEET LIST TABLE

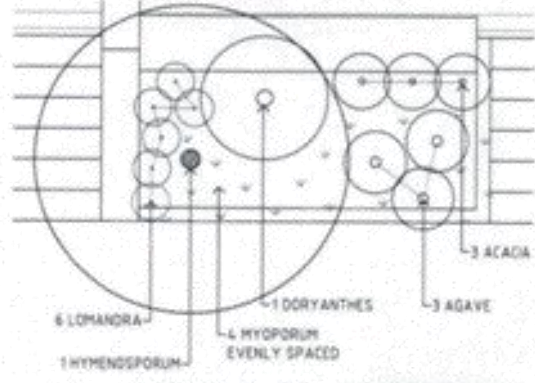
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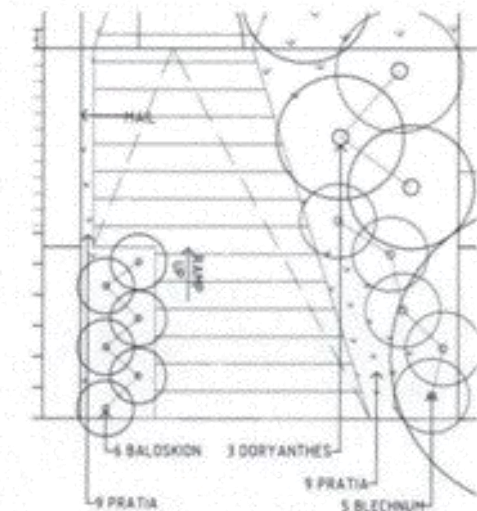
3 TYPICAL PLAN - FRONT MIX 1
scale 1:50



3 TYPICAL PLAN - FRONT MIX 2
scale 1:50

FRONT MIX 1 PLANTING				
BOTANIC NAME	COMMON NAME	SIZE	QTY	INSECT / BIRD ATTRACTING
TREES				
HYMENOSPORUM FLAVUM	NATIVE FRANGIPANI	100 litre	1	Y
SHRUBS + CLIMBERS				
BALOSKION TETRAPHYLLUM 'FEATHER TOP'	RESTIO	14cm	3	Y
CASUARINA GLAUCA 'COUSIN IT'	COUSIN IT	14cm	5	Y
DIANELLA 'CLARITY BLUE'	BLUE FLAX-LILY	14cm	3	Y
DORYANTHES SP.	GYMEA LILY	30cm	1	Y
LOMANDRA CONFERTIFOLIA 'WINGARRA'	WINGARRA	14cm	6	Y

FRONT MIX 2 PLANTING				
BOTANIC NAME	COMMON NAME	SIZE	QTY	INSECT / BIRD ATTRACTING
TREES				
HYMENOSPORUM FLAVUM	NATIVE FRANGIPANI	100 litre	1	Y
SHRUBS + CLIMBERS				
ACACIA COGNATA 'MINI COG'	MINI COG	14cm	3	Y
AGAVE GEMINIFLORA	TWIN FLOWER AGAVE	30cm	3	Y
DORYANTHES SP.	GYMEA LILY	30cm	1	Y
LOMANDRA CONFERTIFOLIA 'WINGARRA'	WINGARRA	14cm	6	Y
MYOPORUM PARVIFOLIUM 'YAREENA'	GROUND COVER MYOPORUM	14cm	4	Y



3 ENTRY RAIN GARDEN PLAN
scale 1:50

ENTRY RAIN GARDEN PLANTING SCHEDULE				
BOTANIC NAME	COMMON NAME	SIZE	QTY	INSECT / BIRD ATTRACTING
SHRUBS & CLIMBERS				
BALOSKION TETRAPHYLLUM 'FEATHER TOP'	RESTIO	14cm	6	Y
BLECHNUM NUDUM	FISHBONE WATER-FERN	14cm	5	-
DORYANTHES SP.	GYMEA LILY	30cm	3	Y
PRATIA PEDUNCULATA	BLUE STAR CREEPER	14cm	18	Y



CONCEPT DRAWING
not to scale

FRONT PLANTING SCHEDULE				
BOTANIC NAME	COMMON NAME	SIZE	QTY	INSECT / BIRD ATTRACTING
TREES				
HYMENOSPORUM FLAVUM	NATIVE FRANGIPANI	100 litre	13	Y
SHRUBS & CLIMBERS				
ACACIA COGNATA 'MINI COG'	MINI COG	14cm	18	Y
AGAVE GEMINIFLORA	TWIN FLOWER AGAVE	30cm	18	-
BALOSKION TETRAPHYLLUM 'FEATHER TOP'	RESTIO	14cm	27	Y
CASUARINA GLAUCA 'COUSIN IT'	COUSIN IT	14cm	35	-
DIANELLA 'CLARITY BLUE'	BLUE FLAX-LILY	14cm	21	Y
DORYANTHES SP.	GYMEA LILY	30cm	16	Y
LOMANDRA CONFERTIFOLIA 'WINGARRA'	WINGARRA	14cm	78	Y
MYOPORUM PARVIFOLIUM 'YAREENA'	GROUND COVER MYOPORUM	14cm	24	Y
PRATIA PEDUNCULATA	BLUE STAR CREEPER	14cm	18	Y

PLANTING PALETTE



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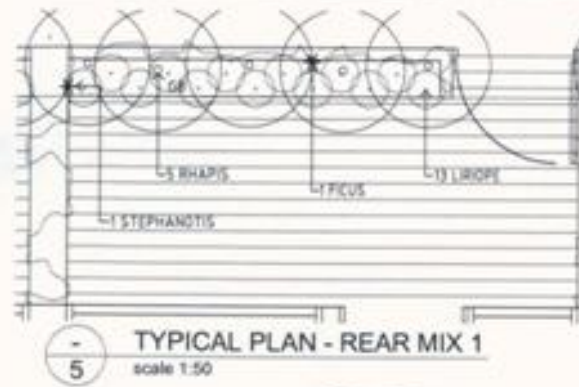
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PRINCES STREET LANDSCAPE FRONTAGE

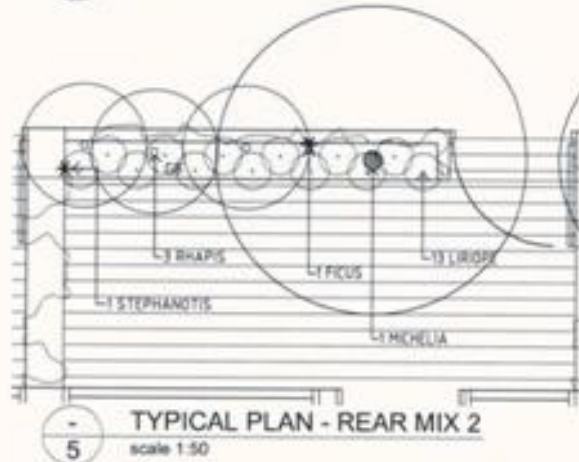
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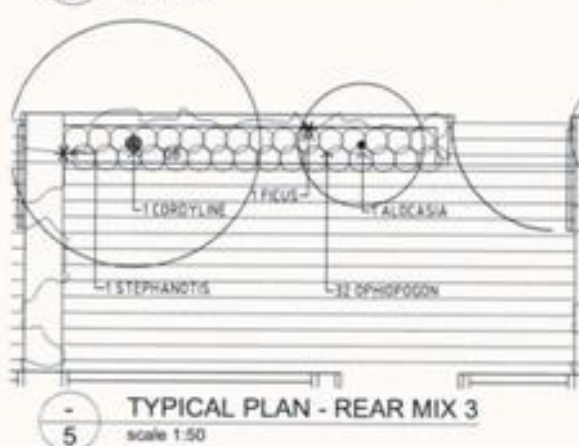




REAR MIX 1 PLANTING			
BOTANIC NAME	COMMON NAME	SIZE	QTY
SHRUBS + CLIMBERS			
FICUS PUMILA	CREeping FIG	14cm	1
LIRIOPE MUSCARI	LILY TURF	14cm	13
RHAPIS EXCELSA	BROADLEAF LADY PALM	30cm	5
STEPHANOTIS FLORIBUNDA	MADAGASCAR JASMINE	14cm	1



REAR MIX 2 PLANTING			
BOTANIC NAME	COMMON NAME	SIZE	QTY
TREES			
MICHELIA ALBA	WHITE CHAMPACA	45 litre	1
SHRUBS + CLIMBERS			
FICUS PUMILA	CREeping FIG	14cm	1
LIRIOPE MUSCARI	LILY TURF	14cm	13
RHAPIS EXCELSA	BROADLEAF LADY PALM	30cm	3
STEPHANOTIS FLORIBUNDA	MADAGASCAR JASMINE	14cm	1



REAR MIX 3 PLANTING			
BOTANIC NAME	COMMON NAME	SIZE	QTY
SHRUBS + CLIMBERS			
ALOCASIA MACRORRHIZA	ELEPHANT EARS	20cm	1
CORDYLINE STRICTA	PALM LILY	30cm	1
FICUS PUMILA	CREeping FIG	14cm	1
OPHIPOGON JAPONICUS	MONDO GRASS	sube	32
STEPHANOTIS FLORIBUNDA	MADAGASCAR JASMINE	14cm	1

REAR PLANTING SCHEDULE			
BOTANIC NAME	COMMON NAME	SIZE	QTY
TREES			
MICHELIA ALBA	WHITE CHAMPACA	45 litre	4
SHRUBS + CLIMBERS			
ALOCASIA MACRORRHIZA	ELEPHANT EARS	20cm	3
CORDYLINE STRICTA	NARROW-LEAVED PALM LILY	30cm	3
FICUS PUMILA	CREeping FIG	14cm	11
LIRIOPE MUSCARI	LILY TURF	14cm	104
OPHIPOGON JAPONICUS	MONDO GRASS	14cm	64
RHAPIS EXCELSA	BROADLEAF LADY PALM	30cm	32
STEPHANOTIS FLORIBUNDA	MADAGASCAR JASMINE	14cm	12

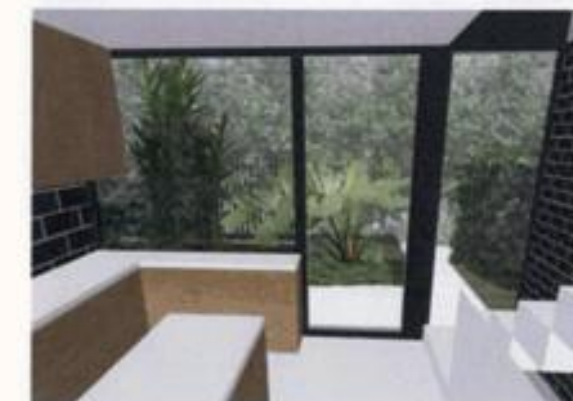
PLANTING PALETTE



CONCEPT - PLANT MIX 1
not to scale



CONCEPT - PLANT MIX 2
not to scale



CONCEPT - PLANT MIX 3
not to scale

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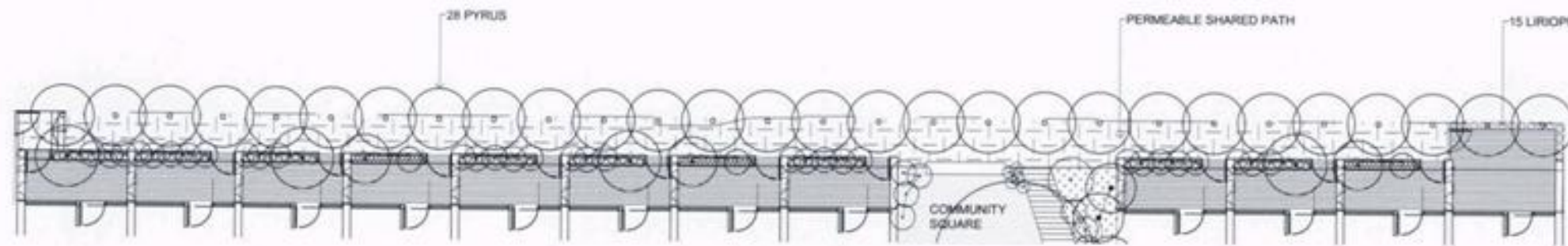
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3.8.15

DWG
EXTERNAL COURTYARDS

SCALE
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DWG NO.
5



PLAN - REAR SHARED PATH
scale 1:200

PLANTING PALETTE



PYRUS



LIRIOPE

SHARED PATH PLANTING SCHEDULE			
BOTANIC NAME	COMMON NAME	SIZE	QTY
TREES			
PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	45 tree	28
SHRUBS			
LIRIOPE MUSCARI	LILY TURF	14cm	15

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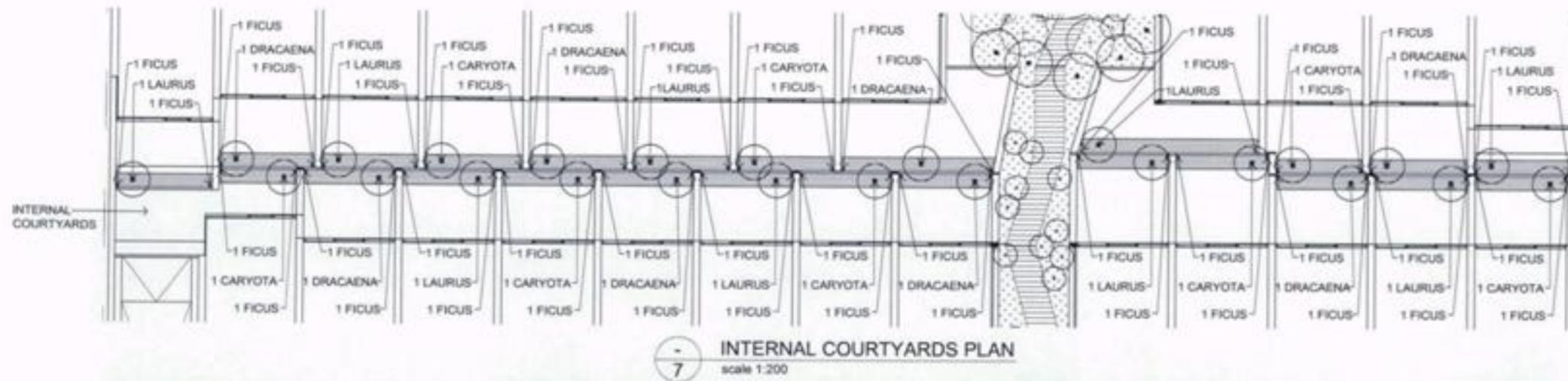
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6



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PLANTING PALETTE



INTERNAL COURTYARDS PLANTING SCHEDULE			
BOTANIC NAME	COMMON NAME	SIZE	QTY
TREES			
CARYOTA MITIS	FSHTAL, PALM	45 3yr	8
DRACAENA MARGINATA	DRACAENA	45 3yr	8
LAURUS NOBILIS	BAY TREE	45 3yr	8
CLIMBER			
FICUS PUMILA	CREeping FIG	14cm	50

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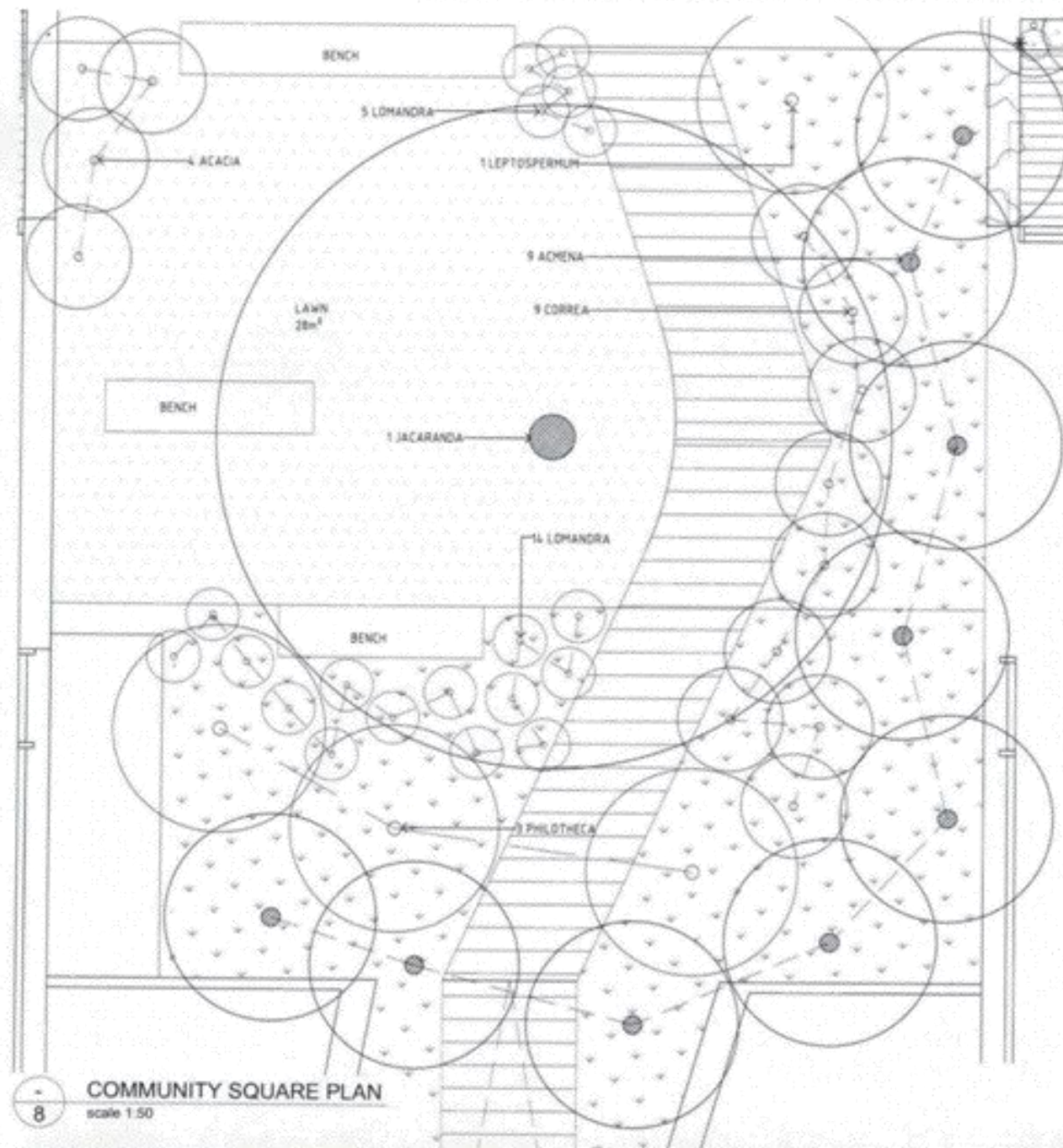
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INTERNAL COURTYARDS

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PLANTING PALETTE



COMMUNITY SQUARE PLANTING SCHEDULE				
BOTANIC NAME	COMMON NAME	SIZE	QTY	INSECT / BIRD ATTRACTING
TREES				
ACMENA SMITHII 'MINOR'	LILLY PILLY	30cm	9	Y
JACARANDA MIMOSIFOLIA	JACARANDA	200 litre	1	Y
SHRUBS & CLIMBERS				
ACACIA COGNATA 'LIMELIGHT'	ACACIA LIMELIGHT	14cm	4	Y
CORREA REFLEXA	NATIVE FUCHSIA	14cm	9	Y
LEPTOSPERMUM POLIGALIFOLIUM 'CARDWELL'	TEA TREE	14cm	1	Y
LOMANDRA FLUVIATILIS 'SHARA'	LOMANDRA SHARA	14cm	19	Y
PHILOTHECA MYOPOROIDES	LONG-LEAF WAX FLOWER	14cm	3	Y
TURF				
TALL FESCUE	ROLL ON TURF	rolls	28m²	-

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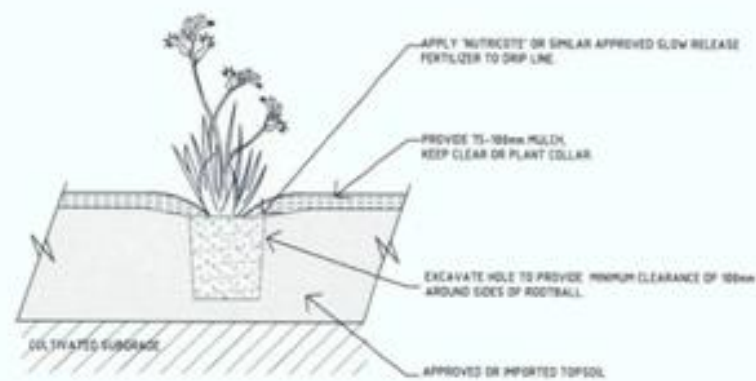
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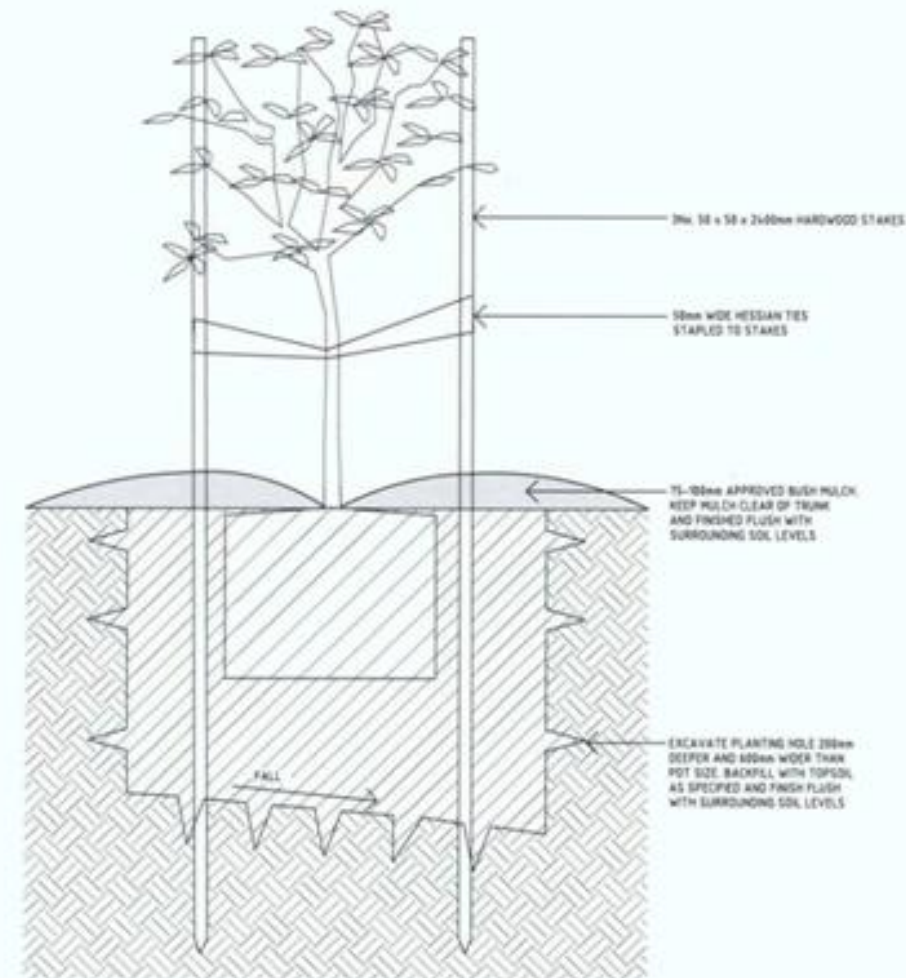
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COMMUNITY SQUARE

SCALE
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8



9 DETAIL - SHRUB PLANTING
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9 DETAIL - TREE PLANTING
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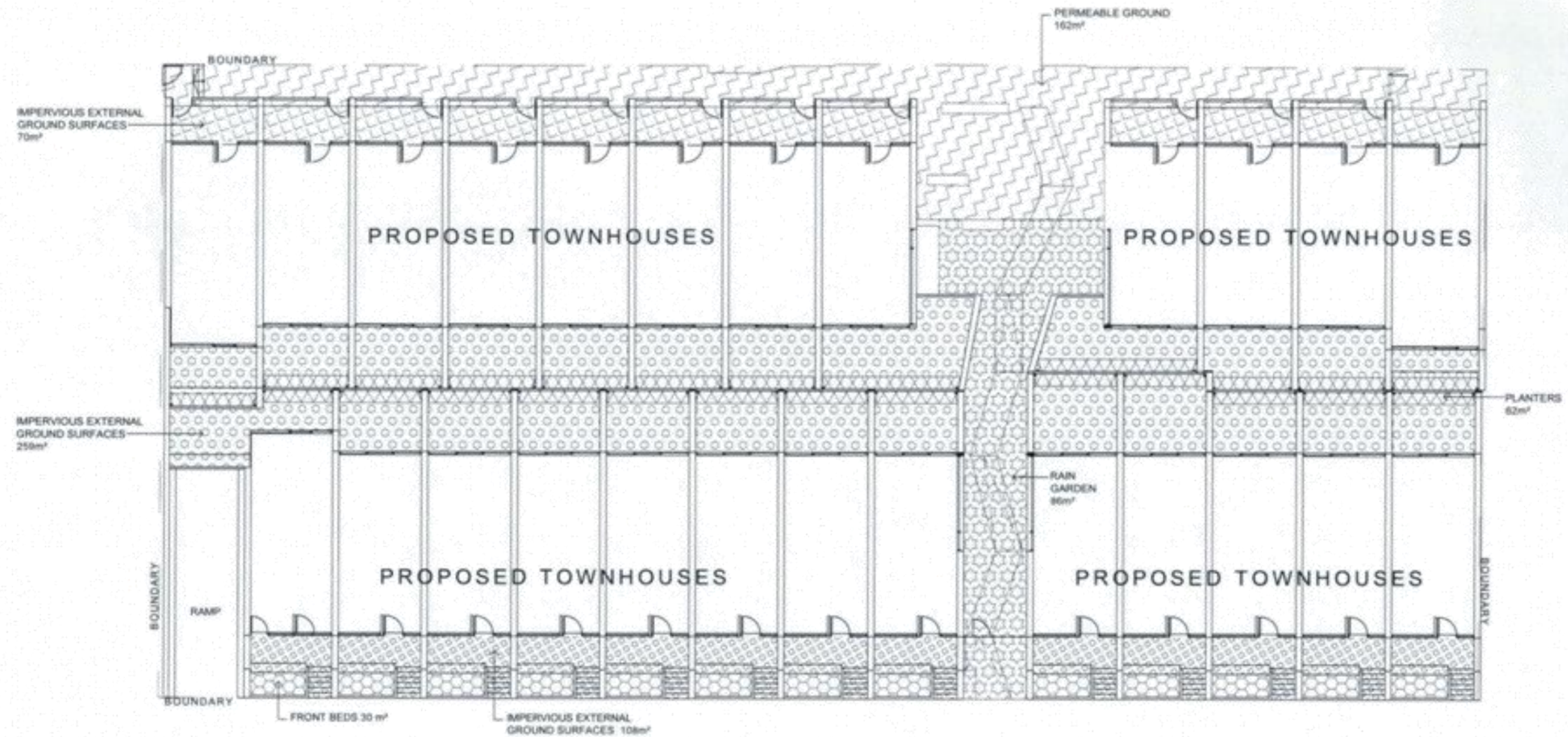
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PLAN- LANDSCAPE SURFACE AREAS
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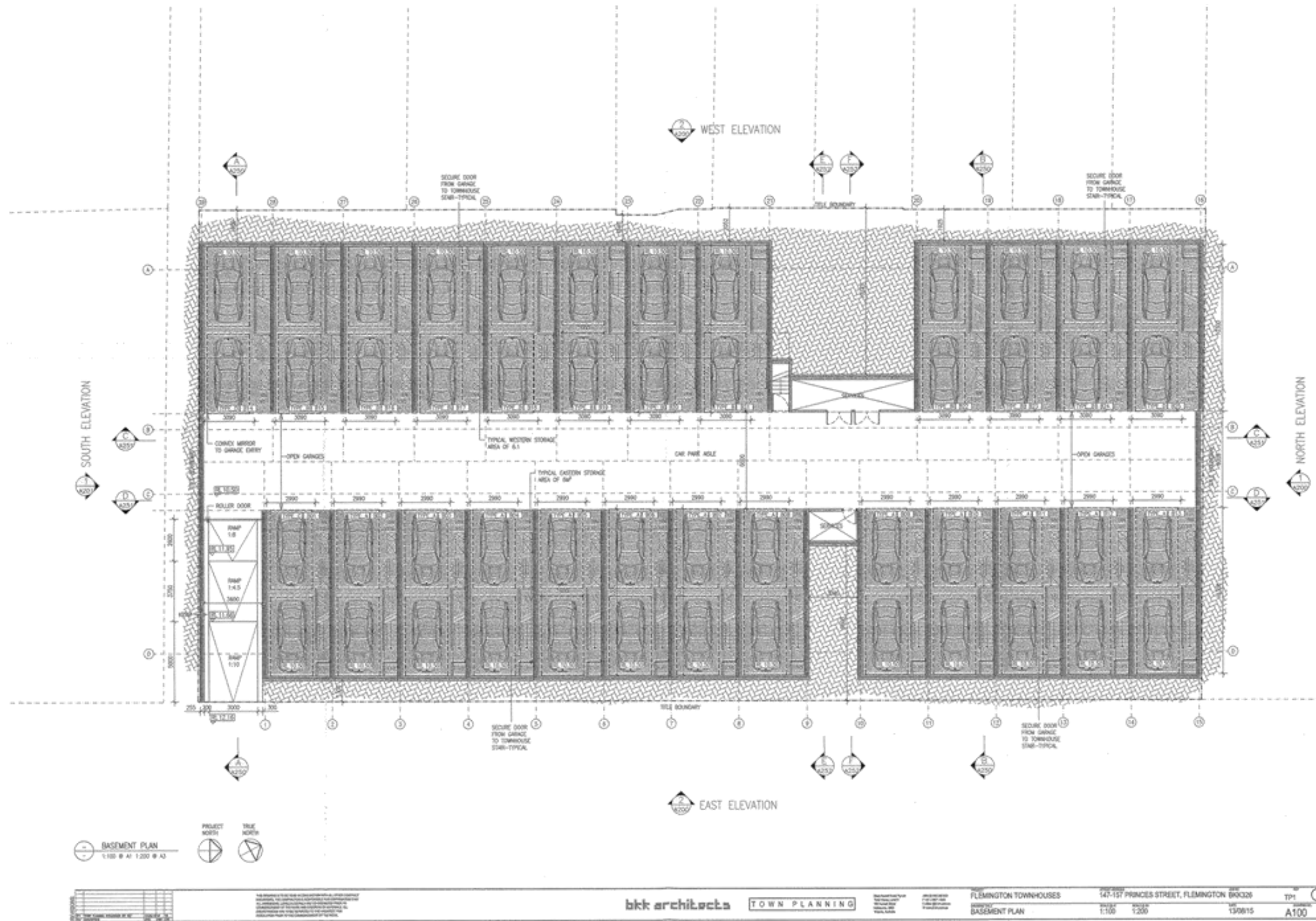
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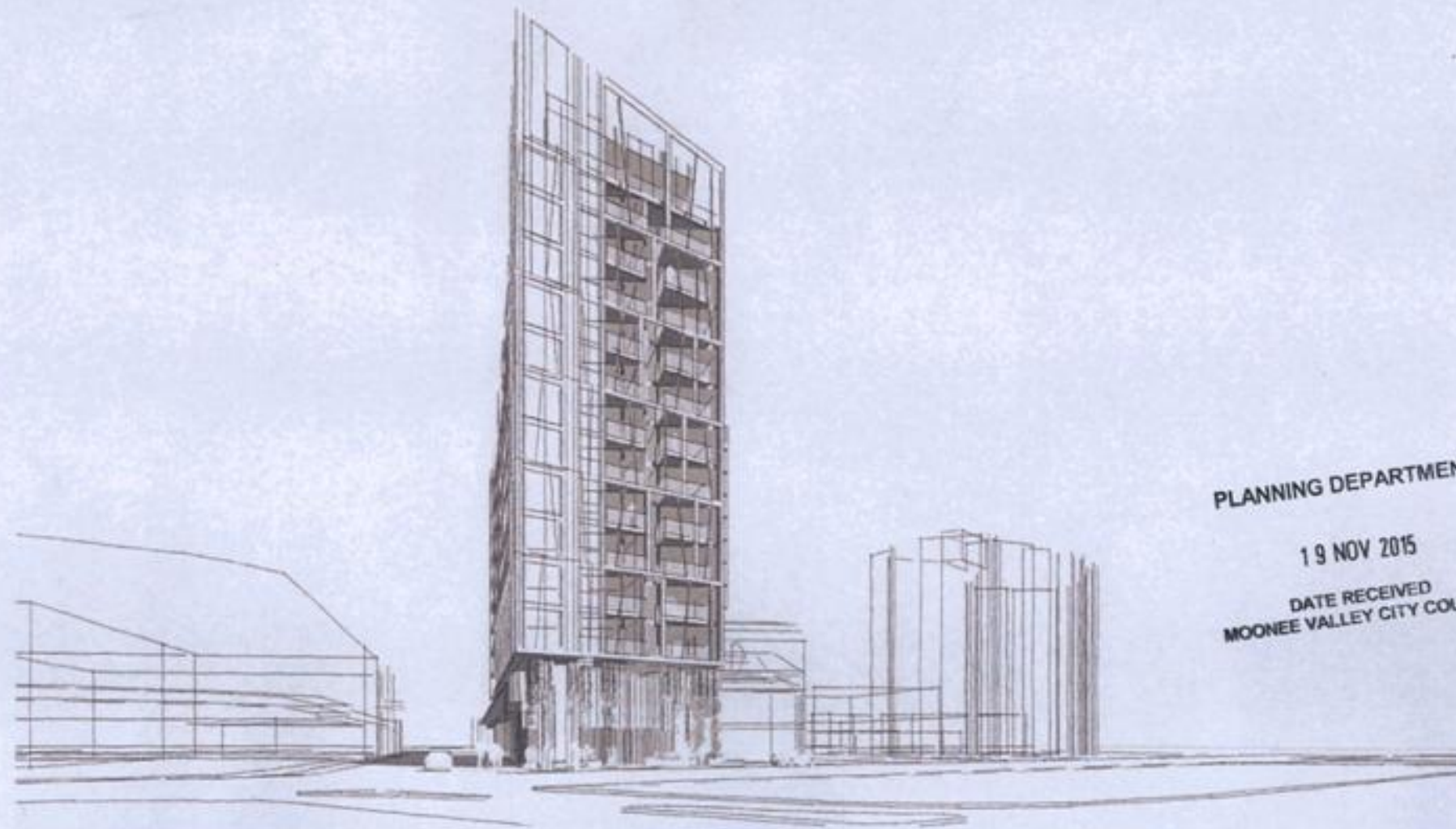


PROPOSED NEW MIXED-USE DEVELOPMENT

4 HOMER STREET / 687 MOUNT ALEXANDER ROAD MOONEE PONDS VIC 3039

TOWN PLANNING DRAWINGS - REVISION B

NOVEMBER 2015



PLANNING DEPARTMENT
19 NOV 2015
DATE RECEIVED
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CONTENT

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REVISION B

DESCRIPTION

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TP01	SITE CONTEXT PLAN (1)
TP02	SITE CONTEXT PLAN (2) & DEMOLITION PLAN
TP038	DESIGN RESPONSE PLAN
TP048	STREETSCAPE ELEVATIONS HOMER STREET
TP058	STREETSCAPE ELEVATIONS MT ALEXANDER ROAD
TP068	PROPOSED BASEMENT 2 PLAN
TP078	PROPOSED BASEMENT 1 PLAN
TP088	PROPOSED GROUND FLOOR PLAN
TP098	PROPOSED 1ST FLOOR PLAN
TP108	PROPOSED 2ND FLOOR PLAN
TP118	PROPOSED 3RD & 4TH FLOOR PLAN
TP128	PROPOSED 5TH FLOOR PLAN
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TP228	PROPOSED SCHEMATIC SECTION A-A
TP238	PROPOSED SCHEMATIC SECTION B-B
TP248	PROPOSED SCHEMATIC SECTION C-C
TP258	SHADOW DIAGRAM 09AM
TP268	SHADOW DIAGRAM 12PM
TP278	SHADOW DIAGRAM 01PM
TP288	SHADOW DIAGRAM 02PM
TP298	SHADOW DIAGRAM 02:30 PM
TP308	SHADOW DIAGRAM 03PM

DEVELOPMENT SUMMARY

NEW DEVELOPMENT INCLUDES:

- 219 APARTMENTS:
12 x 2-BED + STUDY
97 x 2-BED
3 x 1-BED + STUDY
103 x 1-BED
4 x PENTHOUSES - 3 BEDROOMS
- 6 COMMERCIALS: TOTAL 548 SQ.M.
- 161 CAR SPACES for RESIDENTIAL
- 7 CAR SPACES (INCLUDING 1 PROPOSED ON-STREET PARKING) for COMMERCIAL
- TOTAL: 167 ON-SITE CAR SPACES
1 ON-STREET DISABLE CAR SPACE
- 2 BIKE STORES: 134 BIKES.
- 232 STORAGE CAGES.

ALLOCATION OF CAR PARKING, BICYCLE PARKING & STORAGE CAGES:

- 1 CAR SPACE FOR EACH OF 2-BED APARTMENT
TOTAL: 109 SPACES
- 2 CAR SPACES FOR EACH OF PENTHOUSES
(including inner tandem space if available)
TOTAL: 8 SPACES
- 6 GROUND LEVEL CAR SPACES + 1 ON-STREET
DISABLE SPACE FOR 6 COMMERCIALS.
- THE REMAINING 58 CAR SPACES ARE AVAILABLE
TO 1-BED APARTMENTS.
- 1 BICYCLE SPACE FOR 1-BED APARTMENT.
TOTAL 106 SPACES.
- REMAIN 28 BICYCLE SPACES WILL BE MANAGED BY
OWNERS CORPORATION.
- 1 STORAGE CAGE FOR EACH APARTMENT,
THE REMAINING CAGES WILL BE AVAILABLE TO
OWNERS CORPORATION.



REV. B
COUNCIL RPT
NOVEMBER 2015



SITE CONTEXT - NEIGHBOURING BUILDING:

- | | | | | | |
|-------------------------------|--|--|-------------------------------|---------------------------------|--------------------------------|
| 1. 8-STORY EXISTING BUILDING. | 3. PROPOSED 14-STORY DEVELOPMENT UNDER PLANNING APPLICATION. | 5. POTENTIAL DEVELOPMENT, 6-26 STORY TOWERS UNDER CONCEPT STAGE. | 7. 8-STORY EXISTING BUILDING. | 9. 7-STORY EXISTING BUILDING. | 11. 8-STORY EXISTING BUILDING. |
| 2. 11-STORY NEW BUILDING. | 4. PROPOSED 15-STORY DEVELOPMENT UNDER PLANNING APPLICATION. | 6. PROPOSED 4 & 10-STORY DEVELOPMENT - PLANNING APPROVED. | 8. 7-STORY EXISTING BUILDING. | 10. 17-STORY EXISTING BUILDING. | |

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SITE CONTEXT PLAN (T)

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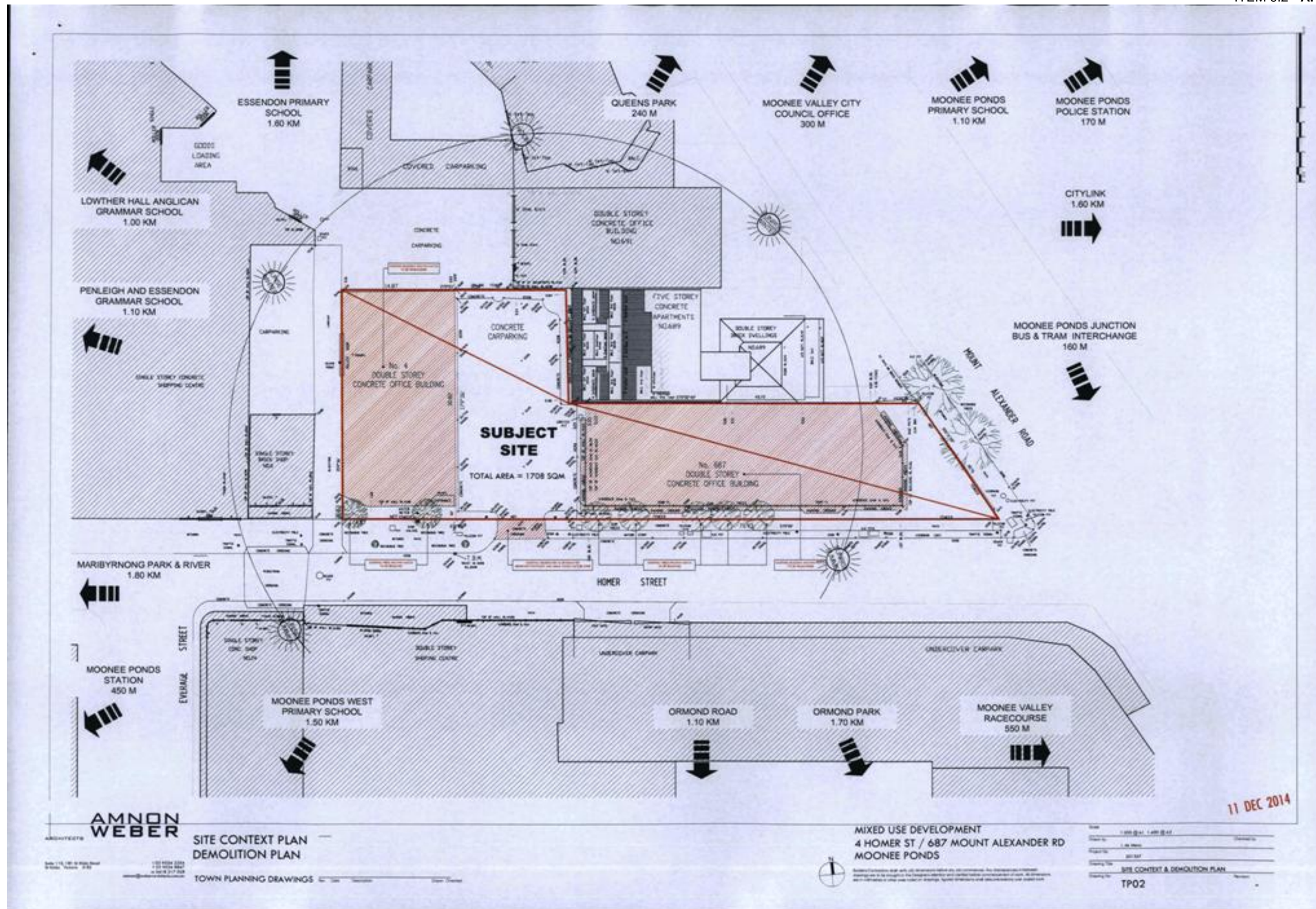
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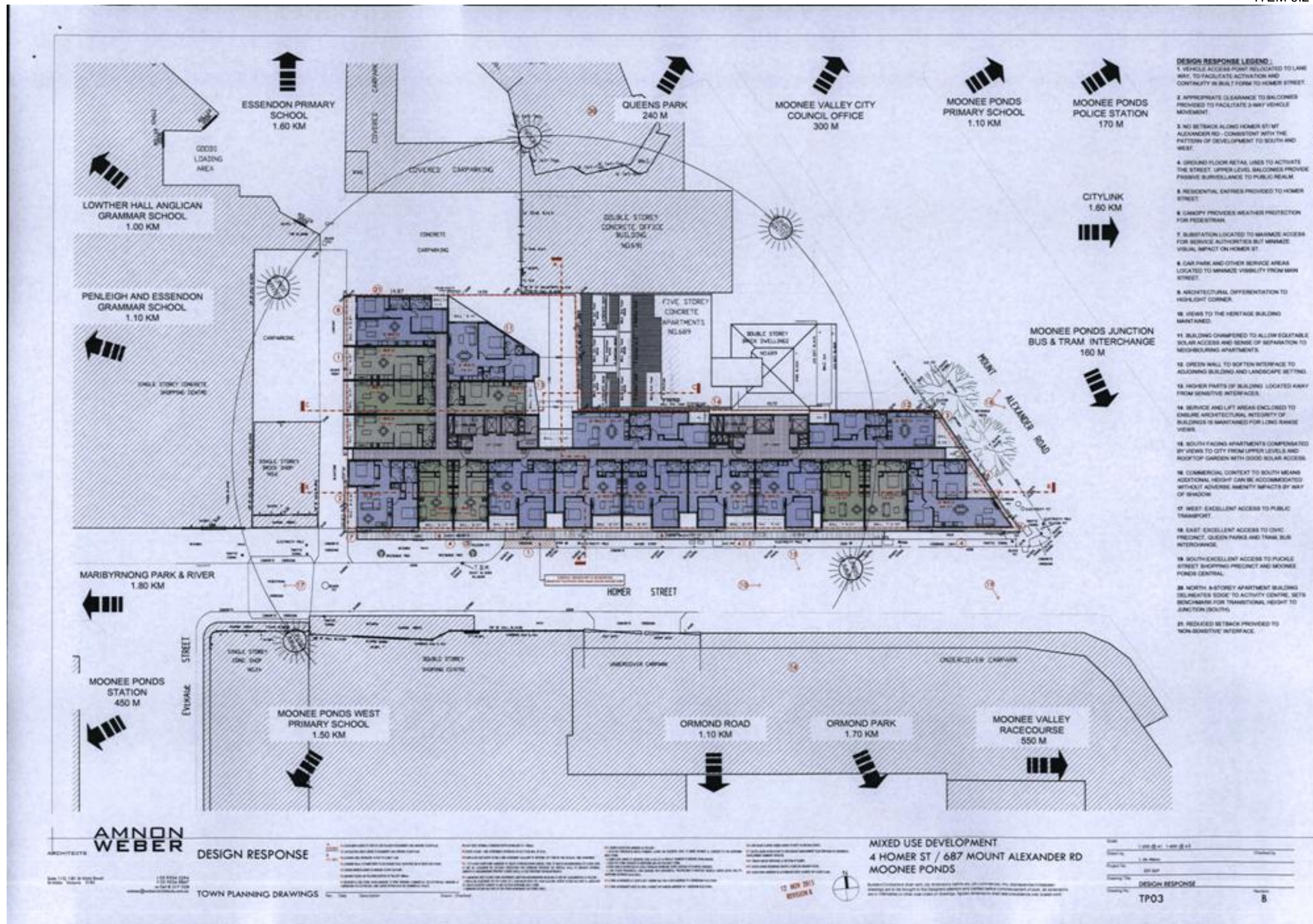


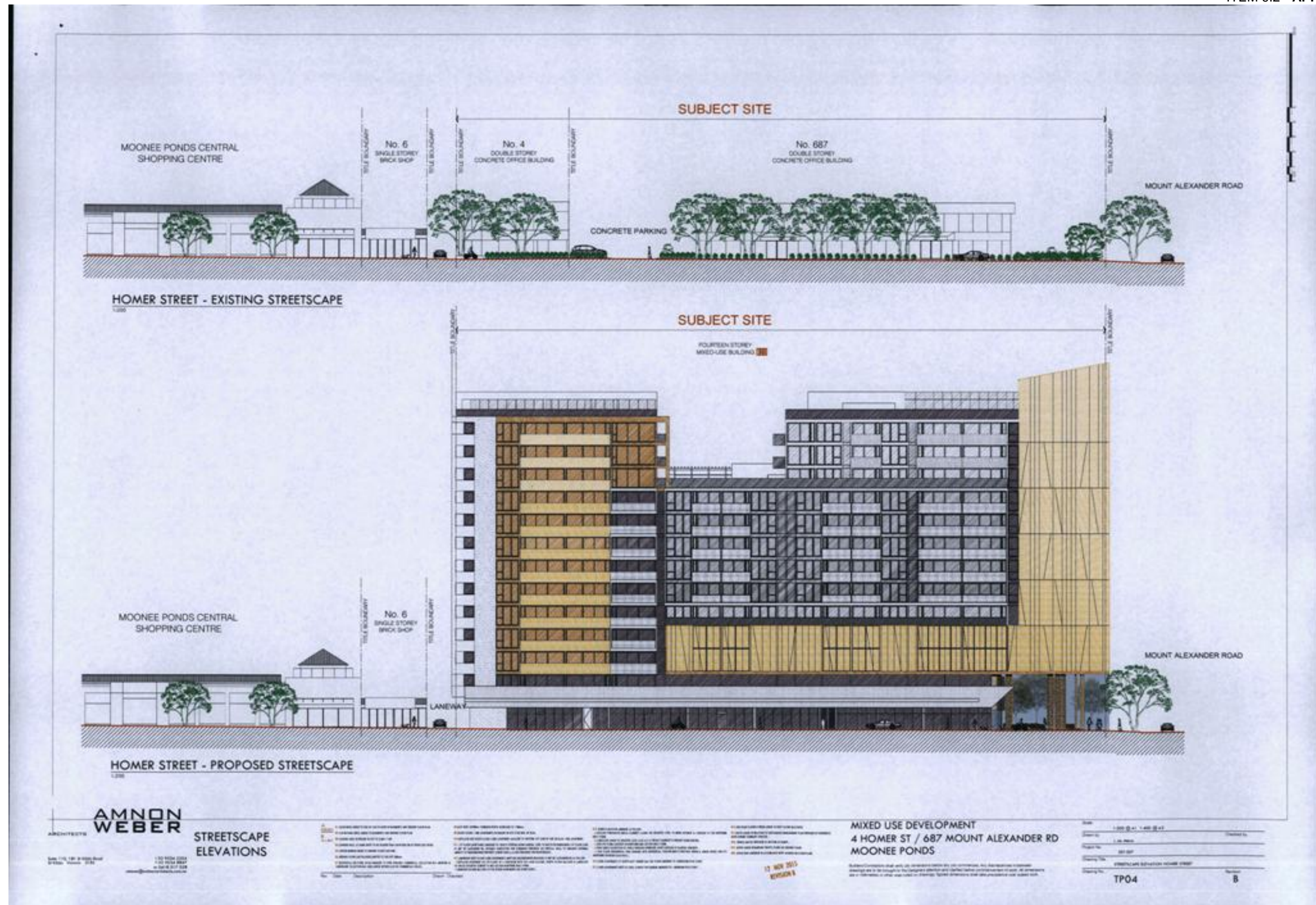
Authors' disclosures of potential conflicts of interest and author contributions are found at the end of this article. Address correspondence to Dr. G. A. Wells, Department of Medicine, University of Michigan, 1600 Kresge Hall, 300 Zeeb Road, Ann Arbor, MI 48106-0616; e-mail: wells@umich.edu.

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Drawing Title	SITE CONTEXT PLAN	
Drawing No.	TPO1	Revision

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MOUNT ALEXANDER ROAD - EXISTING STREETSCAPE



MOUNT ALEXANDER ROAD - PROPOSED STREETSCAPE

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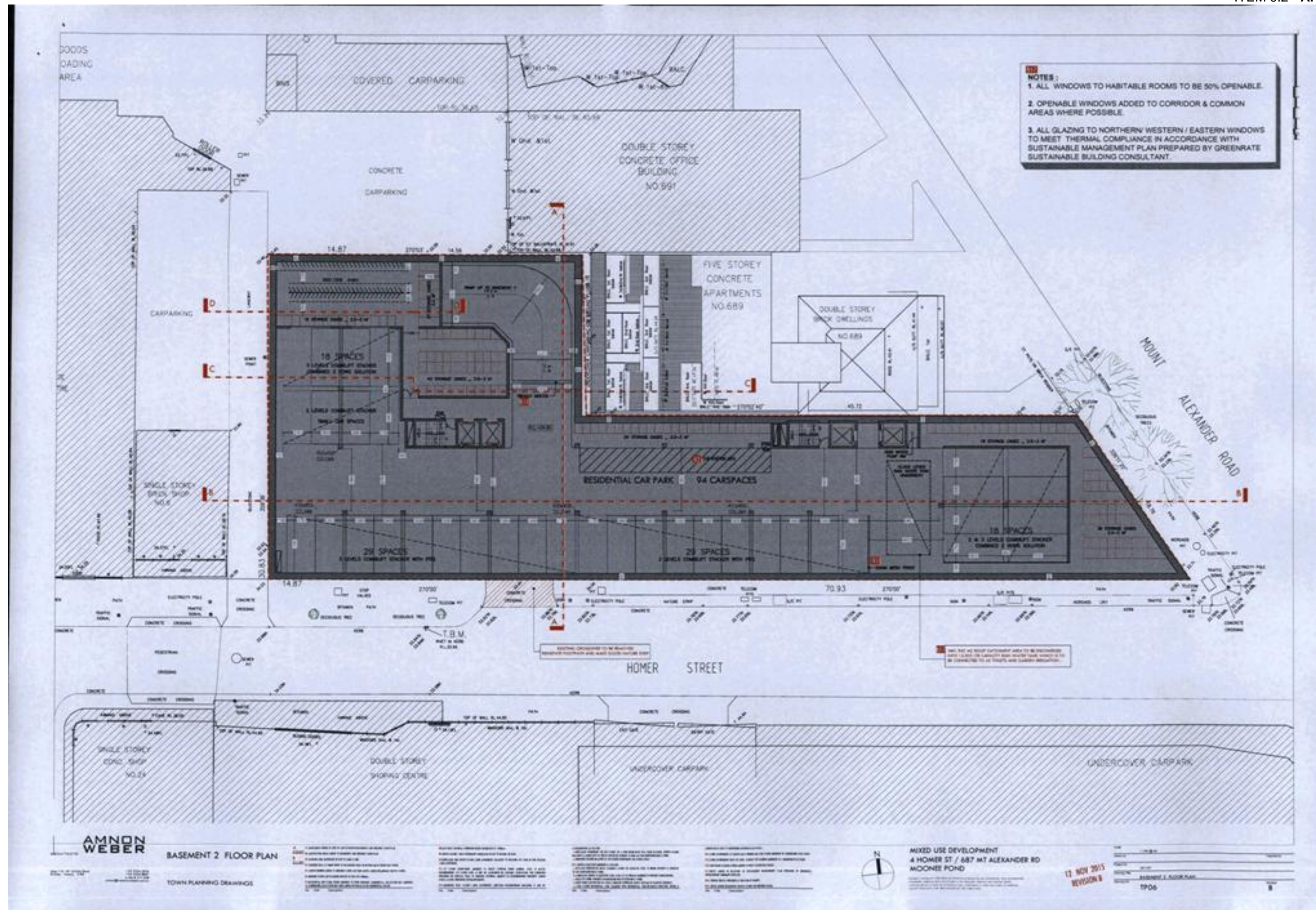
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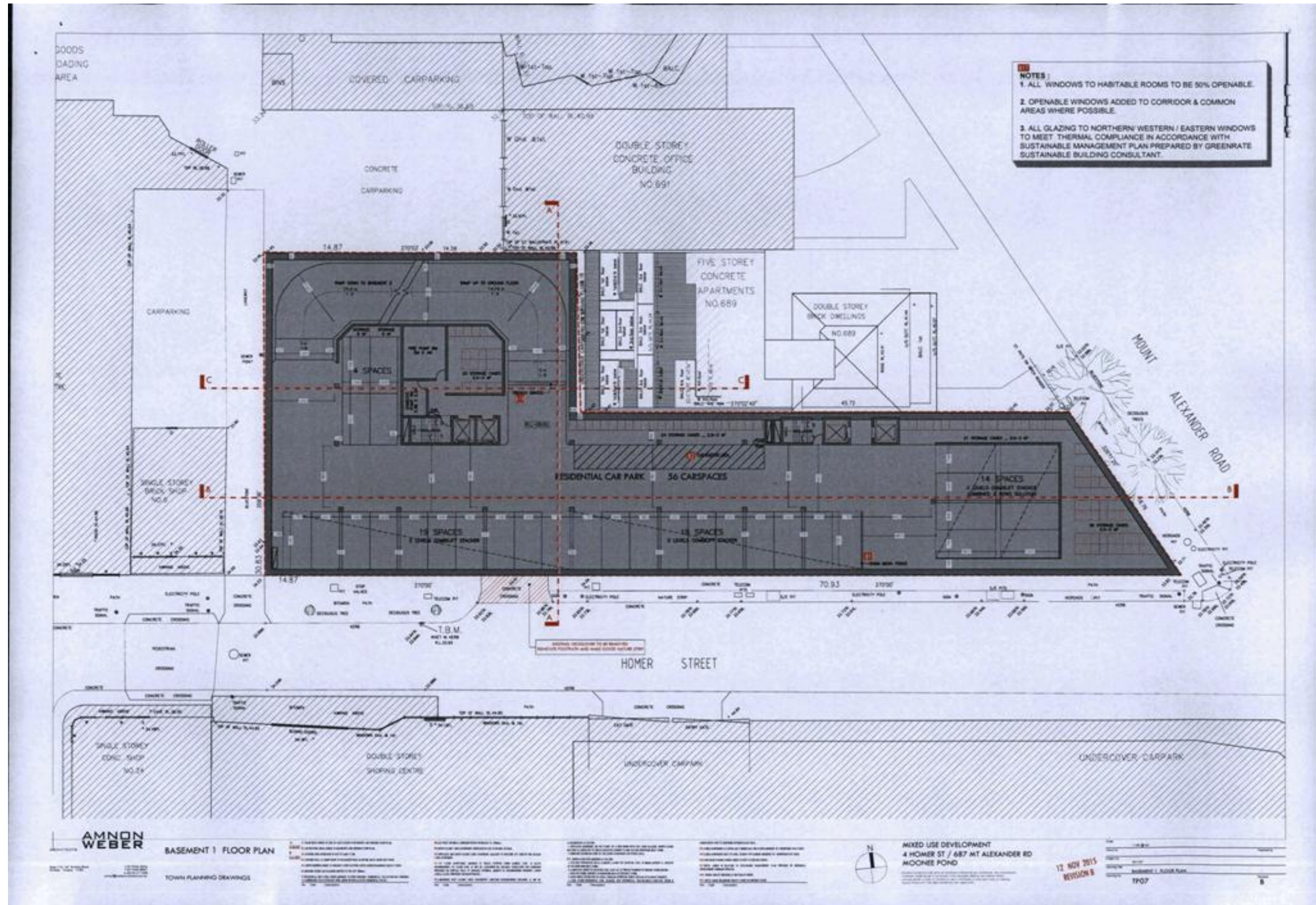
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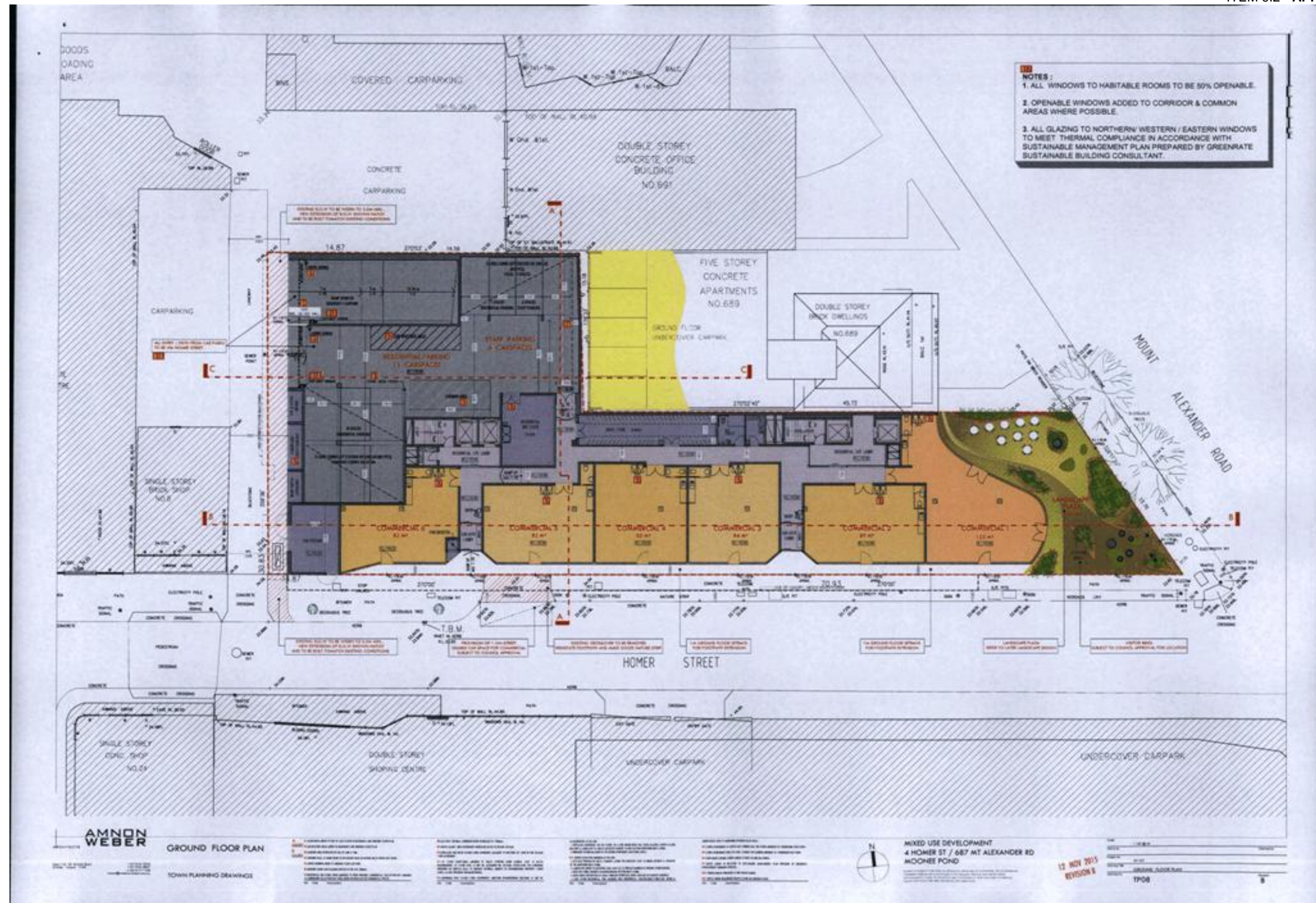
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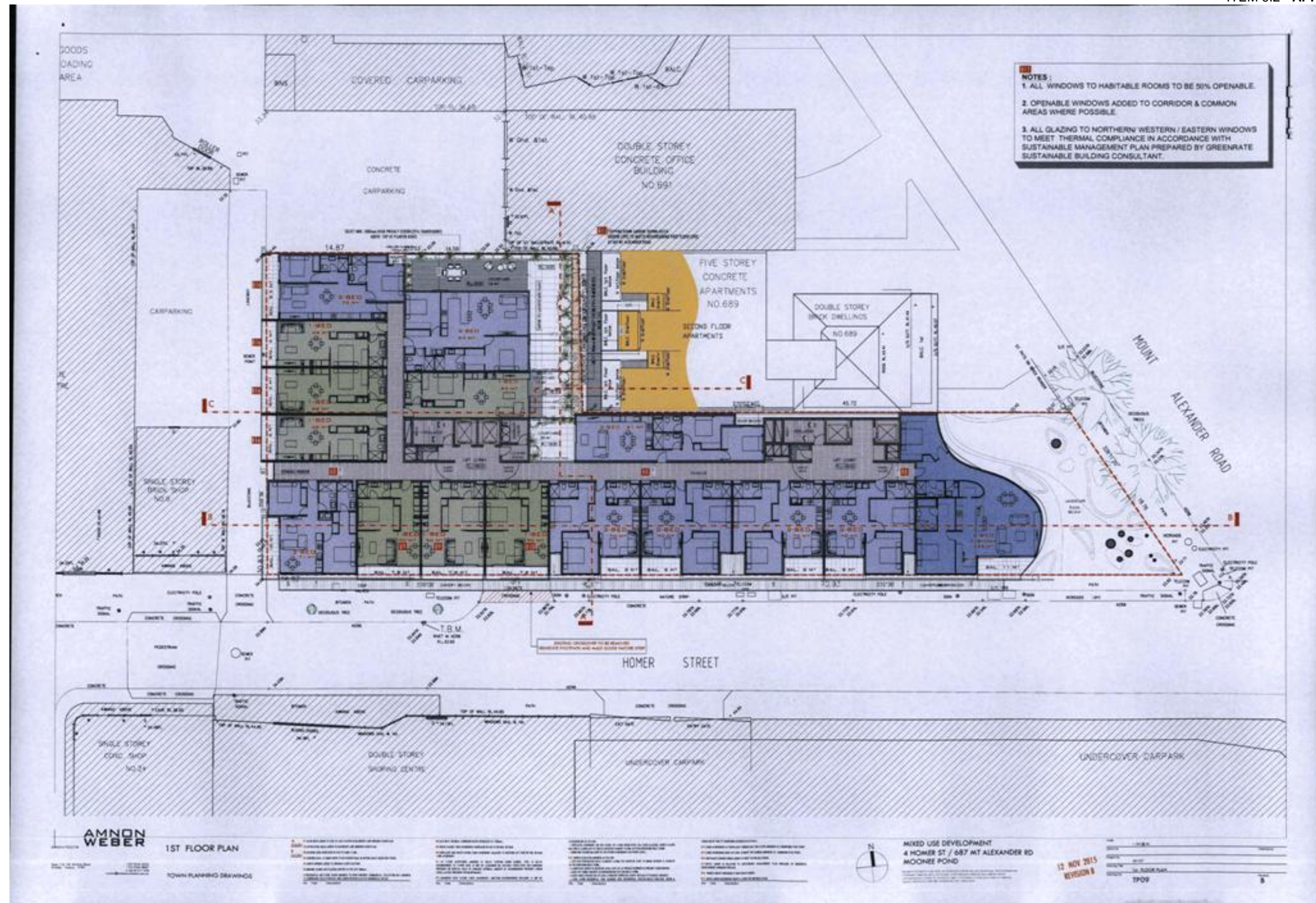
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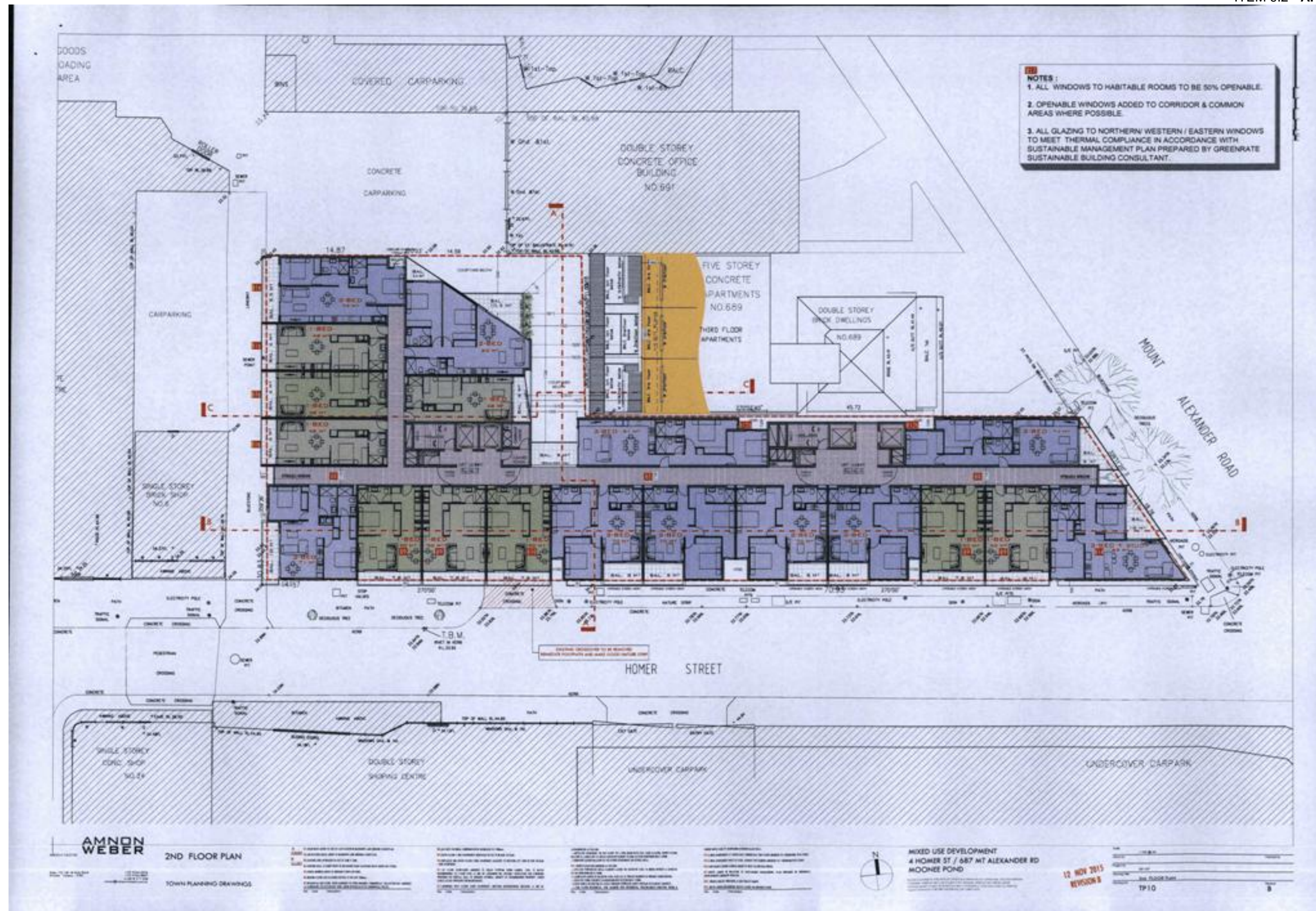
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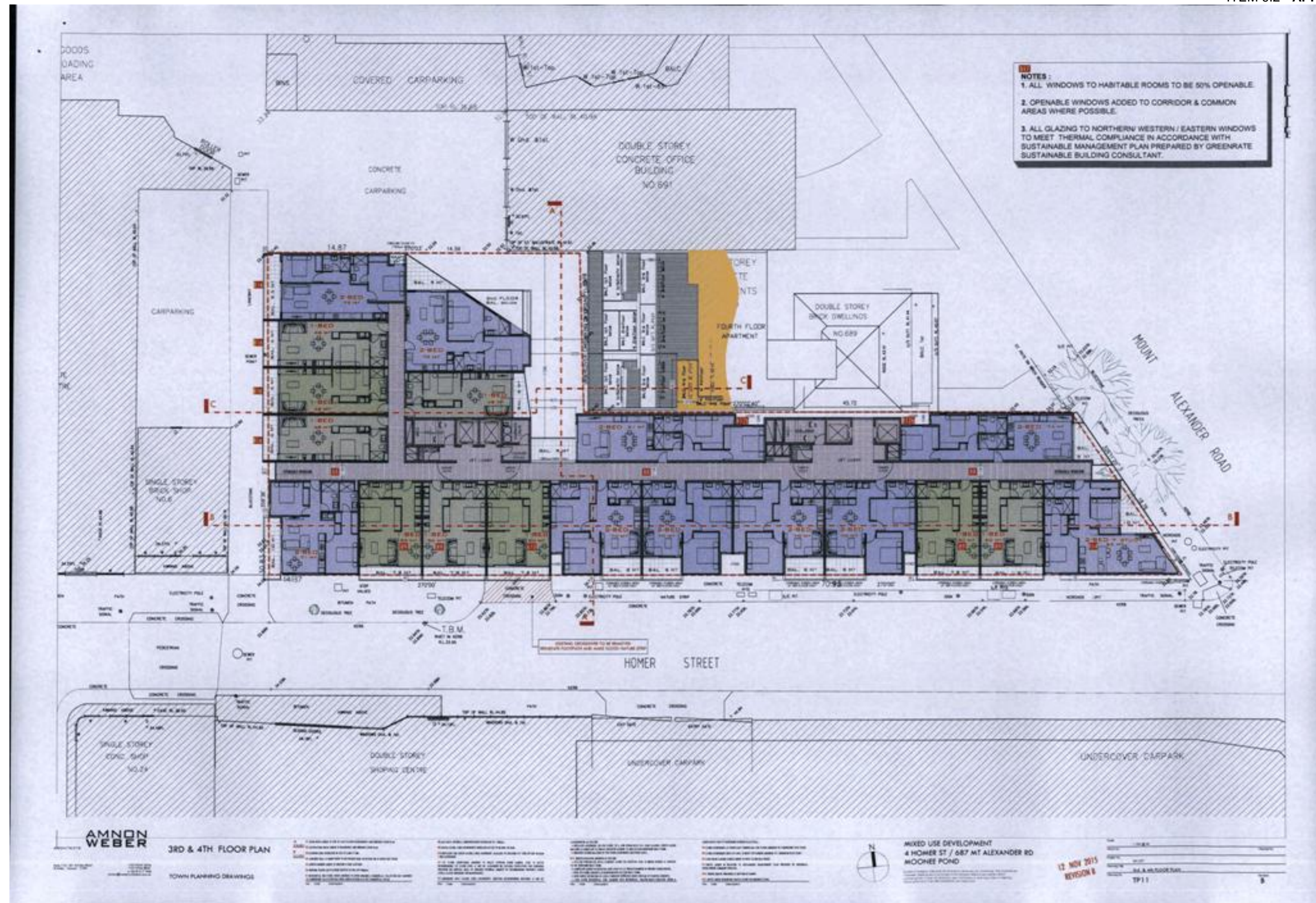


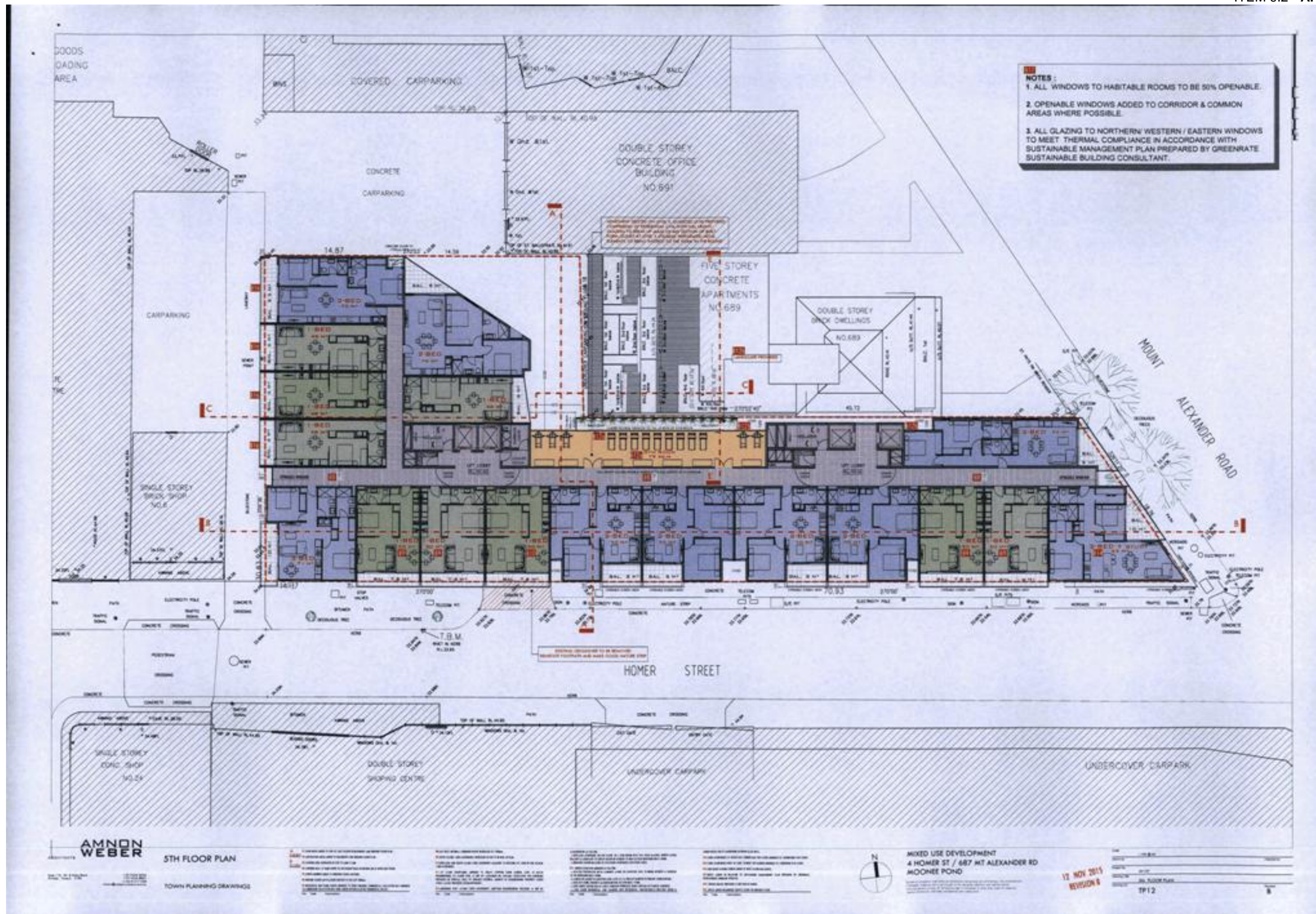


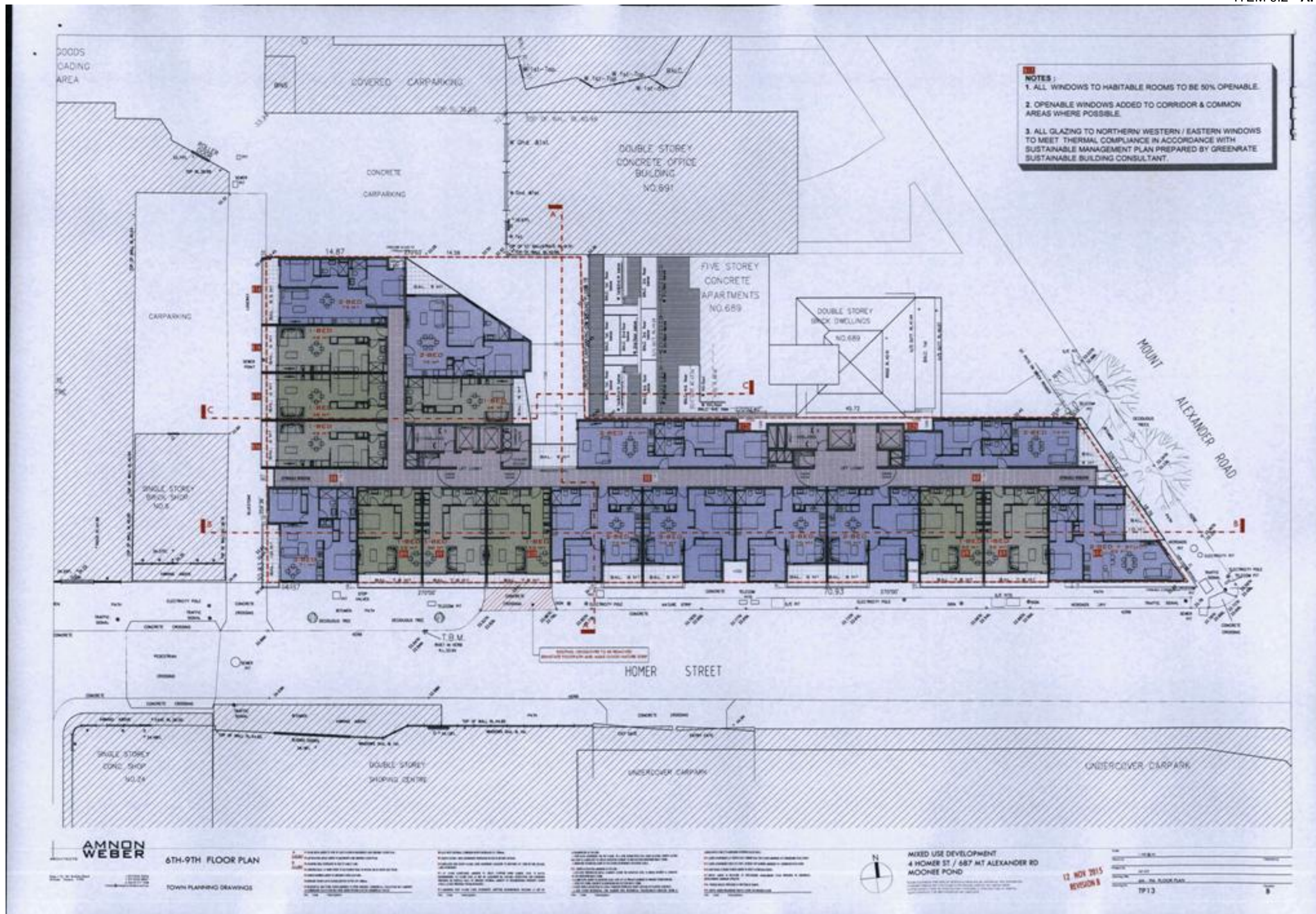


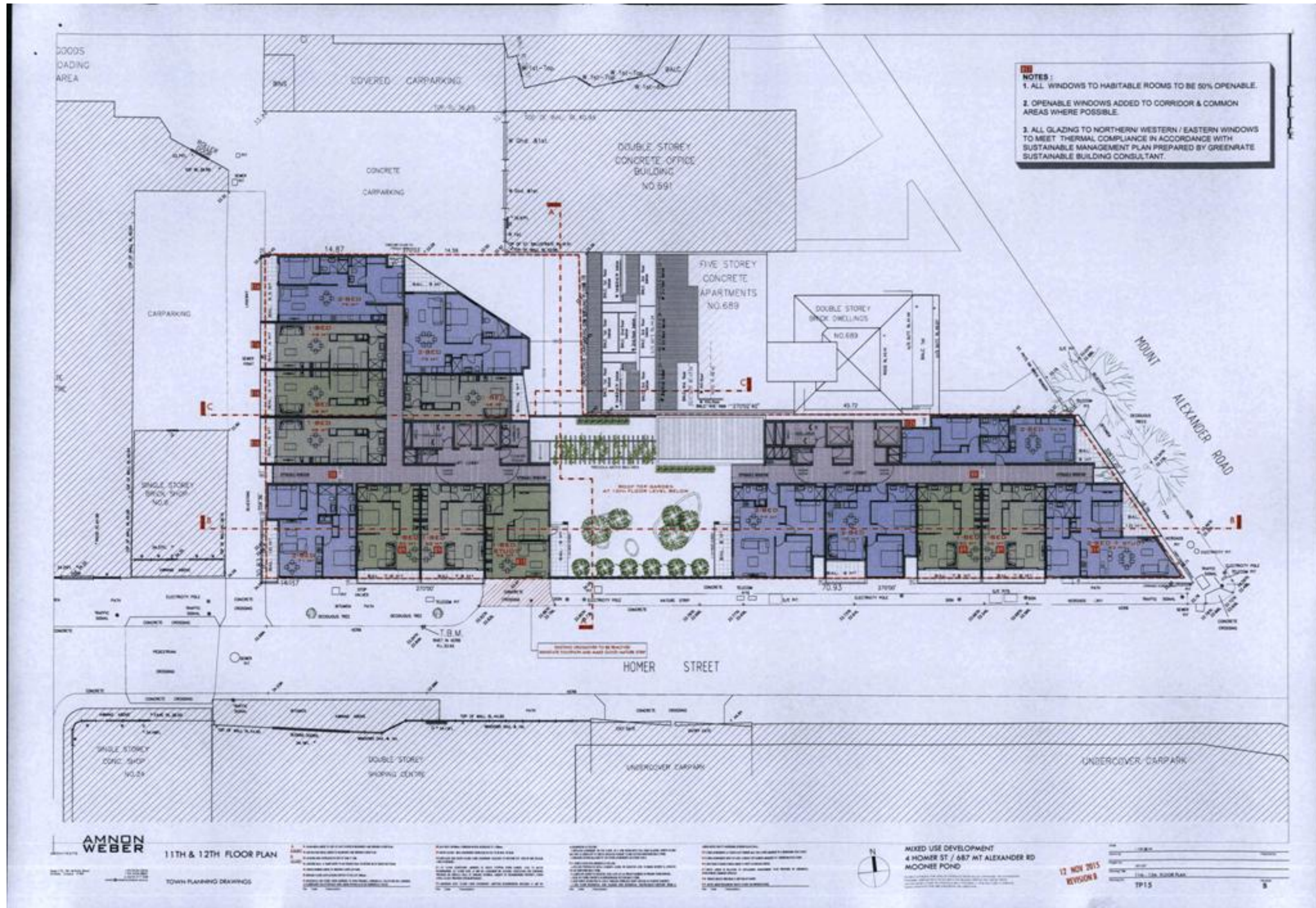


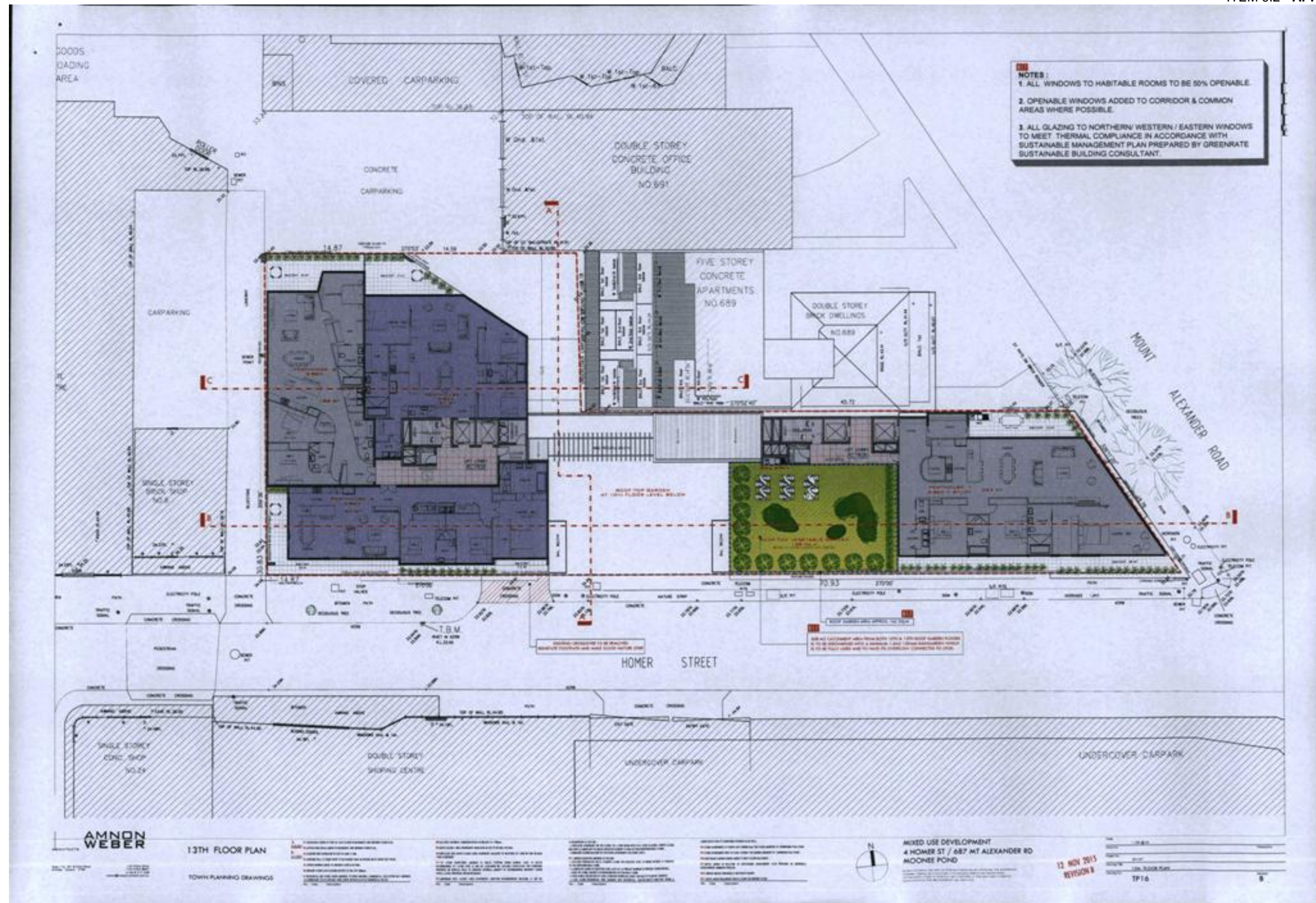


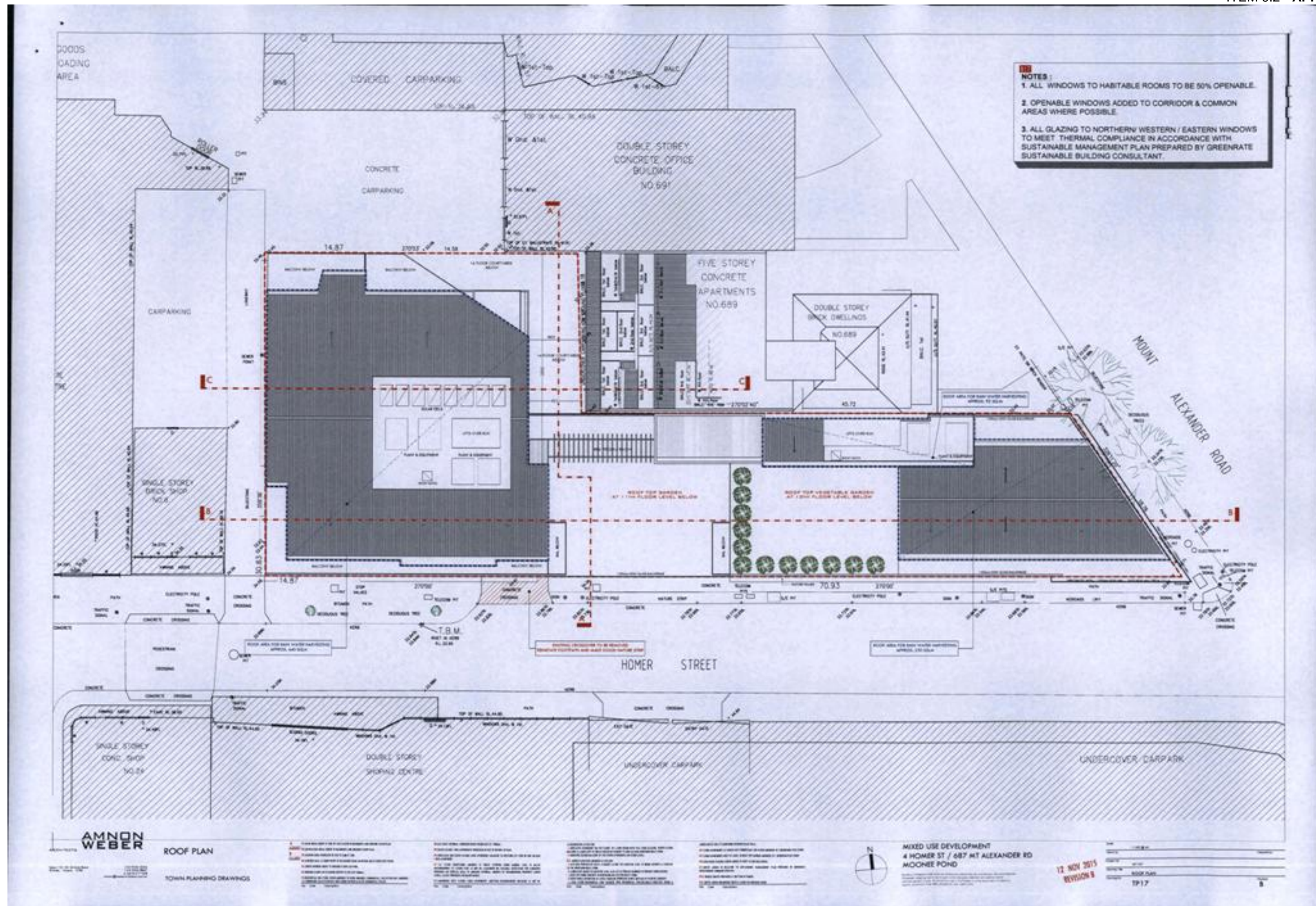


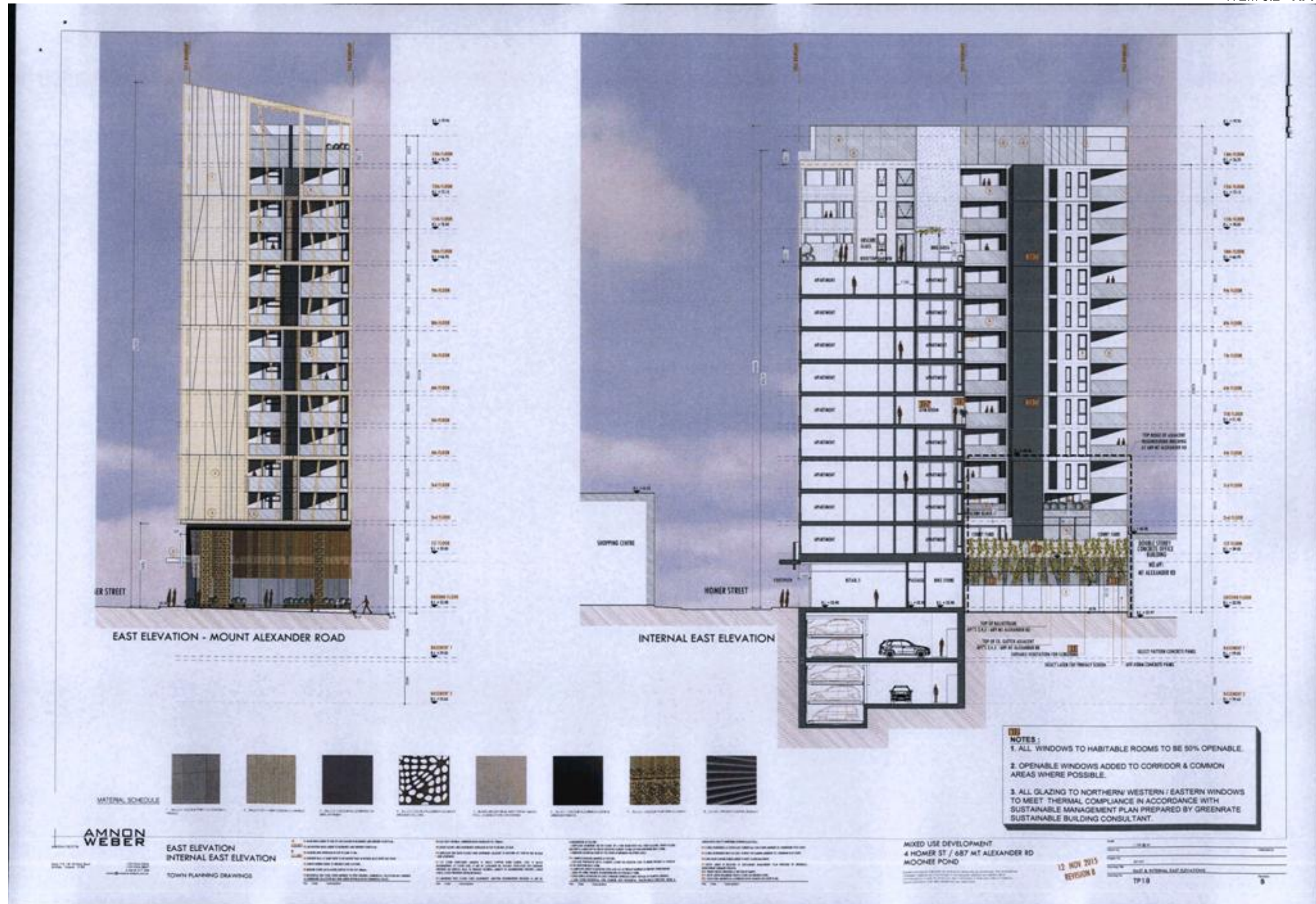


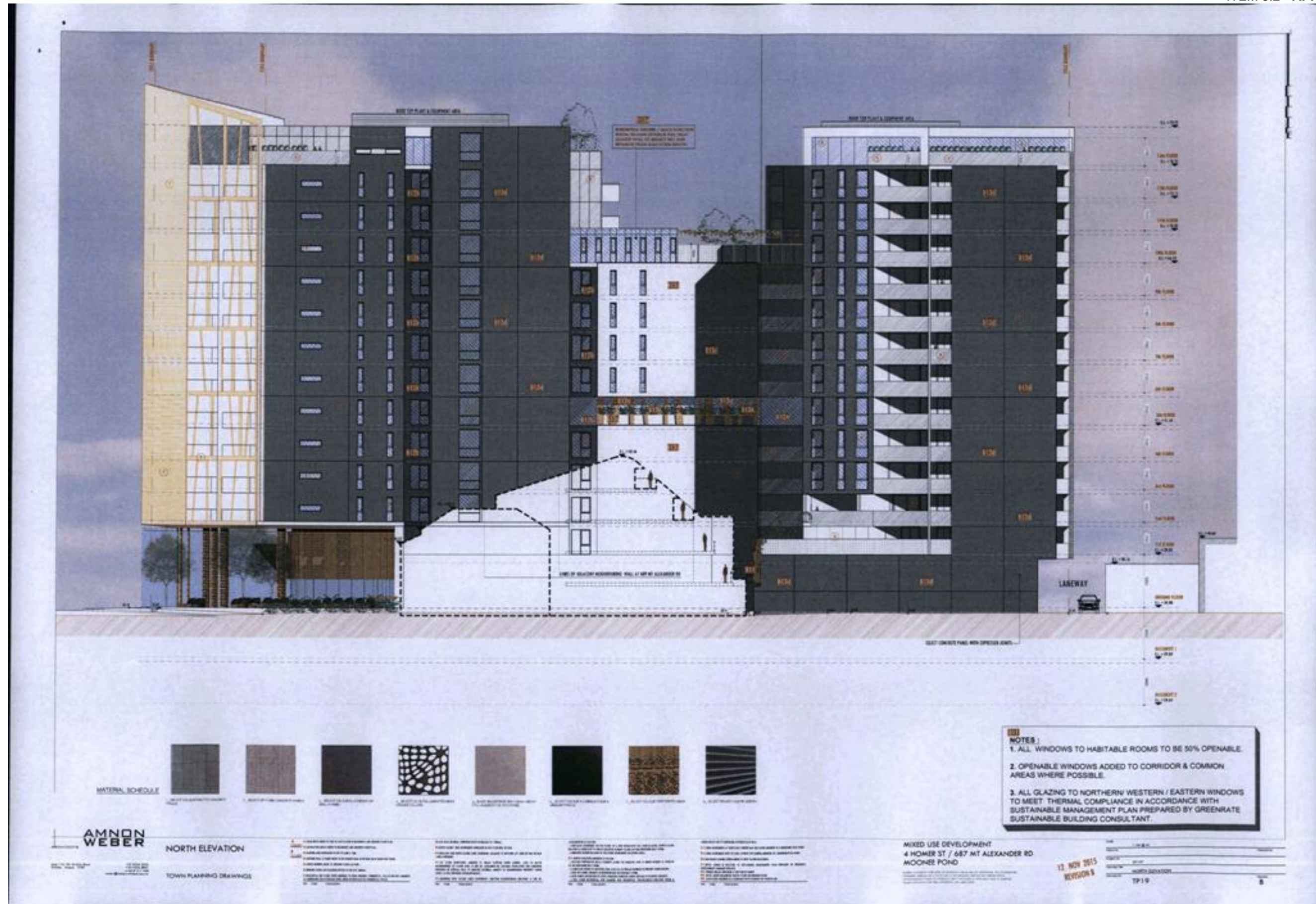




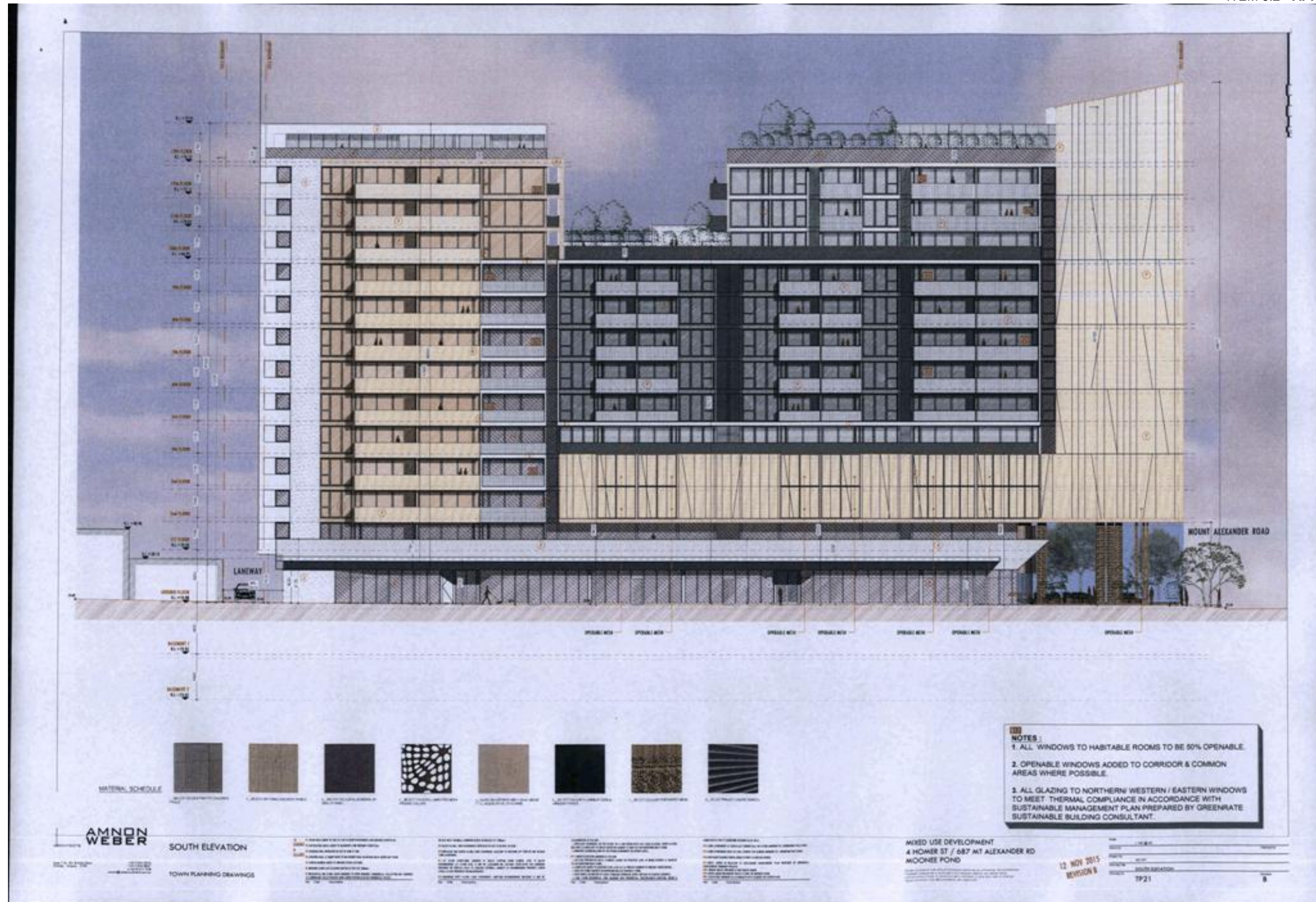


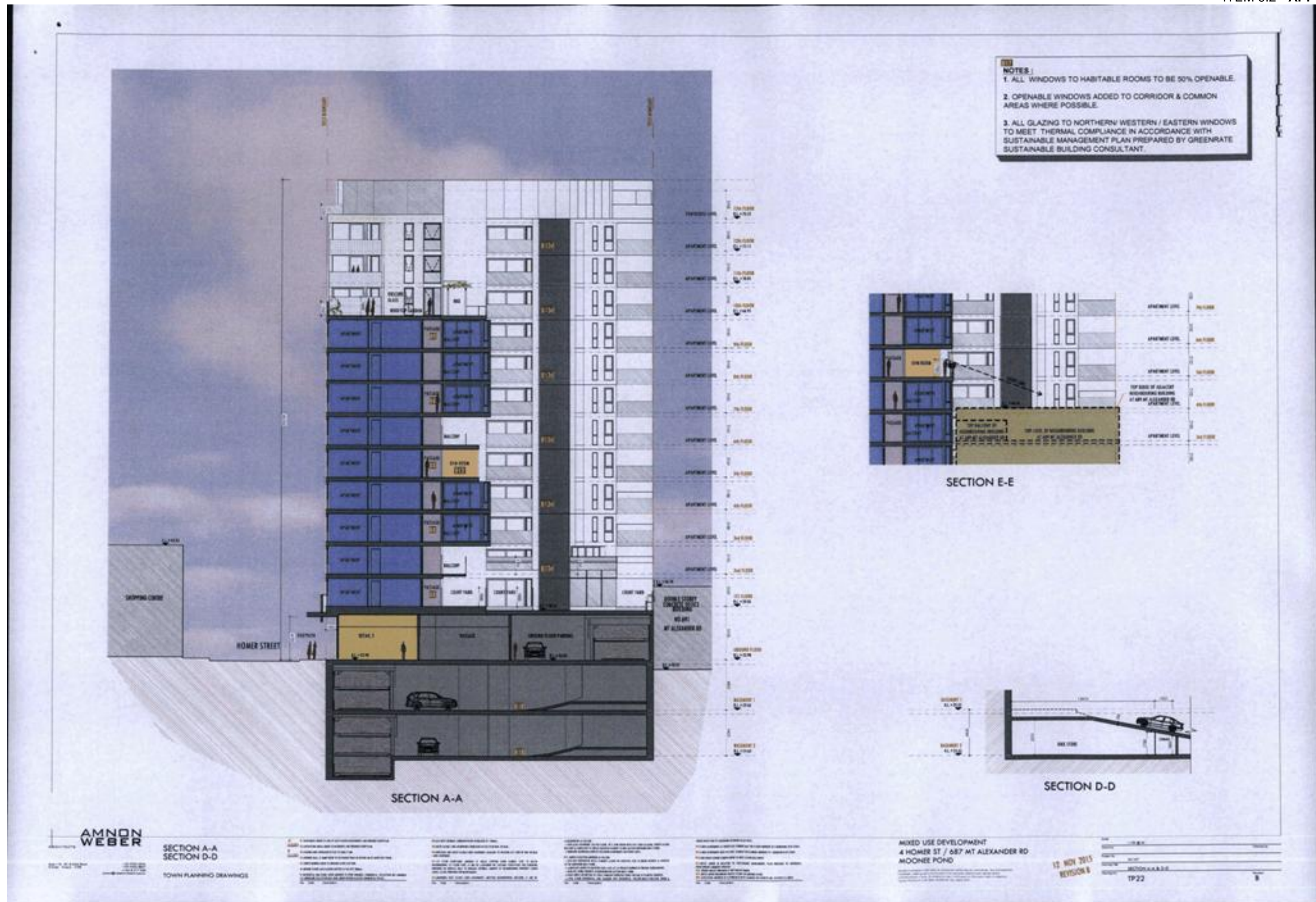


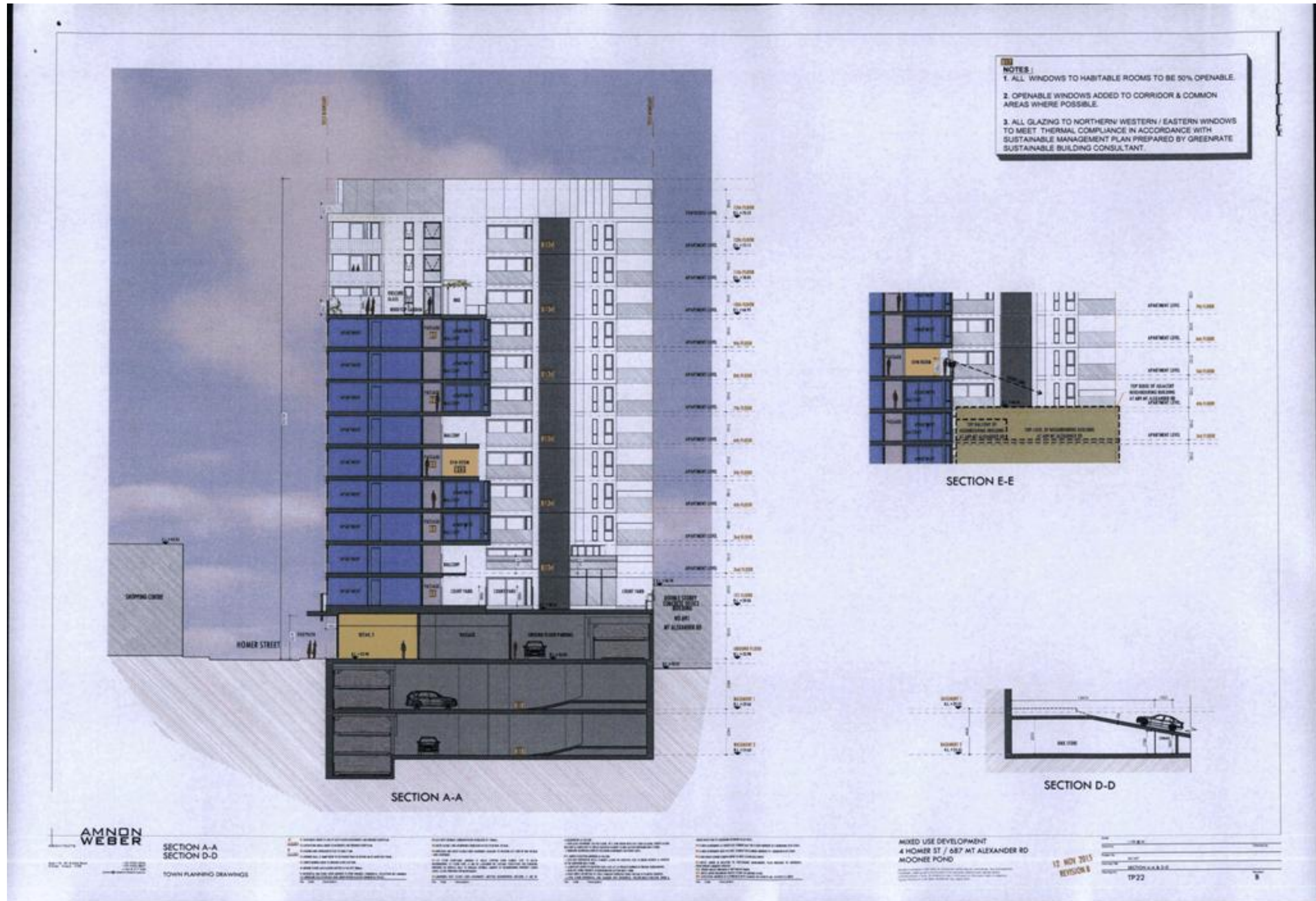


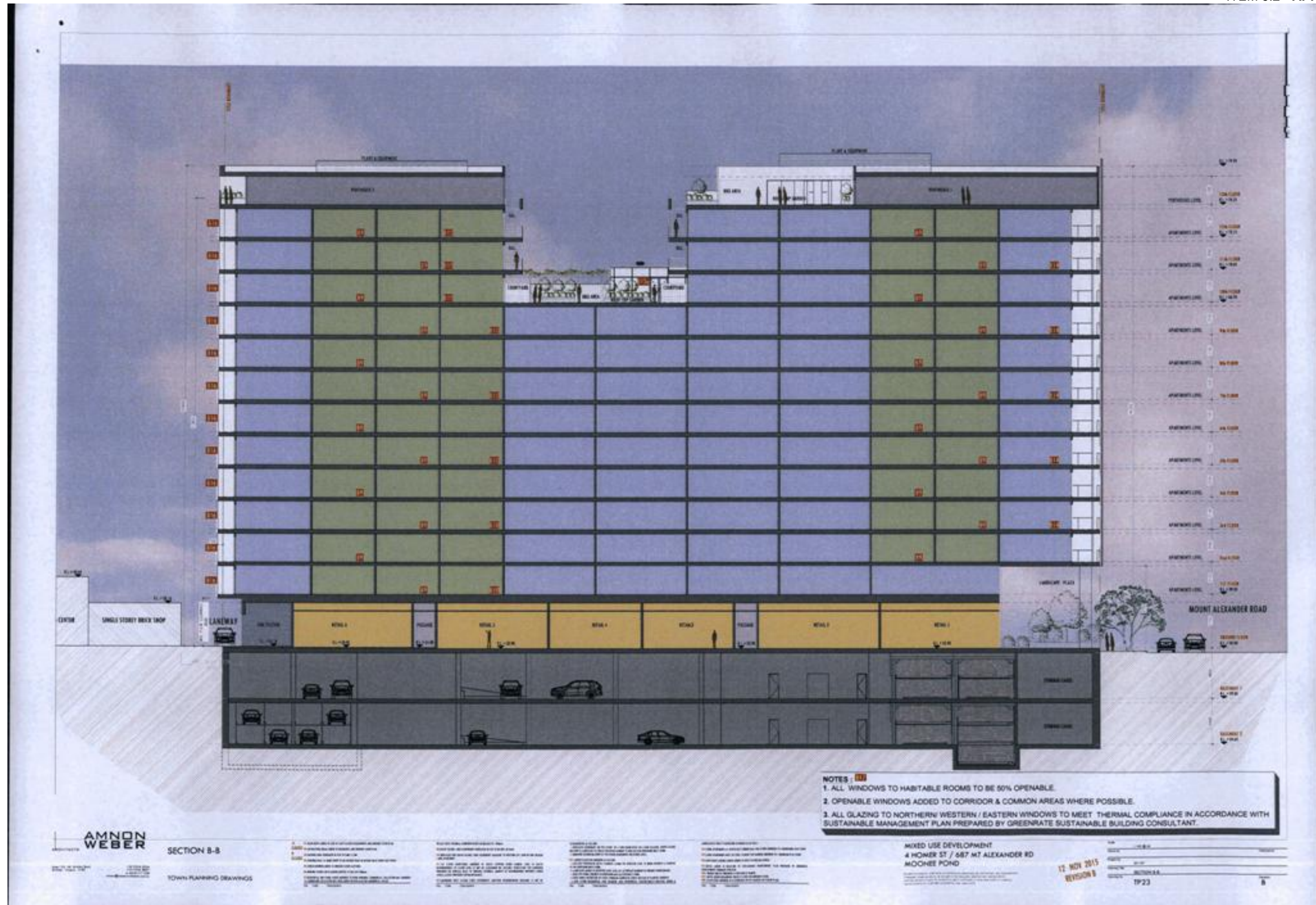


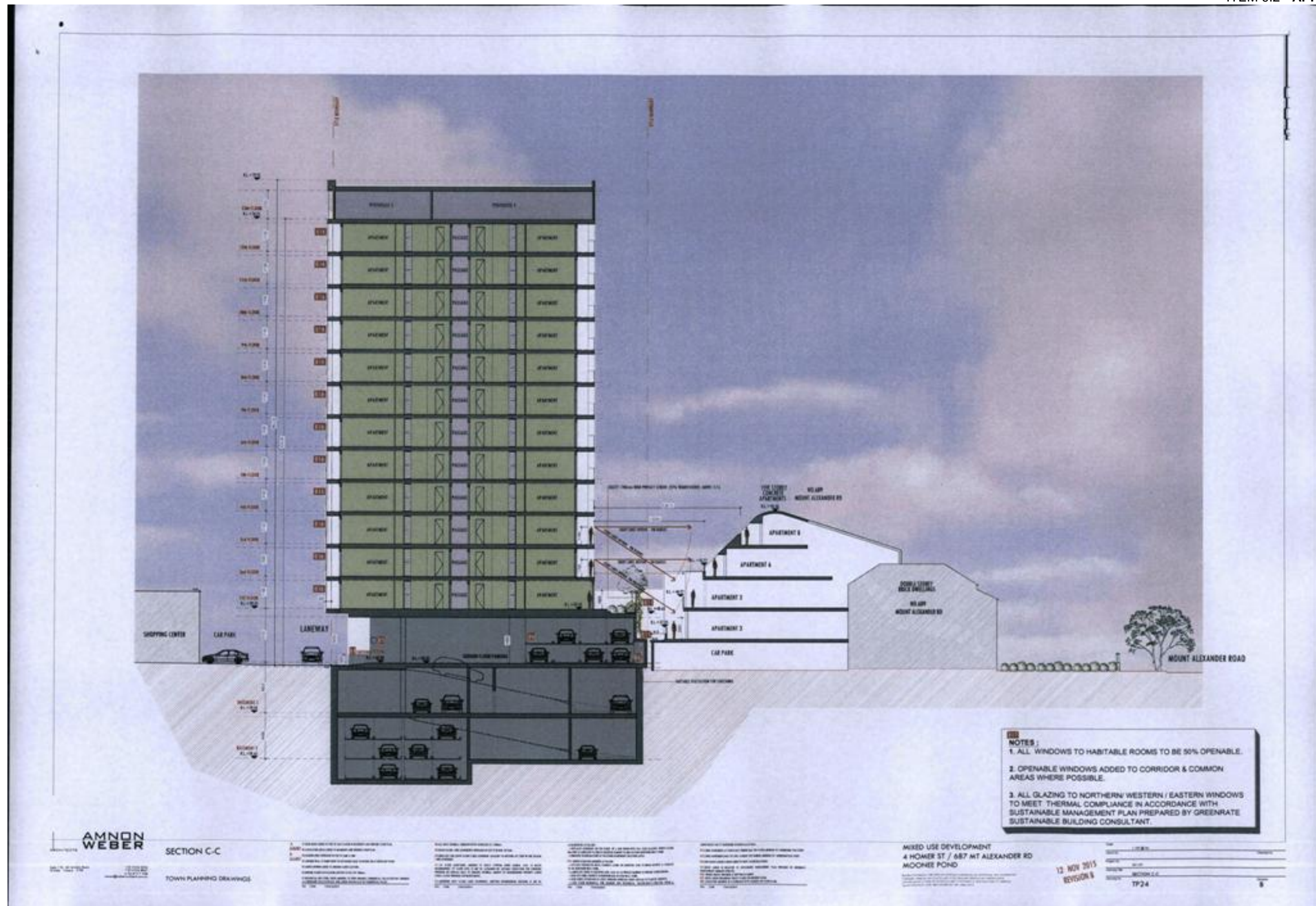


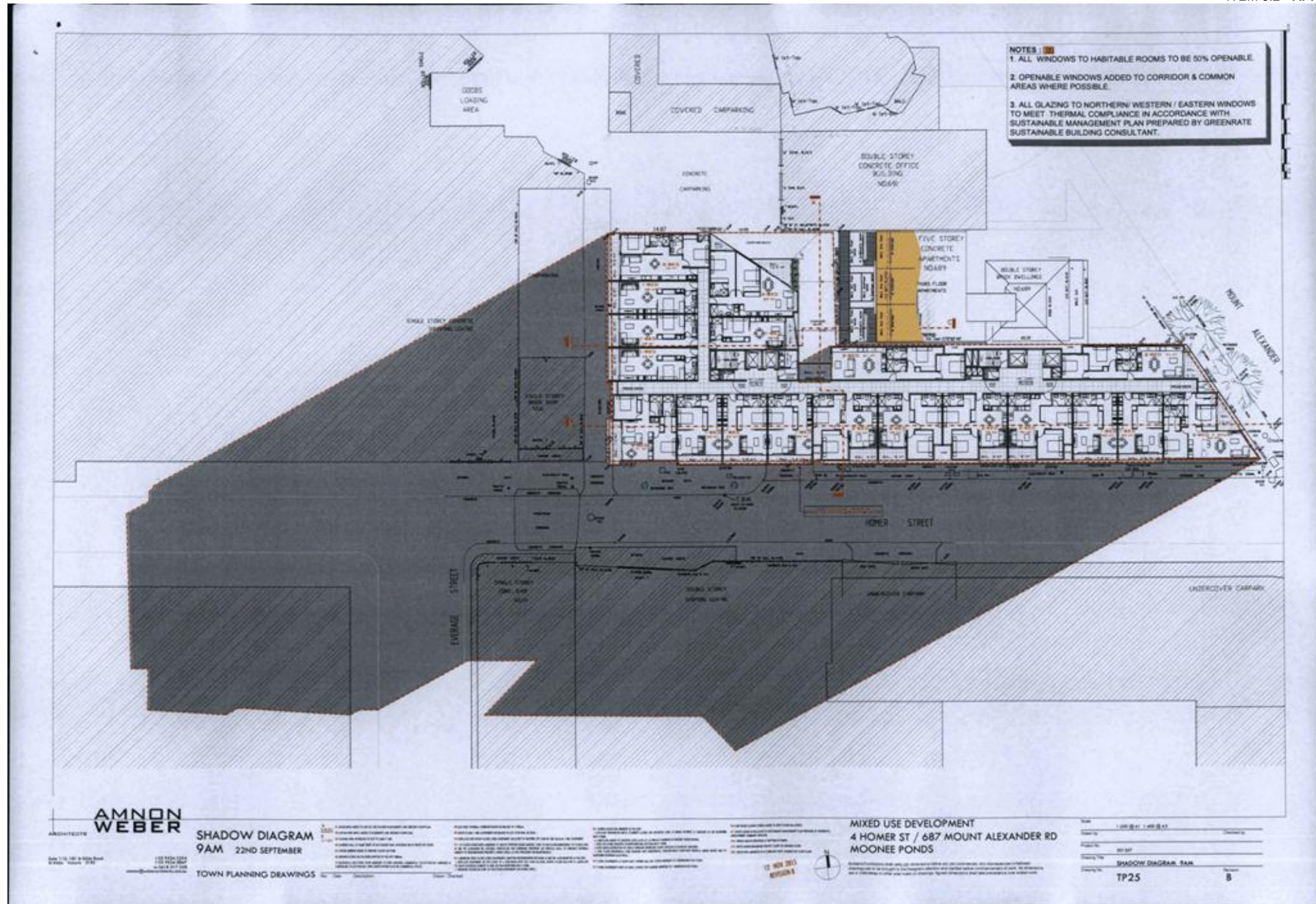


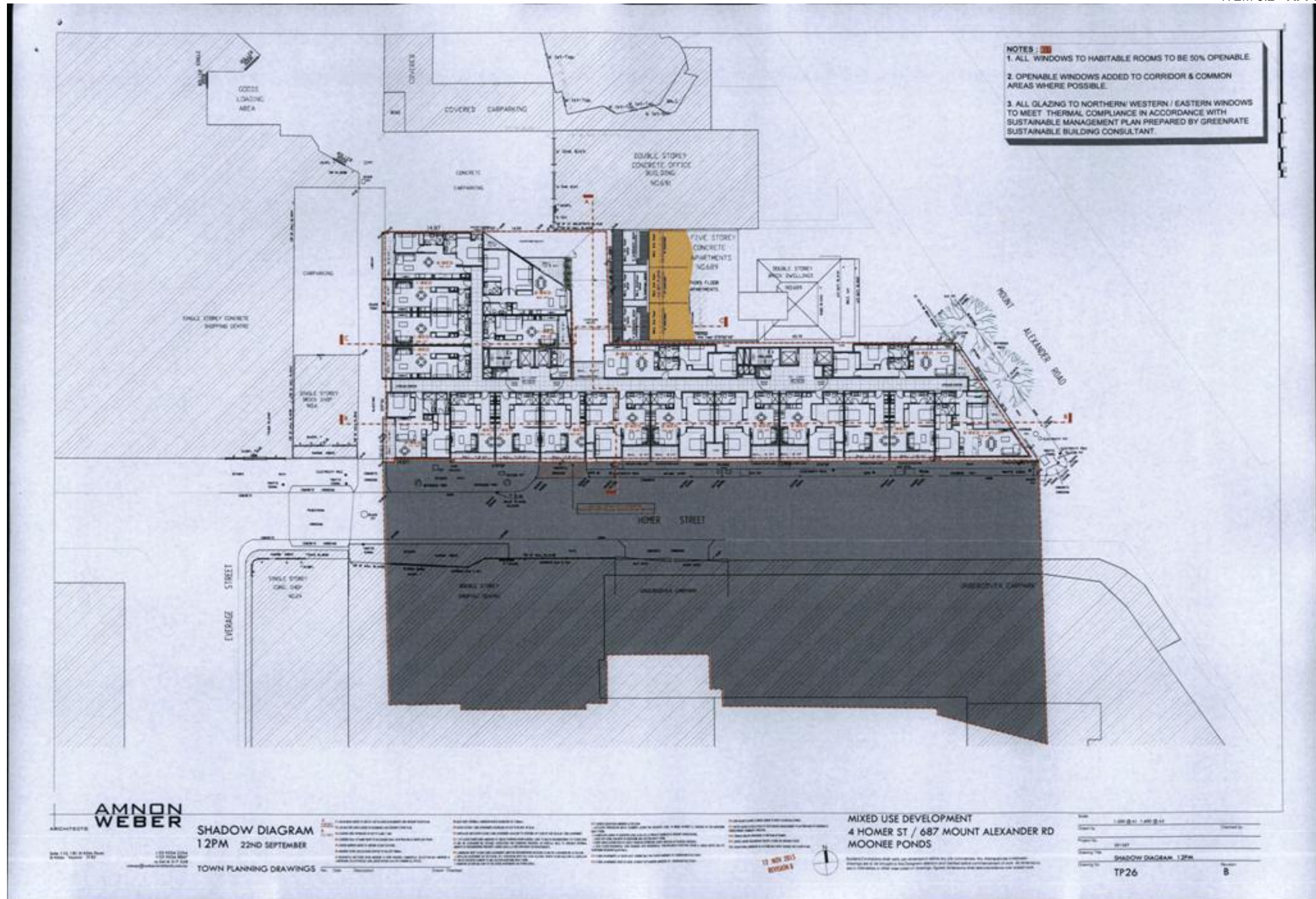


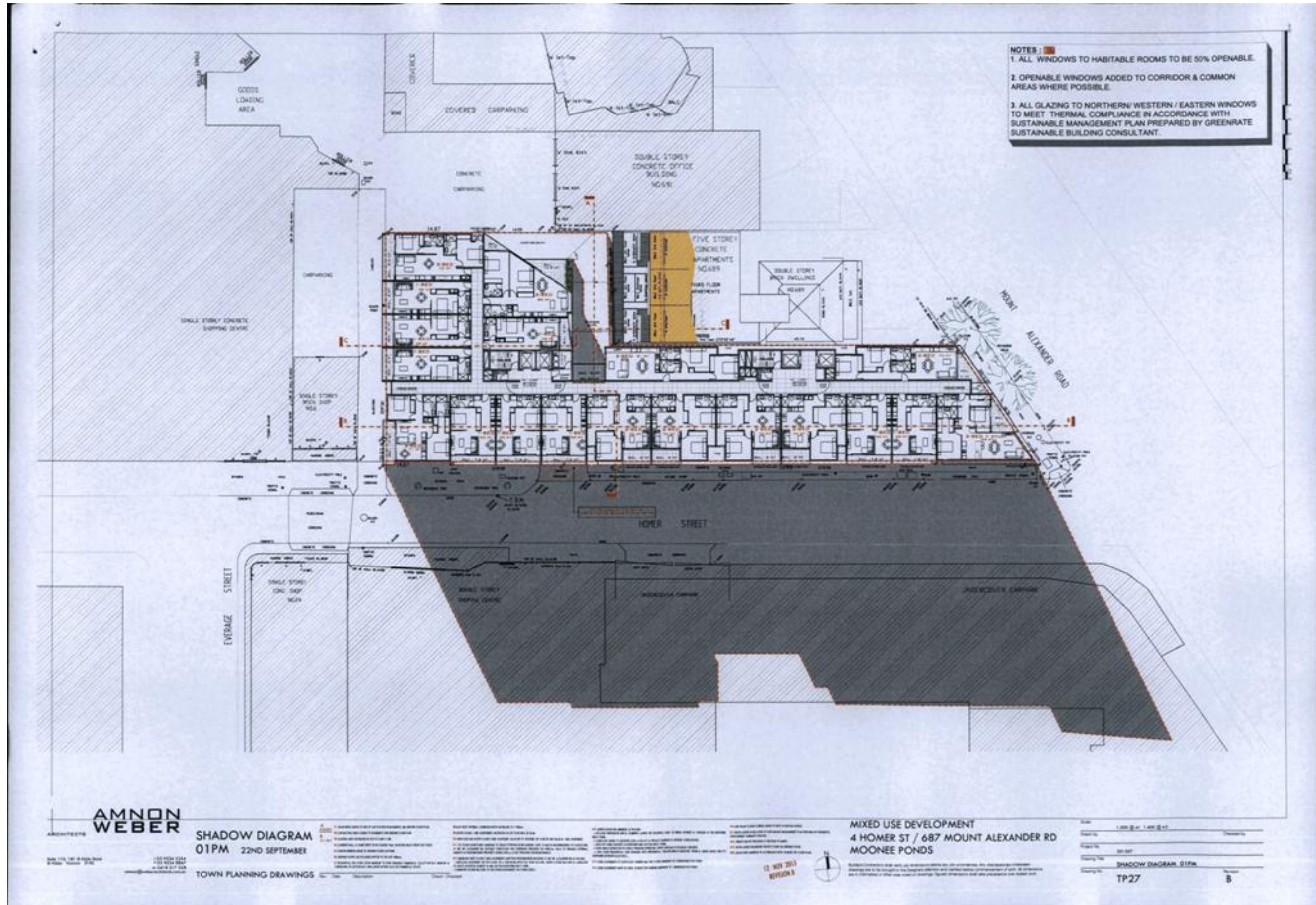


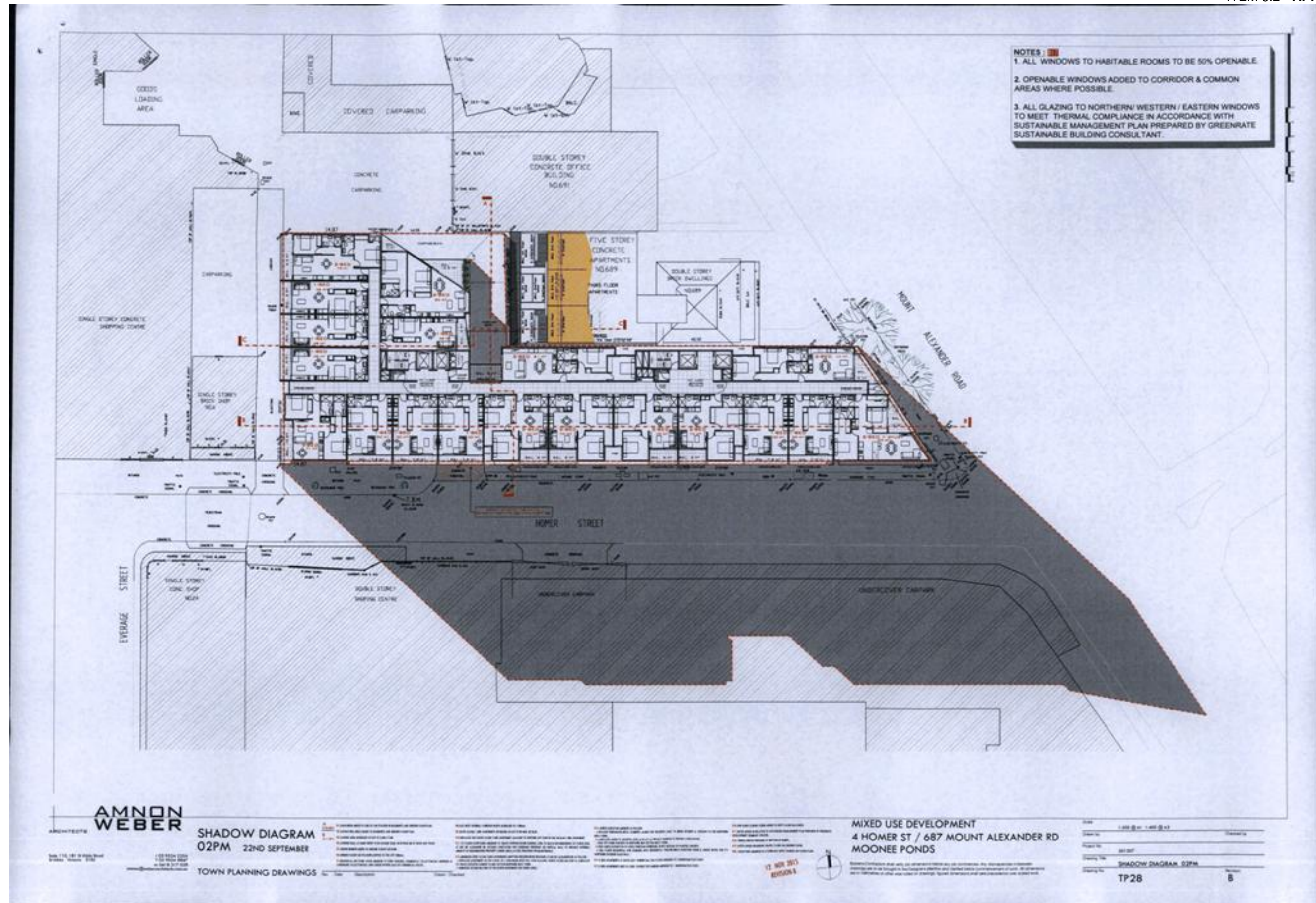


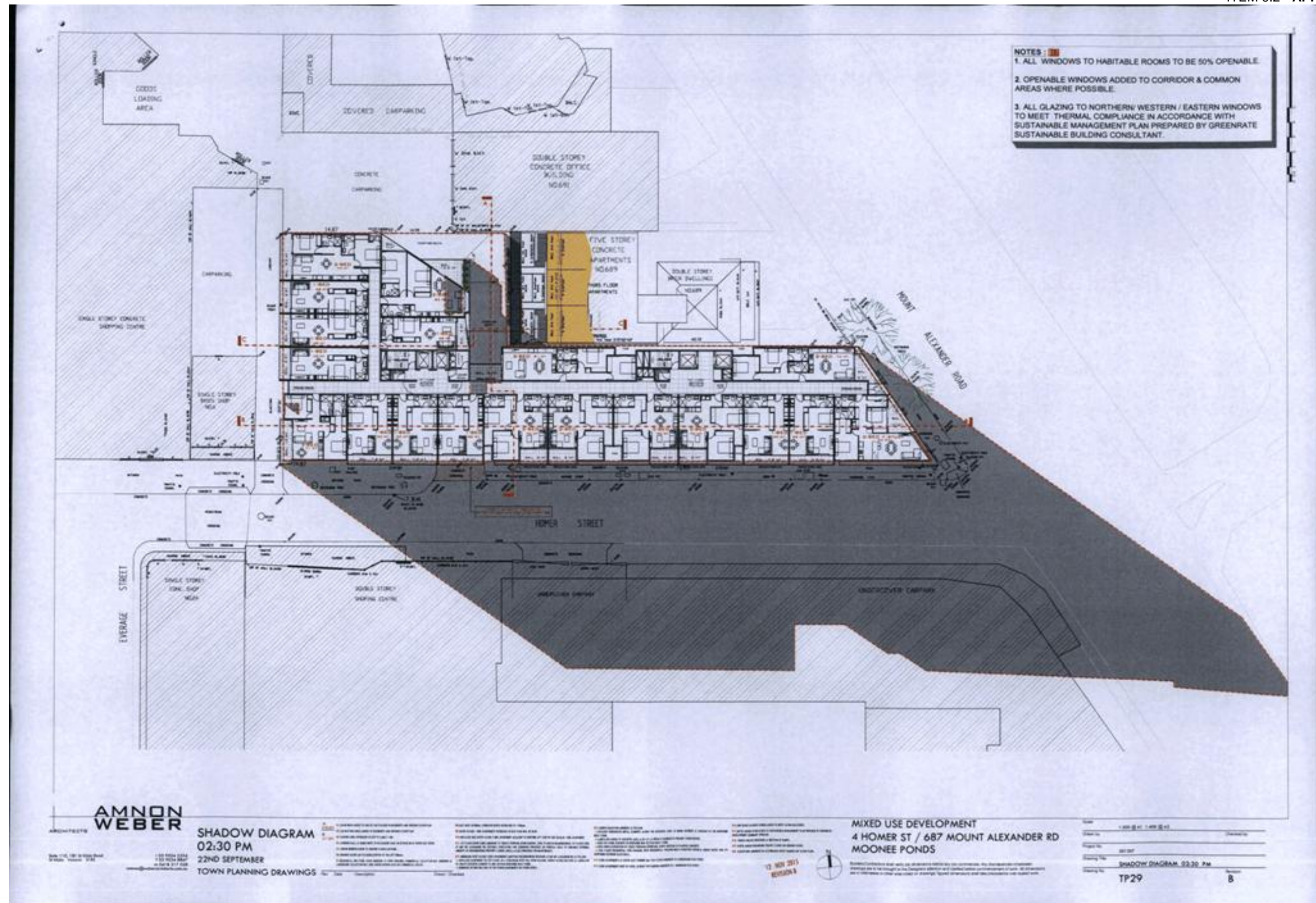


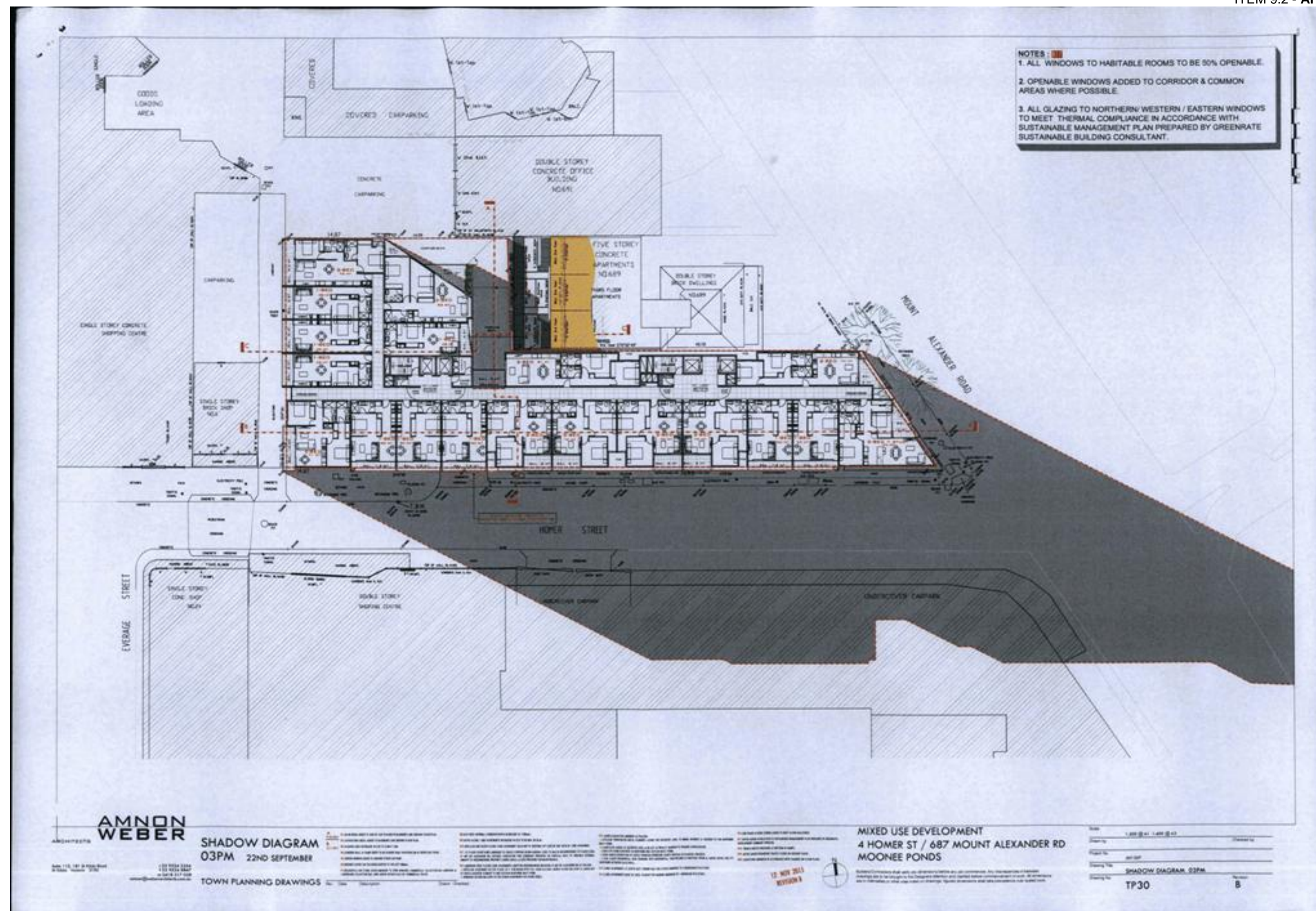
















PENTHOUSES INTERIOR



PENTHOUSES INTERIOR



PENTHOUSES INTERIOR

CITY VIEW FROM SOUTH EAST CORNER AT TOP LEVELS



ROOF TOP GARDEN



ROOF TOP GARDEN



BBQ AREA



RESIDENT GYM

**AMNON
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TOWN PLANNING DRAWINGS

Scale: 1:1000
Date: 18 June 2015
Drawing No: TP...

18 JUNE 2015

MIXED USE DEVELOPMENT
4 HOMER ST / 687 MOUNT ALEXANDER RD
MOONEE PONDS

Architects: Amnon Weber Architects
Engineers: HKS
Landscape Architects: HKS
Structural Engineers: HKS
Civil Engineers: HKS
Mechanical Engineers: HKS
Electrical Engineers: HKS
Fire Engineers: HKS
Acoustic Engineers: HKS
Environmental Engineers: HKS
Healthcare Engineers: HKS
Industrial Engineers: HKS
Marine Engineers: HKS
Mining Engineers: HKS
Offshore Engineers: HKS
Process Engineers: HKS
Pulp & Paper Engineers: HKS
Railway Engineers: HKS
Recreation Engineers: HKS
Retail Engineers: HKS
Transport Engineers: HKS
Water Engineers: HKS
Waste Engineers: HKS
Wind Engineers: HKS
Wood Engineers: HKS
Other Engineers: HKS

Scale: 1:1000 @ A1, 1:500 @ A2
Drawing No: TP...
Revision: A











PAGE 79



PENTHOUSE INTERIOR





PENTHOUSE INTERIOR





PENTHOUSE INTERIOR



CITY VIEW FROM SOUTH EAST CORNER AT TOP LEVELS



ROOF TOP GARDEN



ROOF TOP GARDEN



BBQ AREA



RESIDENT GYM



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ARCHITECTS

121 1010 1010
121 1010 1010
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TOWN PLANNING DRAWINGS

DATE: 18/06/2015

MIXED USE DEVELOPMENT
4 HOWER ST / 687 MOUNT ALEXANDER RD
MOONEE PONDS

18 JUNE 2015

Scale: 1:200
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Drawing Title: TOWN PLANNING DRAWINGS
Drawing Date: 18/06/2015
Drawing Author: AMNON WEBER
Drawing Checker: AMNON WEBER
Drawing Approver: AMNON WEBER

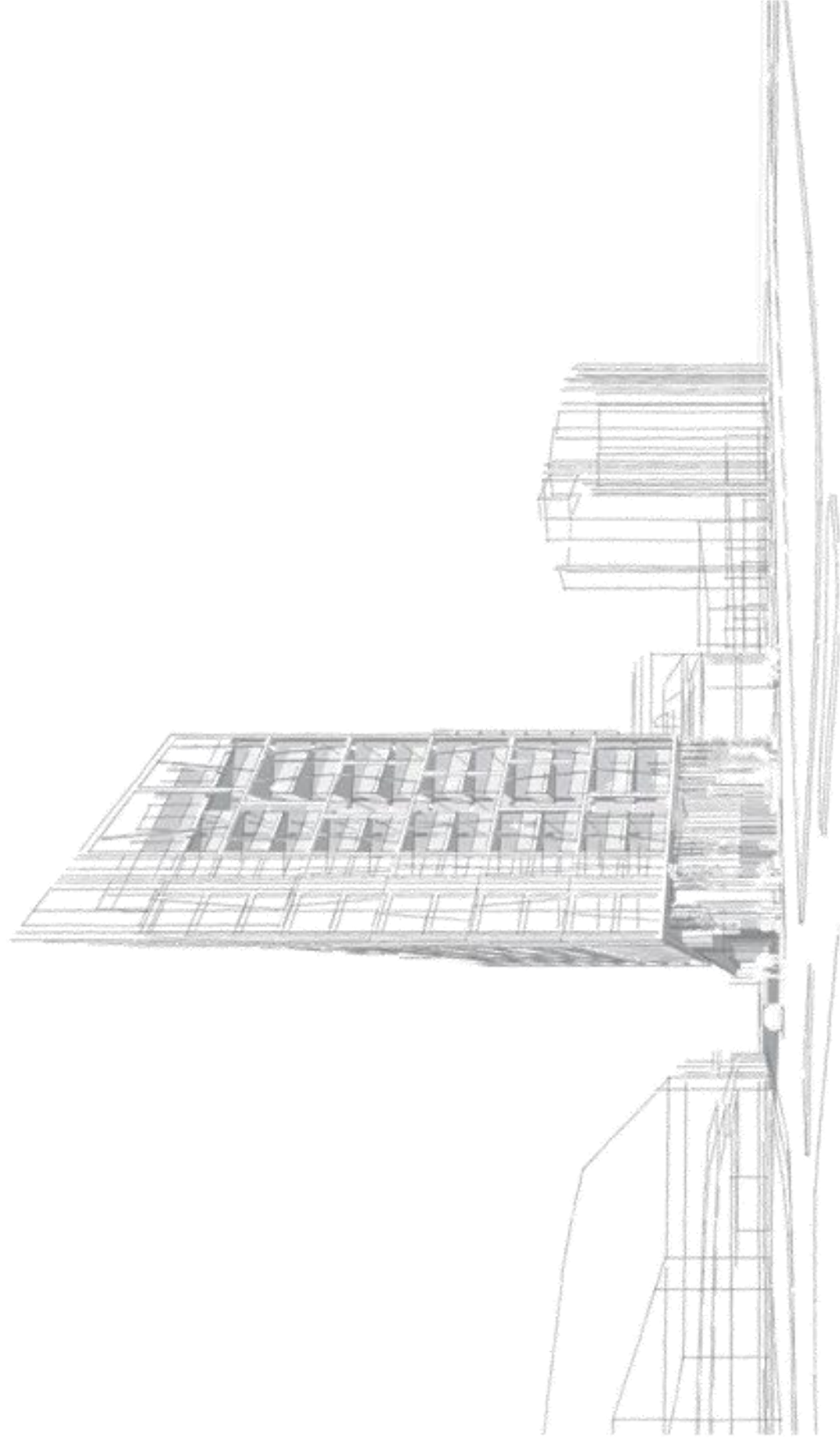
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Drawing Title: TOWN PLANNING DRAWINGS
Drawing Date: 18/06/2015
Drawing Author: AMNON WEBER
Drawing Checker: AMNON WEBER
Drawing Approver: AMNON WEBER

PROPOSED NEW MIXED-USE DEVELOPMENT

4 HOMER STREET / 687 MOUNT ALEXANDER ROAD MOONEE PONDS VIC 3039

TOWN PLANNING DRAWINGS - REVISION A

JUNE 2015



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4 HOMER STREET / 687 MOUNT ALEXANDER ROAD MOONEE PONDS VICTORIA 3039

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MOONEE PONDS, VIC 3039
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COVER	COVER PAGE
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TP02	SITE CONTEXT PLAN (2) & DEMOLITION PLAN
TP03	DESIGN RESPONSE PLAN
TP04	STREETSCAPE ELEVATIONS HOMER STREET
TP05	STREETSCAPE ELEVATIONS MT ALEXANDER ROAD
TP06	PROPOSED BASEMENT 2 PLAN
TP07	PROPOSED BASEMENT 1 PLAN
TP08	PROPOSED GROUND FLOOR PLAN
TP09	PROPOSED 1ST FLOOR PLAN
TP10	PROPOSED 2ND FLOOR PLAN
TP11	PROPOSED 3RD FLOOR PLAN
TP12	PROPOSED 4TH & 5TH FLOOR PLAN
TP13	PROPOSED 6TH-9TH FLOOR PLAN
TP14	PROPOSED 10TH FLOOR PLAN
TP15	PROPOSED 11TH-12TH FLOOR PLAN
TP16	PROPOSED 13TH FLOOR PLAN
TP17	PROPOSED ROOF FLOOR PLAN
TP18	PROPOSED EAST & INTERNAL EAST ELEVATIONS
TP19	PROPOSED NORTH ELEVATION
TP20	PROPOSED WEST ELEVATION
TP21	PROPOSED SOUTH ELEVATION
TP22	PROPOSED SCHEMATIC SECTION A-A
TP23	PROPOSED SCHEMATIC SECTION B-B
TP24	PROPOSED SCHEMATIC SECTION C-C
TP25	SHADOW DIAGRAM 09AM
TP26	SHADOW DIAGRAM 12PM
TP27	SHADOW DIAGRAM 01PM
TP28	SHADOW DIAGRAM 02PM
TP29	SHADOW DIAGRAM 02:30 PM
TP30	SHADOW DIAGRAM 03PM

DEVELOPMENT SUMMARY

NEW DEVELOPMENT INCLUDES:

- 220 APARTMENTS:
122 x 2 BEDROOMS
94 x 1 BEDROOM
4 x PENTHOUSES - 3 BEDROOMS
- 6 COMMERCIALS: TOTAL 548 SQ.M.
- 161 CAR SPACES for RESIDENTIAL
- 7 CAR SPACES (INCLUDING 1 PROPOSED ON-STREET PARKING) for COMMERCIAL
- TOTAL: 167 ON-SITE CAR SPACES
1 ON-STREET DISABLE CAR SPACE
- 2 BIKE STORES: 134 BIKES.
- 232 STORAGE CAGES.

ALLOCATION OF CAR PARKING, BICYCLE PARKING & STORAGE CAGES:

- 1 CAR SPACE FOR EACH OF 2-BED APARTMENT
TOTAL: 122 SPACES
- 2 CAR SPACES FOR EACH OF PENTHOUSES
(Including linear tandem space if available)
TOTAL: 8 SPACES
- 6 GROUND LEVEL CAR SPACES + 1 ON-STREET
DISABLE SPACE FOR 6 COMMERCIALS.
- THE REMAINING 31 CAR SPACES ARE AVAILABLE
TO 1-BED APARTMENTS.
- 1 BICYCLE SPACE FOR 1-BED APARTMENT.
TOTAL 94 SPACES.
- REMAIN 40 BICYCLE SPACES WILL BE MANAGED BY
OWNERS CORPORATION.
- 1 STORAGE CAGE FOR EACH APARTMENT,
THE REMAINING CAGES WILL BE AVAILABLE TO
OWNERS CORPORATION.



REV. A
COUNCIL 871
05 JUNE 2015





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DESIGN RESPONSE
TOWN PLANNING DRAWINGS

MIXED USE DEVELOPMENT
4 HOMER ST / 687 MOUNT ALEXANDER RD
MOONEE PONDS

05 JUNE 2015

1:200 B & L Scale @ A3

DATE: 05/06/2015

PROJECT: 1. Mo. Area

APPVAL: 201307

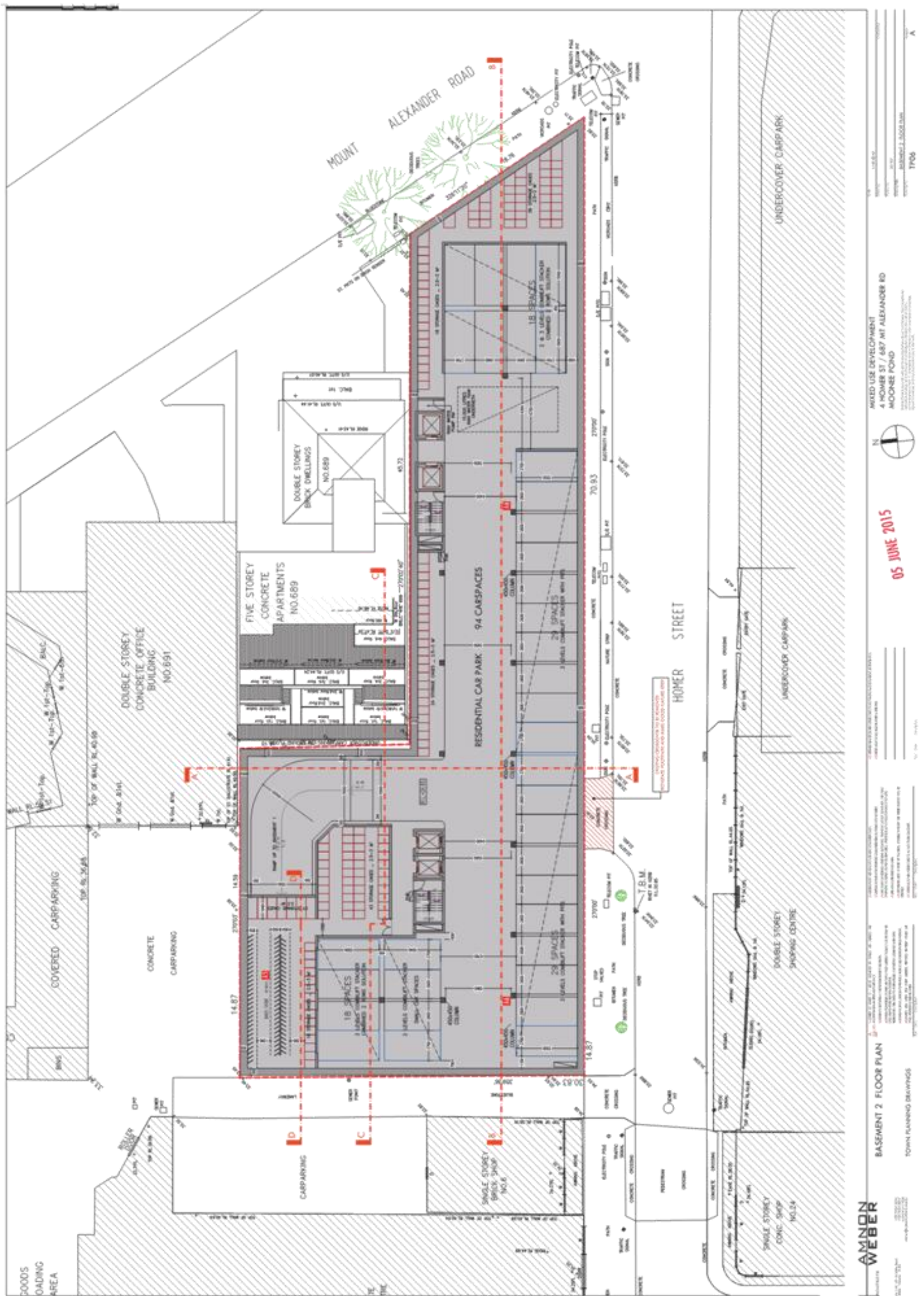
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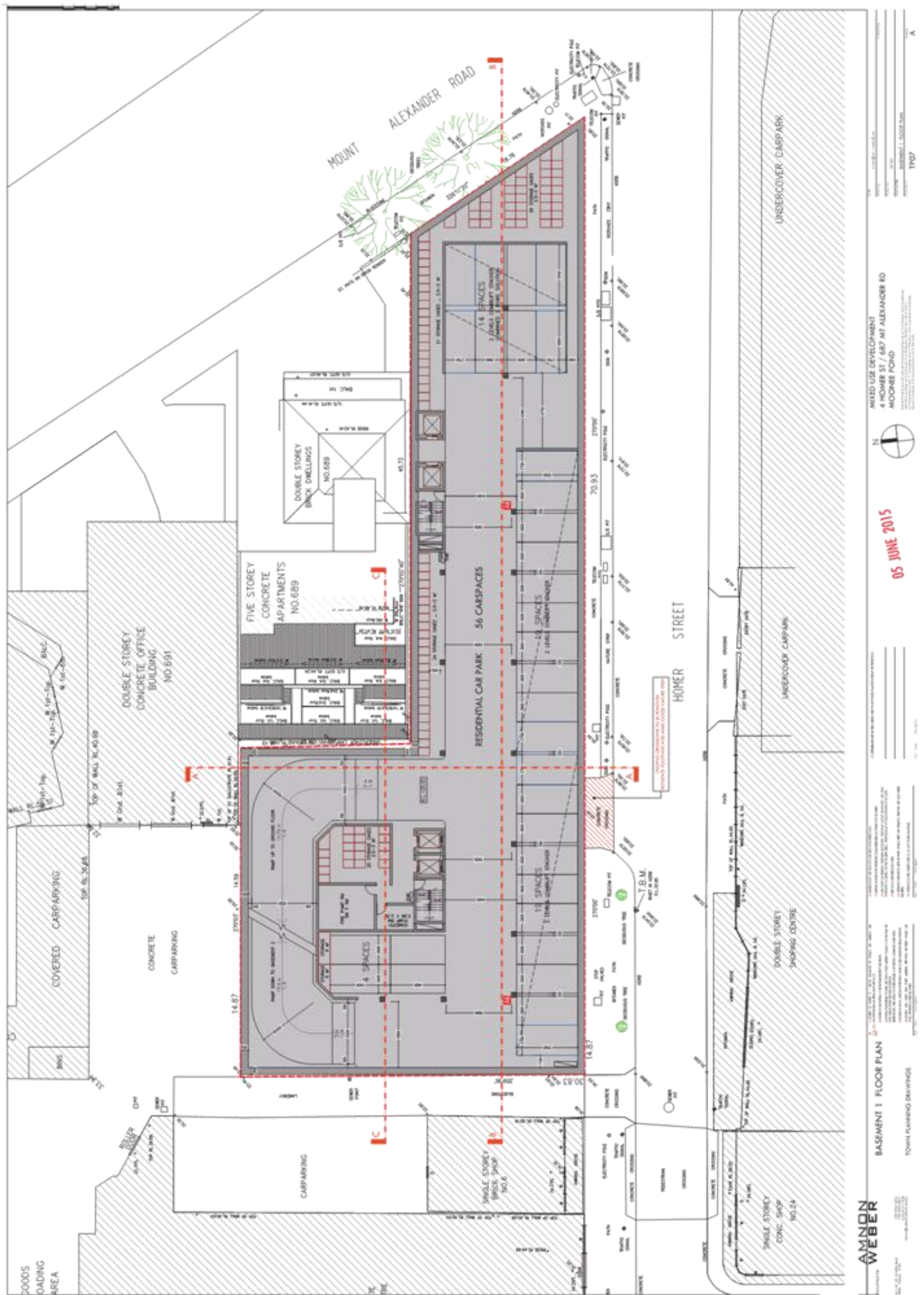
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PROJECT: A

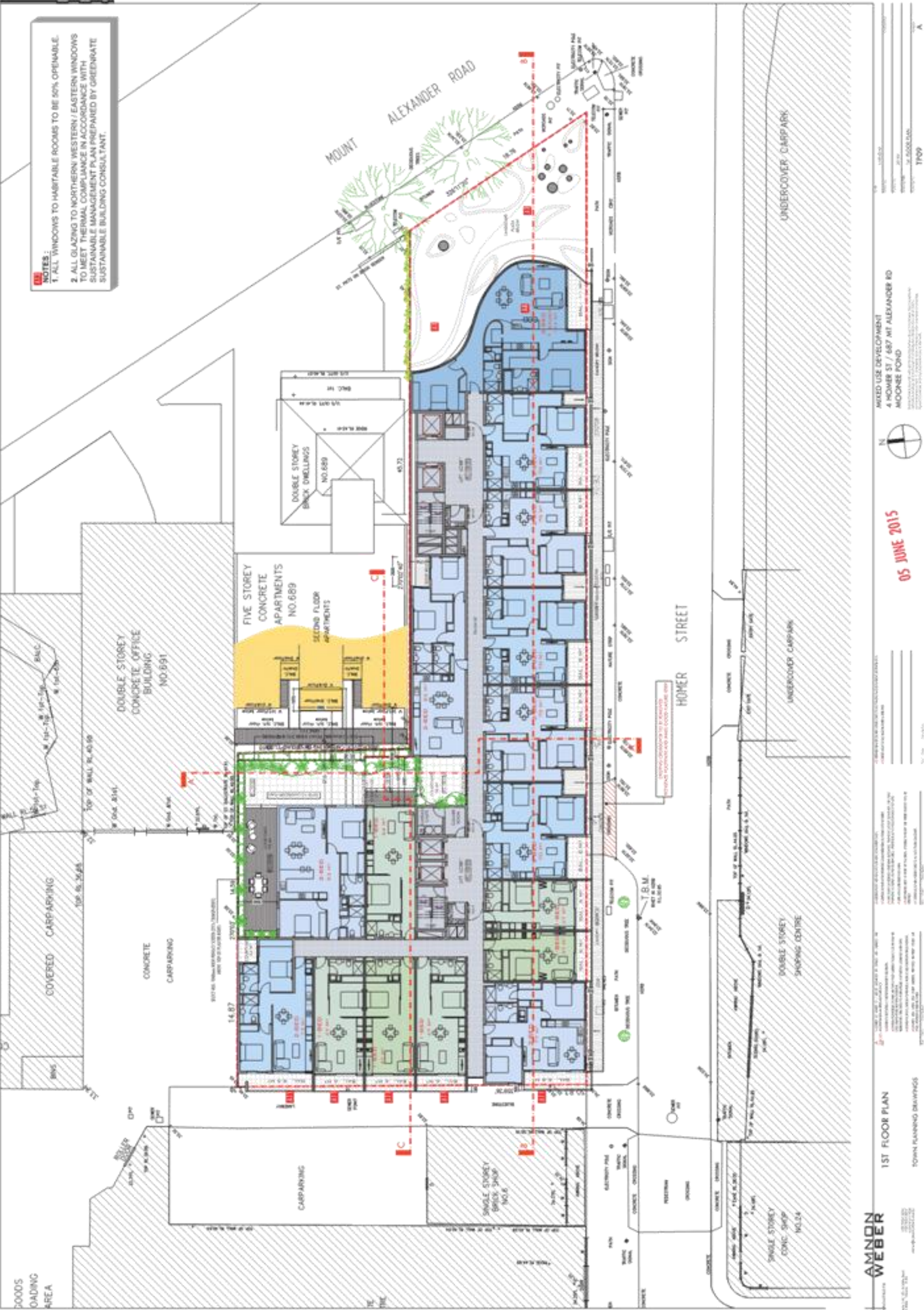








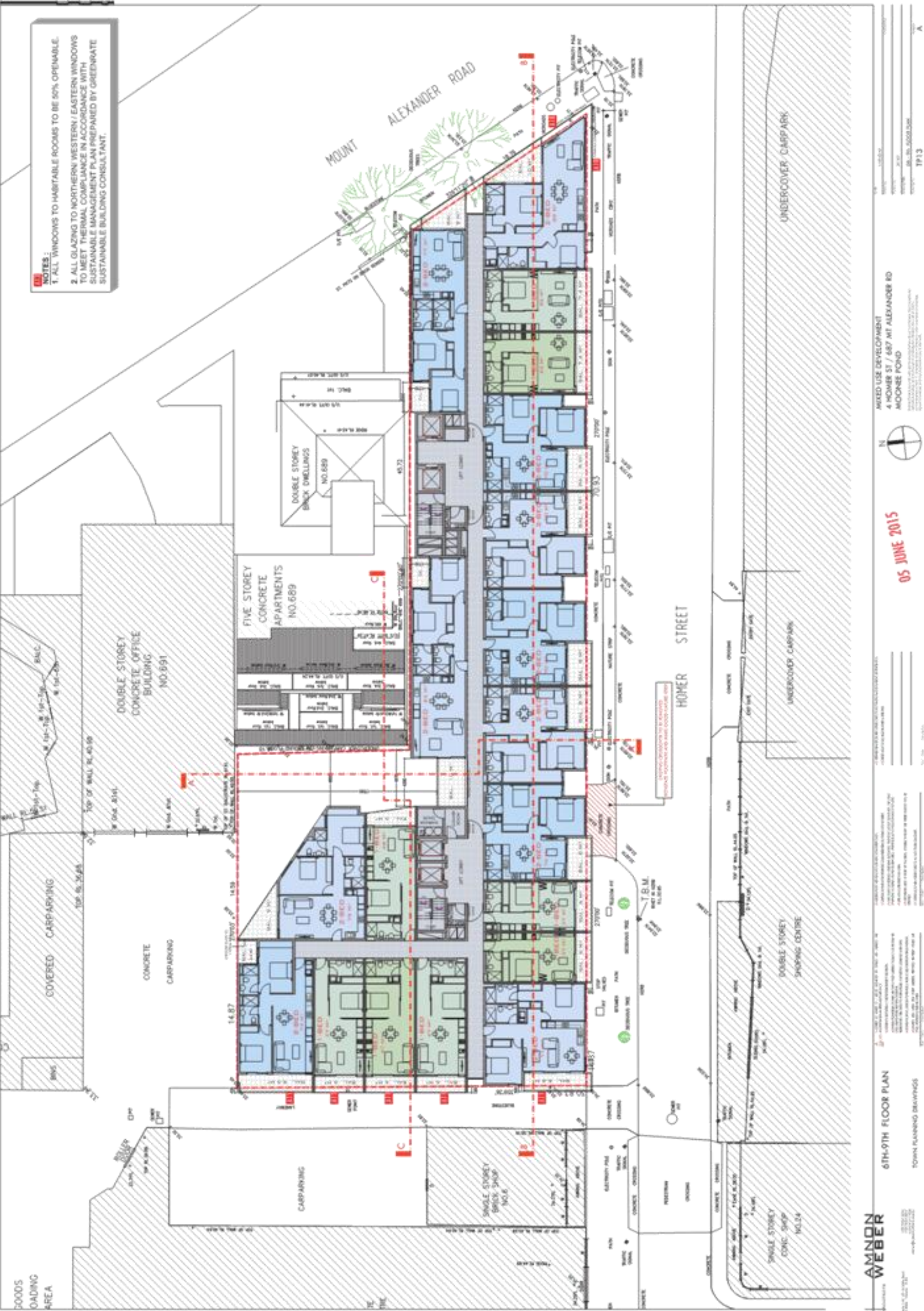


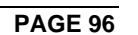




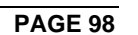


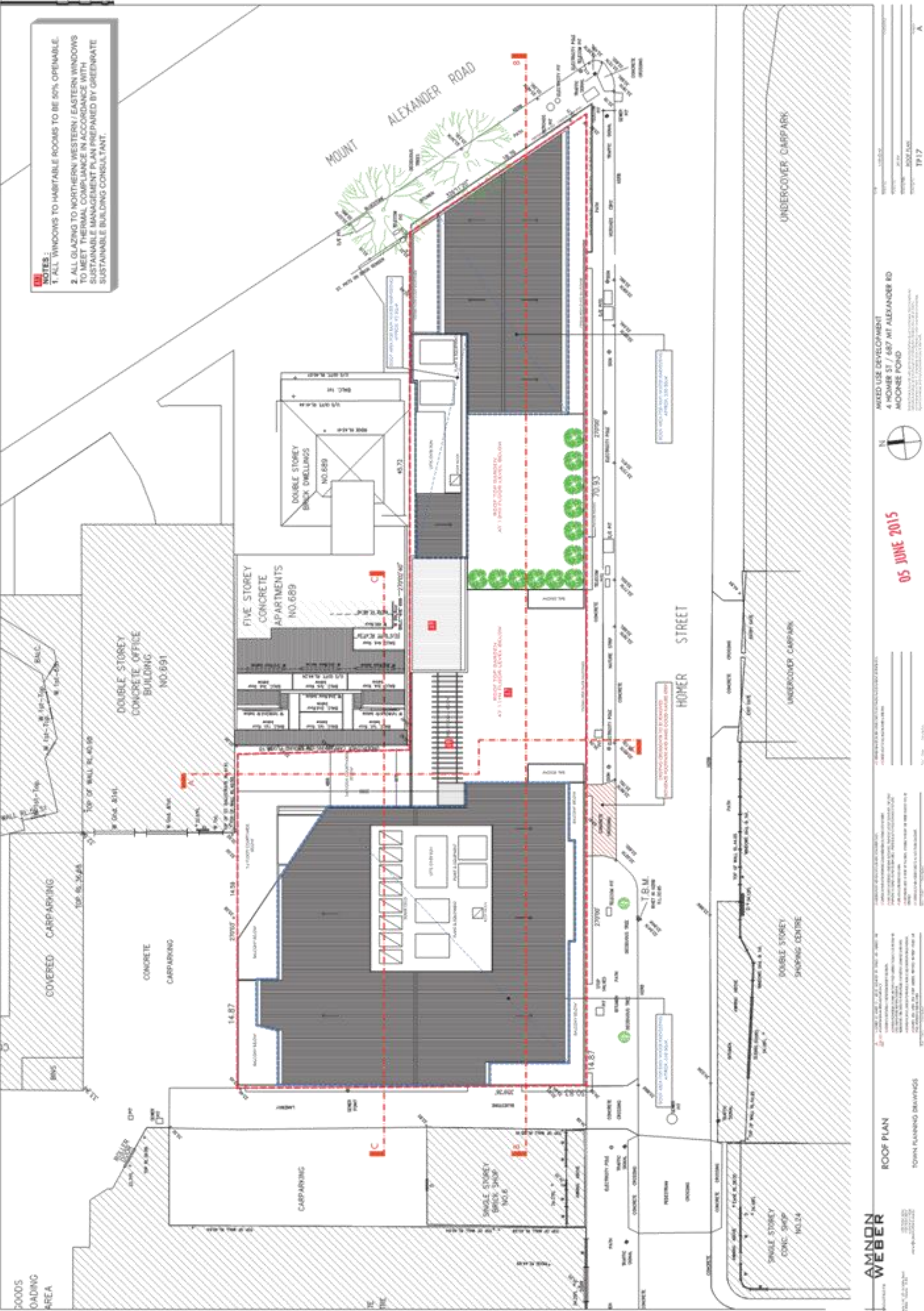




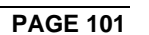


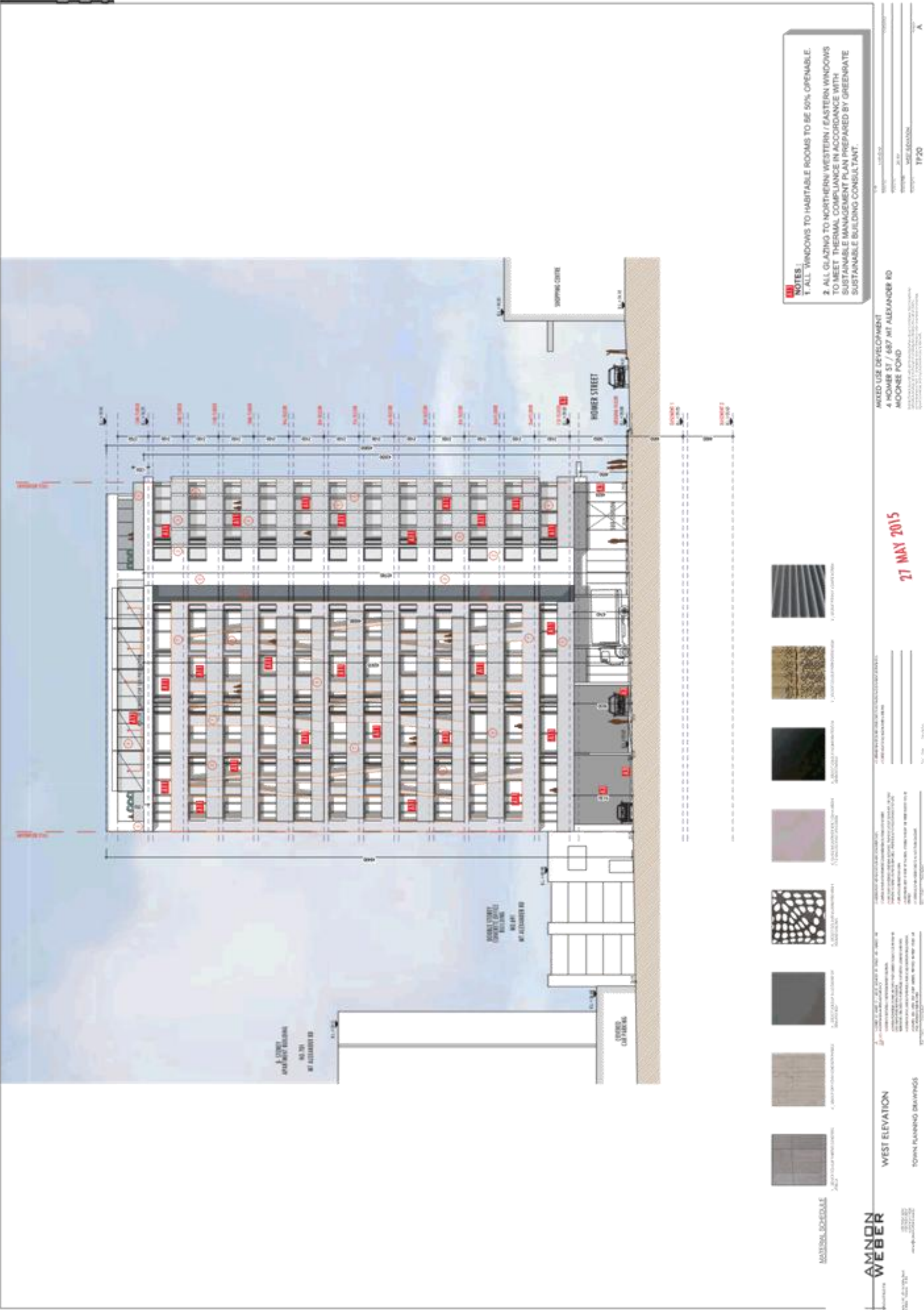


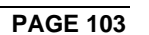


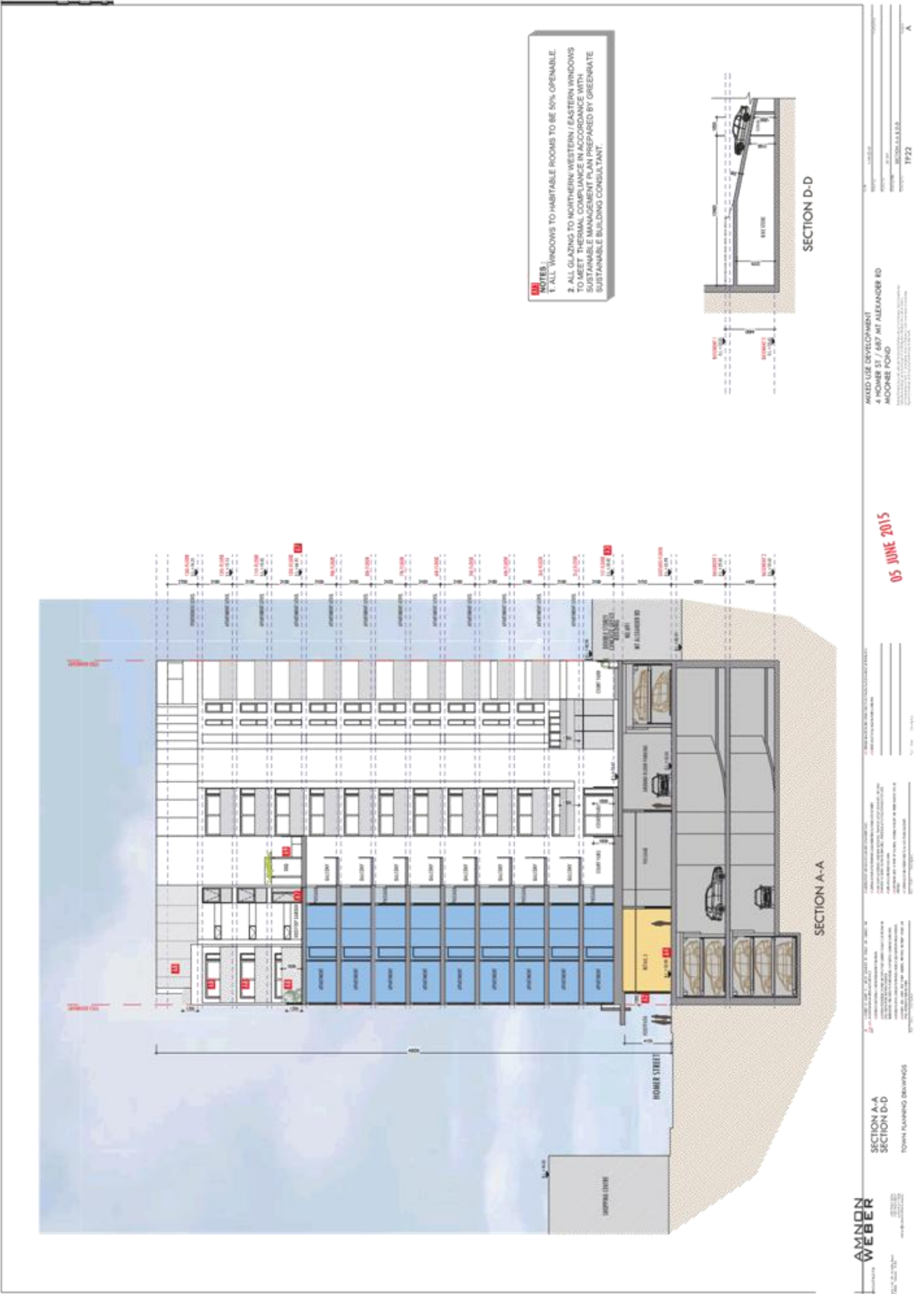


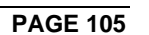














MIXED USE DEVELOPMENT
 4 HOMER ST / 687 MT ALEXANDER RD
 MOONEE POND

05 JUNE 2015

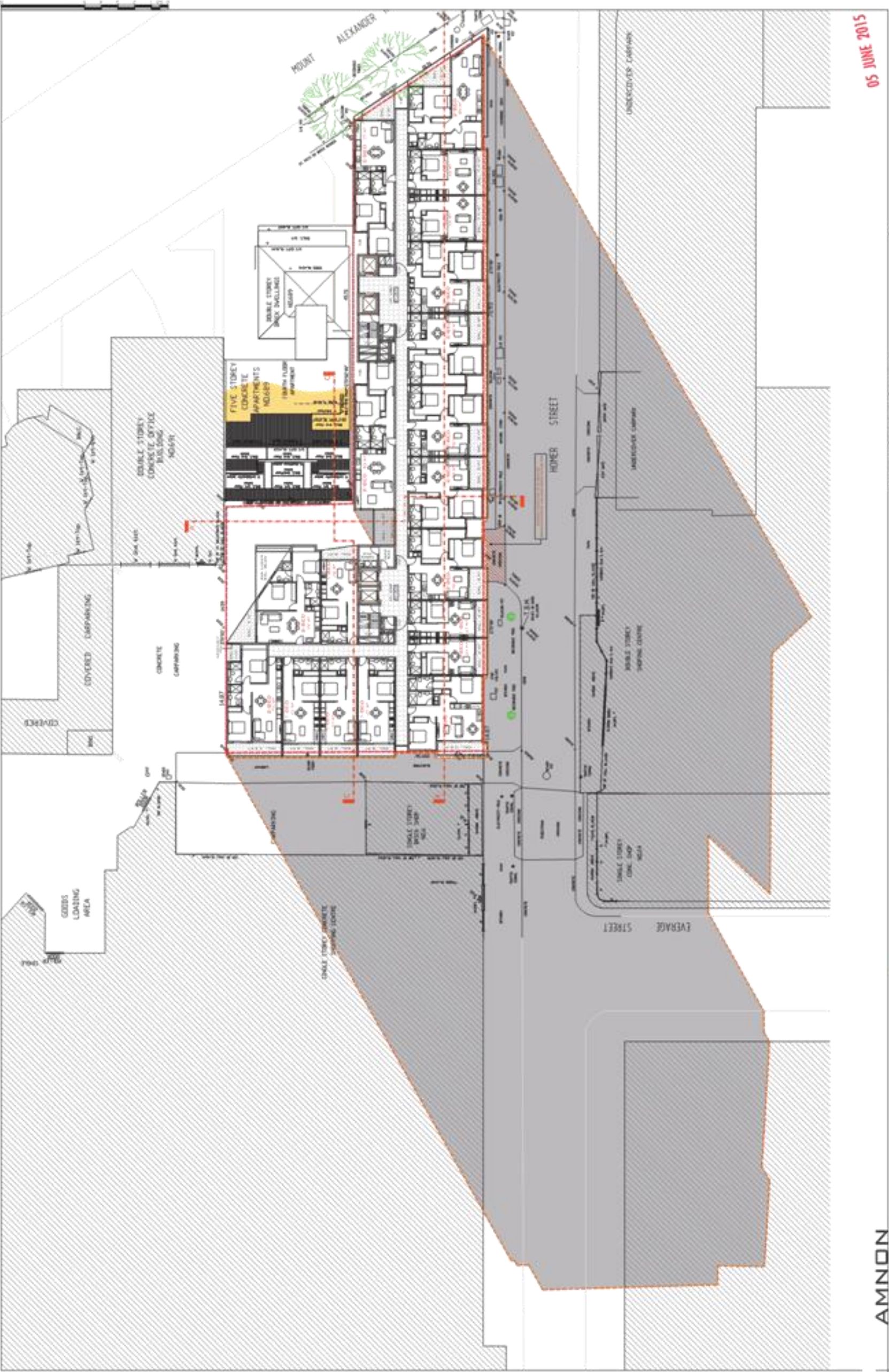
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2076	96	Male
2077	97	Female
2078	98	Male
2079	99	Female
2080	100	Male

1. The first step in the process of identifying a problem is to recognize that a problem exists. This is often done by comparing current performance with a desired state or goal. If there is a significant difference, a problem is identified.

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Journal of Internal Medicine 270: 105–113

SECTION C-C

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AMNON WEBER
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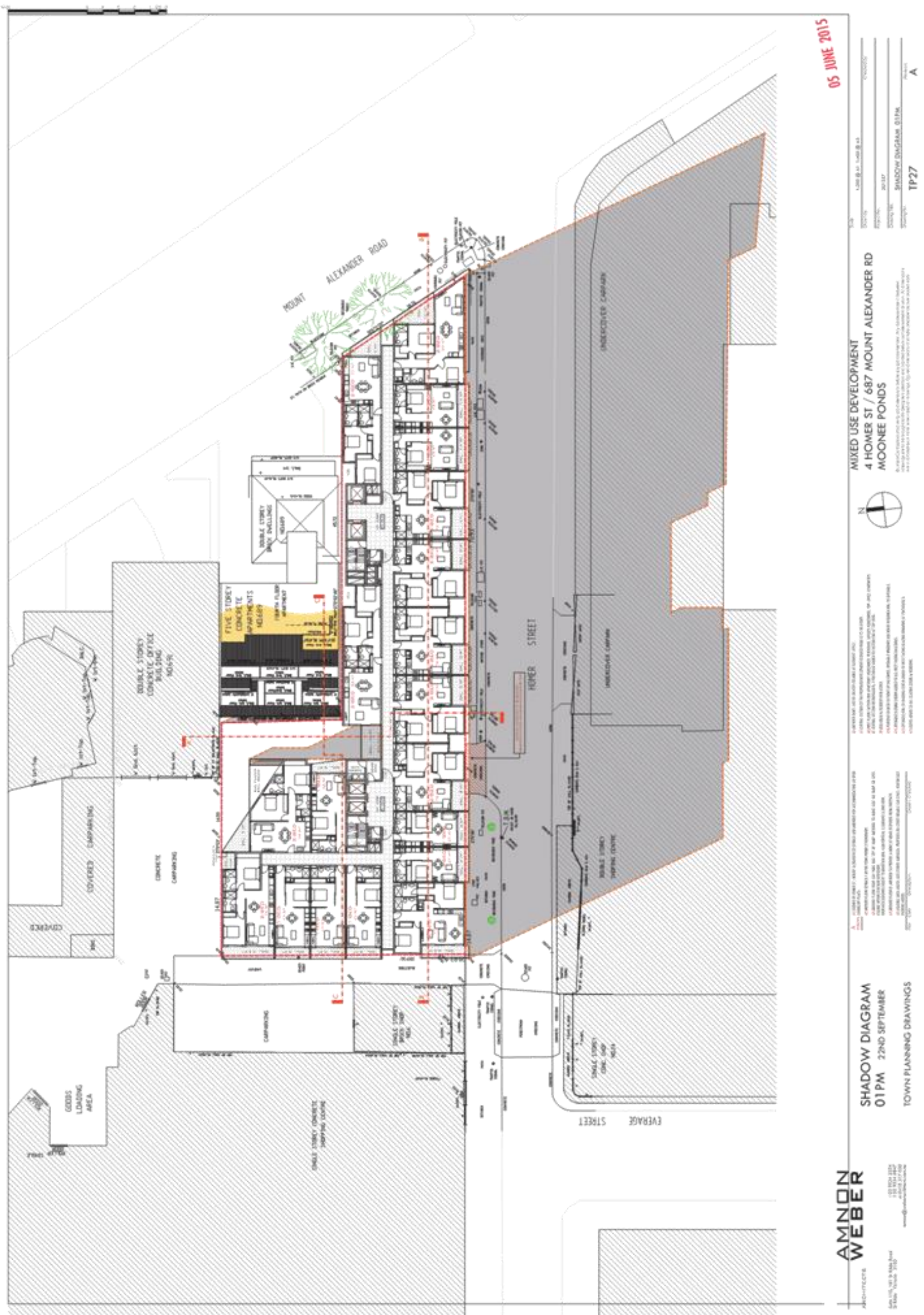
SHADOW DIAGRAM
12 PM 22ND SEPTEMBER
TOWN PLANNING DRAWINGS

MIXED USE DEVELOPMENT
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MOONEE PONDS

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Drawing No: TP26
Drawing Title: SHADOW DIAGRAM 12PM
Drawing Date: 05 JUNE 2015

Notes:
1. SHADOWS CAST BY PROPOSED DEVELOPMENT AT 12 PM ON 22ND SEPTEMBER.
2. SHADOWS CAST BY EXISTING DEVELOPMENT AT 12 PM ON 22ND SEPTEMBER.
3. SHADOWS CAST BY PROPOSED DEVELOPMENT AT 12 PM ON 22ND SEPTEMBER.
4. SHADOWS CAST BY EXISTING DEVELOPMENT AT 12 PM ON 22ND SEPTEMBER.
5. SHADOWS CAST BY PROPOSED DEVELOPMENT AT 12 PM ON 22ND SEPTEMBER.
6. SHADOWS CAST BY EXISTING DEVELOPMENT AT 12 PM ON 22ND SEPTEMBER.
7. SHADOWS CAST BY PROPOSED DEVELOPMENT AT 12 PM ON 22ND SEPTEMBER.
8. SHADOWS CAST BY EXISTING DEVELOPMENT AT 12 PM ON 22ND SEPTEMBER.
9. SHADOWS CAST BY PROPOSED DEVELOPMENT AT 12 PM ON 22ND SEPTEMBER.
10. SHADOWS CAST BY EXISTING DEVELOPMENT AT 12 PM ON 22ND SEPTEMBER.

05 JUNE 2015





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ARCHITECTURE

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SYDNEY, NSW 2008
TEL: 02 9231 1234
WWW.AMNONWEBER.COM

SHADOW DIAGRAM
02PM 22ND SEPTEMBER
TOWN PLANNING DRAWINGS

MIXED USE DEVELOPMENT
4 HOMER ST / 687 MOUNT ALEXANDER RD
MOONEE PONDS



Scale: 1:1000
Drawing No: TP28
Drawing Title: SHADOW DIAGRAM 02PM
Drawing Date: 05 JUNE 2015
Drawing By: A



05 JUNE 2015

MIXED USE DEVELOPMENT
4 HOMER ST / 687 MOUNT ALEXANDER RD
MOONEE PONDS



1. ALL BUILDINGS SHALL BE CONSTRUCTED TO A MINIMUM OF 10% GREEN ROOFING.
2. ALL BUILDINGS SHALL BE CONSTRUCTED TO A MINIMUM OF 10% GREEN ROOFING.
3. ALL BUILDINGS SHALL BE CONSTRUCTED TO A MINIMUM OF 10% GREEN ROOFING.
4. ALL BUILDINGS SHALL BE CONSTRUCTED TO A MINIMUM OF 10% GREEN ROOFING.
5. ALL BUILDINGS SHALL BE CONSTRUCTED TO A MINIMUM OF 10% GREEN ROOFING.

SHADOW DIAGRAM
02:30 PM 22ND SEPTEMBER
TOWN PLANNING DRAWINGS

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Drawing No: 1000-01
Drawing Title: SHADOW DIAGRAM
Drawing Date: 02/20/2015
Drawing By: TP29
Drawing Check: A



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SHADOW DIAGRAM
03PM 22ND SEPTEMBER
TOWN PLANNING DRAWINGS

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4 HOMER ST / 687 MOUNT ALEXANDER RD
MOONEE PONDS
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Scale: 1:1000 @ A1 1:1000 @ A3

Client: COUNCIL

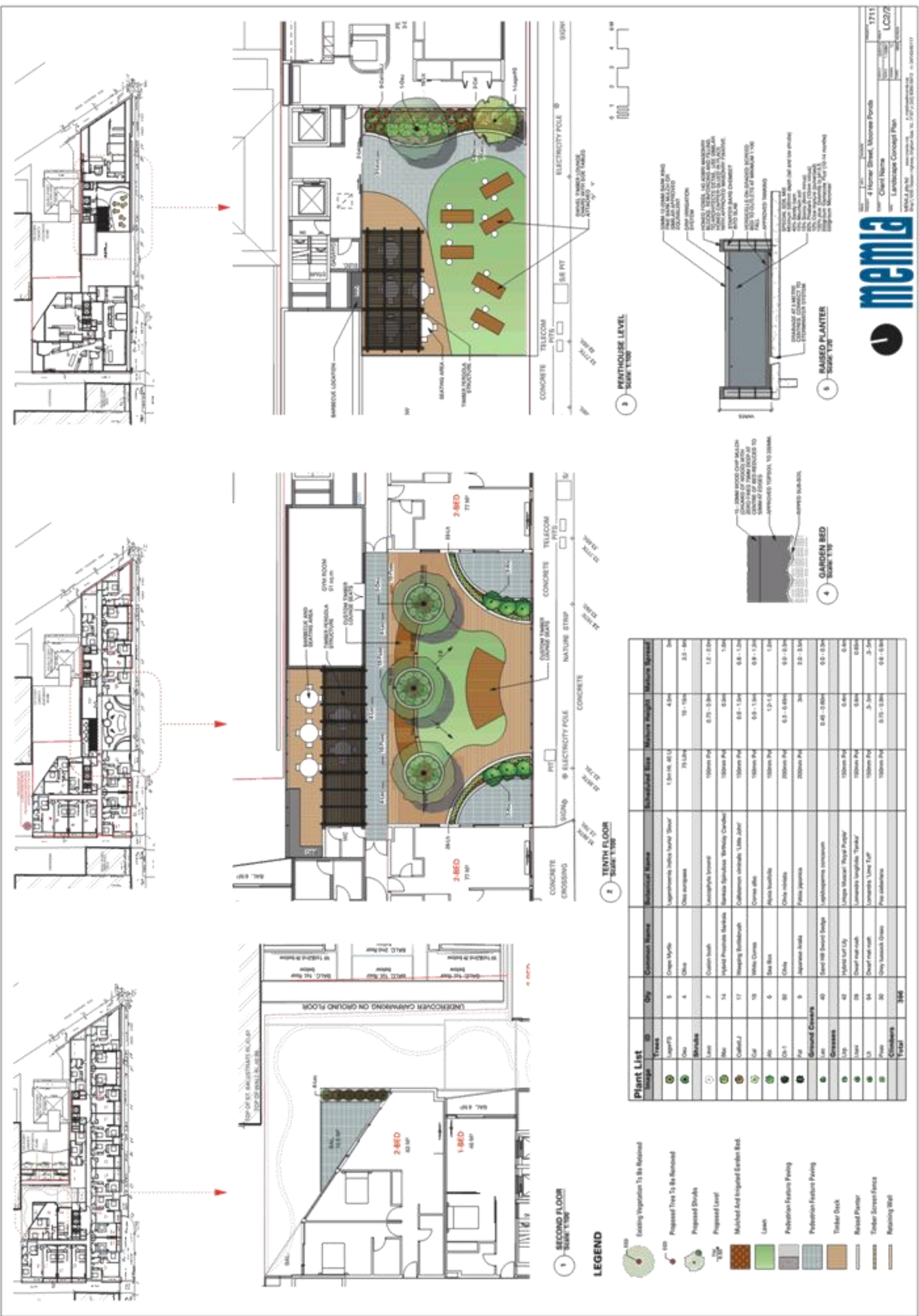
Project: 201107

Drawing No: SHADOW DIAGRAM 03PM

Drawn by: TP30

Checked by: A





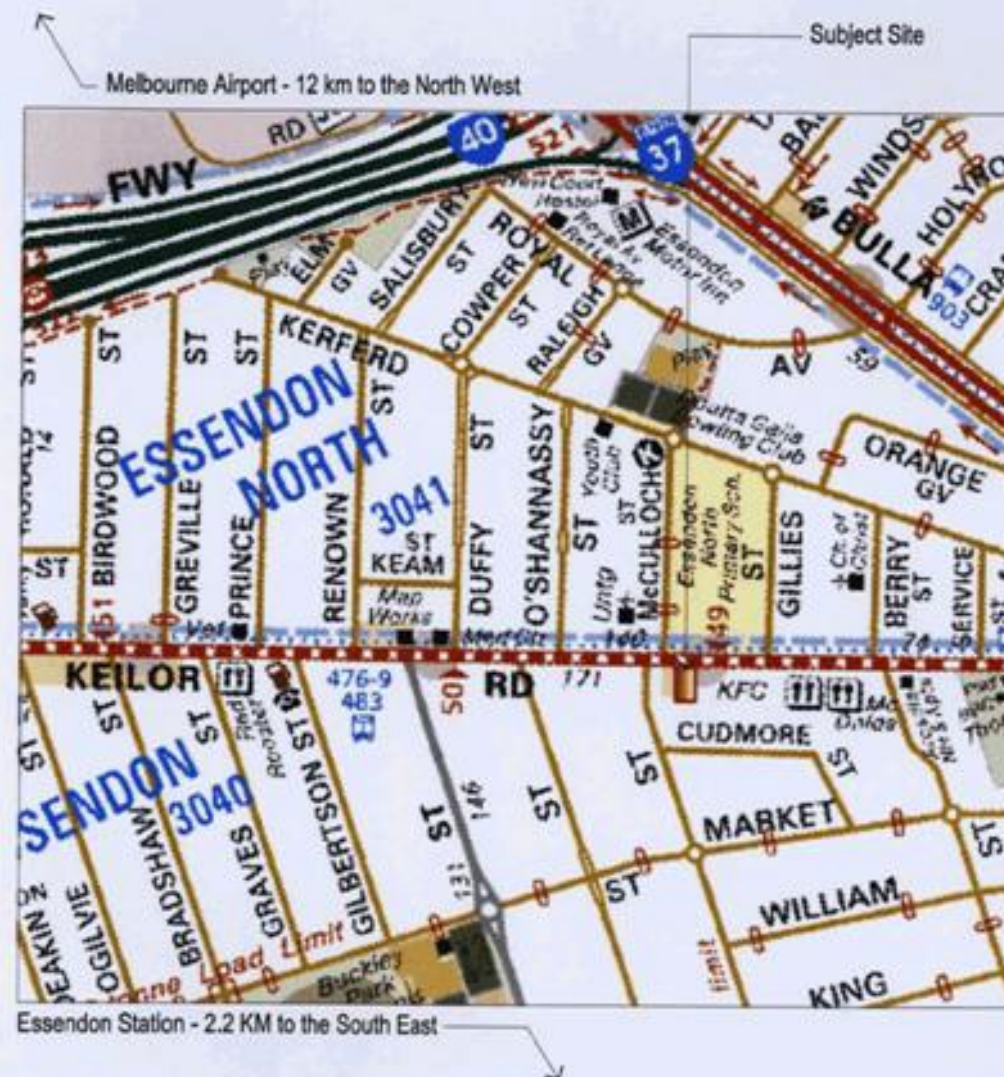
PROPOSED MIXED USE DEVELOPMENT 117 KEILOR ROAD ESSENDON



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26 JUN 2015
DATE RECEIVED
MOORE VALLEY CITY COUNCIL

Urban Context



Local Aerial Site Context



Proposed Mixed Use Development
117 Keilor Road - Essendon

Cerbury S. & Associates P/L

NIA
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Sept 2014
TP-01-A



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Residential/Health/Commercial/Industrial Projects



View of Subject Site



129-131 Keilor Road



Essendon North primary school across the road



View of Keilor road looking East



161 Keilor Road



View 45° across the road



Keilor Road Streetscape



Aerial Context Plan



109-111 Keilor Road



82-76 Keilor Road



75 Keilor Road



10/01/16

Proposed Mixed Use Development 117 Keilor Road - Essendon

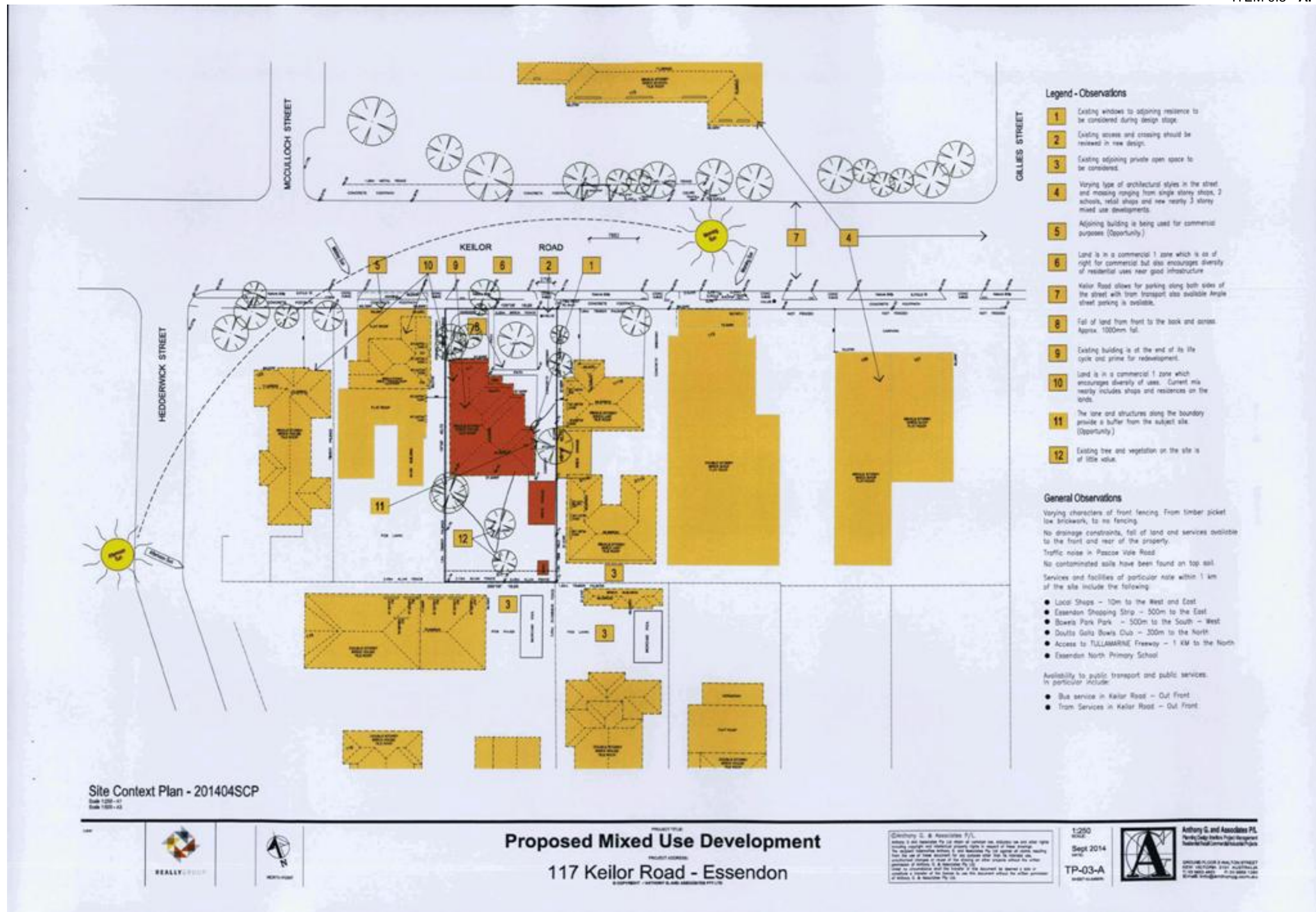
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Design Response Plan - 201404DRP
Scale 1:250 - A1
Scale 1:500 - A2

Proposed Mixed Use Development
117 Keilor Road - Essendon

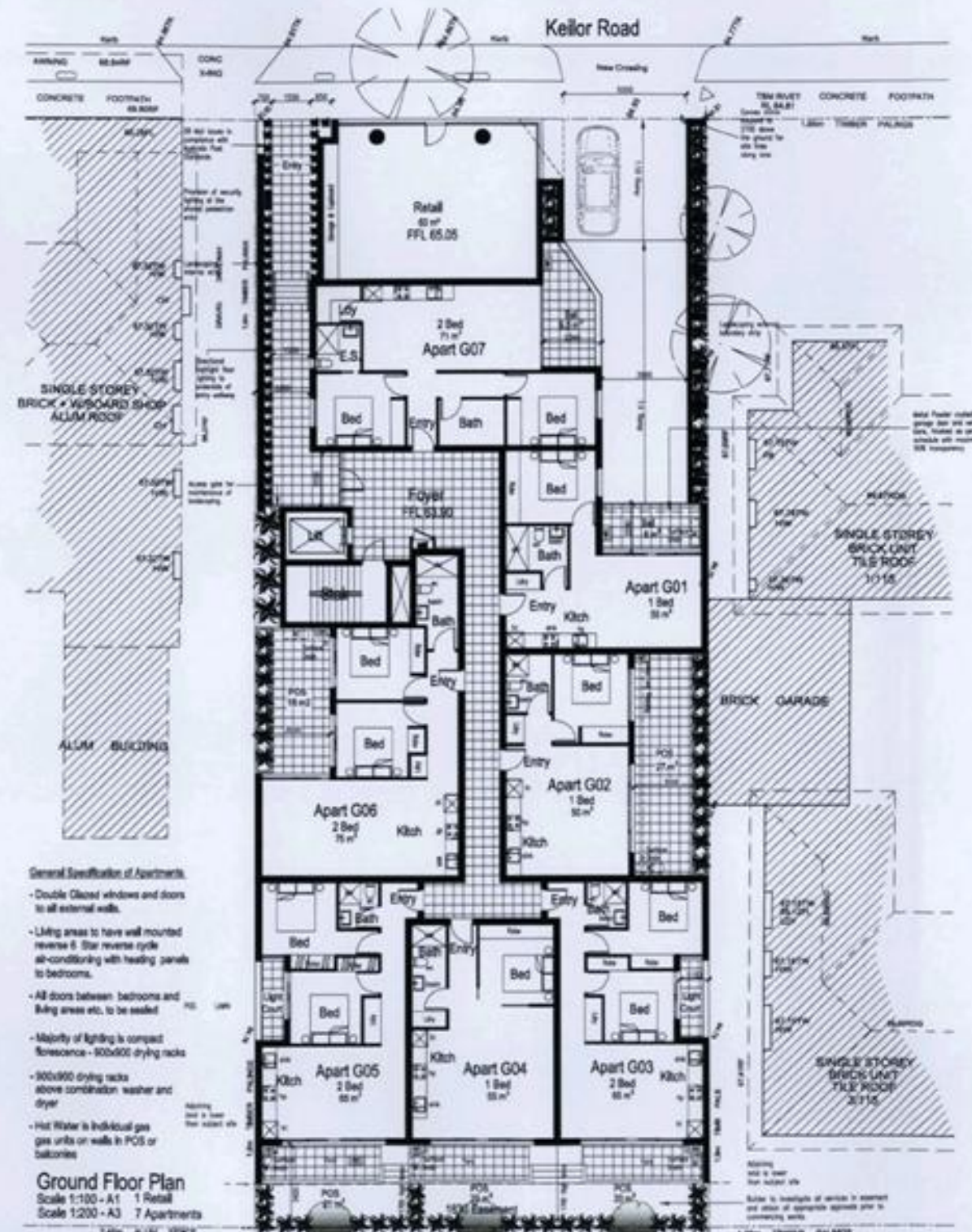
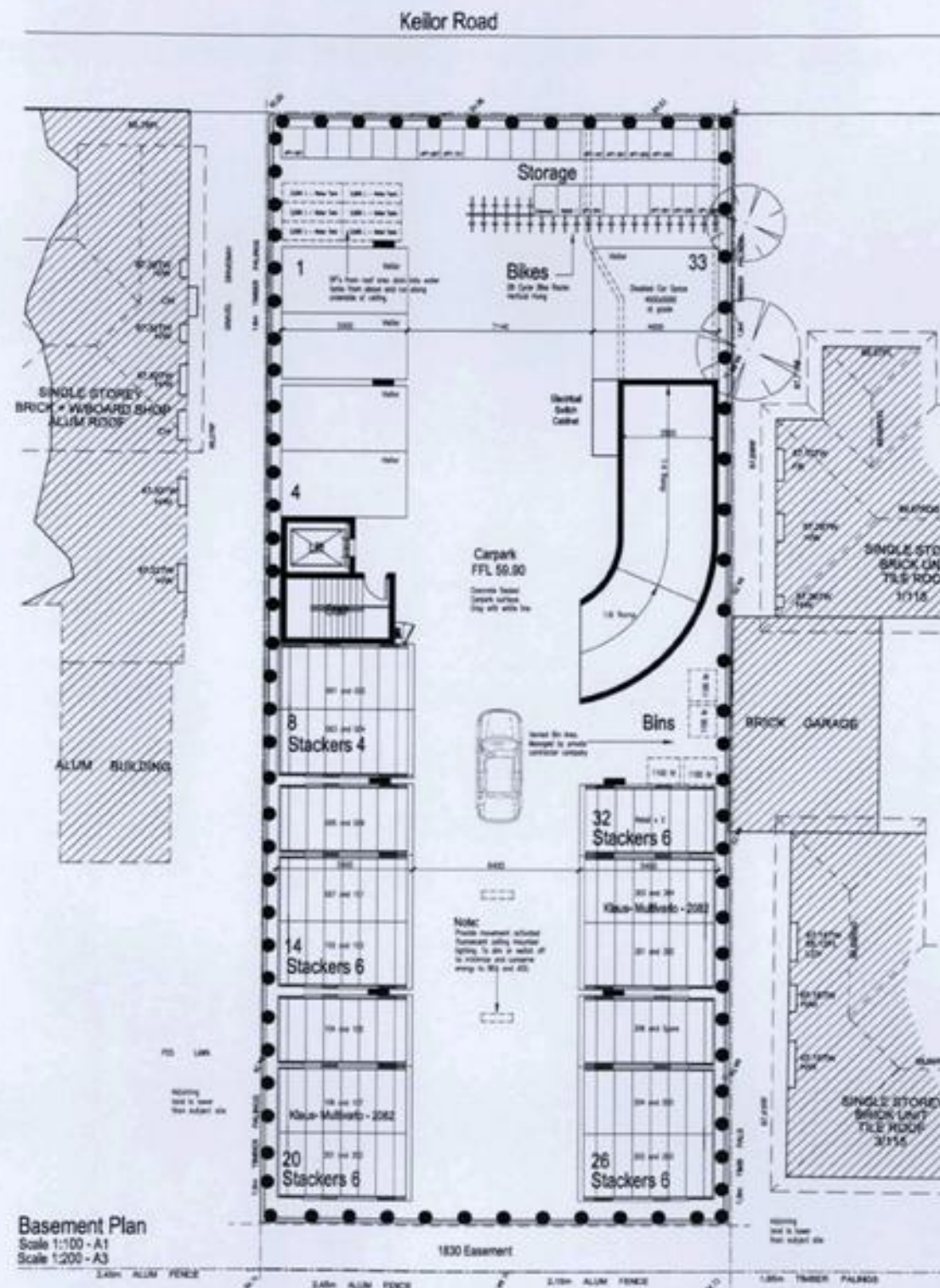
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Scales
Sept 2014
Date
TP-04-A
Sheet Number



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Residential/Health/Commercial/Industrial Projects

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WWW: [WWW: \[www.agand.com\]\(http://www.agand.com\)](http://www.agand.com)



General Specification of Apartments

- Double Glazed windows and doors to all external walls.
- Living areas to have wall mounted reverse 6 Star reverse cycle air-conditioning with heating panels to bedrooms.
- All doors between bedrooms and living areas etc. to be sealed.
- Majority of lighting is compact fluorescent - 900x600 drying racks.
- 900x900 drying racks above combination washer and dryer.
- Hot Water is individual gas gas units on walls in POS or balconies.

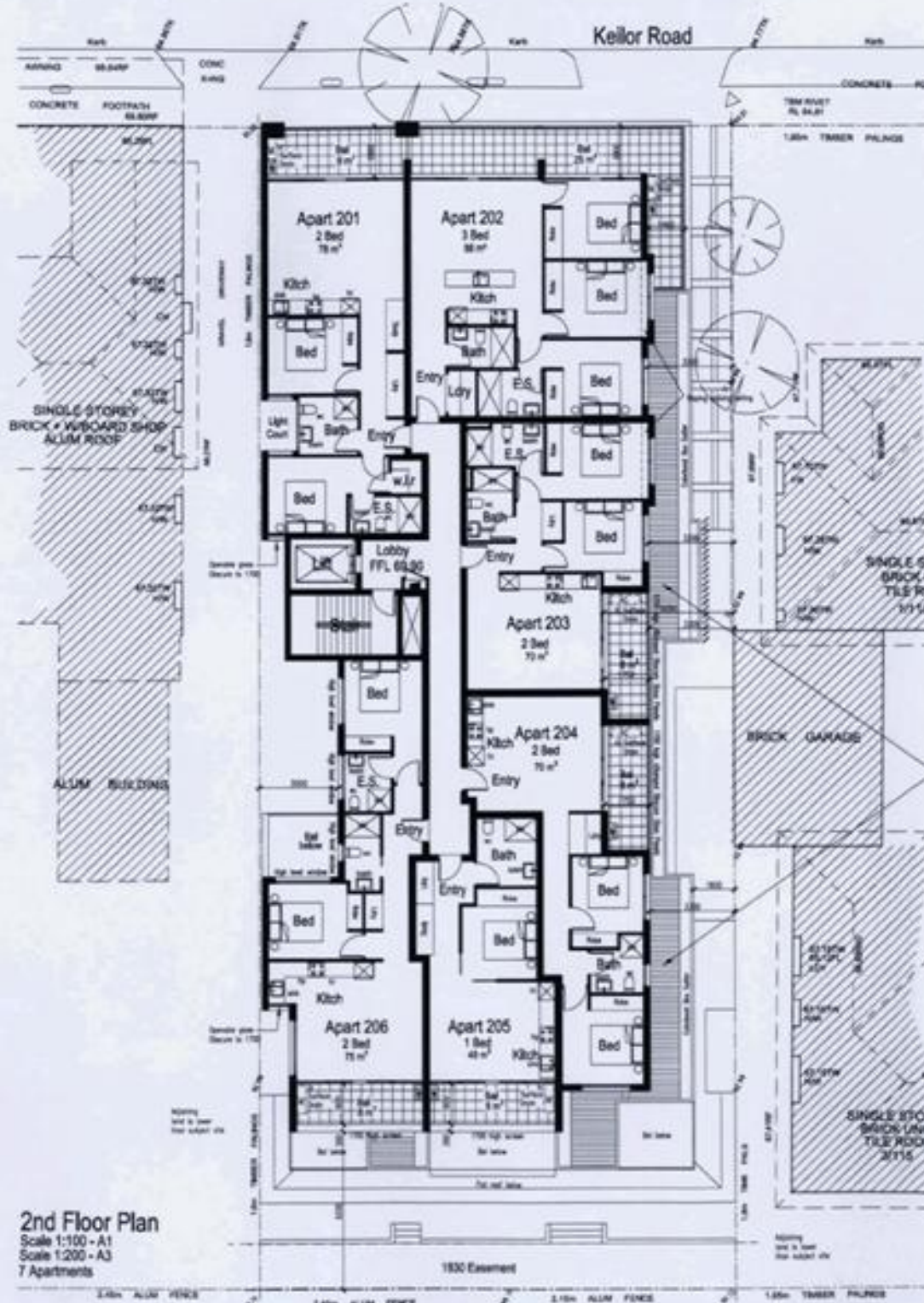
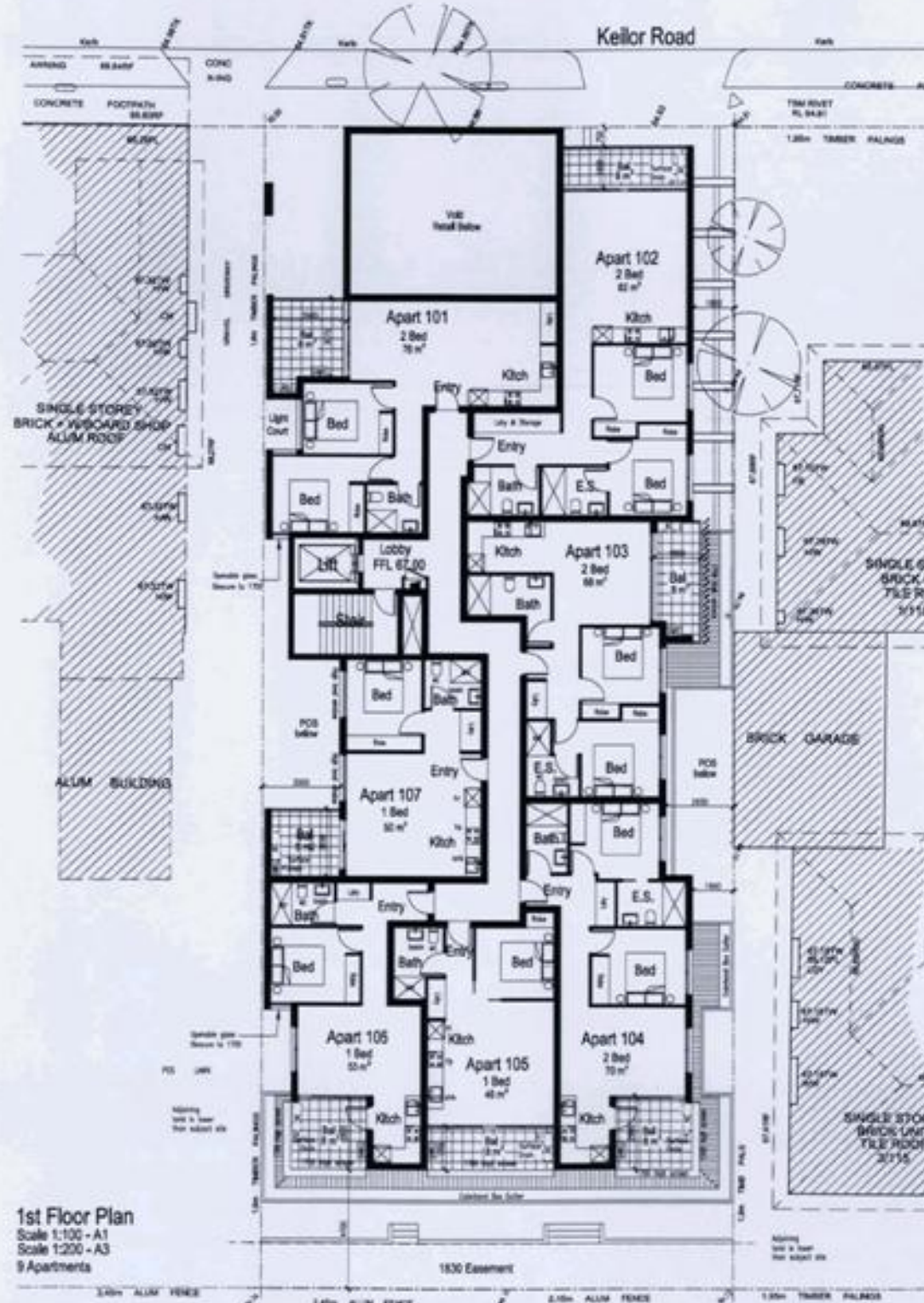
Proposed Mixed Use Development 117 Keilor Road - Essendon

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1:100
Scale
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TP-05-A



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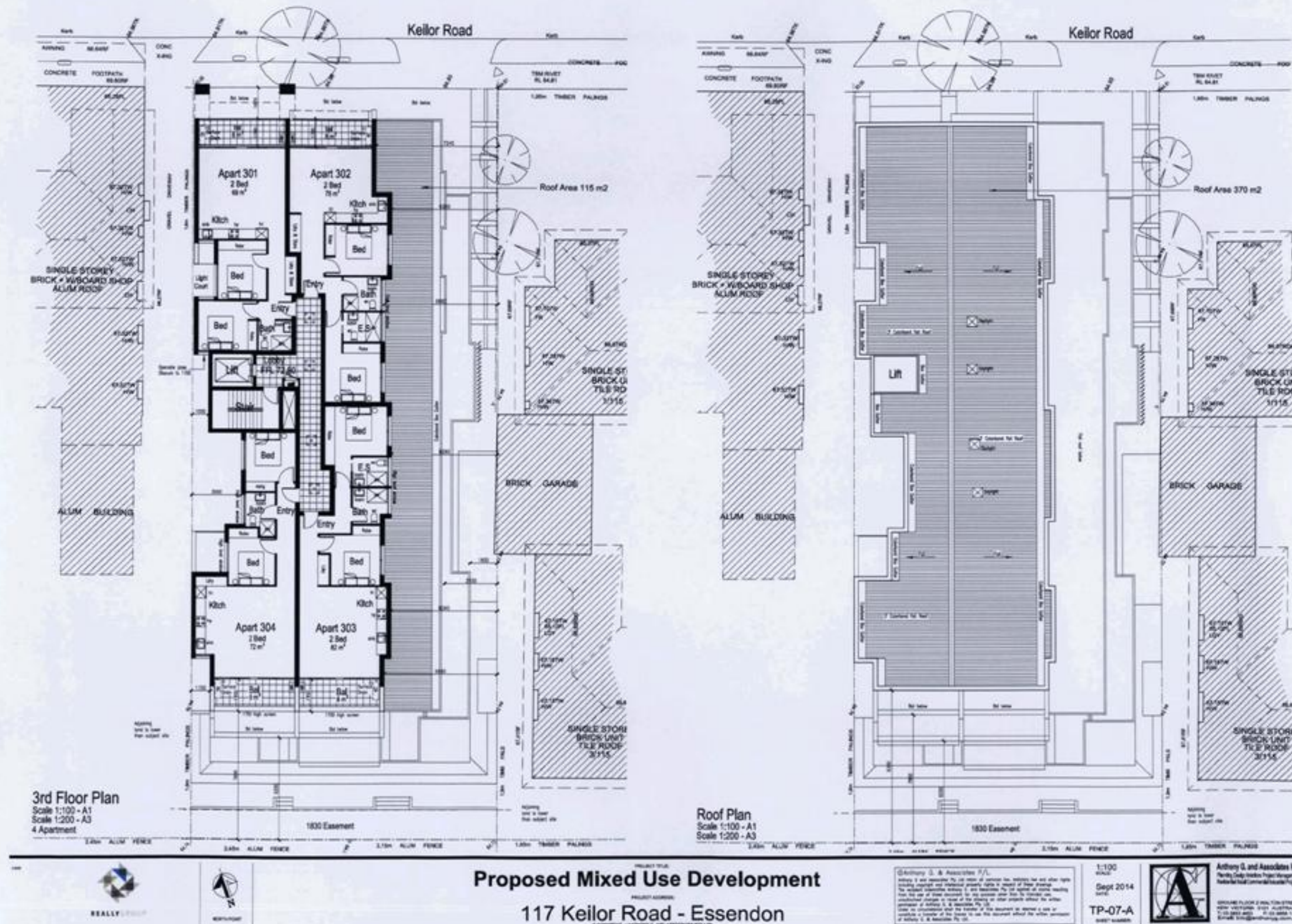
Proposed Mixed Use Development
117 Keilor Road - Essendon

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1:100
 Scale
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Design Specifications to improve energy efficiency of building

WSUD Calculations

Unsealed walls are precast or light weight with an insulation value of R2.0 (trial assumption.)

The metal deck roof has been rated with R2.0 total insulation value

Skylights were rated as double clear glazing, 100% sealed.

The Apartments are to be sealed with regard to the window weather seals on all series and a sealant is used around all plumbing fittings and cracks.

The front doors to the units are rated as external doors open to the living area.

All external doors are rated as sealed, with at least a weather strip to the bottom of the door with a 5-10mm gap (SEVIR regulation setting.)

Common area lights to be rated as compact fluorescence or LED and are to be sealed.

External eaves and internal blinds have been included to control the Northern and Western aspects for shade along with internal blinds.

Improved Window Framing - Window frames are to be improved performance aluminum e.g. approx. WERS rated frame U-value 6 and window vision area of 0.88.

Seal skylights 100% - Skylights are to be sealed to prevent airflow through the ceiling to the exterior.

Seal exhaust fans - All exhaust fans with less than one metre of ducting must have a shutter or sealing mechanism that prevents airflow when not in use.

Seal gaps and cracks - All gaps and cracks around window framing, doors, plumbing and electrical conduits must be sealed with a caulking compound to prevent air leakage.

INDOOR ENVIRONMENT QUALITY:

a. Natural ventilation. All windows are operable sealing system to a max 125mm to provide cross ventilation within each apartment. The internal corridors will require 24/7 mechanical ventilation.

b. Thermal comfort is to be provided via mechanical heating.

c. Daylighting - As suggested by council ESD officer roof top skylights and solar tubes introduced via roof penetrations (ie. with the use of solar tubes for example) to allow natural daylight into the top floor corridor.

d. External views: the east & west units have reasonable external views. The north & south units have minimal external views. These north & south balconies will get limited sunlight owing to their depth/backs and being surrounded by high walls.

e. Internal noise levels: Refer to ESD report which includes a written commitment to the use of appropriate acoustic insulation to all shared walls to minimize the transfer of noise between units.

f. All glazing to be double glazing.

g. Product choice: We note as per the ESD report that the use of low VOC construction materials (ie. paints, carpets, sealant, etc.).

ENERGY EFFICIENCY

a. Individual air hot water system located on balcony walls.

b. The use of double glazing for all external windows needs to be noted on the elevations.

c. All external blinds & screens noted on the plans.

d. The top floor sunroom to windows facing north, south and west added and noted on the plans and elevations.

WATER EFFICIENCY

a. Note all fittings need comply with the WELS ratings for the tap/faucet/heads/shower as noted in the ESD Report. The same is required for the WELS star rating of white goods.

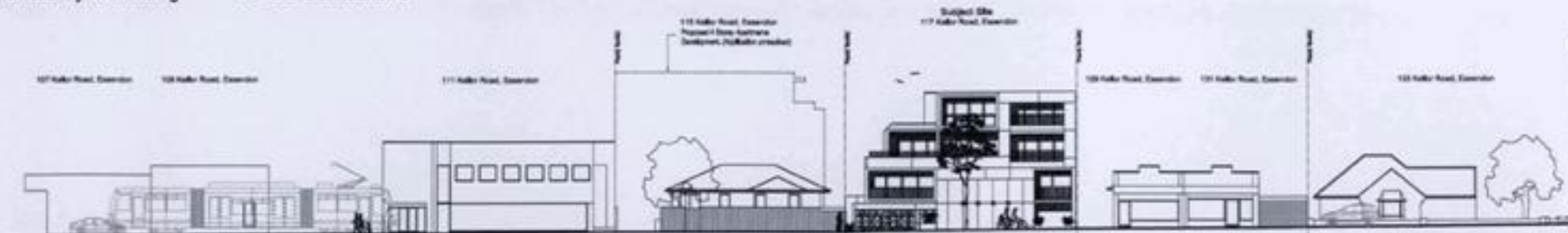
b. Note -That the rainwater tanks are to be connected permanently to all toilets.

BUILDING MATERIALS

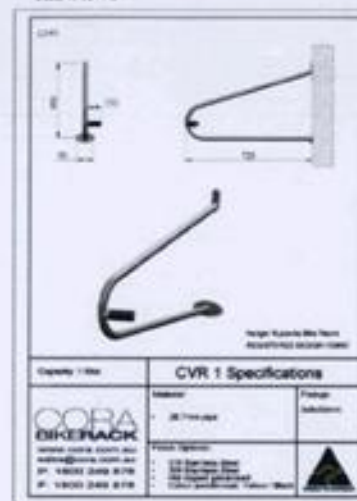
a. Note: All structural timbers will be FSC certified.

TRANSPORT

a. Bike storage: 38 bike parks are provided.



Streetscape Elevation
Scale 1:200 - A1
Scale 1:400 - A3



Bike Racking System Specification sheet 1



Bike Racking System Specification sheet 2

AREA ANALYSIS

Total Site Area	835 m ²
Total Site Coverage Area	800 m ² or 96%
Total Dwellings	24
Total Retail - (GND total)	1
Parking Spaces Allocation	
Retail Area = 2 spaces	
Ground Floor = 4 x 1 bedrooms and 3 x 2 bedrooms	
1st Floor = 3 x 1 bedrooms and 4 x 2 bedrooms	
2nd Floor = 1 x 1 bedrooms, 4 x 2 bedrooms and 1 x 3 Bedroom	
3rd floor = 4 x 2 bedrooms	
Total Spaces Apartments required = 25	
Total Spaces Retail required = 2	
Visitors parking = 4	
Total Required 31 - Total Provided 33	
Bike Racks	38

Retail Area	91 m ²
Carpace	2

Ground Floor

Apartments G01	
Living Floor Area	48 m ²
Balkony	8 m ²
Total Area	56 m ²
Carpace	1
Bedrooms	1

Apartments G02	
Living Floor Area	36 m ²
Balkony	7 m ²
Total Area	43 m ²
Carpace	1
Bedrooms	1

Apartments G03	
Living Floor Area	66 m ²
POS	21 m ²
Total Area	87 m ²
Carpace	1
Bedrooms	2

Apartments G04	
Living Floor Area	36 m ²
POS	22 m ²
Total Area	58 m ²
Carpace	1
Bedrooms	1

Apartments G05	
Living Floor Area	66 m ²
POS	21 m ²
Total Area	87 m ²
Carpace	1
Bedrooms	2

Apartments G06	
Living Floor Area	75 m ²
Balkony	18 m ²
Total Area	93 m ²
Carpace	1
Bedrooms	2

Apartments G07	
Living Floor Area	71 m ²
Balkony	6.5 m ²
Total Area	77.5 m ²
Carpace	1
Bedrooms	2

1st Floor

Apartments 101	
Living Floor Area	76 m ²
Balkony	8 m ²
Total Area	84 m ²
Carpace	1
Bedrooms	2

Apartments 102	
Living Floor Area	62 m ²
Balkony	8 m ²
Total Area	70 m ²
Carpace	1
Bedrooms	2

Apartments 103	
Living Floor Area	66 m ²
Balkony	8 m ²
Total Area	74 m ²
Carpace	1
Bedrooms	2

Apartments 104	
Living Floor Area	76 m ²
Balkony	8 m ²
Total Area	84 m ²
Carpace	1
Bedrooms	2

Apartments 105	
Living Floor Area	46 m ²
Balkony	8 m ²
Total Area	54 m ²
Carpace	1
Bedrooms	1

Apartments 106	
Living Floor Area	62 m ²
Balkony	8 m ²
Total Area	70 m ²
Carpace	1
Bedrooms	1

Apartments 107	
Living Floor Area	56 m ²
Balkony	8 m ²
Total Area	64 m ²
Carpace	1
Bedrooms	1

2nd Floor

Apartments 201	
Living Floor Area	76 m ²
Balkony	8 m ²
Total Area	84 m ²
Carpace	1
Bedrooms	2

Apartments 202	
Living Floor Area	66 m ²
Balkony	25 m ²
Total Area	91 m ²
Carpace	2
Bedrooms	3

Apartments 203	
Living Floor Area	70 m ²
Balkony	8 m ²
Total Area	78 m ²
Carpace	1
Bedrooms	2

Apartments 204	
Living Floor Area	70 m ²
Balkony	8 m ²
Total Area	78 m ²
Carpace	1
Bedrooms	2

Apartments 205	
Living Floor Area	46 m ²
Balkony	8 m ²
Total Area	54 m ²
Carpace	1
Bedrooms	1

Apartments 206	
Living Floor Area	76 m ²
Balkony	8 m ²
Total Area	84 m ²
Carpace	1
Bedrooms	2

3rd Floor

Apartments 301	
Living Floor Area	66 m ²
Balkony	8 m ²
Total Area	74 m ²
Carpace	1
Bedrooms	2

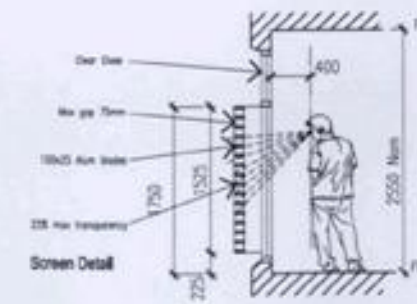
Apartments 302	
Living Floor Area	76 m ²
Balkony	8 m ²
Total Area	84 m ²
Carpace	1
Bedrooms	2

Apartments 303	
Living Floor Area	62 m ²
Balkony	8 m ²
Total Area	70 m ²
Carpace	1
Bedrooms	2

Apartments 304	
Living Floor Area	76 m ²
Balkony	8 m ²
Total Area	84 m ²
Carpace	1
Bedrooms	2



Balconies - Provide glass obscure screens to stop over looking to adjoining neighbors 1700mm high



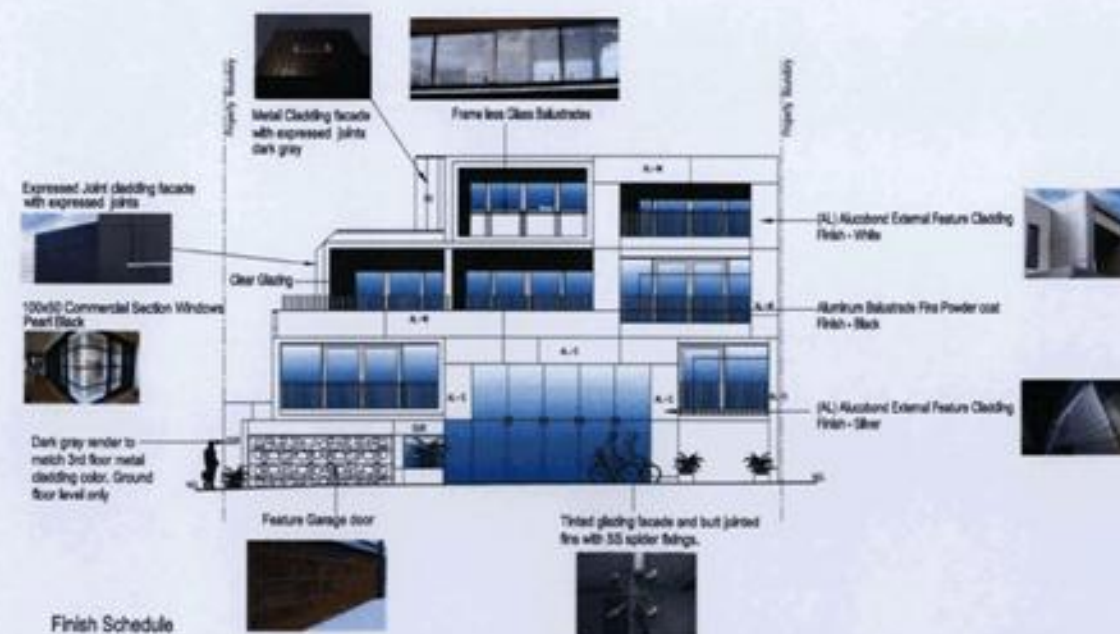
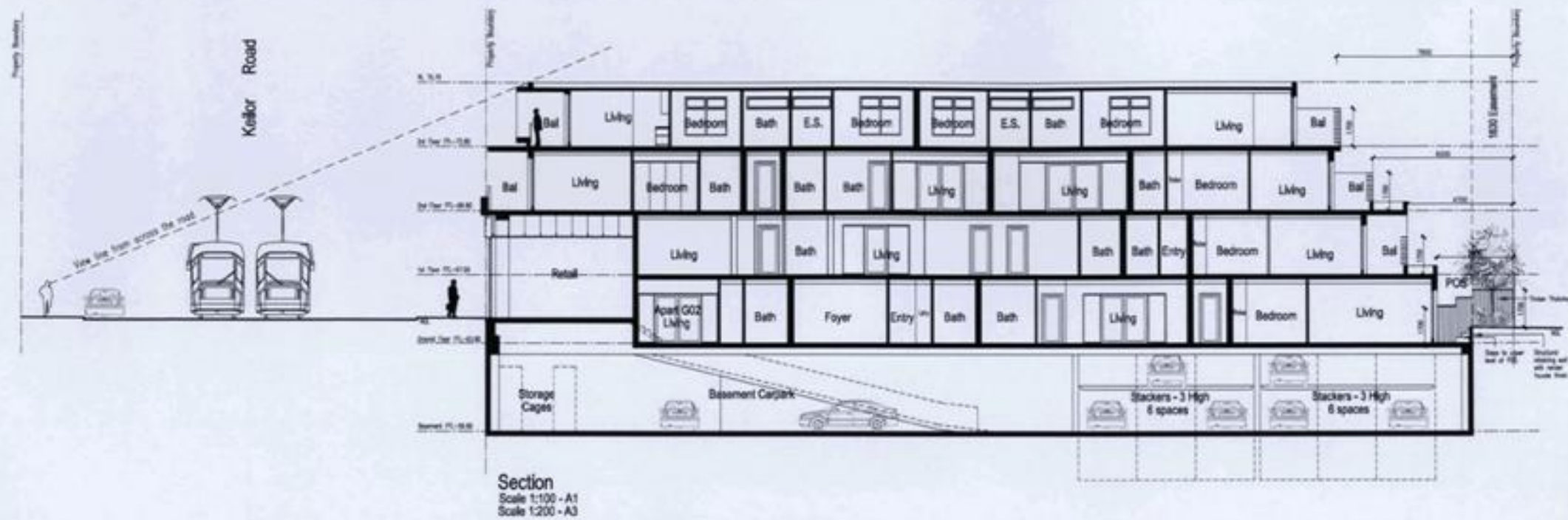
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Project Reference



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NORTH POINT

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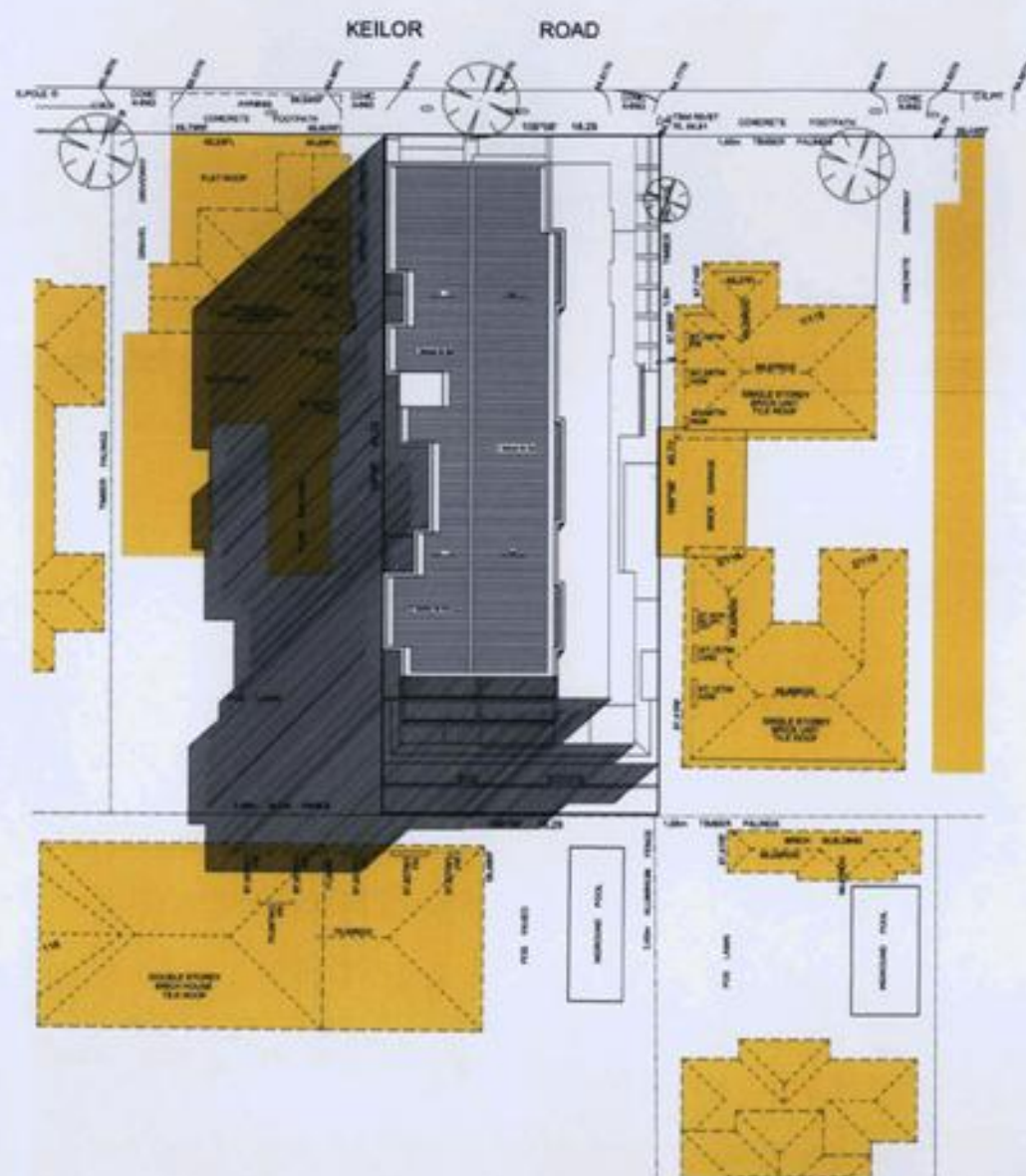
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Scale
Sept 2014
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Sheet 10 of 10



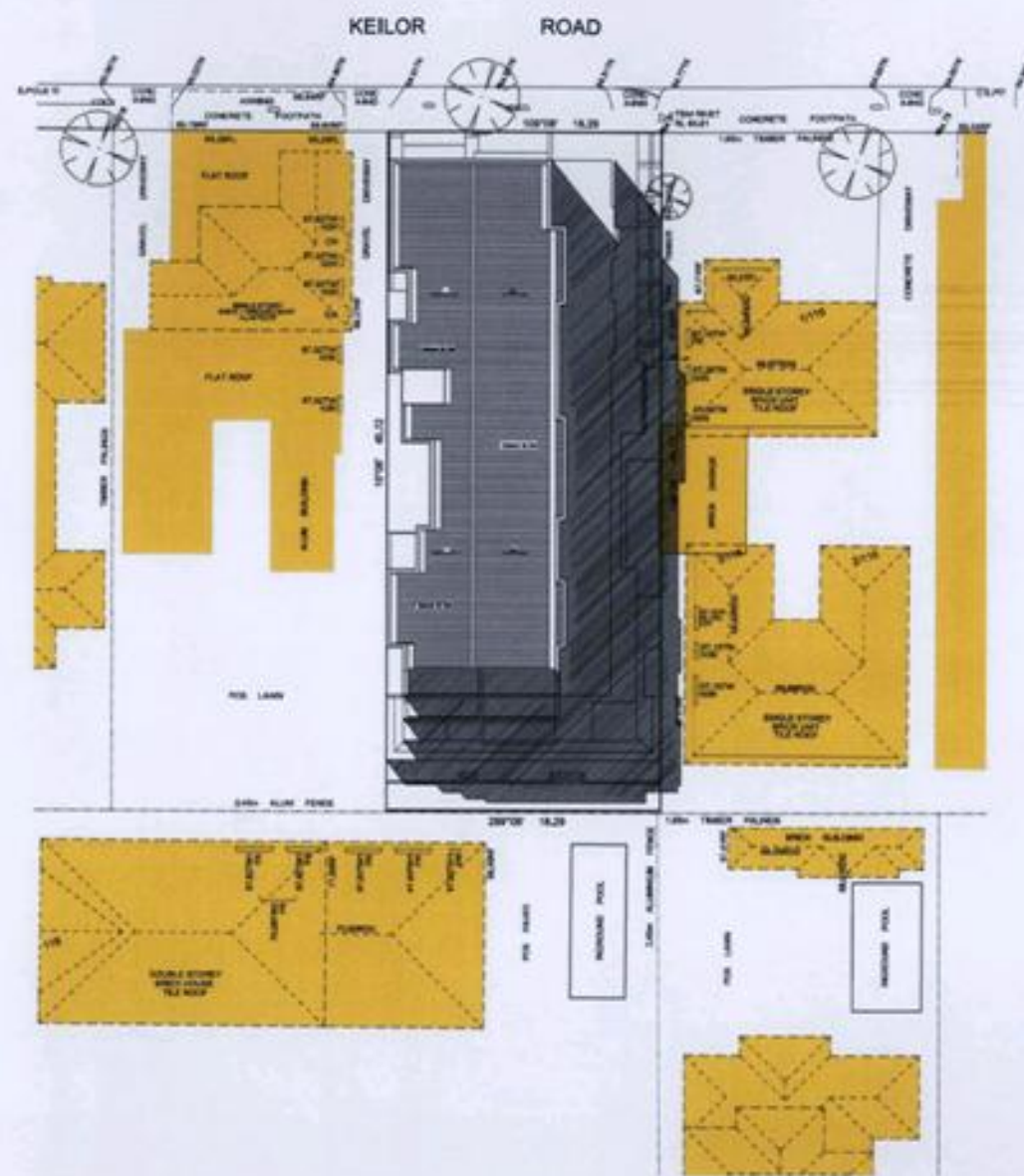
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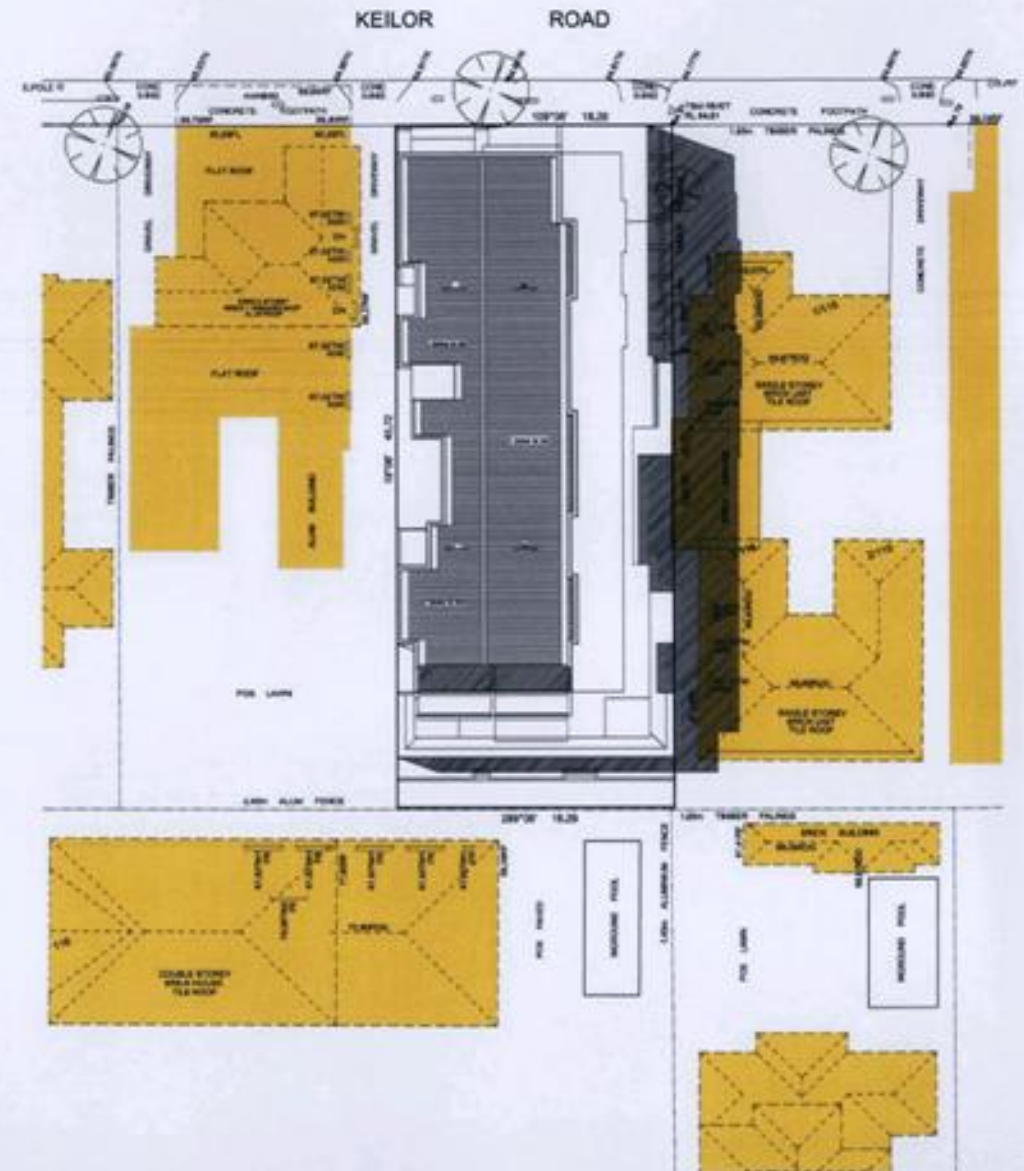
PROPOSED SHADOW ANALYSIS - Sam (22 September)
ADMET (sg) ALTHS (sg)
Scale 1:200



PROPOSED SHADOW ANALYSIS - 11am (22 September)
 AZ=40 deg N, 740 deg
 Scale 1:200



PROPOSED SHADOW ANALYSIS - 1pm (22 September)
 A20415 (deg AL) 1440 deg
 Scale 1:200



PROPOSED SHADOW ANALYSIS - 2pm (22 September)
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 Scale 1:200



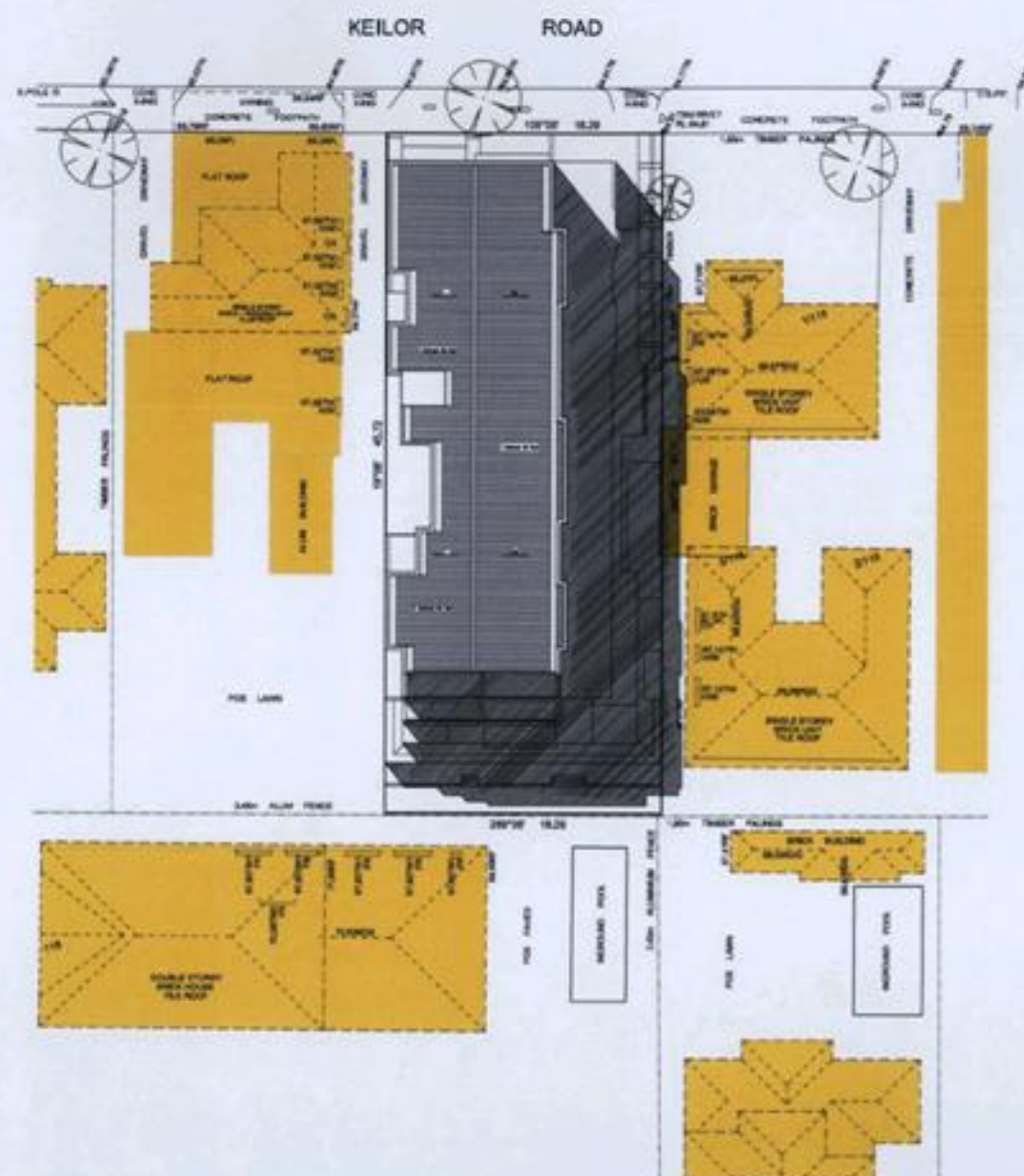
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 TP-12-A
 117 Keilor Road



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PROPOSED SHADOW ANALYSIS - 1pm (22 September)
A20m10 deg A, 7m10 deg
Scale 1:100



Proposed Mixed Use Development
117 Keilor Road - Essendon

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1:200
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TP-13-A



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PROPOSED SHADOW ANALYSIS - Sam (22 September)
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PROPOSED SHADOW ANALYSIS - 11am (22 September)
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PROPOSED SHADOW ANALYSIS - 1pm (22 September)
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PROPOSED SHADOW ANALYSIS - 2pm (22 September)
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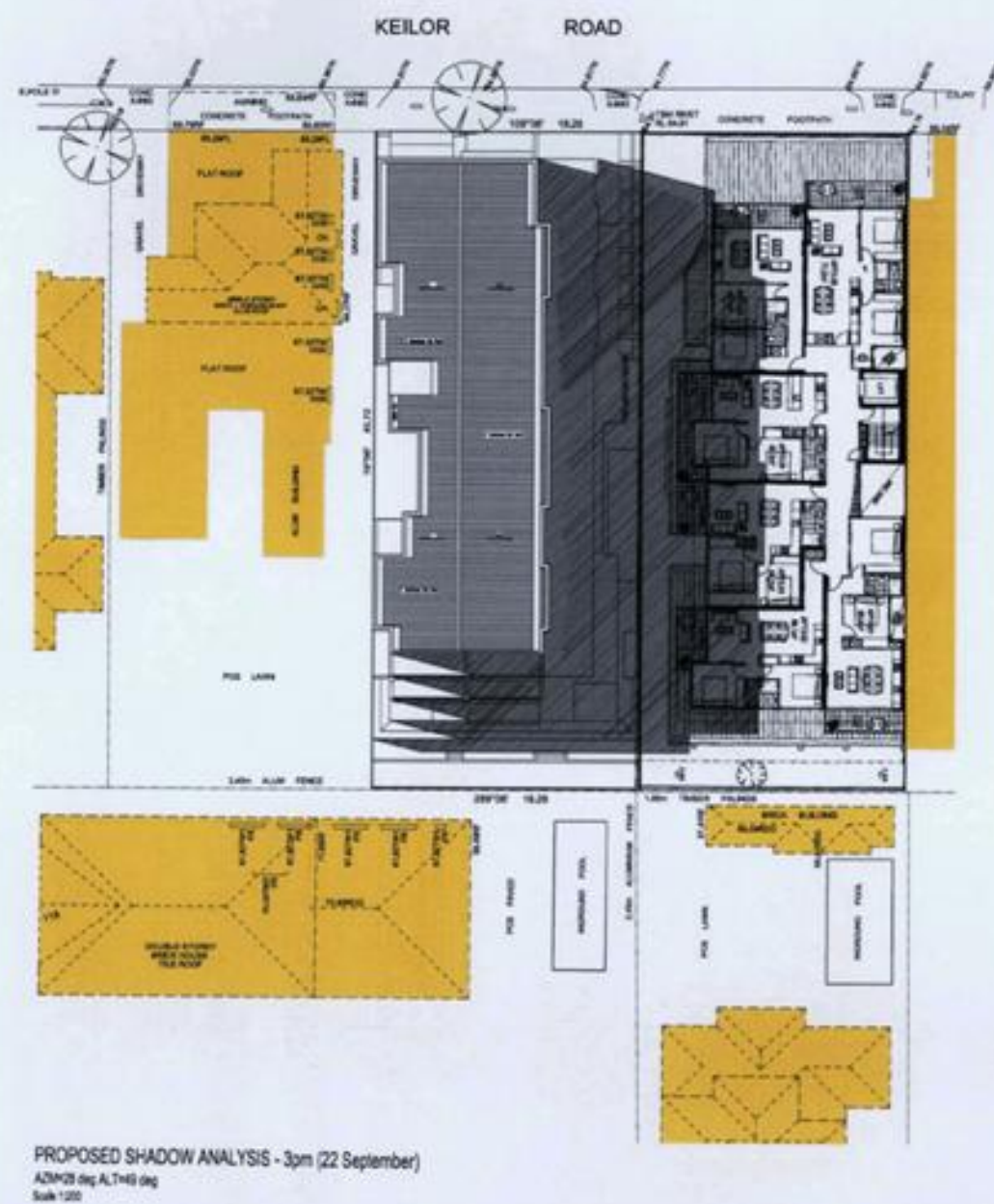
Proposed Mixed Use Development 117 Keilor Road - Essendon

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PROPOSED SHADOW ANALYSIS - 3pm (22 September)
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117 Keilor Road - Essendon

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View 1



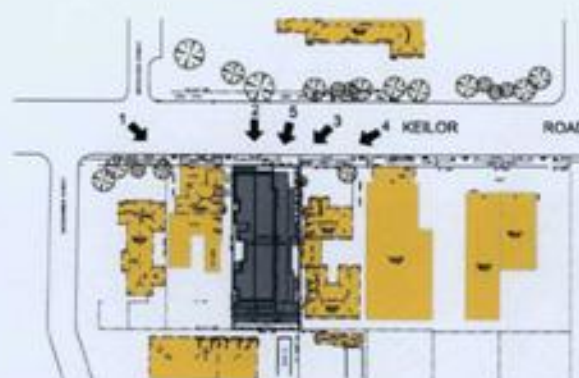
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View 3



View 4



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View 5



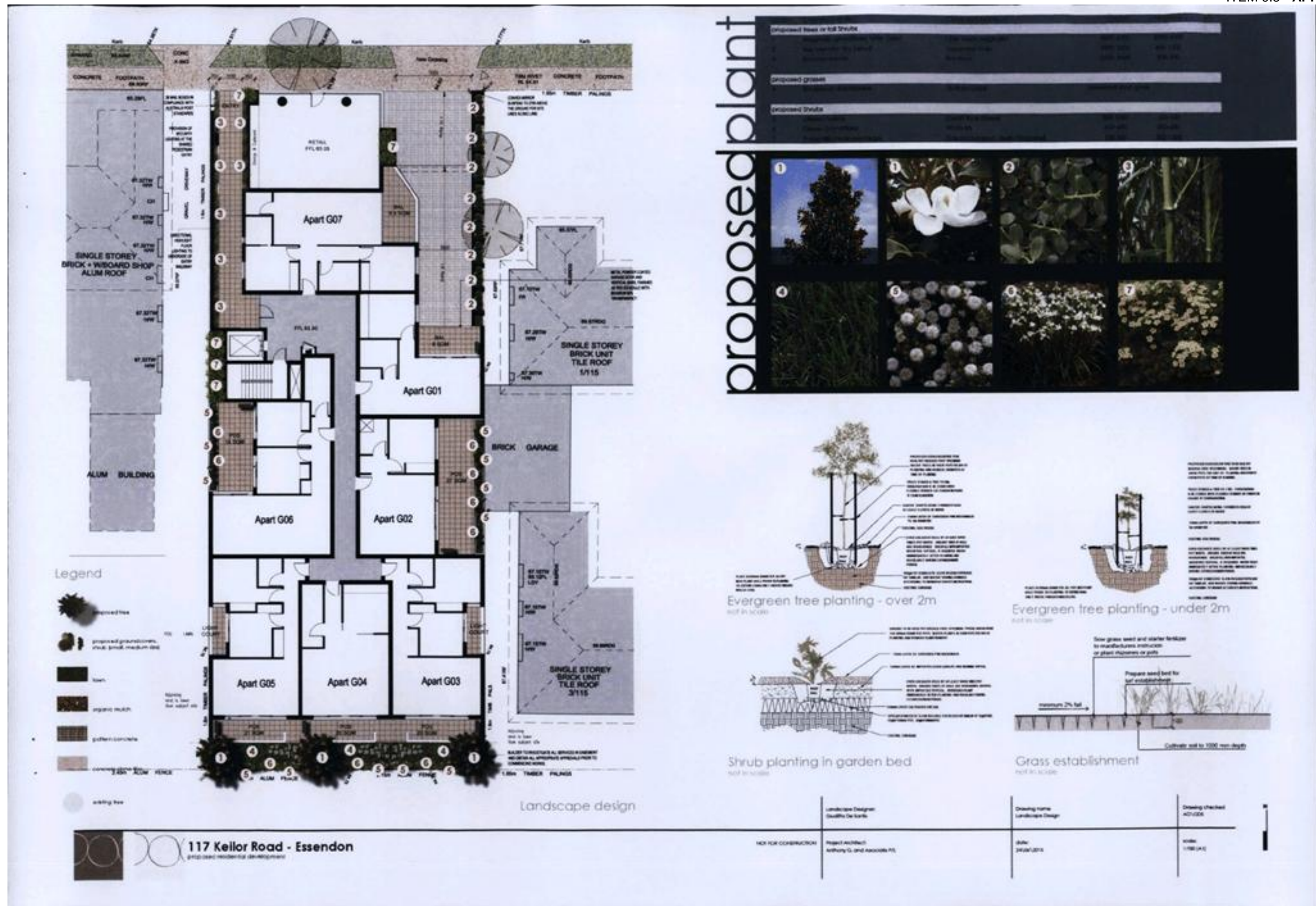
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Residential Health Community Services Project



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Artist Impression 01

Artist Impression 02

Artist Impression 03

Artist Impression 04

Proposed Mixed Use Development
117 Keilor Road - Essendon

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Artist Impression 01



Artist Impression 02



Artist Impression 03



Artist Impression 04



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117 Keilor Road - Essendon

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Essendon School Area

Local Area Traffic Management Review

November 2015

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Essendon School Area
Local Area Traffic Management Review



1. INTRODUCTION

O'Brien Traffic was engaged by Moonee Valley City Council to undertake a localised investigation of the Leslie Road, Stanley Street and Sherbourne Street school zone reviewing measures considered during the drafting of the Holmes Road Local Area Traffic Management (LATM) Scheme.

In the course of preparing this report:

- Relevant documentation has been examined. This includes the draft Holmes Road LATM study and stakeholder responses to same;
- The study area and surrounding area has been inspected;
- The views of the schools and bus companies have been sought; and
- Additional issues not originally included in the drafting of the LATM scheme have been considered.

2. BACKGROUND

2.1 The School Zone Study Area

The exact study area for the purpose of this study was not defined but is broadly based on Leslie Road, Stanley Street and Sherbourne Street shown highlighted in green in Figure 1 below.



Figure 1: General Study Area

Essendon School Area
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Whilst these three streets have been the focus of our attention, we also inspected the broader area and gave consideration to the likely implications of our recommendations for traffic movement and parking in the broader area.

However as discussed with Council officers, the primary focus of this study is traffic movement and safety rather than detailed consideration of parking issues.

2.2 The Holmes Road LATM Study

The Holmes Road LATM area is as indicated in **Figure 2** below.



Figure 2: Holmes Precinct LATM Study Area

This was the subject of a detailed study by Traffix Group in 2014/15 which included an extensive consultation process. This is the subject of a comprehensive report 'Holmes Precinct Local Area Traffic Management Study' dated 16 July 2015.

Holms Local Area Traffic Management (LATM) study contained a number of recommendations for the School Zone and these are highlighted in yellow in **Figure 3**, of the Final Traffic Management Plan for the LATM study.



Figure 3: Final Traffic Management Plan (Holmes Local Area Traffic Management Study)

3

Essendon School Area
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The treatments recommended by Traffix Group for the schools area were not well received by many stakeholders. These views are documented in Section 11.2 of the Traffix Group report.

Traffix Group therefore recommended these treatments be referred to a separate localised study of the school area.

O'Brien was engaged by Council to review these measures and prepare a recommendation report for Council officer review.

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3. EXISTING CONDITIONS

This is well documented in the Traffix Group report but it is considered appropriate to briefly recap as it relates to the School Zone.

An aerial view of the general study area is presented in **Figure 4** overleaf.

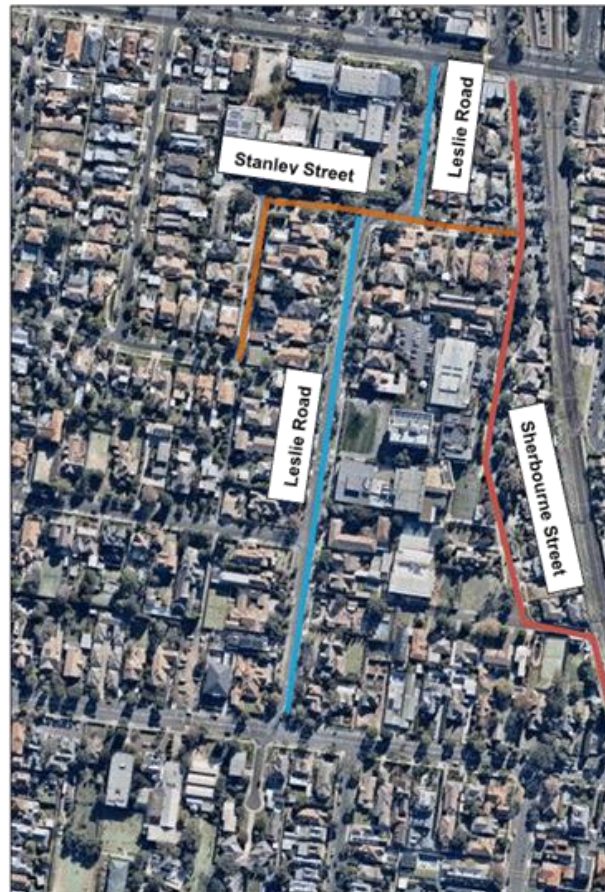


Figure 4: General Study Area

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Local Area Traffic Management Review



3.1 Land Use

The study area includes 3 private schools comprising:

- St Columba's College
 - Approximately 970 students in 2012;
 - Established in 1897 at 139 Buckley Street; and
 - Private girls Secondary College (Years 7-12).
- Lowther Hall Anglican Grammar School
 - Approximately 800 students in total;
 - Established in 1920 when Essendon Winstow Girls School and Blinkbonnie Ladies College in Moonee Ponds merged;
 - Operating at 17 Leslie Road since approximately 1920; and
 - Private girls school for all years (Kindergarten to Year 12).
- Penleigh and Essendon Grammar School
 - Approximately 420 students at Park Street campus;
 - Established in 1977 when Penleigh Presbyterian Ladies College and Essendon Grammar School merged;
 - Operating at 83 Park Street since 1922;
 - Private school; and
 - Park Street Campus caters for girls only in Prep to Year 10.

Otherwise the study area is residential, typically in the form of detached dwellings with off-street parking.

3.2 Road Network

Leslie Road is classified as a local street. It has a carriageway width of approximately 10.5 m with parallel parking both sides in most locations. It has a posted speed limit of 40 km/h over its entire length.

Stanley Street is a local street. It has an approximate carriageway width between 6m to 6.5 m with parallel parking permitted on one side in most locations. It has a default speed limit of 50 km/h.

The intersection of Leslie Road and Stanley Street is controlled by Stop signs facing traffic in Leslie Road. Traffic in Leslie Road approaching Stanley Street is subject to turn bans as indicated in **Figure 5**.

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Figure 5: Leslie Road/Stanley Street Intersection – Existing Configuration

Sherbourne Street is classified as a local street. North of Stanley Street it is two-way (but 'No Entry' from Buckley Street) with a carriageway width of approximately 6m and parallel parking on the western side in most places.

Between Stanley Street and Inglebrae Court it is two-way with a carriageway width of approximately 6 m and parallel parking on the eastern side and indented parallel parking on the western side in the vicinity of Lowther Hall with no stopping along the remainder of the western side.

South of Inglebrae Court it is one-way (southbound) and has a carriageway width between 4.7 m and 5 m with No Stopping restrictions on both sides of the road.

There is very limited provision for pedestrians and a footpath on only one side of the road. Between Inglebrae Court and the rail line the footpath is on the northern side, however, parallel to the rail line the footpath is located on the western side. This requires pedestrians to cross the road on a blind corner. It is noted that a convex mirror has been installed at this location. The southern section of *Sherbourne Street* is shown in **Figure 6**.

The posted speed limit is 50 km/h north of Stanley Street and 40 km/h south of Stanley Street.



Figure 6: Sherbourne Street Southern Section

Inglebrae Court is a local street. It is one-way (eastbound) and has a carriageway width between 4 m to 7 m with parallel parking permitted on the southern kerbside at the wider carriageway width. It has a posted speed limit of 40 km/h. Of note, it is the only way to access the short term parking adjacent Lowther Hall on the western side of Sherbourne Street without the need to perform a 3-point turn (from the north).

Southbound traffic in Sherbourne Street approaching Inglebrae Court faces 'No Right Turn' and 'No Entry' signs as indicated in **Figure 7**.

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Figure 7: Sherbourne Street/Inglebrae Court Intersection – Existing Configuration

3.3 Existing Traffic Volumes/Speeds

The existing traffic volumes/speeds are detailed in the Traffix Group report *Appendix A: Traffic Survey Information*.

A summary of Traffix Group survey data for the weekday traffic volumes for the above streets is detailed in **Table 1** below.

Location	Volume (vehicles/day)	85th Percentile Speed (km/h)
Leslie Road	2,000 - 3,000	31.6 – 45.7
Stanley Street	Approx. 500	Approx. 38.4
Sherbourne Street	340 - 470	33.2 – 35.8
Inglebrae Court	Approx. 200	Approx. 35.2

Table 1: Existing Traffic Volumes/Speed

3.4 Casualty Crash History

VicRoads 'CrashStats' database was used to assess the casualty crash history of the study area for the last 5 years of available data (between 1 January 2009 to 31 December 2013) and this is summarised in **Table 2** below.

Location	Year	Time	Severity	Type of Crash (Code)
Buckley Street/ Leslie Road	2012	10:20	Other (O)	Right Through (121)

Table 2: Casualty Crash History

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Table 2 demonstrates that the incidence and severity of the crashes within the study area is low.

3.5 Public Transport

Public services in the vicinity of the study area are as indicated in **Figure 8**.



Figure 8: Public Transport in the vicinity of the Study Area

It is apparent that the northern end of the study area in particular has excellent access to public transport.

In addition, the following bus companies service the schools:

- Ryans Bus Service – St Columba’s and Penleigh and Essendon Grammar;
- Sunbury Coaches – St Columba’s, Lowther Hall and Penleigh and Essendon Grammar;
- Moreland Bus – Lowther Hall; and
- Kastoria Bus Lines – Lowther Hall and Penleigh and Essendon Grammar.

The school bus companies follow similar routes with some companies performing slight variations through the study area which are indicated in **Figure 9**.

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 Local Area Traffic Management Review

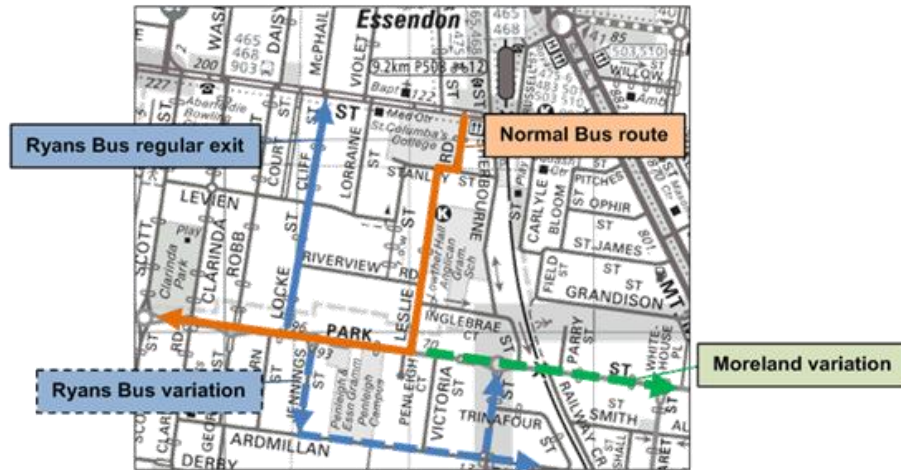


Figure 9: School bus routes through Study Area

4. OBSERVATIONS

4.1 PM Pick Up Period

The study area was inspected from 2.30 pm – 4.45 pm on Thursday 3rd September 2015.

The weather at the time was fine and mild.

The inspection involved 3 engineers with one monitoring activity at each of the 3 schools (with some element of overlap).

The observations at each school are as follows.

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4.1.1 St Columba's

- The streets in the immediate area were very quiet in the period leading up to school pick up time. No obvious evidence of vehicles using Leslie Road as a rat run in any significant numbers;
- Some parents arrived by car in advance. Parents predominantly parked in the short term parking on the southern side of Buckley Street. This was full by 3.15 pm;
- Students began to exit the school occurred at 3.25 pm with a mass exodus at 3.30 pm;
- All students appeared to exit via the gates in Leslie Road;
- The footpath along the western side of Leslie Road adjacent the school was very congested;
- The vast majority of students left on foot. Demand for pick up is low by the standard of most schools;
- Very high proportion of students leaving on foot used the school crossing and hence to the railway station/shopping centre;
- However a significant number of students headed west along Buckley Street to the pick-up area and locations further afield;
- Traffic conditions along Buckley Street became somewhat congested but traffic operation was generally reasonable. Lack of marked lanes contributes to congestion;
- It appears that a small number of students are picked up by parents waiting in Stanley Street (West);
- Small number of vehicles exited Stanley Street (West) at excessive speed for conditions; and
- The vast majority of pick-up was over in approximately 15 minutes by which time traffic conditions had reverted to normal.

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4.1.2 Lowther Hall

- Junior School students started leaving approximately 3pm;
- Senior School students started leaving approximately 3:30pm;
- It is understood that as the girls have school sports on Thursday afternoons with some undertaking these elsewhere. Therefore the day that was observed may be less busy than other weekdays;
- A number of parents advised that they thought Fridays and wet days were the busiest;
- Parents picking up children from the junior school appeared to park elsewhere (or walk) and meet their children from within the school gates;
- Parents of older students generally waited in their cars in the drop-off-pick-up area or in normal car parks;
- The busiest time for both pedestrian and motor-vehicle movements was approximately 3:30pm (for approximately 10 minutes);
- A number of school buses served the school utilising bus zones on both sides of Leslie Road. The buses arrived at staggered times, and generally did not overflow the bus zones (this occurred briefly and a bus waited in the drop-off-pick-up area);
- Two new drop-off-pick-up areas on the eastern side of Leslie Road and reconfigured bus zones have recently been implemented. Compliance with the 'no-parking' restriction was observed to be good (parents did not exit their vehicles), however, this may have been a result of us wearing safety vests which may have been mistaken for parking officers
- There did not appear to be a parking capacity issue on Leslie Road associated with school pick up at the time of the site visit.
- Few parents appeared to utilise the 15 minute parking at the Sherbourne Street frontage to the building. Those that did appeared to access it via Inglebrae Court (the laneway off Leslie Road), rather than from the north via Stanley Street. It is considered that this is because the 15minute parking (in indented bays) is located on the western side.
- The most hazardous activities undertaken by parents picking up children were the number of three-point turns in Leslie Road, these occurred from both directions, with parents generally leaving from the direction that they arrived from.
- A significant number of parents performed U-turns at the intersection with Stanley Street (from the 'Stop' sign) rather than performing a three-point turn in the street.
- Most of the girls who left on foot, headed north towards the rail station and shopping precinct.
- The intersection of Sherbourne Street and Inglebrae Court has unclear priorities and restrictions (Inglebrae Court is one-way eastbound as is its continuation - also called Sherbourne Street).

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- There is a blind corner where Sherbourne Street meets the rail line. The narrow footpath changes sides of the road at this location and may be a safety concern for north bound pedestrians. It is noted that there is a convex mirror at this location.
- Compliance with the stop signs at the Leslie Road/Stanley Street intersections was okay, drivers although not stopping did slow down sufficiently in almost all incidences. However drivers approaching from the west via Stanley Street appeared to travel fast for the complexity of the intersection.
- All drivers complied with the school crossing patrol.
- There was average to below average levels of aggressive driving compared to other schools.

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4.1.3 Penleigh and Essendon Grammar

- Parents started arriving at 2:40pm, parked their cars in Park Street as close to the school as possible and generally waited in their car.
- The parking directly out the front of the school on Park Street was full by 3:10pm with parents overflowing into side streets and walking into the school.
- Junior School started leaving at approximately 3:20pm.
- Senior School started leaving at approximately 3:30pm.
- Busiest time was at 3:30pm for both pedestrians and cars and lasted approximately 10 minutes.
- Most parents appeared to walk into the school to pick up students; especially earlier when the younger kids are leaving.
- Parents did not park in the afternoon bus zone on the south side of Park Street; I perceive this may have been due to my presence in high viz.
- There was an issue with parents waiting for closer parking to the school and blocking traffic lanes. This forced the cars to pull into the opposing traffic lane to get around the waiting car.
- Some parked cars overhung driveways in order to fit into the parking bays closest to the school.
- When the school crossing was in effect there were instances of cars parking too close to it.
- It was observed that many parents did not use the school crossing to cross the road. Crossing from south to north was an issue as parents were crossing between the parked school buses where on-coming traffic could not see them.
- Very few cars slowed down for the speed hump at the school crossing before the crossing was in effect.
- Cars complied with the school crossing when in effect.
- Some parents circled the block a few times to get a closer park to the school.
- There was a below average aggression at the start of the pick-up period, although as older students started getting picked up from the street aggression levels increased slightly.
- Some cars were observed to make U-turns from the north parking spaces in order to travel west on Park Street.

4.2 AM Drop-off Period

The study area was inspected from 8:00 am to 9:00 am on Thursday 10th September 2015. The weather at the time was fine.

The traffic and transport observations at each school are detailed in the following sections.

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4.2.1 St Columba's

- A large number of parents and caregivers dropping off students by car travelled the Lorraine Street, Levien Street, Stanley Street, Leslie Road and Buckley Street circuit in an anti-clockwise direction. These drivers were observed to drop-off students in undesignated and sometimes unsafe locations, including:
 - The 'Permit Zone' located on the north-south orientated section of Levien Street;
 - Within the carriageway on the north-south section of Levien Street and on Stanley Street (thereby blocking traffic);
 - By parking over vehicle crossovers on Stanley Street;
 - At the intersection of Leslie Street and Stanley Street; and
 - At the school patrol crossing in front of the main entrance on Leslie Street.
- Very few drivers utilised the 5-minute parking on Buckley Street to drop-off students. It was noted that the pedestrian entrance to the school from Buckley Street was closed, and that any students would have to walk to the main entrance on Leslie Street. Given that many drivers were dropping off students at locations closer to the main entrance (often illegally), it is considered that the closure of the Buckley Street gate discourages drivers from using the provided short-term parking.

4.2.2 Lowther Hall

- Lower levels of parking demand were observed outside the school than in the evening peak period, due to drivers not waiting within the 'kiss-and-ride' area;
- It was understood that some students were undertaking overnight activities as part of the Duke of Edinburgh program. They therefore had to remove hiking packs and other luggage from vehicles. Whilst it is likely that this caused longer than typical dwell times, the facility operated well; and
- Very few drivers utilised Sherbourne Street to drop off students. However, some accessed Inglebrae Court from Leslie Road before exiting the area via Park Street.

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4.2.3 Penleigh and Essendon

- As observed in the afternoon peak many parents and caregivers encouraged students to cross the road away from the school crossing;
- A number of drivers appeared to be parking for longer than the signed '5-minute' parking restriction on the southern side. As a result there were few available spaces and some parents were observed dropping off children while in the carriageway (on both sides of the road); and
- Some aggressive driving was observed in response to drop-off activities.

4.3 General

Although the area around the schools is busy during school pick-up and drop-off periods it is not considered to be highly problematic and traffic conditions compare favourably with numerous other schools. The reasons for this include:

- The schools are a significant distance apart;
- They are predominantly located on non-arterial roads; and
- There is good access to public transport and a high proportion of students who walk.

Notwithstanding the above, St Columba's and Penleigh would likely benefit from the introduction of 'kiss and ride' facilities such as those introduced at Lowther Hall. However, in relation to St Columba's this would require that the school open up their Buckley Street gate to encourage the use of the facility.

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5. RELEVANT COUNCIL POLICY

This is well documented in Section 3 of the Traffix Group report.

Policy of relevance to this study includes:

- Provision of safe and integrated on and off road network of bicycle paths to schools (Road Safety Plan);
- Investigate the feasibility of installing bike lanes on Buckley Street (Walking and Cyclist Strategy);
- The development of a Narrow Streets Framework;
- Investigation of potential options for the provision and improvement of bicycle and pedestrian facilities along routes that provide an alternative to Buckley Street - Trafficworks (2013);
- Formalisation of contra flow bicycle movements from Buckley Street to Sherbourne Street; and
- Installation of a shared path Sherbourne Street from Inglebrae Court to Park Street.

We also note that Council's Road Management Plan indicates that Leslie Road is a local street. Given that it provides reasonably direct access between Buckley Street (an arterial road) and Park Street (a Collector Road) and that it provides direct or indirect access to three major schools it is apparent that Leslie Road does not function as a typical local street.

6. CONSULTATION

6.1 Bus Companies

The various bus companies that service the schools were contacted by O'Brien Traffic in relation to traffic and parking issues generally and any views they hold in relation to the specific recommendations for the school area in the Traffix Group report. The results are summarised in **Table 3**.

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Company	Times of Travel	General Issues	Comments on Traffix Group Recommendations	Additional Comments
Ryans Bus	AM: 8-9 PM 3:15-4	Volume of Traffic Insufficient bus space at PEGS Parents parking in bus zones	- Leslie Rd priority would help reduce traffic overflow onto Barkley St - Would prefer no speed cushions on Leslie Rd but bus friendly ones are a must	- Speed cushions similar to Fawcner St - Enforcement of Bus zones stopped parents parking in them
Sunbury Coaches	AM: 7:30-9 PM: 3-4	General Traffic Getting buses in/out of bus bays (PEGS is worst)	- As long as speed humps bus friendly there have no issue	
Moreland Bus	AM: 8-8:55 PM: 2:45-3:20 Busiest at 10am	General Traffic School crossing location in comparison to bus zone location Parents parking in bus zone Limited bus parking	- Leslie Rd priority would help bus route - Would prefer no speed cushions but bus friendly ones are a must	- Big platform speed cushions - Move bus zone at Lowther to south side of school crossing to stop bus overhanging school crossing when bus zone busy
Kastoria	AM: 8-9 PM: 2:30-3:30	Slow traffic flow Parents parking in bus bays Limited parking for parents forcing them into bus zone	- Leslie Rd priority would help bus route - No speed cushions not even bus friendly ones as they are still not bus friendly	- Priority change will effect Stanley St too much - People will speed more between speed humps to make up time, so installation will not help traffic speed along Leslie

Table 3: Bus Companies view on Traffic Issues/Recommendations

6.2 Schools

The three schools within the study area were contacted in relation to traffic and parking issues. Their responses are summarised below.

6.2.1 St Columba's

- The school advised that they have no concerns regarding safety or traffic and thought the existing operation of the street network was sufficient; and
- When asked whether the school would consider opening the gate to Buckley Street, they responded that they would prefer students to enter though the Leslie Road main entrance and would need strong justification to change their position.

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6.2.2 Lowther Hall

- The school reported concerns in regard to driver behaviour outside the school including drivers performing 3-point turns into driveways and other careless behaviour (as observed by the study team);
- It was noted that in late 2014 a parent reversed into a child, injuring the child's leg;
- Advised that driver behaviour has improved following implementation of the 'kiss and ride' zone; and
- The school has implemented a policy of rotating teachers on Leslie Road during pick-up and drop-off times to encourage children and parents to utilise the school crossing, and to ensure the safety and security of students.

6.2.3 Penleigh and Essendon

- Reported that traffic speeds and drivers performing U-turns on Park Street were their greatest concerns.

7. RESPONSE TO TRAFFIX GROUP FINDINGS

The various initiatives for the school area contemplated by Traffix Group are listed in the sections below. Having regard to the foregoing our comments in response to each follows immediately thereafter.

7.1 Leslie Road/Stanley Street – Change priority to Leslie Road and install raised pedestrian cross walks on Stanley Street (2 locations)

We concur with Traffix Group's assessment that the current arrangement is somewhat confusing in terms of who has right of way. This is because the layout visually presents as if the north-south movement is the priority road contrary to the signage.

Conventional traffic engineering wisdom would dictate that, in normal circumstances, priority should be given to the dominant traffic movement that being along Leslie Road. However, in this case we think that there are good reasons not to do so. These include:

- Changing the priority to Leslie Road is likely to result in higher vehicles speeds along it which would have an adverse impact on safety (including pedestrian safety);
- The nature of the intersection is such that we could not be confident that a northbound vehicle turning right into Stanley Street would give way to a southbound vehicle in Leslie Road. It is also not beyond the bounds of possibility

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that a vehicle could run into the tail end of the queue back from the pedestrian crossing at St Columba's College;

- Adverse impact on vehicle access to the property on the south-western corner that has its driveway right on the corner of the intersection; and
- Motorists currently use this intersection to perform U-turns to head both north and south likely in part attributable to the turn bans at Stanley Street. Whilst this is not desirable, it is not considered to be a problem either. However, it would likely become a problem if priority were given to the north-south movement along Leslie Road.

However, we are of the view that the intersection has deficiencies that need addressing. Aside from the layout being confusing, some motorists were observed to exit Stanley Street (west) at excessive speed for the conditions. This is doubtless to be partially the result of the turn bans as exiting motorists know they do not have to contend with oncoming traffic (and they have right of way).

The legitimacy of the existing turn ban from southbound to westbound is also dubious. Leslie Road is not continuous across Stanley Street due to the stop controls on both approaches and therefore (despite the existing line marking) vehicles are not technically turning. The existing signage facing southbound vehicles in Leslie Road providing advance warning of a turn ban "into Stanley Street" is also ambiguous. The current arrangements could leave Council in an awkward legal position in the event of a collision.

We think the need for the existing turn bans is dubious because the residential area to the west could likely be managed in such a way that these are not required e.g. by ensuring passing opportunities and adequate space to turn at appropriate locations. Increasing pedestrian access to St Columba's would also assist as parents would be less inclined to head into the residential area to the west of the school.

We recommend the existing turn bans should be removed and/or traffic along Stanley Street slowed. The most effective means of achieving the latter would be to install speed humps (as distinct from raised pedestrian crosswalks) on the both approaches to Leslie Road, sufficiently far back from the intersections that they do not confuse right of way (i.e. about 2 car lengths). Such an arrangement would result in slow approach speeds on all four approaches which would be no bad thing.

Raised pedestrian crosswalks have also been suggested as an option. These are liable to result in operational issues (particularly if the existing priority were changed) in terms of pedestrians believing they have rights that do not exist and traffic blocking the intersection.

While undertaking this study, Council requested OBT to consider a concept developed in-house (refer **Appendix A**) with existing priorities reinforced by an east-west orientated centreline. We do not recommend Council pursue this option as we believe it may create more confusion in terms of priorities and results in an awkward centreline alignment. However, should Council wish to replace the turn restrictions into Stanley Street (west) with 'No Entry' signage in the existing configuration (as

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shown in the concept) this could be a viable treatment, notwithstanding our comments above.

7.2 Leslie Road – Speed cushions at two locations subject to Bus Company

We do not see a need for the proposed speed cushions as at the critical school pick up and drop off times speeds are already low.

We also note such treatments are opposed by the Bus Company and many locals.

7.3 Left turn ban from Leslie Road (southbound) to Stanley Street (East)

We do not see a need for such a ban. The vast majority of the pick-up and drop-off at Lowther Hall occurs on Leslie Road and there is accordingly not a great deal to be gained by trying to establish a pattern of one-way movement around the school. We would also be concerned at the increased traffic impact on Inglebrae Court, particularly given that it is essentially a lane for much of its length and its existing unsatisfactory intersection with Sherbourne Street (which needs attention as discussed below).

7.4 Sherbourne Street – Install signs and line marking to warn vehicles of the presence of pedestrians at the bend - Road humps (2 locations)

We do not have an issue with this, however in our opinion a higher priority would be to:

- Provide a greater level of traffic control/guidance at the intersection of Inglebrae Court and Sherbourne Street. There is currently a large expanse of pavement and the only guidance provided for southbound traffic is a 'No Right Turn' sign that would be easy to miss; and
- Try to create some separate pedestrian space in this narrow section of road which is potentially achievable by narrowing the carriageway and widening the footpath.

It is noted Council has a proposal in regards to line marking changes at the intersection of Inglebrae Court and Sherbourne Street. The intersection priority requires better definition should be subject to resident consultation.

Essendon School Area
Local Area Traffic Management Review



8. OTHER MEASURES IDENTIFIED BY COUNCIL

During the review process a number of issues were raised by Council that were not part of the Traffix Group recommendations. Our responses to these proposals are outlined below.

8.1 Sherbourne Street – Implement ‘No Stopping’ during school pick-up and drop-off times on eastern side

It is understood that Council are considering implementing ‘No Stopping’ restrictions on the eastern side of Sherbourne Street between Stanley Street and Inglebrae Court. These restrictions would apply between 8 am to 9 am, and 3 pm to 4 pm on ‘School Days’.

Council are considering these changes following concerns regarding traffic flow along Sherbourne Street as there is not sufficient space for vehicles from opposing directions to pass one another concurrently.

It is noted that according to parking surveys provided by Council, a number of vehicles parked on the eastern side hold resident parking permits and therefore any implementation of ‘No Stopping’ restrictions at this location should be subject to resident consultation.

8.2 Levien Street – Consider local area traffic management

During the review, Council received correspondence from a resident of Levien Street who was concerned with the speed, volume and behaviour of drivers, primarily during school pick-up and drop-off times. The resident had been in correspondence with Council and Traffix Group. Whilst not within the original scope of the review, Council requested that OBT consider the concerns raised.

In regard to speed, Council undertook a 7-day traffic count that indicated that the 85th percentile speed was 42.5 km/h. OBT agree with Council’s statement that this is well below acceptable limits for an area with a 50 km/h speed limit and below most commonly used thresholds for justification of local area traffic management.

However, interrogation of VicRoads’ CrashStats database for crashes within the last five years along Levien Street reveal one reported injury crash that occurred in 2013. This crash occurred during the school drop-off time and involved a rear end crash involving eastbound vehicles on Levien Street between Cliff Street and Lorraine Street. The reporting officer noted that there was ‘heavy traffic’ at the time.

As noted in this report we believe that vehicles utilising Levien Street are primarily associated with parents picking-up and dropping-off students at St Columba’s (using the route discussed elsewhere in this report). We also believe that the concerns in relation to driver behaviour during the school pick-up and drop-off time may be somewhat justified. Based on the reported crash and observed behaviour, implementation of traffic management devices along Levien Street may be justified.

Essendon School Area
Local Area Traffic Management Review



However, we would not recommend the resident's suggestion of removing parking bays is pursued as it may enable drivers to travel through the intersections at greater speed.

However, prior to further consideration of traffic management in Levien Street we would recommend that the first course of action should be to reduce the demand for this route by parents of St Columba's. This could be achieved by providing a more convenient pick-up and drop-off facility elsewhere. We therefore recommend that Council pursue formalising a 'kiss and ride' facility on Buckley Street and the opening of St Columba's second gate to encourage use of this facility.

8.3 Laneway between Riverview Road and Levien Street – Consider local area traffic management

Council also requested OBT consider the concerns of a resident regarding the safety of a laneway between Riverview Road and Levien Street. The concerns included that:

- there are a high number of vehicles travelling in the laneway when only a couple of properties have direct access;
- the existing speed humps in the laneway are not effective and that the turn bans are insufficiently enforced;
- the laneway poses danger for cyclists and pedestrians as there is insufficient room to allow for passing cars;
- vehicles are travelling at high speeds along laneway which risks damage to adjoining properties;
- there is insufficient view of pedestrians using footpath at the entry points of the laneway; and
- the lack of speed control devices along Lorraine Street encourages rat running through the laneway.

It is understood that Council proposes the following actions in response to these concerns:

- Installation of three speed humps in Lorraine Street.
- Installation of pedestrian warning signs at the intersection of Riverview Road and laneway to improve pedestrian safety.
- Realignment of the entrance to the laneway onto Levien Street to improve pedestrian safety and access.
- Installation of two additional speed humps at both entrances to the laneway between Levien Street and Riverview Road to improve safety.

Essendon School Area
Local Area Traffic Management Review



9. OTHER MEASURES IDENTIFIED BY OBT

Although not part of the draft recommendations of the LATM study by Traffix Group, or raised by Council it is suggested that consideration could be given to the following treatments.

9.1 Widen existing footpaths in selected areas

At some locations outside the schools, the existing footpaths are not wide enough to cater for the number of students trying to use it during drop off and pick up times.

Consequently nature strips have been completely denuded in some locations (particularly where students wait for buses). There is no realistic prospect of ever growing grass in these areas and it is suggested that they be either paved or treated with simulated grass which would improve conditions for pedestrians.

9.2 Stagger the school start/finish times

Currently the three schools all start and finish at much the same time. Staggering the start finish times by as little as 10 minutes would significantly reduce the overall level of congestion, in particular at the Leslie Road/Stanley Street intersection.

9.3 Encourage the schools to further promote active travel options

St Columba's, and to a lesser extent Lowther Hall already appear to have a significant number of walkers, however there are few cyclists. There may be opportunities for the schools to further increase the number of students and staff that walk or cycle thereby reducing the level of existing traffic congestion.

Essendon School Area
Local Area Traffic Management Review



10. RECOMMENDATIONS

Based on the investigations undertaken as part of this study, it is recommended that:

- The existing configuration of the Leslie Road/Stanley Street should be retained, but with the existing turn bans removed, or replaced with 'No Entry' signage;
- Speed humps/cushions should be considered for Stanley Street to slow approach speeds to the Leslie Road intersection;
- The installation of speed cushions at two locations on Leslie Road proposed by Traffic Group should not be pursued;
- The left turn ban from Leslie Road (southbound) proposed by Traffic Group should not be pursued;
- The existing intersection of Inglebrae Court/Sherbourne Street requires better definition of the priority movement, it is noted Council has a proposal in this regards which it is understood will be the subject of a consultation process;
- The 'No Stopping 8am-9am 3pm-4pm Monday-Friday, School Days' restrictions on the eastern side of Sherbourne Street as proposed by Council will require consideration based on feedback process with residents;
- Introduction of speed control devices on Leven Street may have merit, although addressing the demand for drivers utilising this street to pick up and drop off students at St Columba's should be considered first;
- Council should work with St Columba's in the development of a 'kiss and ride' facility on Buckley Street in conjunction with opening their Buckley Street gate to make this an attractive option for parents and caregivers when picking-up or dropping-off students (to reduce traffic demand on the local streets to the west) subject to VicRoads approval;
- Footpaths should be widened in areas of high pedestrian demand outside schools;
- The school start and finish times should be staggered as much as is feasible (based on discussion with schools);
- Schools should be encouraged to further promote active travel options; and
- Consideration could be given to requesting Victoria Police to address any issues associated with driver behaviour/non-compliance with road rules.

Essendon School Area
Local Area Traffic Management Review

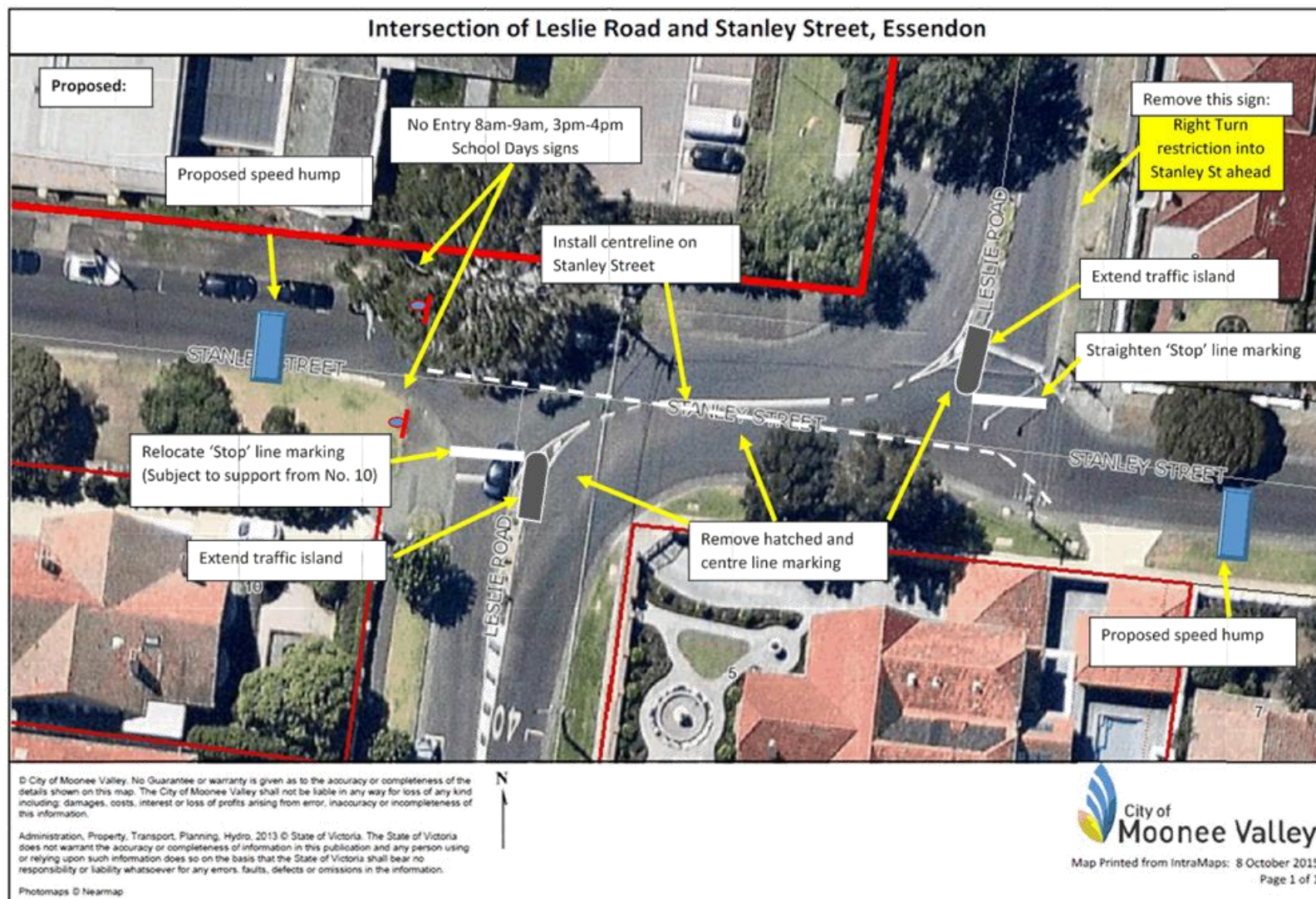


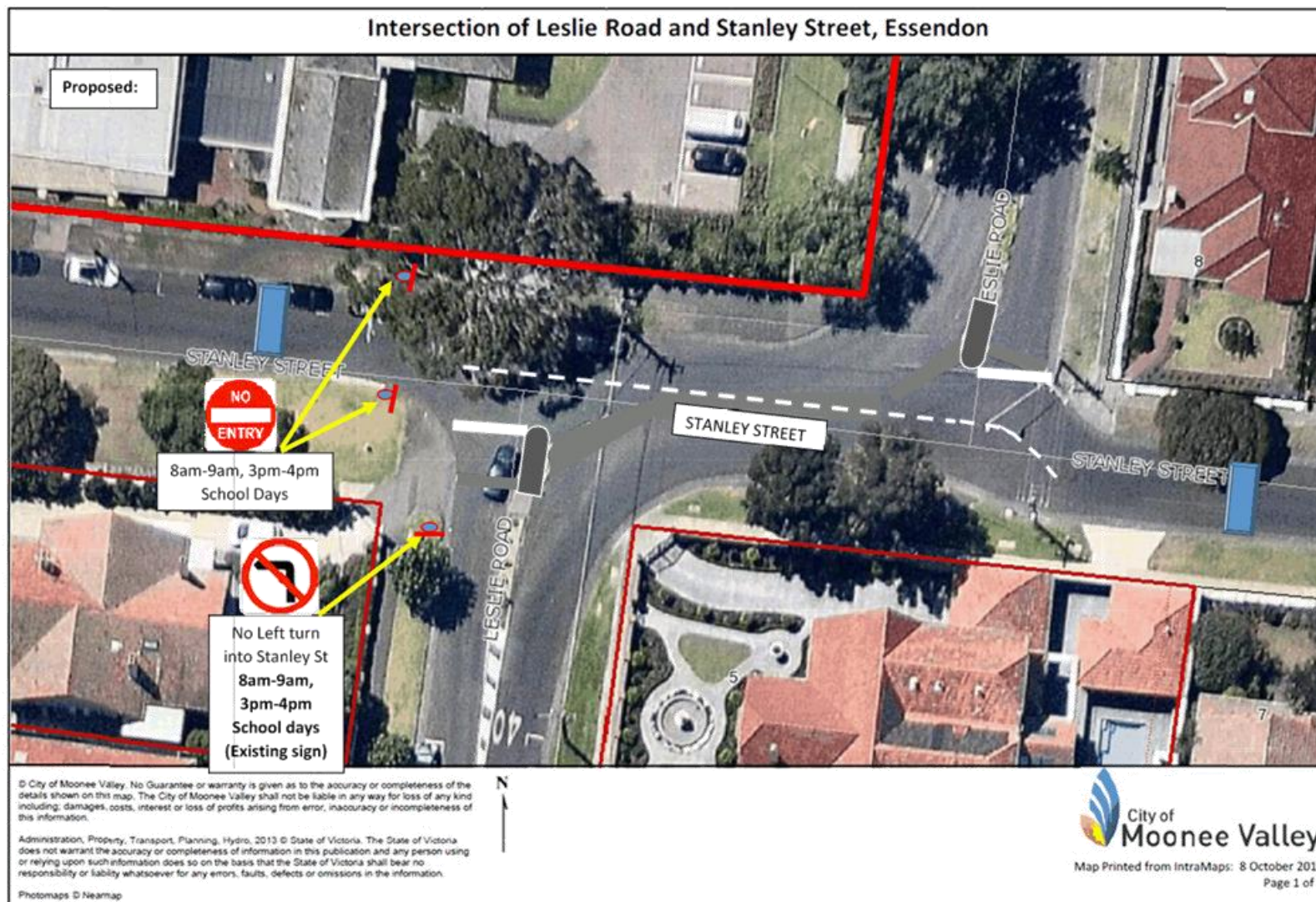
In addition it is understood Council proposes the following (subject to consultation):

- Installation of raised pavement at intersection of Locke Street and Riverview Road to improve safety for all road users.
- Installation of three speed humps in Lorraine Street.
- Installation of pedestrian warning signs at the intersection of Riverview Road and laneway to improve pedestrian safety.
- Realignment of the entrance to the laneway onto Levien Street to improve pedestrian safety and access.
- Installation of two additional speed humps at both entrances to the laneway between Levien Street and Riverview Road to improve safety.

Appendix A

Stanley Street/Leslie Road Concept (MVCC)





Appendix B

Inglebrae Court/Sherbourne Street Concept (MVCC)



RACECOURSE ROAD & PIN OAK CRESCENT

STREETSCAPE & ACTIVATION PLAN



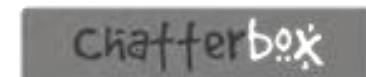
JANUARY 2016



The *Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan* has been prepared for Moonee Valley City Council by ACLA in association with Chatterbox Projects

FINAL COPY - Submitted to Council January 2016

ACL A



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Rankins Road intersection with Racecourse Road. Image: ACLA.

Chapter 1: Background

Introduction

Overview

The Streetscape and Activation Plan for the Racecourse Road and Pin Oak Crescent Shopping Precinct recommends a range of physical improvements to the streetscape as well as suggests activities and events where the community, traders and Moonee Valley City Council can work together to make the precinct more vibrant and lively.

The plan has been informed by: a review of existing plans, policies and strategies relevant to the project; extensive consultation with stakeholders, traders, interest groups and the community; combined with onsite observations of usage and an assessment of streetscape elements and character.

Site Location

Racecourse Road is located on the southern boundary of Moonee Valley City Council approximately 3.5 km from Melbourne's CBD. It divides the suburbs of Flemington to the north and Kensington to the south and services residents as a local shopping strip.

It is also a major traffic thoroughfare from the Melbourne CBD to the western suburbs and further onto Geelong. The character of the street is at times dominated by heavy traffic. It is a declared arterial road and any streetscape improvement works will require the approval of VicRoads and a number of statutory authorities such as VicTrack, Metro Trains, PTV Melbourne and Yarra Trams.

Pin Oak Crescent runs parallel with the train line. The main commercial strip is located off Racecourse Road in Flemington. While Pin Oak Crescent and Racecourse Road are both local/traditional shopping strips, their character is quite different. This is due to different traffic volumes, road, street profile and scale, context, the mix of shops, Newmarket Station, catchment area and the variety of users and visitors. Unlike Racecourse Road, Pin Oak Crescent is a Council collector road managed and maintained by Council.

What is a Streetscape Plan?

The Streetscape Plan is a document to guide the physical improvements to the shopping precinct ensuring works are undertaken in a coordinated manner. It will also assist Council funding applications by validating physical improvements needed as a result of consultative work with the community, stakeholders and traders.

The Streetscape Plan advocates broad strategic improvements and actions required to achieve the design objectives and community aspirations stated within, which will ultimately be resolved through further design development beyond the scope of this plan.

What is an Activation Plan?

The Activation Plan outlines a range of community events, activities and creative projects that create vibrant hubs of activity within public spaces to strengthen the communities' connection to each other and their local community. Activation projects are designed to change the way the community engages with a space and can include streetscape elements such as seating that encourages people to engage, creative lighting to change an atmosphere, the installation of public art, pop up events within public spaces, activities and events in unused laneways and community walks and talks.

The key to activating a space is to develop welcoming, vibrant, and safe spaces for the community to be active and connect with each other to create happier and more engaged communities.

Why are these being combined?

The two plans have been combined to achieve an integrated set of recommendations and ensure that street wide activation can be supported within the framework of physical improvements to the shopping precinct, and in some cases, influence physical improvements as well.

Streetscape and Activation Plan Aims

The specific aims of the Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan are:

- To obtain a clear sense of the community's ambitions.
- To prepare a Streetscape and Activation Plan which evolves thorough engagement during the design process with the local community, Council and other stakeholders of the Racecourse Road and Pin Oak Crescent precinct area.
- To promote a shared connection and purpose for the local community and traders.
- To encourage traders and the community as active participants in the public realm for the ongoing success of Racecourse Road and Pin Oak Crescent Shopping Strips.
- To inform future streetscape capital works projects and ongoing street-based activation programmes and projects which are achievable within the short to medium term.

What this plan does not do

It is equally important to note that the Streetscape and Activation Plan does not attempt to resolve or address:

- Any shortfalls in retail or dining mixes as this is usually the domain of the private sector, not Council;
- Planning of Racecourse Road west of the railway bridge, however the design principles, objectives and recommendations leading to physical improvements identified in this plan will be equally applicable to Racecourse Road in its entirety to Epsom Road;
- The establishment of future building heights within the shopping precinct as this is usually the domain of a structure plan

Study Area

The streetscape study area is defined by the area of land along Pin Oak Crescent between Racecourse Road and Finsbury Street (east of the railway line), and Racecourse Road between the Bellair Street and Holland Court (Refer to Figure 1). It encapsulates land ownership by a number of different entities (Refer to Figure 2) including VicRoads, Council, VicTrack and the private sector.

The study area also straddles over two municipalities, the cities of Melbourne and Moonee Valley (Refer to Figure 3). Actions and recommendations contained in this document will require support from both councils.



Figure 1: Study Area



Figure 2: Land Ownership



Figure 3: Existing Municipal Boundaries

Plans, Strategies, Policy Context and Existing Studies

Existing Plans, Strategies and Policies

There are number of plans, strategies and policies which influence and support improvements to the Racecourse Road and Pin Oak Shopping precinct. These include the following and a desktop review and summary of each and their relevance to this project is provided in Appendix 1 for further information:

Victorian Government

- Plan Melbourne - Metropolitan Planning Strategy

Moonee Valley City Council

- Racecourse Road Major Activities Area - (Abandoned by Council) *Background Report - Structure Plan - Urban Design Guidelines*
- Moonee Valley Next Generation 2035 - 2035 Community Vision
- Tackling Transport - Towards 2020 - Integrated Transport Plan
- Walking and Cycling Strategy 2012-2022
- Water Sensitive Urban Design Guidelines
- Municipal Parking Strategy
- Sustainable Public Lighting Action Plan 2010
- Tree Management Strategy 2013 - 2017
- Moonee Valley Open Space Strategy 2011
- Road Safety Plan 2010 - 2014
- Sustainable Public Lighting Guidelines 2010
- Water Strategy 2011
- Moonee Valley Greenhouse Strategy 2010
- Economic Development Strategy 2014

Concurrent Studies

Flemington Hill Traffic and Parking Study

From May 2011 to early 2013, Council undertook the Flemington Hill Traffic and Parking Study, which aimed to develop practical solutions to community concerns in relation to traffic and parking conditions within the area. The study has involved three rounds of resident and trader consultation, comprehensive traffic and parking analysis and the formation two working groups.

As is often the case, community opinion has sometimes been divided on the best course of action. Of particular concern has been the amount of traffic using the Flemington Hill area as a 'cut through' and associated noise and safety issues. Parking concerns included parking pressures in the southwest corner of Flemington Hill associated with the shopping precinct and Newmarket Railway Station.

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

- A raised intersection treatment at Bryant Street and High Street.
- Six road humps in Victoria Street, from Mt Alexander Road to Racecourse Road.
- A raised pedestrian pavement on Victoria Street at Racecourse Road.
- The relocation of the existing partial road closure of Victoria Street from Hill Street to Racecourse Road.
- Flemington Hill truck bans in Wellington Street, Shields Street, Princes Street and Victoria Street.

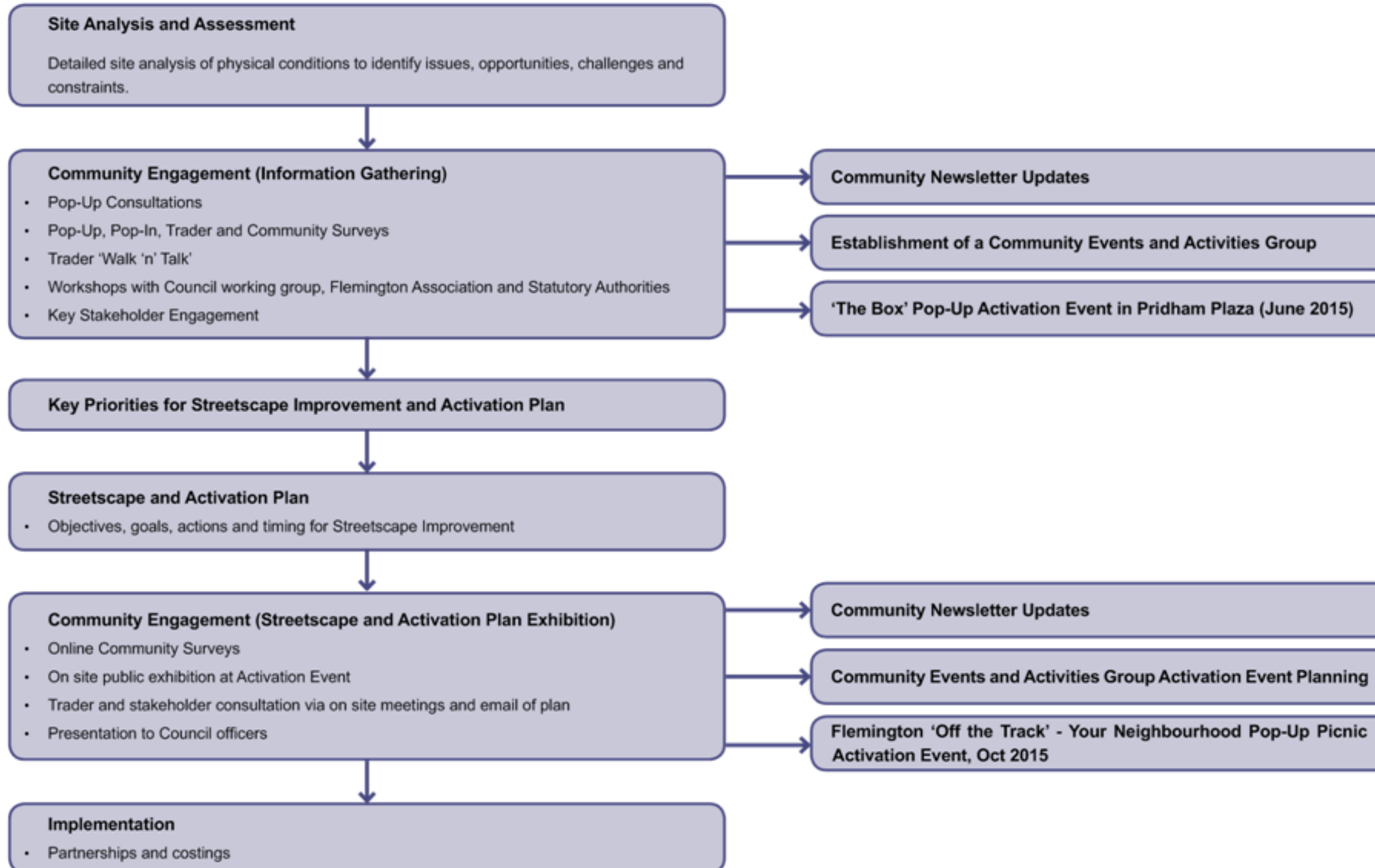
- Investigation of Traffic Signals for the area around the intersections of Mt Alexander Road, Kent Street and Wellington Street to address ongoing concerns.

This project considers the outcomes of the Flemington Hill Traffic and Parking Study. Over the next 12 months the Transport Unit will be undertaking extensive community consultation on a number of projects.

Wayfinding Study

New pedestrian wayfinding signage will be installed in Flemington Hill in early 2016 in strategic locations. The wayfinding signs will be tailor made signs to promote key local destinations and encourage people to spend more time walking and exploring a neighbourhood. The aim of the signs is to raise awareness of the services and attractions that Flemington Hill has to offer - all of which are within a short walking distance.

Project Method





The Flemington Tiny Library on Pin Oak Crescent. Image: ACLA.

Chapter 2: Site Analysis and Assessment

Introduction

This section of the plan provides a summarised analysis of existing conditions. The purpose of the analysis is to provide commentary on issues and deficiencies identified by the project team whereby recommendations to mitigate the issues can be constructed logically.

The analysis covers a number of areas which include:

- Community facilities and wayfinding;
- Vegetation;
- Car parking and traffic;
- Street furniture and surface treatments;
- Access / Pedestrian patterns of movement / Current gateway spaces;
- Shop verandahs and facades;
- Visual analysis;
- Stormwater/drainage and electricity lines.

Detailed site analysis plans and notes are provided in Appendix 2.



View looking west along Racecourse Road from the north side of the road near the intersection with Wellington Street



View of railway line embankment planted by the Newmarket Stationers - a great community initiative and example of community pride



View looking east along Racecourse Road from the south side of the road near the intersection with Wellington Street

Site Analysis

Community Facilities and Wayfinding

Currently the location and proximity of existing community facilities, within walking distance of the shopping precinct, are not defined sufficiently through signage. The introduction of a coordinated wayfinding system would improve navigation between these facilities.

The types of facilities may include parks, reserves, places of worship, heritage buildings, schools, community services, train stations, sporting venues and tourist attractions.

At the time of this plan Council's Wayfinding Study was being conducted concurrently.



Coronet Park



Women's Peace Garden



Flemington Community Centre

Existing Vegetation Analysis

Racecourse Road is lined with London Plane Trees (*Platanus x acerifolia*) between the railway bridge and Rankins Road. Attempts to create a boulevard with infill planting have been unsuccessful as a result of tree failure. Different tree species should be considered in future due to their aggressive root system and the allergic and hay fever symptoms often produced when Plane Trees flower. Both Racecourse Road and Pin Oak Crescent have potential for supplementing existing plantings. Racecourse Road would benefit from under story planting to reduce visual harshness and there are plans to increase planting to the railway station embankment and access ramp underside.



Plane tree with good structure/form



Empty tree plot typical on Racecourse Rd



Difficult to maintain narrow garden beds

Existing Car Parking Analysis

Car parking on Racecourse Road and Pin Oak Crescent is predominantly restricted to a one hour limit. Unmarked bays on Racecourse Road and inconsistent bay sizes in Pin Oak Crescent have resulted in an inefficient use of existing parking facilities.

There is also no street parking on Racecourse Road east of Princes Street and no disabled parking on the south side of Racecourse Road. Where accessible parking does exist it does not meet current Australian Standards.



Racecourse Rd, predominantly un-linemarked



Pin Oak Cres, varying parking bay lengths



Inefficient parking bays with no linemarking

Site Analysis

Existing Street Furniture and Surface Treatment Analysis

Street furniture within the shopping precinct lacks consistency and would benefit from the introduction of a coherent furniture suite, specific to the precinct, with uniform branding, materials and colours. Pin Oak Crescent lacks both seating and sufficient bin provision which should be rectified. Appropriate siting of furniture in conjunction with removing unnecessary elements would help to rationalise/declutter the precinct's furniture.

The surfacing in the precinct would also benefit from a consistent palette tailored to the precinct. The predominant paving is asphalt and brick banding with remnant heritage bluestone pitcher kerbs and paving in some areas.



Empty banner pole

Existing bollard

Existing bin

Existing bike rack

Existing damaged fence

Existing Access Analysis

There are sufficient provisions for access to the site via foot, bike, tram, train and car, however the experience and ease of moving through the site, particularly for pedestrians and cyclists, requires significant improvement.

Pedestrian access issues could be ameliorated through table top crossings at nominated intersections, improved DDA compliant kerb ramps and tactiles, footpath widening to Pin Oak Crescent and improved wayfinding. More visible and continuous bike lane marking as well as accessible tram stops would improve transit along Racecourse Road.



Narrow path along NE side of Pin Oak Cres

Signalised crossing facing Pridham Plaza

Rankins Rd x Racecourse Rd intersection

Existing Shop Verandahs Analysis

The mapping analysis (Refer to Appendix 2) shows that sufficient protection from weather exists for shoppers and traders albeit in a few sections where there are no verandahs. The streetscape plan should consider opportunities to encourage building owners to install verandahs to improve visitor and shopper comfort. Verandahs should appeal to the heritage character of the shopping precinct. Verandahs also present opportunities for lighting, plants and artwork.



Existing verandah typical of Racecourse Rd

Traffic light configured to existing verandah

Verandahs along Pin Oak Cres

Site Analysis

Existing Businesses Analysis

There is a diverse mix of businesses within the shopping precinct. The mapping analysis (Refer to Appendix 2) identifies the number of cafes and restaurants within the precinct, a high proportion of which are Asian and African, situated on the south side of Racecourse Road and within Pin Oak Crescent.

The analysis also highlights the location of vacant shops as visual detractors within the precinct, a number of them in Pin Oak Crescent and to the east of the main shopping village along Racecourse Road. There is also a decreasing number of local convenience stores such as fruit and veg shops and bakeries.



KFC next door to McDonald's



Outdoor dining at the Doutta Galla Hotel



Vacant shops along Pin Oak Cres

Visual Analysis

The shopping precinct looks tired and in need of improved maintenance. Some of the visual detractors include: graffiti; patchy roadways and pavement; mismatched street furniture; faded linemarking and painted surfaces; displaced/damaged guard rails and bollards; numerous service authority pits in pavement areas; missing/dead trees; dirty building facades and verandahs; billboard signs on Victrack land; McDonald's and KFC as dominant landmarks and discontinuous building lines; high rise buildings not in character with the heritage village and Newmarket Station and railway bridge as a visual and physical barrier disconnecting Newmarket Plaza and Pin Oak Crescent.



Damage to paving and bollards



Faded painted road surface and linemarking



Newmarket Station railway bridge

Existing Stormwater/Drainage and Electricity Lines Analysis

The existing stormwater system within Racecourse Road and Pin Oak Crescent appears to function adequately. Stormwater drainage from properties, in most cases outlets penetrating the kerb, are often partially blocked and poorly constructed. There is an absence of water sensitive urban design initiatives. Improvements should incorporate WSUD to passively irrigate trees and landscaped areas.

The street is dominated by overhead electrical lines to street lighting, properties and the PTV network. Future street tree planting will need to be mindful of these assets.



Property stormwater outlet through kerb



Property stormwater outlets through kerb



Power and tram lines over Racecourse Rd

Summary

The information gained through the site analysis helps describe the feel and experience of being on Racecourse Road and Pin Oak Crescent. The current lack of unifying elements, namely consistent paving, signs, furniture and lighting, means the area does not read clearly as a defined precinct. These factors along with insufficient seating limit the potential for the area to be considered a destination.

The dominance of vehicular traffic and hard surfacing through the precinct, as well as the inadequate number of trees and vegetation, has an alienating effect on users. This is compounded by the need for improved pedestrian access through the site. The poor condition of existing features and lack of maintenance also does little to inspire the community to engage with and look after the public space.

Despite these observations the unique characteristics and existing heritage features of Racecourse Road and Pin Oak Crescent mean that with appropriate improvement they will be an even more valuable asset to the community.



Traffic as a dominating presence along Racecourse Road



Pop-Up Consultation on Racecourse Road. Image: ChatterBox.

Chapter 3: Consultation Summary

Introduction

Between February and July 2015, community engagement activities were undertaken with the Flemington and wider community. The aim was to gain feedback and ideas in relation to the Racecourse Road Pin Oak Crescent Streetscape and Activation Plan.

The engagement activities were diverse and specifically designed to meet the community's needs. A range of Pop-Up events were designed, a trader's walk and talk created, four (4) workshops and many more meetings and conversations undertaken with key stakeholders including MVCC Internal Working Group, Flemington Traders and the Flemington Association. Five (5) project update newsletters were distributed, three (3) activation events undertaken and a local community event and activities planning group was created.

Over this period, approximately 340 people were consulted, with 300 people completing a hard copy or online survey and providing over 900 written comments.

Surveys

The following sub headings outline the four (4) surveys undertaken:

1. **Pop-Up Survey** - used at four (4) Pop Up sessions on Racecourse Road and Pin Oak Crescent.
2. **Pop-In Survey** - used during the consultation onsite at the Flemington Housing Estate.
3. **Traders Survey** - hand delivered to all open businesses along Racecourse Road and Pin Oak Crescent in the precinct area
4. **General Community Online** - used to engage with the community who did not engage in person.

Each survey focused on shopping centre precinct use, precinct travel, streetscape improvements, what was believed to be missing within the precinct, hidden gems and activation ideas to make the strip more vibrant and active.

Sample of comments from the Community:

"The more people means people will feel safer"

"There is such a great, diverse community - let's have more opportunities to meet locals"

"Make Flemington more of a destination rather than just somewhere travelled through"

"It seems a little lifeless other than the restaurants"

"Narrow Pin Oak (even one way?) and increase footpath width, permanent fixed furniture like outside Peppers - street trees, art, lighting etc."

"Better streetscape = more people, events as a destination"



Talking to locals in front of the Flemington Library

Community Engagement

Pop-Up

Pop-Up consultations were undertaken on four separate occasions, on different days of the week, at different times and at different locations. Each location, day and time was designed to capture a section of the community including families, public transport commuters, café/restaurant visitors and Saturday morning local shoppers. A diverse range of people were consulted including those from culturally and linguistically diverse backgrounds, people who were GLBTI and people with a disability.

A purpose built Pop-Up ChatterBox trailer was used as the vehicle to consult with the community outdoors in these public spaces. The yellow trailer stood out in the public space and drew in many curious passersby. Seating, tables and giant chat boards were to engage with the Flemington community.

During these Pop-Up consultations a range of qualitative and quantitative data was collected via hardcopy surveys with closed and open ended questions, individual conversations and resident comments on the giant Chatboards. Over the four (4) Pop Up consultations, 248 surveys were completed with a further 20-30 people stopping for individual conversations or to make a comment on the Chatboards.

The community welcomed the opportunity to provide their ideas and were excited about the proposed Streetscape and Activation Plan often staying for longer than required to catch up with new found neighbours.

Pop-In

The Flemington public housing estate, given its residential density, ethnic diversity and proximity to the Racecourse Road Pin Oak Crescent shopping precinct, warranted separate consultation. An onsite consultation was held at the Flemington Estate, capturing the thoughts of young people and parents at school pick up as well as some residents at the community garden and onsite playground. ChatterBox spoke to approximately 30 people, which resulted in 20 people filling in a survey. Supported by a Community Development worker from the Flemington Community Centre we were introduced to many residents on the estate and provided with Somali and Ethiopian translations as required.



The bright yellow Pop-Up ChatterBox trailer drew passersby



The community utilising seats provided to fill in surveys

Traders Survey

It was important for ChatterBox to be cognisant of and consistent with, Council's economic development and traders business plans when having individual conversations with Flemington traders.

A Traders' Survey was dropped personally into each open shop along Racecourse Road and Pin Oak Crescent with both discussion and a reply paid envelope to encourage local businesses to chat and send additional comments at their convenience. Completed surveys could also be left with the Flemington Library.

ChatterBox undertook many conversations with traders and although only a few surveys were completed this could be interpreted as satisfaction that their views had been captured in those one on one conversations and during the organised traders walk.

Traders were also made aware of the pop ups and activation plans so that they could attend and promote both.

General Community Online Survey

A Community online survey was also created to target the community who worked, lived or played within the precinct area but didn't have an opportunity to drop in to one of the pop up consultations. The online survey was promoted through a letter to 500 surrounding residents as well as on the Moonee Valley website. 32 people filled in the online survey.

Submissions

The community were always encouraged to send through their ideas and thoughts via email to Council Officer throughout the project.

Community Engagement

Community and Stakeholder Engagement Summary

Over the five months, approximately 370 people were consulted during community engagement activities, meetings and workshops. 300 people from the community completed a hard copy or online survey and meetings and workshops were held with over 15 key stakeholders including statutory authorities, local community groups and many internal Council departments.

The majority of respondents via community engagement activities (76.2%) live in Flemington or Kensington with 23.8% living in other areas.

Survey analysis shows that over 60% of respondents visited the shopping precinct 2-3 times per week with many attending daily. 78 % of respondents from the Pop Up sessions and 98% of online respondents indicated they visited for the cafes and restaurants whilst respondents from the Flemington Housing Estate indicated that they visited for shopping 69% and for services such as banks 47% with only 48% indicating for cafes and restaurants.

The majority of survey respondents (77.9%) walk to the shopping precinct however 70% of respondents from the Flemington housing estate indicated that they drive in order to undertake shopping accompanied by children.

Approximately 73% attended the shopping precinct both during the day and evening with the majority reporting feeling safe throughout the day (94%). On average 59% of respondents felt safe at night however respondents from the Pop-Up events felt more safe (74%). Respondents from the estate (54%) and online respondents (50%) stated that they felt safe sometimes.

Respondents provided feedback about why they felt safe and unsafe. Those who felt safe indicated this was due to the area being busy with many people around. Respondents who felt

unsafe indicated it was due to the lack of lighting, especially around the underpass, 'dodgy' unsavoury people, issues with people drinking excessively, drug affected people and beggars.

The survey asked what type of activities they would like to see within the precinct. Respondents were able to select more than one activity or event. The four most preferred types of activity were food events, followed by a street party or festival, music events and art installations. Other suggestions included markets and buskers.

There was a diverse range of responses to what was missing in the shopping precinct including suggestions for more supporting infrastructure such as public spaces, appropriate seating, trees, greenery and improved traffic management.

Other suggestions included new businesses such as a wine bar, bakery, fish and chip shop and creative elements like festivals and events, artworks and movie theatre. There were also a range of suggestions around improving shop fronts and utilising vacant shops for other activities.



The local Ukelele group performing at one of the Pop-Up Activation Events

Community Engagement



The community utilising seats provided to fill in surveys

The community identified cafes and restaurants, shop choice and cultural diversity as its hidden gems. Laksa King and the little library in Pin Oak Crescent were singled out, along with friendly shop owners and heritage buildings.

Very clear themes emerged for what the community would like to see in streetscape improvements in both Racecourse Road and Pin Oak Crescent. The community would like to see more greenery, more and improved public spaces, more seating, more trees, wider footpaths and more bike parking in Pin Oak Crescent. The community indicated they would like to see in Racecourse Road more greenery, more and improved public spaces, more trees, artwork and sculptures and more recycling bins.

Over half of the survey respondents indicated that they preferred onsite consultations as a way to give their ideas and feedback, followed by email, online survey and community meetings or forums as a preference. Few respondents indicated they were not interested in getting involved.

The community engagement activities were followed by a range of Pop-Up Activation events at Pridham Plaza in Racecourse Road during June. This allowed the community to see a quick response to their suggestions of more community events within the precinct.

Meetings and workshops with key stakeholders allowed opportunities for organisations such as the City of Melbourne, VicTrack, VicRoads and the Police to provide advice and information into the proposed streetscape improvements and activation events.

Overall the community engagement activities and key stakeholder workshops and meetings were very successful in not only engaging with over 370 people during the process but also in building relationships with the community and key stakeholders for future engagement activities and streetscape improvements.

Community Engagement

The Box Activation Event No. 1

The Box - (a large shipping container) created a Pop-Up public space in Pridham Plaza. The Box was promoted to residents as a place to connect with their local community and celebrate everything local- the people, the place and the food. The Box was programmed over three Saturdays in June with a range of music, workshops, performances and ceremonies.

The Box was created in response to the Pop-Up community survey results which highlighted requests for more street festivals, music and food events as well as art installations in the shopping precinct. ChatterBox invited local bands, choirs, buskers, artists, performers, school & community groups, traders and individuals to perform, run a workshop or host a walk or talk, have an exhibition or anything else creative at The Box during one of the Pop-Up sessions.

Thirty six miniature pink boxes were given out randomly to individuals including children, asking that they leave the small boxes around the neighbourhood for others to find. Printed with information about The Box, these were re-discovered in playgrounds and even on the pool table of the local pub. Combining the spontaneous and the planned, the Box held host to children's' storytelling, a shadow puppet workshop, local bands, ukulele performers, Oromo and Eritrean coffee and treats, impromptu music lessons and lots of good conversation.

Embraced by the local community, this initiative showcased local acts and encouraged visitors to stop and spend time in a local public space, providing an example of what is possible in an underutilised space.

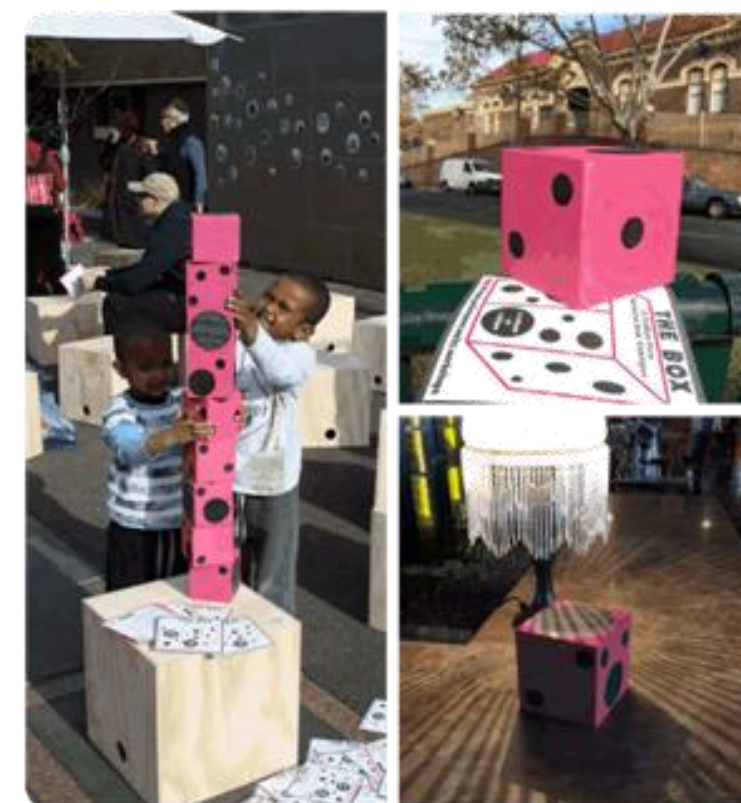
Setting Up the Box



Snapshots of the Box container taking shape



Music and activities activate the Box space



Miniature boxes make their way around the neighbourhood and to the pub!

Community Engagement

Temporary Urban Forest in Pridham Plaza

Following the Box Pop-Up Activation, Pridham Plaza transformed again into a colourful, temporary urban forest. The aim was to maintain a presence on the street between the Box Pop-Ups and the event in Pin Oak Crescent. The project had an eclectic mix of small trees and low planting in containers made from recycled billboard fabric. The ground surface in the plaza was painted by artists to compliment the containers with block colour. Like the Box, the installation of the temporary urban forest was highly visible during the making. Both activations saw the shipping container painted on site and then the urban forest and ground mural gradually evolve over a week in July.

Project Update Newsletters

Seven Project Update Newsletters were distributed throughout the project to the community:

- 30 March-Update No.1
- 26 May-Update No.2
- 5 June-Update No.3
- 12 June-Update No.4 (The Box)
- 18 June-Update No.5 (Ideas Workshop)
- 8 October-Update No.6 (Draft Report open for feedback & Flemington Off the Track Picnic)

The Newsletters were distributed to 165 people who had indicated via surveys and emails that they would like to be kept informed.

Community Events and Activities Planning Group

Overall the Flemington community embraced the Pop-Up consultations, responding well to having more than one option to have their ideas heard and provide feedback to the project. 48 people indicated they were artists, writers or people with skills who would like to get involved. This group included performers, photographers, writers, gardeners, and people with community development skills. Due to the enthusiasm from the community to get involved, a short term Community Events and Activities Planning Group was created to enable 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 in October.

The planning group consisted of 15 regular members:

Samantha Walsh (ChatterBox Projects), Angelo Carafa (ACLA Landscape Architects), Clara Monitto (local resident), Councillor Jim Cusack, Councillor Nicole Marshall, Marina Milankovic (local resident), Meegan Pannu (local resident), Megan Martin (local resident), Michael Gillis (Flemington Traders Association), Robert Karkut (Green Ninjas), Roslyn Irons (Flemington Library), Sarah Haq (Moonee Valley City Council), Scott Graham (local resident), Therese Baman (local resident) and Venta Slizys (Moonee Valley City Council).

The planning group met monthly between May and November to create, plan and co-ordinate a community activation event. The group in collaboration with ChatterBox Projects and Council created the Flemington Off the Track - your neighbourhood Pop-Up Picnic event which was held in Pin Oak Crescent on Sunday 25 October.



Bold block colouring highlights the Temporary Urban Forest in Pridham Plaza

Community Engagement

Flemington Off the Track - Your Neighbourhood Pop-Up Picnic Activation Event No.2

The Neighbourhood Pop-Up Picnic event was created by the Community Events and Activities Planning Group in collaboration with ChatterBox Projects and Council. The group met on a number of occasions to work through the results of the community consultation and determine the best type of event to meet the community's feedback. After a workshop to determine a vision for the event including who it was for, what it was to achieve and how to get people there, the Pop-Up Picnic was created.

The Pop-Up Picnic was held on Sunday the 25th of October between 1:00-7:00pm and 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. The community were also able to provide feedback on the draft Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan.

It was a collaborative process with one of the group's members designing and creating the artwork, the Green Ninjas providing support on the day, the Flemington Traders not only sponsoring the event but supporting it by liaising with local businesses, Council and ChatterBox Projects managing permits, infrastructure and risk management and all other group members volunteering to distribute posters and postcards as well as help on the day.

Once again this activation event was embraced by the local community with approximately 1,500-2,000 people attending throughout the day, many of whom grabbed something to eat from the local restaurants and sat down to enjoy the entertainment.



Crowds of people enjoying the entertainment at the Pop-Up Picnic



Umbrellas line the centre of Pin Oak Crescent



Gathering feedback on the Streetscape and Activation Plan

Community Engagement



Feedback on the Draft Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan

The draft Racecourse Road and Pin Oak Crescent Streetscape and Activation Plan was open for feedback from the 5th of October to the 5th of November. The process for feedback was widely promoted through Project Newsletters, Council's website, hand delivered letters to Racecourse Road and Pin Oak Crescent Traders as well as on site at the Flemington Off the Track Pop-Up Picnic event held on Sunday the 25th of October.

During the project feedback period a total of 58 responses were received from the community and traders via: feedback flyers (44); written submissions (3); email (8); telephone (3) and in person (1). Over 150 separate comments and suggestions were collected.



Feedback was consistent over the three areas within the project scope, Racecourse Road, Pin Oak Crescent and Pridham Plaza. Overall the community commended the plan with support for celebrating the heritage buildings and encouraging shop owners with incentives to rebuild verandahs, support for more trees in the three areas, request for more bins and support for the proposal to improved lighting, especially near the station.



Detail from the Pop-Up Picnic

The most comments received regarding Racecourse Road were around access and traffic issues. These included suggestions for improved bike paths along Racecourse Road, an improved tram stop including a suggestions for a tram super stop and reduced parking to allow for wider footpaths and more greenery.

The most comments received regarding Pin Oak Crescent were once again around access and traffic issues. There was a lot of support for the suggestion to widen the footpath on the railway side of Pin Oak Crescent, however there were suggestions and support for widening the footpath on the shop side to encourage more café seating.

The feedback also supported and would like to see Pin Oak Crescent temporarily closed for more events such as markets, picnics, food trucks, moonlight cinema and programmed events.

Pridham Plaza received comments such as increase seating, rename the plaza and encourage restaurants abutting the plaza to open up onto the plaza and increase outdoor eating.

Overall of the community and traders were satisfied and happy with the Streetscape and Activation Plan and amendments have been incorporated in this final report to reflect the feedback.

Conclusion

The Flemington, Kensington and wider communities, including key stakeholders, have been very involved in the community engagement activities and have shown great interest and enthusiasm during the process. The community have also shown a keen interest in collaborating on a range of community projects in the future.

The results from the surveys showed similar themes to emerge such as the need to clean up the area, improve shop fronts, increase green spaces and add more trees, include more public spaces and provide opportunities for the community to connect and celebrate.

Statutory Authorities



VicRoads

A phone meeting was undertaken with VicRoads to identify issues. A summary of discussion are as follows:

- VicRoads are working on a strategies to reduce truck strikes of the railway bridge. The bridge is the second most railway bridge struck in Melbourne.
- The size of the bridge clearance signs have to remain as VicRoads are legally obliged to alert drivers of the clearances.
- A strategy is being formulated to have electronic signs with in-built height detection to alert truck drivers in advance of any exceeding height prior to arriving at the bridge. Any use of the railway bridges as a gateway treatment will need to incorporate current and potential signage to prevent bridge strikes. Bridge strikes cause significant disruption to both Road and Rail network and on Racecourse Road the tram network.
- Racecourse Road will continue to remain an arterial road catering for east-west traffic
- Additional street planting is permitted in accordance with VicRoads Tree Planting Policies. New and existing trees will need to ensure that all road signs and signals are visible. To help with clutter and tree placement, if appropriate, signage could be removed/rationalised/relocated.
- VicRoads would consider making Racecourse Road's speed limit permanently 40km per hour.
- VicRoads no longer supports yellow pedestrian crossing linemarking. This issue would require further discussion.

- Signal timings for pedestrians could be reviewed; however, Racecourse Road is a tram priority route and this will need to be considered. Traffic congestion would also need to be managed. May reduce level of service for pedestrians walking along Racecourse Road.
- VicRoads would consider raised pedestrian crossings adjacent to Racecourse Road. These have certainly been provided in other locations. Details around signalised intersection would require more work with regard to infrastructure.
- Art installations or the like should be such that they do not cause a distraction to motorists. Any art installation would require approval.

VicTrack, PTV, Metro Trains & Yarra Trams

A meeting was held with representatives of VicTrack, PTV, Melbourne Metro Trains (MMT), and Yarra Trams. The purpose of this meeting was to discuss:

1. Any future works proposed by these authorities pertaining to accessible tram stops on Racecourse Road, improvements to Newmarket Station, access around the station, planting on VicTrack land and improvements to the railway bridge; and
2. Potential funding streams to assist with streetscape improvements.

A summary of discussions held at the meeting are as follows:

- There are no plans to introduce accessible tram stops in Racecourse Road in the immediate future, however if high demand for their inclusion exists, they will need to be fully funded by Council.

- Any artwork installations on the railway bridge will require a commitment by Council to fund the project and ongoing discussions and approval by MMT, PTV and VicTrack with designers/artists. Installations will need to consider the structural integrity of the bridge. Any lighting works to illuminate the installation must not detrimentally affect the vision of train drivers.
- Only offensive graffiti on the bridge is removed promptly.
- Any works on VicTrack land will need to consider the location of underground communication cables and infrastructure. Approval will be required to undertake specific works.
- Billboards on VicTrack land provide a contractual income stream to MMT which is considerable. Removing the billboards will require compensation to be made to MMT. Ironically, the billboards near the railway bridge are within the City of Melbourne. MMT and VicTrack will allow low planting works to occur around the base of the billboards.
- Any modifications should consider the DDA requirements and planning for the future including consideration for users of mobility aids/scooters of varying designs.
- Yarra Trams would support no right and left hand turns into Pin Oak Crescent from Racecourse Road to minimise disruptions to trams should alterations to Pin Oak Crescent be considered as a viable option.

Statutory Authorities



Victoria Police

Flemington Police

Flemington Police were consulted to discuss community safety. This included any concerns or issues and how the streetscape and activation plan could address these. Newmarket Station is listed as a High Risk community location; however this covers traffic accidents including trucks hitting the bridge within the area.

During the consultations, the community indicated that the pedestrian crossing on Racecourse Road was dangerous and there were many near misses. The police however, reported that they were not aware of any pedestrian accidents.

The police also indicated that they put on extra operations during events at Flemington Racecourse to assist patrons to head home on the most efficient route. There have been no spikes in assaults during these events within Flemington.

Overall, Flemington ranks second for crime (behind neighbouring Ascot Vale) amongst the eight postcodes within Moonee Valley. There were 532 crimes recorded between April 2014 and March 2015.

The majority of these crimes were for property and deception offences including burglary, theft and property damage (309) followed by crimes against the person, including assault, stalking, harassment and threatening behaviours (116), drug offences including dealing, cultivating and possession (31), public order and security offences including disorderly and offensive behaviour (44) and justice procedures offences including breaches of orders (32).



City of Melbourne

A briefing meeting was initially undertaken with City of Melbourne to inform them of the Streetscape and Activation Plan commissioned by Moonee Valley City Council and acquire information pertaining to streetscape improvement works (if any) along Racecourse Road within the City of Melbourne. The discussion focused on the municipal boundary alignment and the implications for a consistent urban renewal outcome.

Following a review of this Streetscape and Activation Plan, the City of Melbourne accepts recommendations for additional tree planting along Racecourse Road east of Rankins Road in principle. Any tree planting will be subject to the City of Melbourne's further detailed investigations, scoping of feasibility and priorities for funding and for implementation. The potential impact of intersection works on existing trees will also need to be considered (such as any kerb outstands on Rankins Road). Any tree-related water sensitive urban design would need to be assessed on a site specific basis.

In principle, the City of Melbourne also supports the modification of the intersections at Rankins Road, Nottingham Street, Collett Street and Lambeth Street to improve access and safety. However, the City of Melbourne has no current plans to undertake works at these intersections. Any further work would need to include the review of accident data, liaison with VicRoads and the Moonee Valley City Council and more detailed design. Only during this process could an assessment be made of priorities for funding and any program for implementation be considered.

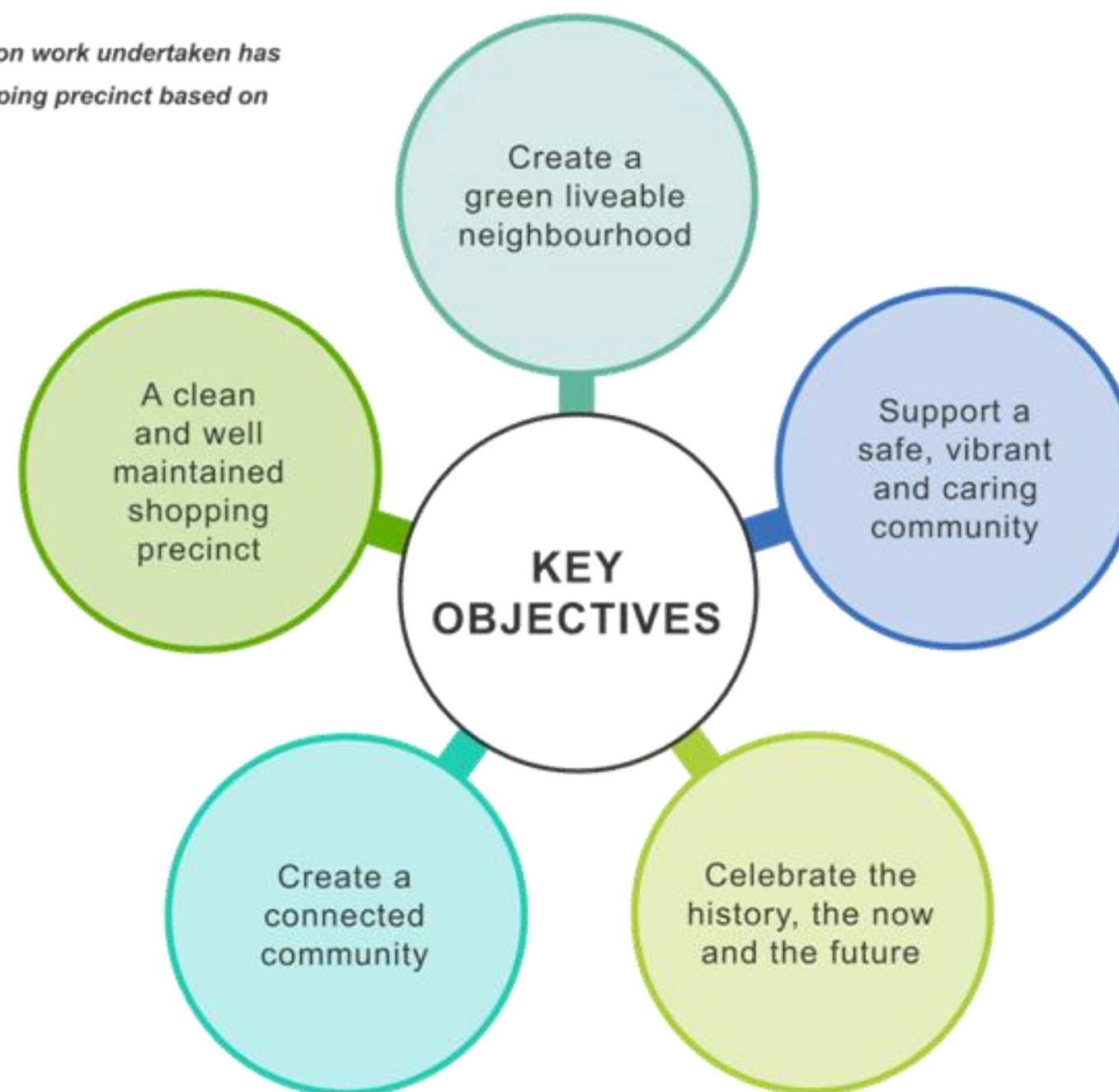


View north along Pin Oak Crescent. Image: Christian Capurro.

Chapter 4: Streetscape and Activation Plan

Key Objectives for the Streetscape and Activation Plan

The site analysis and consultation work undertaken has resulted in a vision for the shopping precinct based on five key objectives.



Summary of Goals/Actions

The five key objectives, identified through site analysis and consultation, have been elaborated on in the following tables detailing goals for each with actions and strategies that can be implemented to achieve them. Also included are approximate time frames.

Short Term

Short term actions are easily achievable and provide easy wins for both the community and Council.

Medium Term

Medium term actions will require a moderate level of coordination and input from internal council departments and external authorities.

Long Term

Long term actions will require a high degree of coordination and input from internal council departments and statutory authorities.



Objective 1: Create a green liveable neighbourhood				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Retain existing street trees until the end of their safe useful life	1.1	Engage an arborist to assess the ongoing health and safety of existing street trees. Retain safe and healthy trees. Gradually remove and replace existing trees deemed unsuitable, dangerous or those causing substantial damage. Residents should be consulted before established trees are removed and/or substitute species planted. Replacement trees to be in accordance with Action 1.2.	Short - Medium	<ul style="list-style-type: none"> MVCC Arbour & Conservation MVCC City Design City of Melbourne
Provide additional street trees	1.2	Provide additional and gradually replace the street trees along Racecourse Road and add additional streets trees in Pin Oak Crescent in accordance with Section 7.1 of the VicRoads Tree Planting Policy. Large deciduous canopy trees should be selected to improve the overall visual appearance, provide seasonal change and humanise the scale of Racecourse Road. Consideration should also be given to supplementing the existing London Planes with less invasive and low allergenic tree species. Continue to plant Melia Azedarach in Pin Oak Crescent and Racecourse Road (east of Rankins Road and west of Bellair Street).	Short - Long	<ul style="list-style-type: none"> MVCC Arbour & Conservation VicRoads City of Melbourne
Provide new garden beds	1.3	Provide more understorey planting in association with kerb extensions and street tree planting works. Understorey planting should be cognisant of pedestrian desire lines and maintaining visual permeability to shop fronts and traffic in accordance with Section 7.1 of the VicRoads Tree Planting Policy. Use hardy and drought tolerant species.	Short	<ul style="list-style-type: none"> MVCC City Design Flemington Association (Stationers & Green Ninjas) VicRoads

Summary of Goals/Actions





Figure 4: Racecourse Road Artist Impression, showing Racecourse Road with large canopy trees at regular intervals.

Summary of Goals/Actions

Objective 1: Create a green liveable neighbourhood (Continued)				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Incorporate water sensitive urban design	1.4	<p>Use Water Sensitive Urban Design (WSUD) treatment systems where possible to treat pollutant stormwater run-off from roads and pavement. WSUD systems could be in the form of permeable paving or raingardens which passively irrigate the landscape.</p>  <p><i>E.g. Permeable paving and Water Sensitive Urban Design initiatives in streetscapes</i></p>	Short - Medium	<ul style="list-style-type: none"> MVCC City Design MVCC Sustainability & Climate Change Melbourne Water
Use local planting groups and traders to foster community ownership and local pride.	1.5	<p>Support the Newmarket Stationeers and the Green Ninjas to undertake additional revegetation works within the precinct. Proposed planting to meet requirements in the VicRoads Tree Planting Policy.</p>  <p><i>Newmarket Station embankment in 2010 and again in 2013 after the Stationeers' planting works</i></p>	Short	<ul style="list-style-type: none"> MVCC Flemington Association (Stationeers & Green Ninjas)
	1.6	<p>As a direction from the footpath trading policy, encourage traders to incorporate mobile planter boxes, hanging baskets or trellis frames taking into account pedestrian desire lines and maintaining visual permeability to shop fronts and traffic. Ultimately the management, irrigation and maintenance of these greening systems should be placed on individual traders. No direct in ground planting is to occur adjacent to parallel parking bays.</p>	Medium	<ul style="list-style-type: none"> MVCC Economic Development & Business Support Traders Association Traders and Local Businesses

Summary of Goals/Actions

Objective 1: Create a green liveable neighbourhood (Continued)				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Incorporate additional bike parking where space permits	1.7	Include additional bike parking in Pin Oak Crescent and other key social gathering spaces such as Pridham Plaza and the Flemington Library.	Medium	<ul style="list-style-type: none"> MVCC City Design
Develop a formalised community walking trail to encourage the local community to walk to the local shops and to bring the community together to improve the community's health and wellbeing.	1.8	<p>Create a walking trail between Newmarket and Kensington Stations (along Pin Oak, Eastwood and Bellair) by installing distance markers and signage. In particular highlight the location and services of the Kensington Town Hall on Bellair St as they are available to residents of both the City of Melbourne and Moonee Valley.</p> <p><i>At the time of this plan Council's Wayfinding Study was being conducted concurrently.</i></p>	Short	<ul style="list-style-type: none"> MVCC Transport & Traffic Management Flemington Association Metro Trains VicTrack
Encourage a range of temporary public art works within the precinct to stimulate spontaneous interactions in the street.	1.9	<p>Investigate turning the laneway between Laksa King and Chef Lagenda into a temporary outdoor gallery space for local artists.</p>  <p><i>E.g. Picture frames in Presgrave Place Melbourne</i></p>	Medium	<ul style="list-style-type: none"> MVCC City Design MVCC Arts & Culture Local shop owners
	1.10	<p>Support temporary art installations which may be informal or Council projects/programs. This may be integrated or combined with a capital works project.</p>  <p><i>E.g. Spiral of Unused Lighters by Les Fulo</i> <i>E.g. Temporary art installation by (fos) in Madrid</i></p>	Short - Ongoing	<ul style="list-style-type: none"> MVCC City Design MVCC Arts & Culture Traders Association Local community groups Farnham Street Neighbourhood House

Summary of Goals/Actions

Objective 2: Support a safe, vibrant and caring community				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Reduce speeds on Racecourse Road	2.1	Advocate VicRoads to make Racecourse Road permanently 40km/hr speed limit.	Short	<ul style="list-style-type: none"> MVCC Transport & Traffic Management VicRoads
Improve pedestrian crossings	2.2	Provide raised pedestrian crossings at each of the following intersections along Racecourse Road: Rankins Road, Nottingham Street, Collett Street, Lambeth Street, Victoria Street, Princes Street, Eastwood Street and Wellington Street. Consideration should be given to narrowing the entry thresholds to accommodate more planting, street furniture or art. As the intersections at Rankins Road, Nottingham Street and Collett Street fall under City of Melbourne jurisdiction further coordination with City of Melbourne and VicRoads will be required to create a consistent approach to these intersections.	Medium - Long	<ul style="list-style-type: none"> MVCC Transport & Traffic Management City of Melbourne VicRoads
	2.3	Reduce the crossing distance of the table top crossing at Norwood Street. Accompany these works with additional street planting and/or outdoor dining/trading opportunities	Medium	<ul style="list-style-type: none"> MVCC Transport & Traffic Management
	2.4	Remove/relocate visual obstructions at the Newmarket Station pedestrian crossing in Pin Oak Crescent. Rationalise/rethink street furniture to create a flexible, accessible public realm outside the station.	Short	<ul style="list-style-type: none"> MVCC City Design
	2.5	Liaise and coordinate with VicRoads to alternatively delineate yellow textured surfaces to highlight the pedestrian crossing zone. Coordinate these works with VicRoads.	Medium	<ul style="list-style-type: none"> MVCC Transport & Traffic Management VicRoads
	2.6	Investigate and liaise with VicRoads to reduce pedestrian waiting times at signalised crossings.	Long	<ul style="list-style-type: none"> MVCC Transport & Traffic Management VicRoads
	2.7	Upgrade tactile ground surface indicators in accordance with relevant Australian Standards	Medium	<ul style="list-style-type: none"> MVCC Operations

Summary of Goals/Actions



Figure 5: Raised pedestrian crossing Artist Impression, showing what a typical raised crossing treatment might look like. Recommended in Action 2.2.

Summary of Goals/Actions



Objective 2: Support a safe, vibrant and caring community (Continued)				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Consider wider footpaths in Pin Oak Crescent	2.8	<p>Consider changes to Pin Oak Crescent to provide greater priority to pedestrians. The validation of prioritisation measures should be determined following an assessment of traffic volumes and demand for car parking including the testing of recommended outcomes as a precursor to adoption. Consultation with the community will be essential. Design options for Pin Oak Crescent should consider:</p> <ul style="list-style-type: none"> a. Undertake traffic trials on the east side of Pin Oak Crescent between Racecourse Road and Norwood Street to determine the feasibility of appropriating car spaces to encourage outdoor trading and improve pedestrian movement. b. Widen pedestrian paths along shopfronts between Racecourse Road and Norwood Street to improve pedestrian movement, outdoor trading opportunities and activation programs, subject to traffic trials undertaken in 2.8a. This would need to become a capital works project. c. Improve pedestrian access on the west side of Pin Oak Crescent (north of shops) by partly reclaiming some VicTrack land to widened the footpath. This would need to become a capital works project. Liaise and negotiate outcomes with VicTrack. d. Additional street furniture on both sides of the street, potentially utilising retaining walls for seating, the embankment for terraced seating and/or bike parking in an integrated way. e. Partial removal of car parking to allow for additional tree planting. f. Widening of the existing pedestrian table top crossing. g. Reduction in traffic speed to improve safety 	Medium - Long	<ul style="list-style-type: none"> • MVCC City Design • VicTrack
	2.9	Widen the footpath on the west side along Pin Oak Crescent between station underpass and Finsbury Street. This could involve moving the VicTrack fence to accommodate a wider path subject to approval by Victrack and Metro Trains.	Medium	<ul style="list-style-type: none"> • MVCC City Design • MVCC Transport & Traffic Management • VicTrack • PTV • Metro Trains

Summary of Goals/Actions



Figure 6: Pin Oak Crescent Artist Impression, showing Pin Oak Crescent with increased street tree planting, supplementary seating and a wider footpath (subject to approval from VicTrack).



Summary of Goals/Actions

Objective 2: Support a safe, vibrant and caring community (Continued)				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Provide better pedestrian access through Newmarket Plaza car park from Racecourse Road.	2.10	Collaborate with the owners of Newmarket Plaza to improve pedestrian access and connectivity to the plaza from the Racecourse Road tram stop adjacent to the Plaza.	Long	<ul style="list-style-type: none"> MVCC Transport & Traffic Management Newmarket Plaza
Increase lighting throughout the precinct to improve the perception of safety and to encourage the community to come out at night.	2.11	Undertake an assessment of public lighting levels to all public areas such as the railway under pass, railway bridge underside, laneways, Pridham Plaza and street intersections. Use sustainable and energy efficient lighting to address deficiencies.	Medium	<ul style="list-style-type: none"> MVCC City Design
	2.12	Consider the installation of feature lights to illuminate trees along Racecourse Road and Pin Oak Crescent.	Medium	<ul style="list-style-type: none"> MVCC City Design Power Companies Traders Association
	2.13	Consider a public art project to engage an artist/s for a light based project addressing laneways and underpass spaces to improve lighting and safety. <div>   </div> <p><i>E.g. Hosier Lane light boxes, Melbourne</i> <i>E.g. 'This Way' by Linnaea Tillett, Brooklyn Bridge</i></p>	Medium	<ul style="list-style-type: none"> MVCC City Design MVCC Arts & Culture Flemington Library Traders Association
Provide an accessible tram stop	2.14	Advocate and work with PTV and Yarra Trams to established an accessible tram stop(s) in Racecourse Road. There are no immediate plans by PTV and Yarra Trams to establish accessible tram stops in Racecourse Road. PTV's and Yarra Tram's short term focus is in establishing accessible stops on route 86 and 96.	Long	<ul style="list-style-type: none"> MVCC Transport & Traffic Management VicTrack PTV Yarra Trams VicRoads





Summary of Goals/Actions

Objective 2: Support a safe, vibrant and caring community (Continued)				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Improve the condition of on road bike lanes	2.15	<p>Improve visibility and safety for cyclists along Racecourse Road:</p> <p>a. Re-line mark and apply green skid resistant surfacing to bike lanes in conflict zones/ intersections within the shopping precinct.</p> <p>b. Reconstruct kerbs along the stretch of road under the Newmarket railway bridge to provide standard width bike lanes.</p> <p>c. Investigate the possibility of introducing shared paths on Racecourse Road, on the north side between Victoria Street and Holland Court and on the south side between Nottingham Street and Collett Street. Refer to Streetscape Activation Plan 5 (Figure 13) for possible location/alignment.</p>	Medium	<ul style="list-style-type: none"> MVCC Transport & Traffic Management VicRoads
Provide more accessible parking	2.16	Assess the possibility and options of providing accessible parking near the Flemington Public Library.	Short	<ul style="list-style-type: none"> MVCC Transport & Traffic Management MVCC Aged & Disability VicRoads
	2.17	Assess and improve the general distribution of accessible parking along Racecourse Road and Pin Oak Crescent.	Short	<ul style="list-style-type: none"> MVCC Transport & Traffic Management MVCC Aged & Disability VicRoads
Introduce a range of seasonal and special events within the precinct	2.18	Consider the development a range of satellite events to align with existing Melbourne food and cultural events to showcase and highlight the local cafes and restaurants. Including possible evening and night time events.	Medium - Ongoing	<ul style="list-style-type: none"> MVCC Economic Development & Business Support MVCC Community Planning Traders Association Local cafes and restaurants
Increase community access to activate Racecourse Road.	2.19	Identify opportunities to activate Racecourse Road after hours and on Sundays, particularly in Summer, using Council programs or those of partnering agencies to create a safe and welcoming space for the community whilst visiting the shopping precinct after hours.	Long	<ul style="list-style-type: none"> MVCC Libraries Flemington Community Centre Farnham Street Neighbourhood House


Summary of Goals/Actions

Objective 2: Support a safe, vibrant and caring community (Continued)				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Activate vacant and tenanted shopfronts both during the day and night.	2.20	<p>Investigate opportunities to work with local Real Estate Agents and shop owners to tenant empty shopfronts for community users, artists or emerging local businesses. This may be implemented as a trial but future resourcing to include a community engagement officer within Council would be needed to be able to facilitate this beyond a trial.</p> <div>   </div> <p><i>E.g. A showcase for local artisans</i> <i>There are apps available that direct people to nearby Pop Up stores</i></p>	Medium	<ul style="list-style-type: none"> MVCC Economic Development & Business Support Landlords Business owners Real Estate Agencies
	2.21	Consider implementing an annual activating shopfronts arts program in Racecourse Road and Pin Oak Crescent. Refer to 2.20.	Medium	<ul style="list-style-type: none"> MVCC Economic Development & Business Support Traders Association Local businesses and traders
	2.22	Council to support new night-time activities.	Medium	<ul style="list-style-type: none"> MVCC Flemington Library Traders Association Local businesses and traders
Encourage pop-up activities in different parts of the shopping precinct to increase activity within the precinct.	2.23	Support Pop Up shops, small night-time music venues with live local music.	Short	<ul style="list-style-type: none"> MVCC Traders Association Small businesses



Summary of Goals/Actions

Objective 2: Support a safe, vibrant and caring community (Continued)				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Encourage pop-up activities in different parts of the shopping precinct to increase activity within the precinct. (Continued)	2.24	<p>Promote and support buskers, school fundraising cake stalls, performances and celebrations at Pridham Plaza. Traders Association . This may include the development of a booking process for buskers and stalls for Pridham Plaza.</p>  <p>E.g. An exciting busker performance</p>  <p>E.g. A baked goods fundraising stall</p>	Short - Ongoing	<ul style="list-style-type: none"> MVCC Community Planning Traders Association
	2.25	<p>Collaborate with and support local young people, Green Ninjas, Stationeers, Flemington Library, Farnham Street Neighbourhood House, Men's Shed, schools and other local community groups and residents to install a range of quick and temporary artworks and installations to engage the local community with their local environment. i.e.: giant chalkboards inviting public input, temporary art exhibition on railway fences, pavement art, installation of temporary parklets. This may be integrated or combined with a capital works project.</p>  <p>E.g. Interactive chalkboard art installation 'Before I Die' by Candy Chang</p> 	Short	<ul style="list-style-type: none"> MVCC City Design Flemington Library Farnham Street Neighbourhood House Flemington Men's Shed Green Ninjas Stationeers Local Residents



Summary of Goals/Actions

Objective 3: Celebrate the history, the now and the future				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Upgrade Pridham Plaza	3.1	Integrate Pridham Plaza with broader streetscape works within Racecourse Road. Considerations for improvement, to create a high quality civic space, should include flexible seating arrangements where people can gather in groups or singular formation, feature lighting, reduction in hard paving materials, additional trees, increased low planting, the visual amelioration of the public toilet and the buffering of winds particularly from the south. The space should also cater for local performances and events, buskers and artwork installations.	Medium	<ul style="list-style-type: none"> MVCC City Design VicRoads
Celebrate the history of the precinct	3.2	Encourage property owners to restore verandahs and awnings to shop fronts, add new heritage style verandahs for continuity and weather protection, and address the aging look of building facades. Council to consider financially contributing to these restorations or offer rates concessions to stimulate building owners to undertake these works.	Long	<ul style="list-style-type: none"> MVCC Traders Property owners
	3.3	Assist to promote the activities of the Flemington Associations Heritage group's history walks, along with other activities celebrating local Aboriginal heritage, multicultural heritage as well as Victorian era heritage.	Short	<ul style="list-style-type: none"> MVCC Community Planning Flemington Association Traders Association Farnham Street Neighbourhood House Flemington Library
	3.4	Investigate introducing a Village Market along Pin Oak Crescent a few times per year.  <i>E.g. Randolph Street Market Festival, Chicago including its three sub-markets: The Chicago Antique Market; the Indie Designer Market; and Modern Vintage Chicago.</i>	Medium	<ul style="list-style-type: none"> Traders Association MVCC

Summary of Goals/Actions

Objective 3: Celebrate the history, the now and the future (Continued)				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Celebrate the history of the precinct (Continued)	3.5	<p>Celebrate Flemington's history by developing resources or public art works to acknowledge and celebrate the area's Aboriginal and migrant history. This is currently underway with the historic blue plaque programme.</p> <div>   </div> <p><i>E.g. 'Fire and Water' by Judy Watson</i> <i>E.g. 'Witnessing to Silence' by Fiona Foley</i></p>	Medium - Ongoing	<ul style="list-style-type: none"> MVCC Arts & Culture Flemington Association
Showcase the diversity of the Flemington Community	3.6	Continue to support culturally diverse businesses, restaurants, cafes and shops to move into the shopping precinct.	Medium	<ul style="list-style-type: none"> MVCC Economic Development & Business Support Traders Association Property owners
	3.7	Continue to support the cultural diversity of the community and precinct through the Flemington Association newsletters, Council website, Library and social media.	Short	<ul style="list-style-type: none"> MVCC Community Planning Flemington Association Flemington Library
	3.8	Extend the cultural celebrations programmed by the library out into the streets including Pridham Plaza i.e. Chinese New Year celebrations, Eid	Short	<ul style="list-style-type: none"> MVCC Libraries Flemington Library Flemington Community Centre
Activate laneways/back of shops	3.9	Consider turning underutilised building space or property (i.e. Bendigo Bank) adjoining laneways and car parks into business opportunities which further activate frontages and provide improved passive surveillance of public spaces.	Medium	<ul style="list-style-type: none"> MVCC City Design Traders Association Property owners


Summary of Goals/Actions

Objective 3: Celebrate the history, the now and the future (Continued)				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Activate laneways/back of shops (Continued)	3.10	<p>Consider activating laneways, including the library laneway, as 'shared spaces' possibly with landscaping in the form of green walls/facades, improved lighting and public art.</p> <div>   </div> <p><i>E.g. 'Forgotten Songs' by Michael Hill, Sydney</i> <i>E.g. Tape mural by Aakash Nihalani for Parrish Museum</i></p>	Short	<ul style="list-style-type: none"> MVCC City Design Traders Association Property owners
Tap into the talents of the local community	3.11	Utilise and support local planting groups (Newmarket Stationeers and Flemington Green Ninja Army).	Short	<ul style="list-style-type: none"> MVCC Parks & Gardens Local groups and community Flemington Association Traders Association
	3.12	Continue to engage and involve young people within Flemington in music and arts projects as well as community sporting events.	Short	<ul style="list-style-type: none"> MVCC Community Planning Flemington Community Centre Local Secondary Colleges Local University Students
	3.13	Consult with the local community and Flemington Association during the design and maintenance of public spaces.	Short	<ul style="list-style-type: none"> MVCC Flemington Association Traders Association



Summary of Goals/Actions

Objective 3: Celebrate the history, the now and the future (Continued)				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Promote and celebrate the historic and iconic sites, including the diverse range of restaurants within the precinct.	3.14	Introduce wayfinding signage to provide navigational assistance for pedestrians to: <ul style="list-style-type: none"> • Iconic sites like Flemington Racecourse, Melbourne Showgrounds, Royal Zoo etc. • Nearby parks such as Debnays Park, Royal Park, Farnham Street Park etc. • Community services such as the Post Office, Flemington Library, Kensington Town Hall. • Transport interchanges such Newmarket Station. • Historical buildings • Public art. <i>At the time of this plan Council's Wayfinding Study was being conducted concurrently.</i>	Medium	<ul style="list-style-type: none"> • MVCC • Traders Association • Victorian Racing Commission • Flemington Racecourse • Metro Trains
	3.15	Continue to support the Traders Association to participate in an events which highlight the restaurants in the Flemington Shopping Precinct.	Medium	<ul style="list-style-type: none"> • MVCC Economic Development & Business Support • Traders Association
	3.16	Facilitate a Foodie event with the café's and restaurant in the precinct for the local community bringing the restaurant to the outside. i.e.: Monday taste night, progressive dinner, more outdoor tables and chairs, shop front improvement projects etc.	Medium	<ul style="list-style-type: none"> • Traders Association
	3.17	Promote the shopping precinct as the most diverse foodies destination in the inner West. Traders to engage with food related bloggers to spread the word via external and up to date networks.	Medium	<ul style="list-style-type: none"> • Traders Association
	3.18	Consider art installations and projects in which the Aboriginal and migrant history of the area. This may be integrated into other public arts projects or stand alone.	Medium	<ul style="list-style-type: none"> • MVCC Arts & Culture • Traders Association


Summary of Goals/Actions

Objective 4: Create a connected community				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Develop a distinct identity for the shopping precinct to create a sense of belonging	4.1	Undertake community consultation to develop a distinct identity and name for the Racecourse Road/Pin Oak Crescent Shopping Precinct. (A strong identity and character (branding) is required to promote and announce what the Racecourse Road Pin Oak Crescent Shopping Precinct is about and why is it unique. It requires an identifiable name as the shopping precinct is referred to by a range of names including Flemington, Newmarket, Flemington Hill and Racecourse Road.) <i>At the time of this plan Council's Wayfinding Study was being conducted concurrently. Action/Strategy 4.1 should take into account the objectives and outcomes of that study.</i>	Medium	<ul style="list-style-type: none"> • MVCC • Traders Association • Local Businesses and Traders • Local Community
	4.2	Reinforce the identity for the shopping precinct as a global hub of food and culture to locals and visitors. This can be achieved through food demonstrations, free tastings, social media and good old fashioned word of mouth.  <i>E.g. Participating in a Coffee Ceremony</i> <i>E.g. Food demonstration</i>	Medium	<ul style="list-style-type: none"> • MVCC • Traders Association • Local Businesses and Traders • Flemington Association
Connect a divided Racecourse Road	4.3	Use similar landscape materials and streetscape elements on both sides of Racecourse road to provide a visual consistency.	Short	<ul style="list-style-type: none"> • MVCC City Design • City of Melbourne
	4.4	Establish large canopy trees at regular intervals, in accordance with Section 7.1 of the VicRoads Tree Planting Policy, to reduce the perception of width and scale of the road.	Short	<ul style="list-style-type: none"> • MVCC Arbour & Conservation • MVCC City Design • VicRoads • Local Planting Groups



Summary of Goals/Actions

Objective 4: Create a connected community (Continued)				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Introduce custom street furniture unique to the shopping precinct	4.5	<p>Consider customising and branding street furniture in key social gathering spaces including:</p> <ol style="list-style-type: none"> 1. Pridham Plaza 2. Flemington Library 3. Intersecting streets in association with kerb extensions/outstands 4. North-west corner of Racecourse Road and Pin Oak Crescent <p>Street furniture could be themed to take into account the area's heritage or diverse cultural and social demographic.</p>	Short	<ul style="list-style-type: none"> • MVCC City Design
Incorporate high quality paving in selected areas	4.6	<p>Consider feature paving in key social gathering spaces, to highlight thresholds and places where people will want to stop and prop. Feature paving could comprise sawn bluestone consistent with Flemington's inner-city heritage and streetscape materials palette applied in a contemporary way.</p>	Short	<ul style="list-style-type: none"> • MVCC City Design
Celebrate the diverse communities that exist within Flemington and promote a connected community.	4.7	<p>Create opportunities to acknowledge, promote and celebrate a wide range of cultural celebrations, events and festivals in public spaces within the precinct. i.e.: displays in the library, street/shopfront themed exhibitions, decorations, events and activities.</p> <div>   </div> <p><i>E.g. Street decorations</i> <i>E.g. Eid Festival Sydney Olympic Park</i></p>	Medium	<ul style="list-style-type: none"> • MVCC Arts & Culture • MVCC Community Planning • Flemington Association • Local culturally diverse communities • Flemington Community Centre • Farnham Street Neighbourhood House • Local Schools


Summary of Goals/Actions

Objective 4: Create a connected community (Continued)				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Create flexible public spaces to enable a diverse range of uses such as events, experiences and public activities.	4.8	Consider the development of an annual Flemington Community Festival/Street Party (Spring)	Long	<ul style="list-style-type: none"> • MVCC • Traders Association • Flemington Association • Local Businesses and Traders
	4.9	Close Pin Oak Crescent for a day annually and create a pop up park for the local community to connect and enjoy some green public open space.  <i>Pin Oak Crescent pop up park 'Off the Track' on the 25th of October 2015</i>	Medium	<ul style="list-style-type: none"> • MVCC • Traders Association • Flemington Association • Local Businesses and Traders • VicRoads
	4.10	Hold an outdoor movie night in Pridham Plaza. Alternatively, close Pin Oak Crescent or Norwood Street for this purpose.  <i>E.g. Outdoor movie night</i>	Medium	<ul style="list-style-type: none"> • MVCC • Traders Association • Flemington Association • Local Businesses and Traders

Summary of Goals/Actions

Objective 4: Create a connected community (Continued)				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Create an identifiable gateway to Flemington	4.11	<p>Consider the long term improvement of the Newmarket railway bridge by potentially creating a public space and/or artwork that would function as a gateway or threshold to Flemington Racecourse. Alternatively consider engaging an artist to develop an artwork/ installation on the underside of the Newmarket railway bridge to improve the aesthetics and increase lighting for both drivers and pedestrians.</p> <div>   </div> <p><i>E.g. Lady of St Kilda railway bridge artwork</i> <i>E.g. Underpass lights, Alabama by Bill FitzGibbons</i></p>	Long	<ul style="list-style-type: none"> • MVCC City Design • VicTrack • VicRoads • Metro Trains • Yarra Trams • PTV • VRC (possible sponsor) • Flemington Racecourse (possible sponsor)

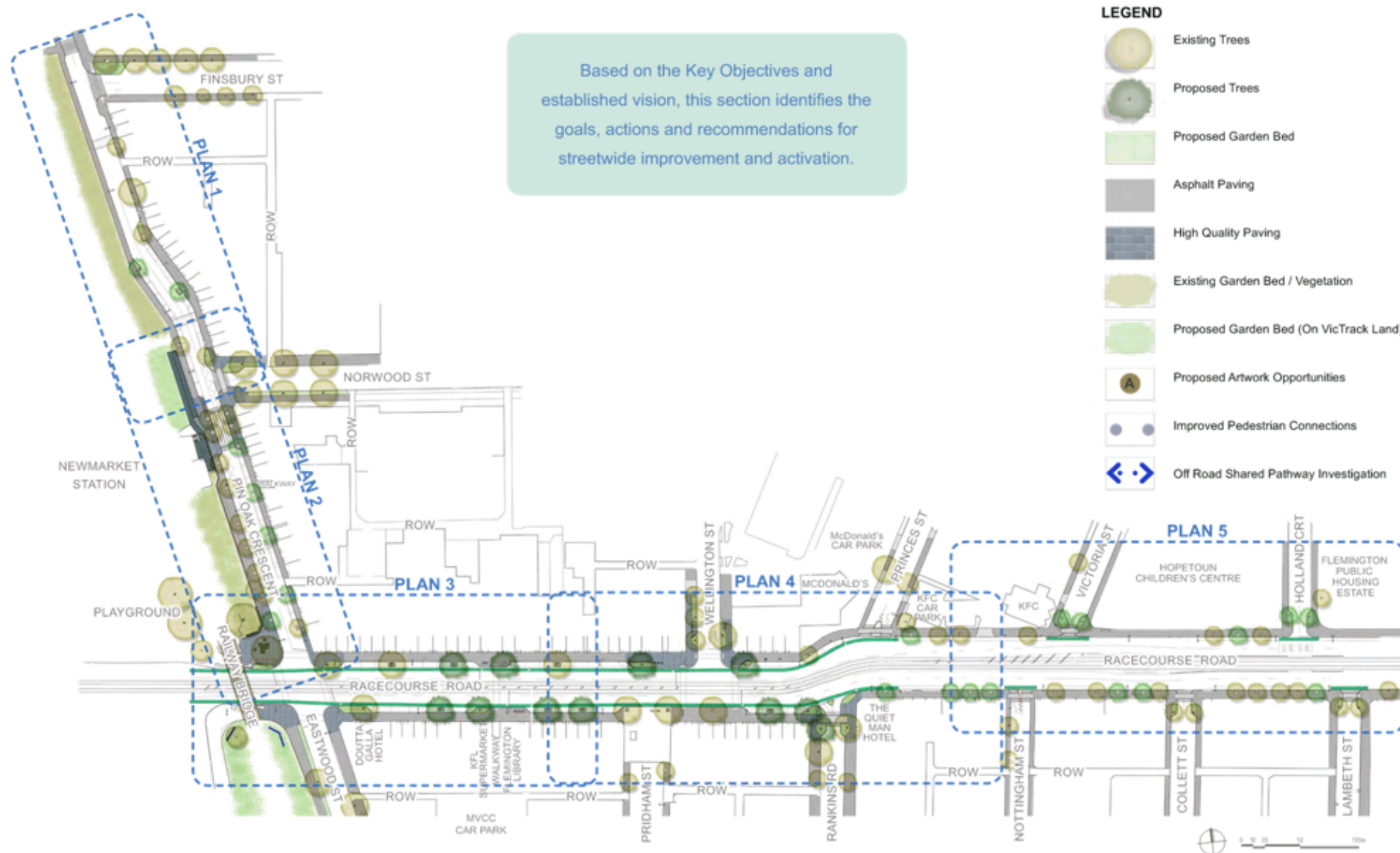
Summary of Goals/Actions

Objective 5: A clean well maintained shopping precinct				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Use standard council furniture which is easily replaceable and maintainable, and declutter the street of unnecessary elements	5.1	Ensure street furniture is logically distributed throughout the street. The location of the street furniture will be reviewed as part of the detail design phase in consultation with traders. Standard Moonee Valley City Council Street Furniture will be used between key social gathering spaces.	Short	• MVCC City Design
	5.2	Remove the existing bollards and flag poles from Racecourse Road to reduce street clutter.	Short	• MVCC City Design
	5.3	Consider introducing recycling bins into the streetscape.	Medium	• MVCC Waste Management
Clean the railway bridge	5.4	Advocate to VicTrack to clean the railway bridge and bluestone abutments (high pressure wash) and re-paint elements of its structure to give it a fresh new look. Remove graffiti. Consider reducing the size of the clearance signage (subject to VicRoads approval)	Medium	<ul style="list-style-type: none"> • MVCC Waste Management • VicTrack • Metro Trains • Yarra Trams • PTV • VRC (possible sponsor) • Flemington Racecourse (possible sponsor)
Improve the appearance of footpaths to shopfronts	5.5	<p>Resurface footpaths outside shopfronts with new asphalt. Asphalt is a cost efficient and robust paving material able to be maintained and replaced easily. Remove red brick header courses as it is outdated and a trip hazard. Use bluestone kerbs and channels to reinforce the site's history and traditional use.</p>  <p><i>E.g. Bluestone kerb and channel</i></p>	Short	<ul style="list-style-type: none"> • MVCC • VicRoads

Summary of Goals/Actions

Objective 5: A clean well maintained shopping precinct (Continued)				
Our Goal	Action No.	Action/Strategies	Short, Medium & Long Term	Suggested Partners
Improve the appearance of footpaths to shopfronts (Continued)	5.6	Replace utility pit covers within pavement areas to match the adjacent surfaces to provide an integrated paving aesthetic.	Medium	<ul style="list-style-type: none"> MVCC Utility Authorities (e.g.. Telstra)
	5.7	Repair and reinstate bluestone kerbs to achieve an even level finish ensuring property outlets are visually integrated into the kerb.	Short	<ul style="list-style-type: none"> MVCC VicRoads
Line mark all car spaces	5.8	Line mark all car parking spaces to provide better parking efficiencies. This will help to facilitate more trees in the street.	Short	<ul style="list-style-type: none"> MVCC Transport & Traffic Management VicRoads

Streetscape and Activation Key Plan



Streetscape and Activation Plan 1

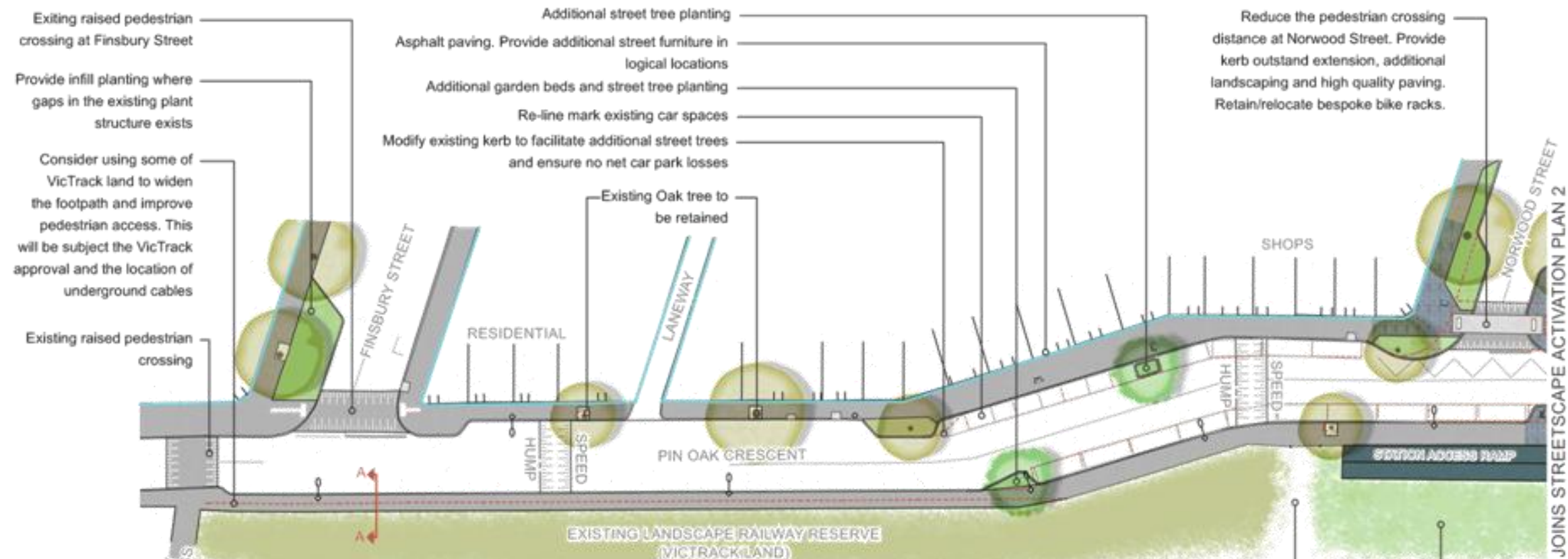


Figure 7: Streetscape and Activation Plan 1

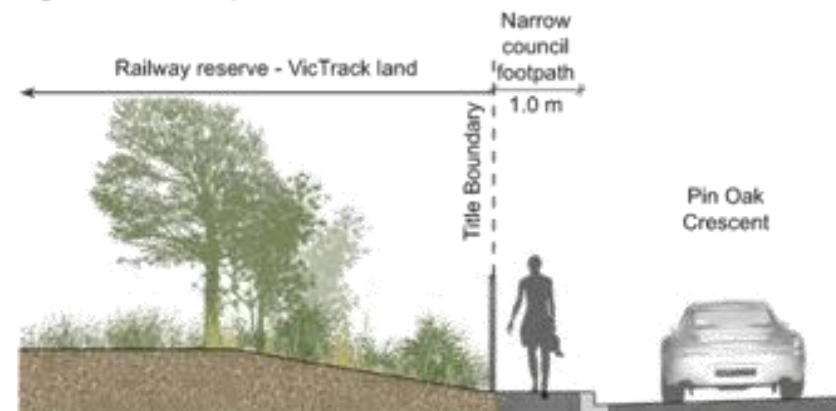


Figure 8: Existing section AA

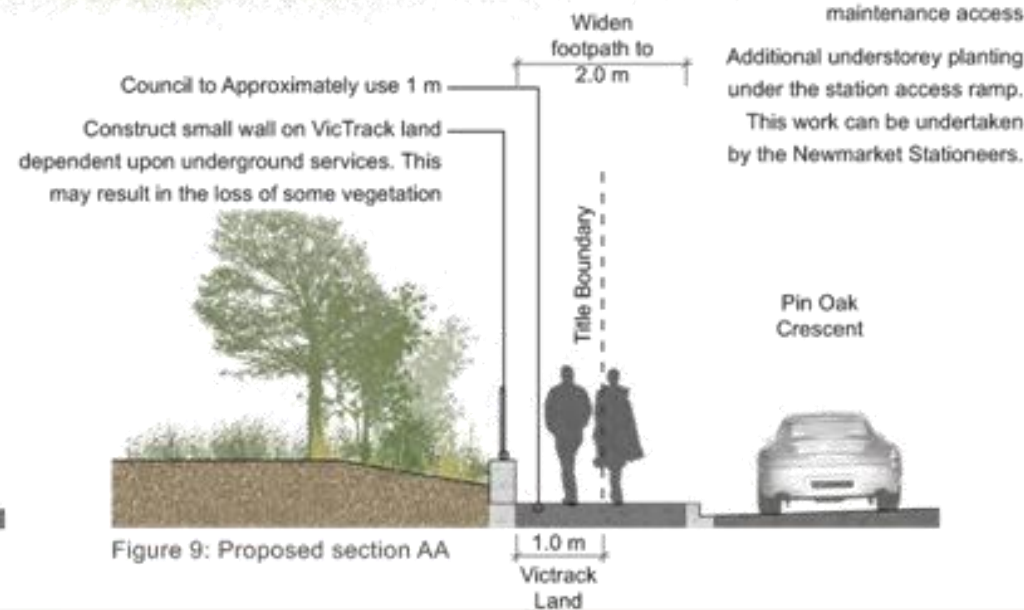


Figure 9: Proposed section AA

NOTE: The widening of the footpath will be subject to Victrack, PTV and Melbourne Metro Trains approval and should include the proofing of underground communication assets.



Streetscape and Activation Plan 2

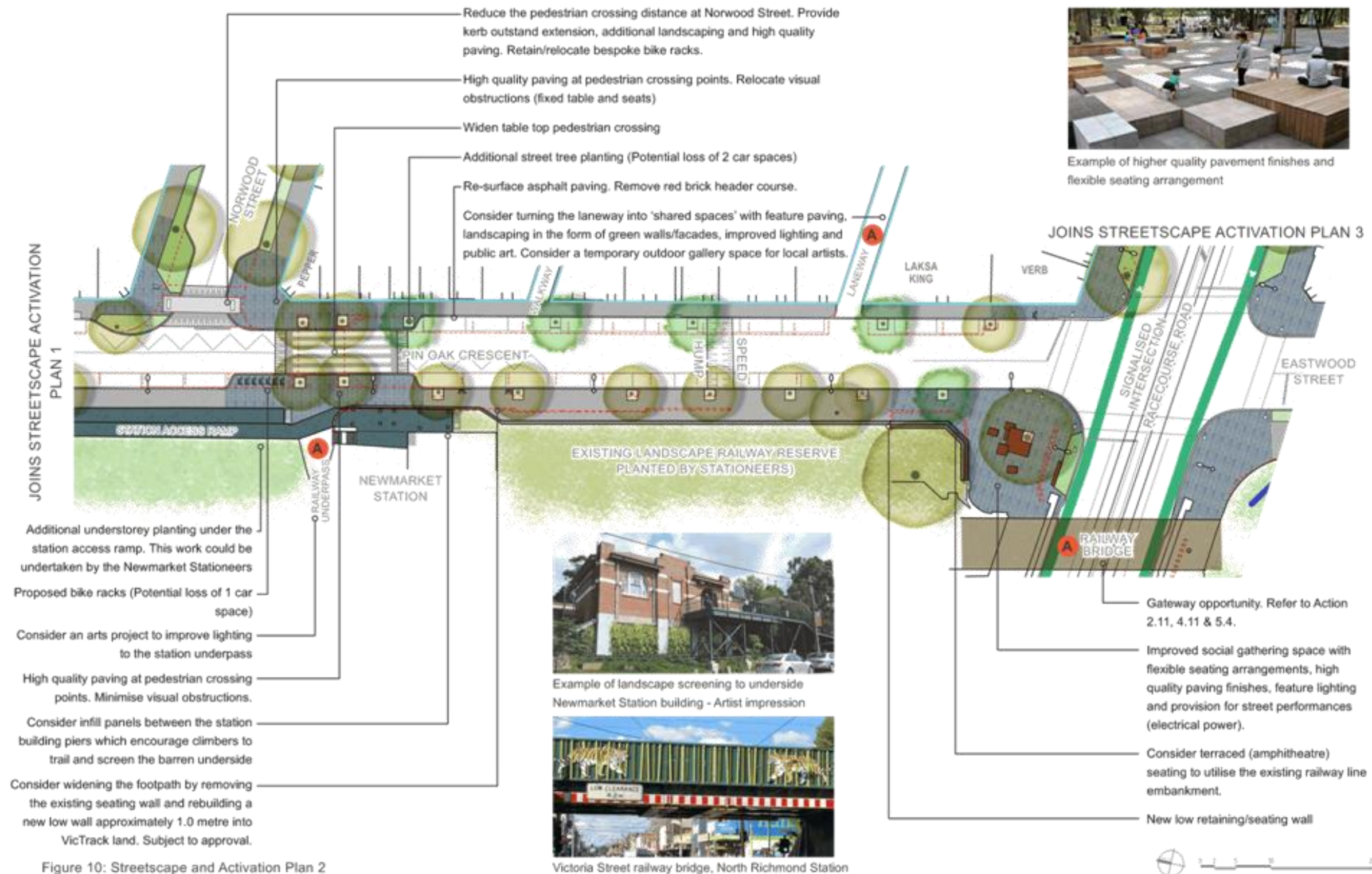


Figure 10: Streetscape and Activation Plan 2

Streetscape and Activation Plan 3

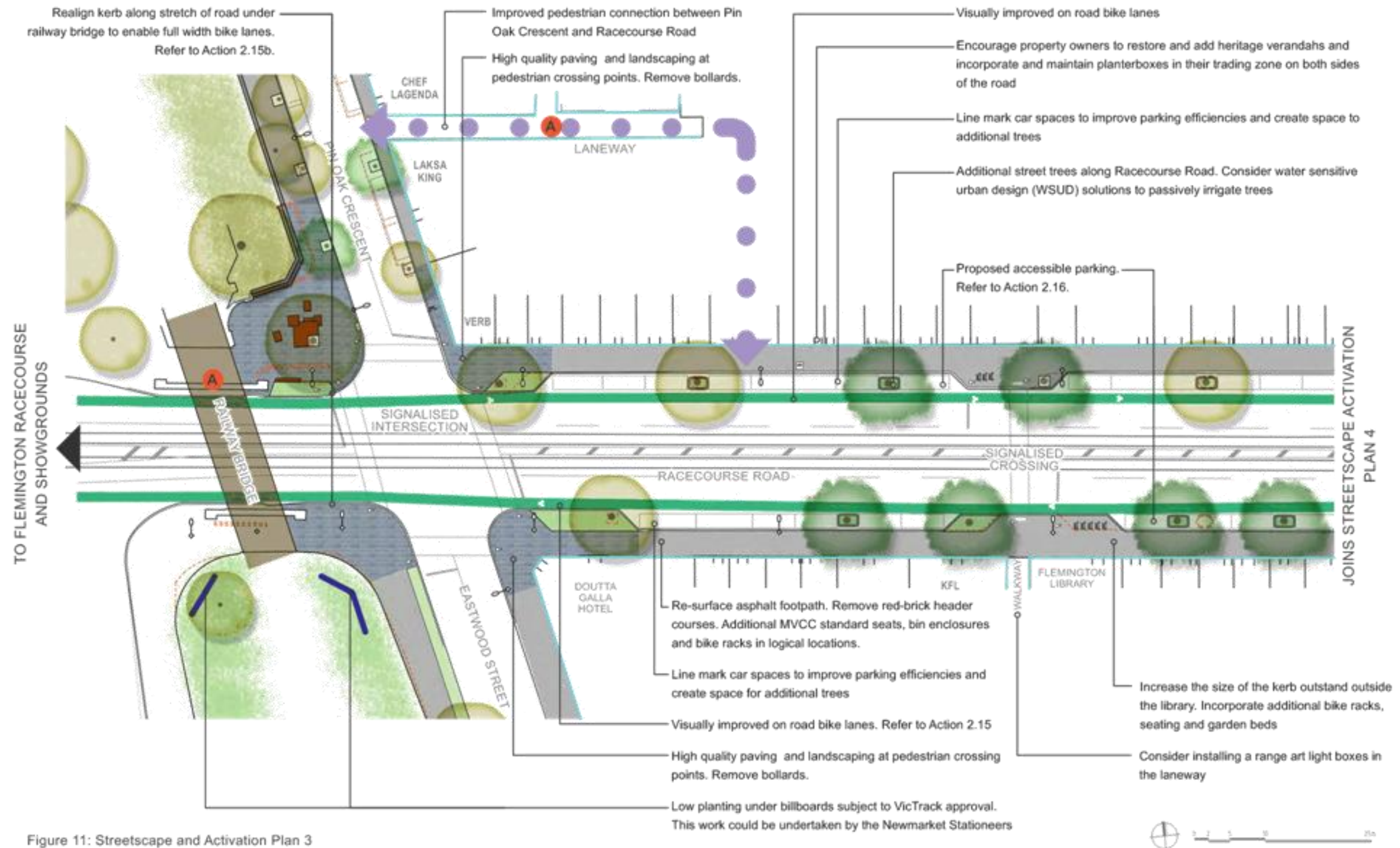


Figure 11: Streetscape and Activation Plan 3

Streetscape and Activation Plan 4

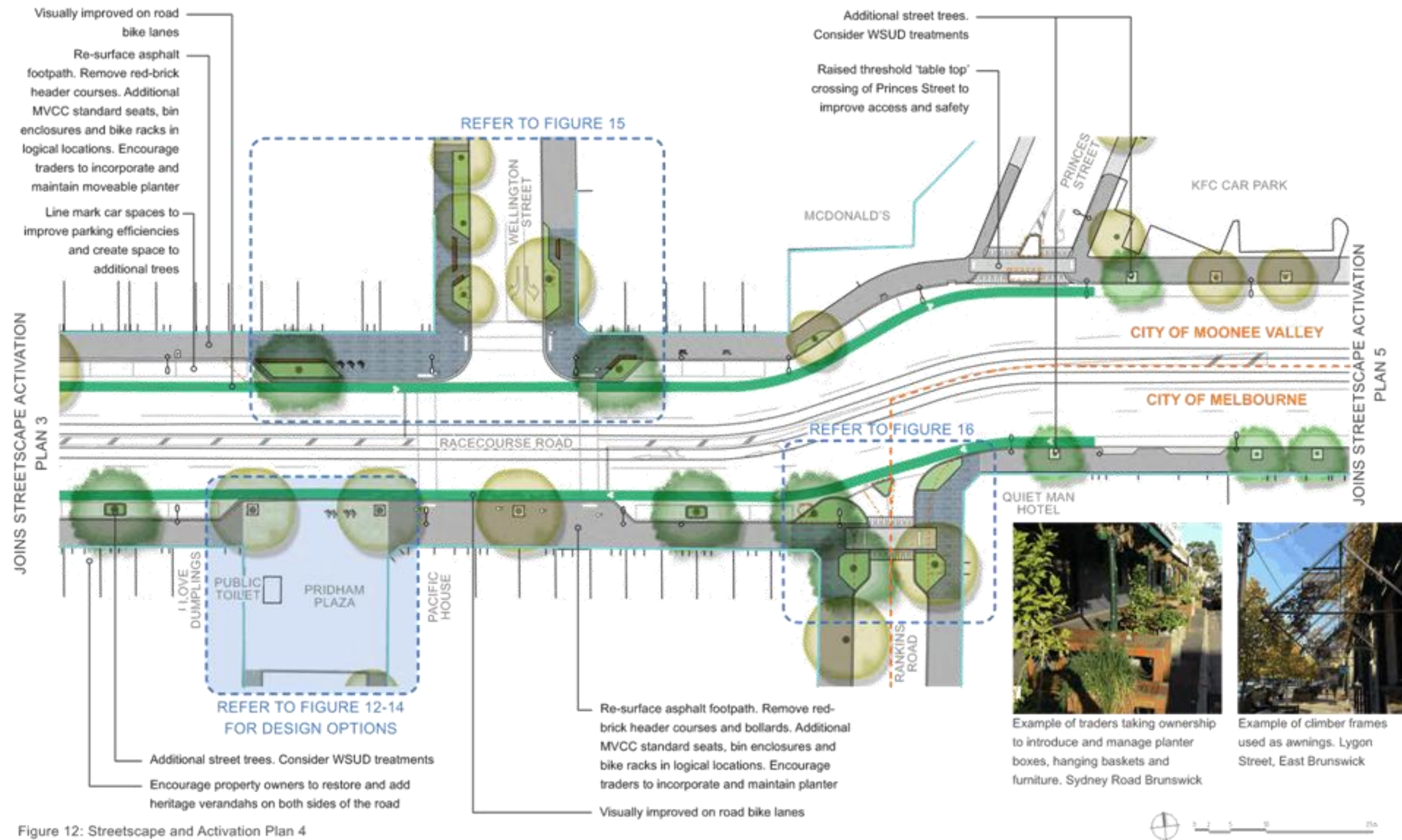


Figure 12: Streetscape and Activation Plan 4

Streetscape and Activation Plan 5

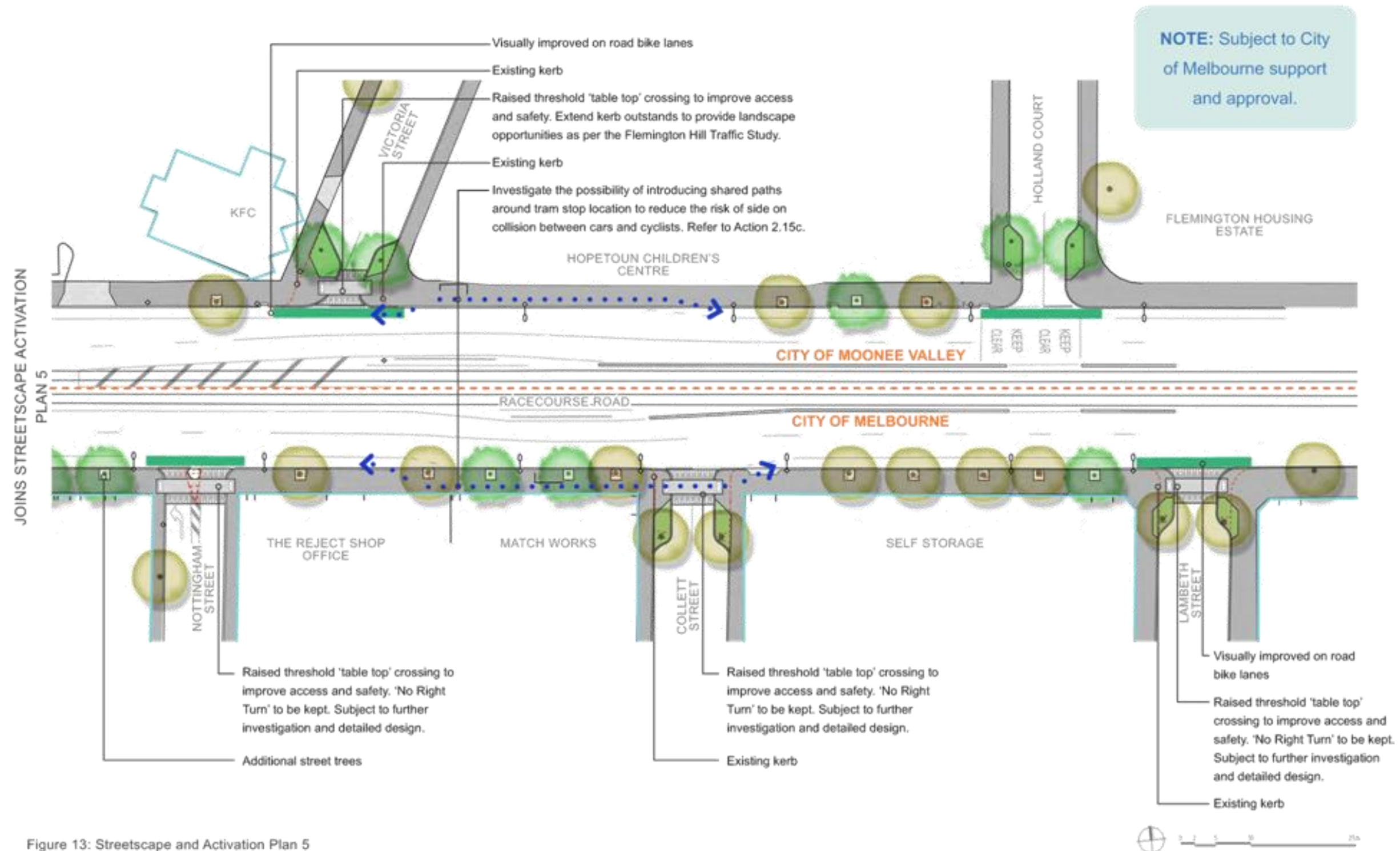


Figure 13: Streetscape and Activation Plan 5

Pridham Plaza Landscape Upgrade: Design Concept

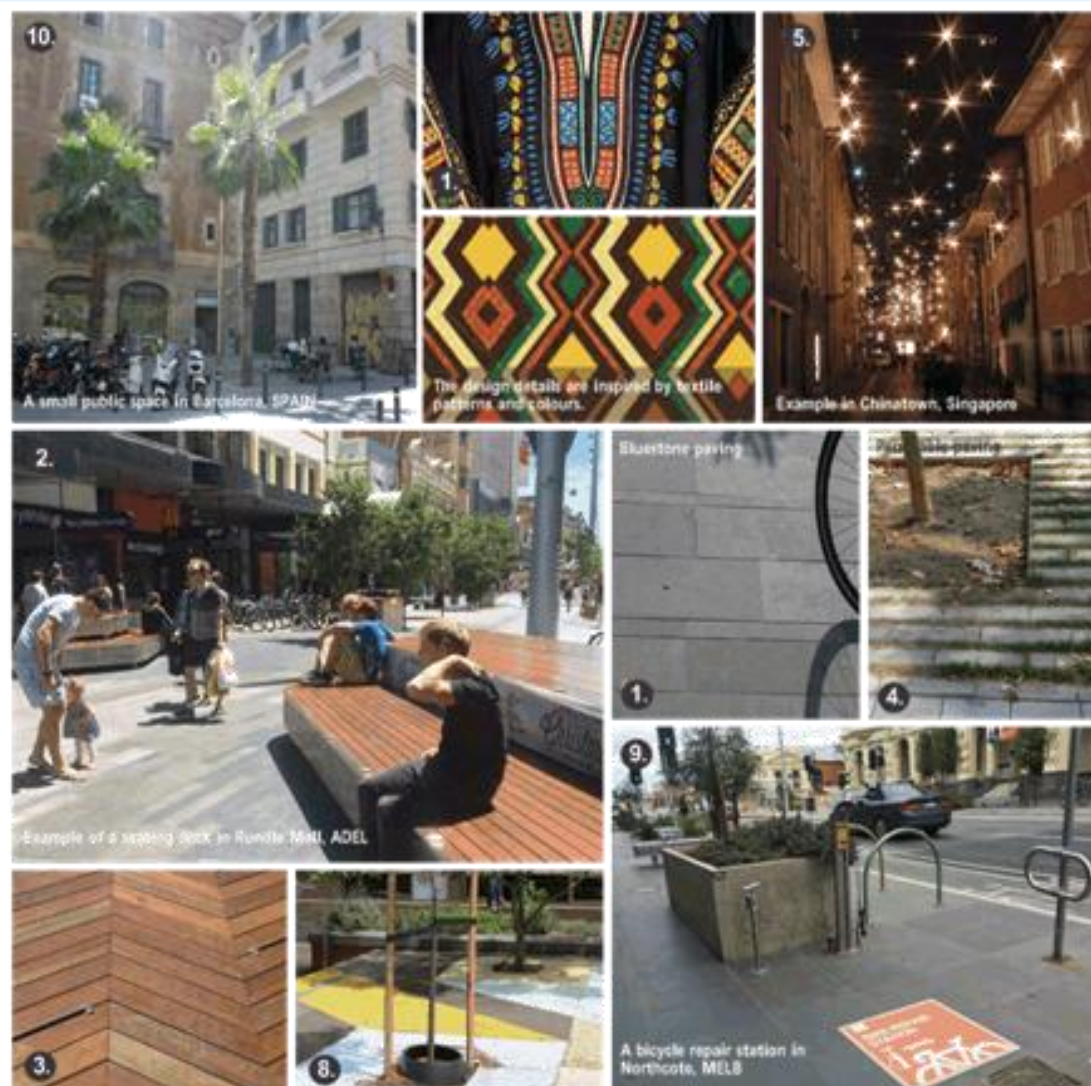


LEGEND



NOTE: This is a design concept only and is subject to change.

Figure 14: Pridham Plaza Landscape Upgrade - Design Concept

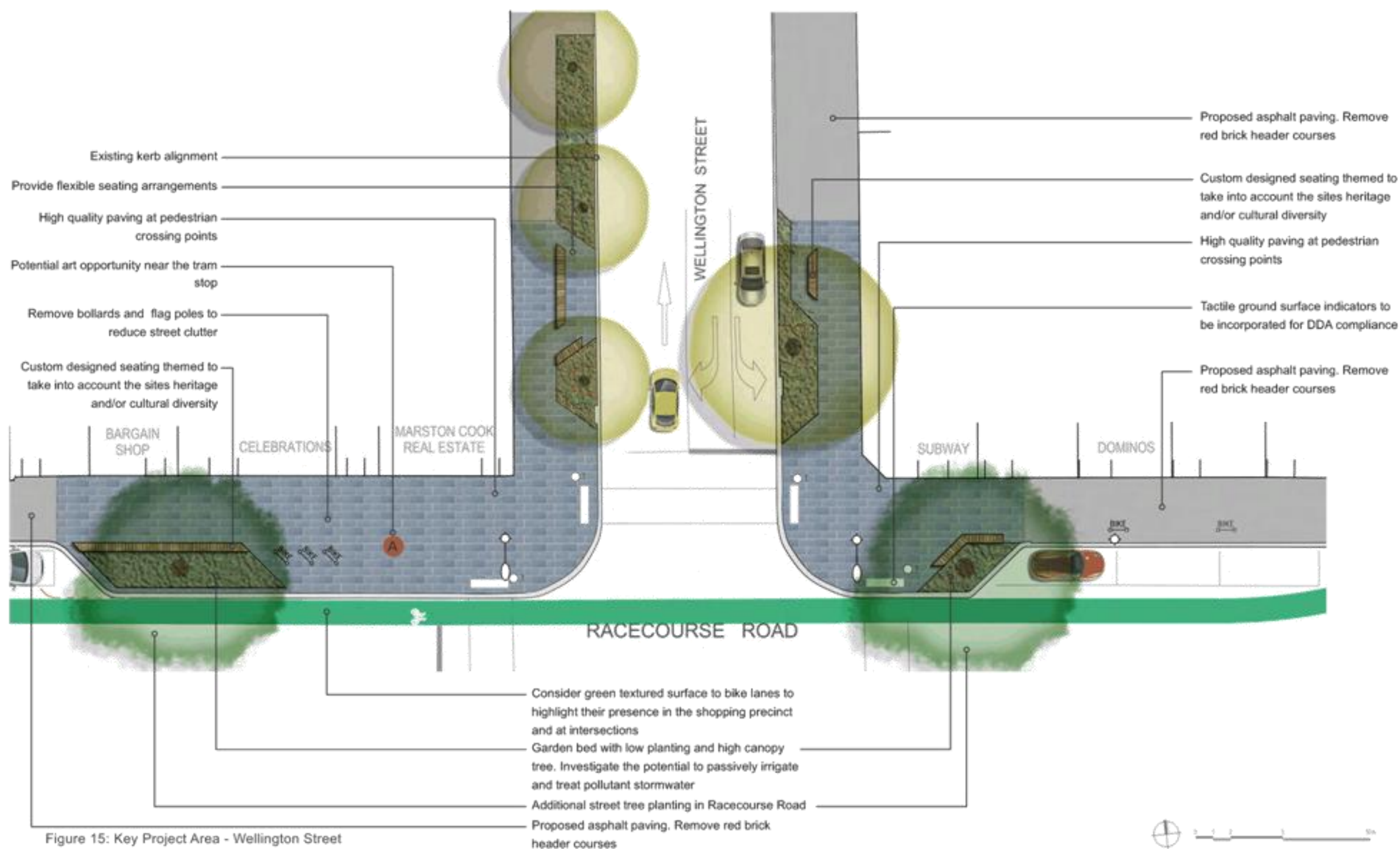


1. Bluestone / concrete paving with pattern detailing
2. Zig zag timber terraced seating with colourful edging
3. Raised platform deck
4. Permeable paving in the central section of the space.
5. Lights suspended from catenary wires between the two buildings *
6. Vinyl adhesive cut-outs continue the patterning over the toilet block
7. New garden beds
8. Raised community garden beds and painted patterns on the ground instead of the carpark spaces (this may be temporary or permanent) **
9. Bike repair station
10. Scattered trees to define the space.

(* subject to building owner's permission, ** subject to Council's approval)



Key Project Area - Wellington Street



Key Project Area - Rankins Road

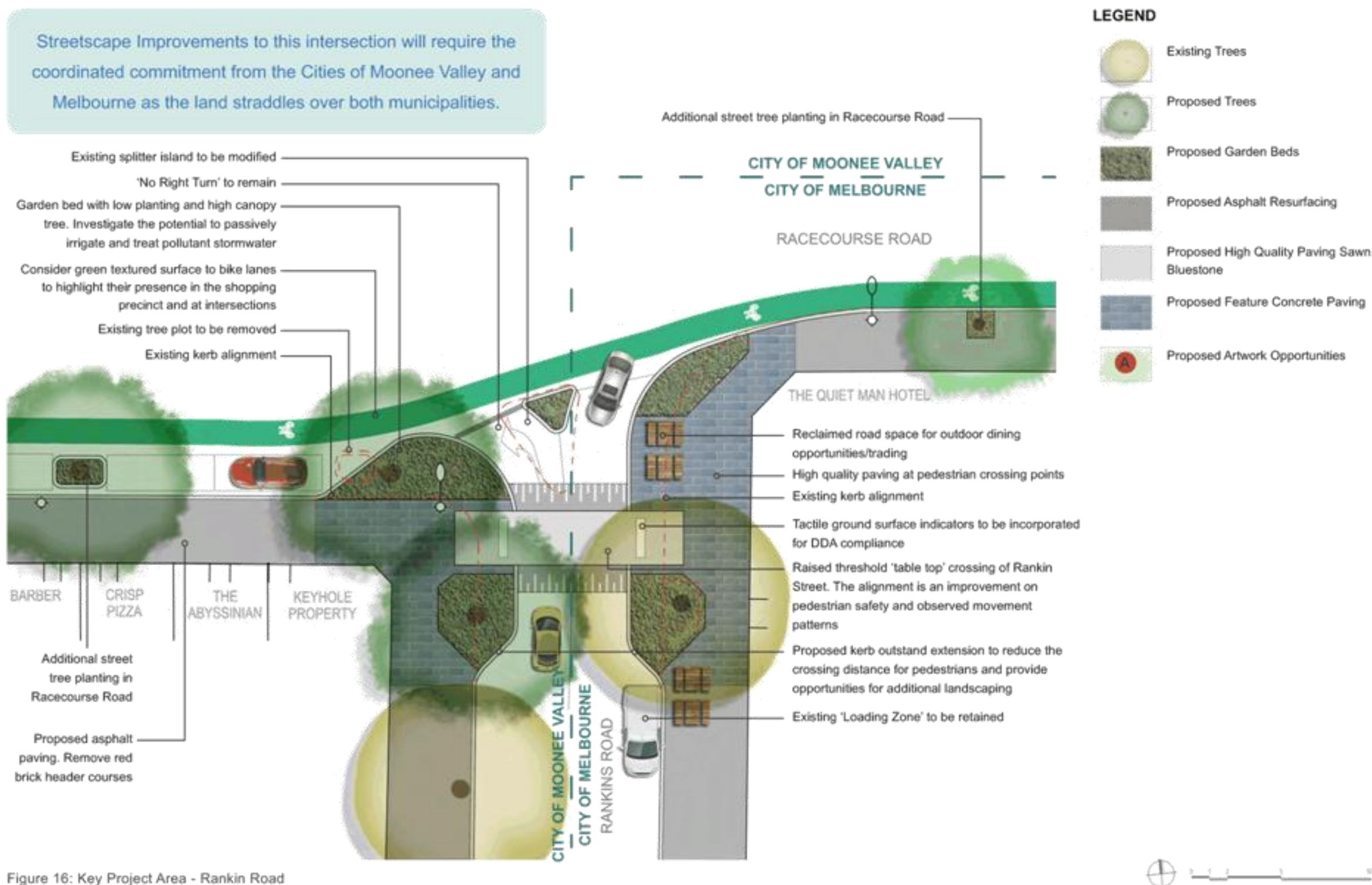


Figure 16: Key Project Area - Rankin Road



Pin Oak Crescent from the Newmarket Station Underpass. Image: Christian Capurro.

Chapter 5: Implementation

Implementation

Council will take a lead role in building partnerships with local business and the community to successfully implement this plan. It will rely on all key stakeholders committing to and delivering on the ideas and pursuing a vested interest with Council. It is important that the implementation is not the sole responsibility of Council but something that local businesses and the community feel they can participate in as well.

A range of funding could be sought from Council's community grants, State & Federal Government, traders association, local businesses, Flemington Racecourse and the VRC.

This chapter re-addresses the actions and recommendations assigned to the plan with estimated implementation costs associated with each action. In addition, should council wish to focus on improvements of specific areas (A-J), the associated cost per project area is also presented to provide flexibility in the implementation of works.

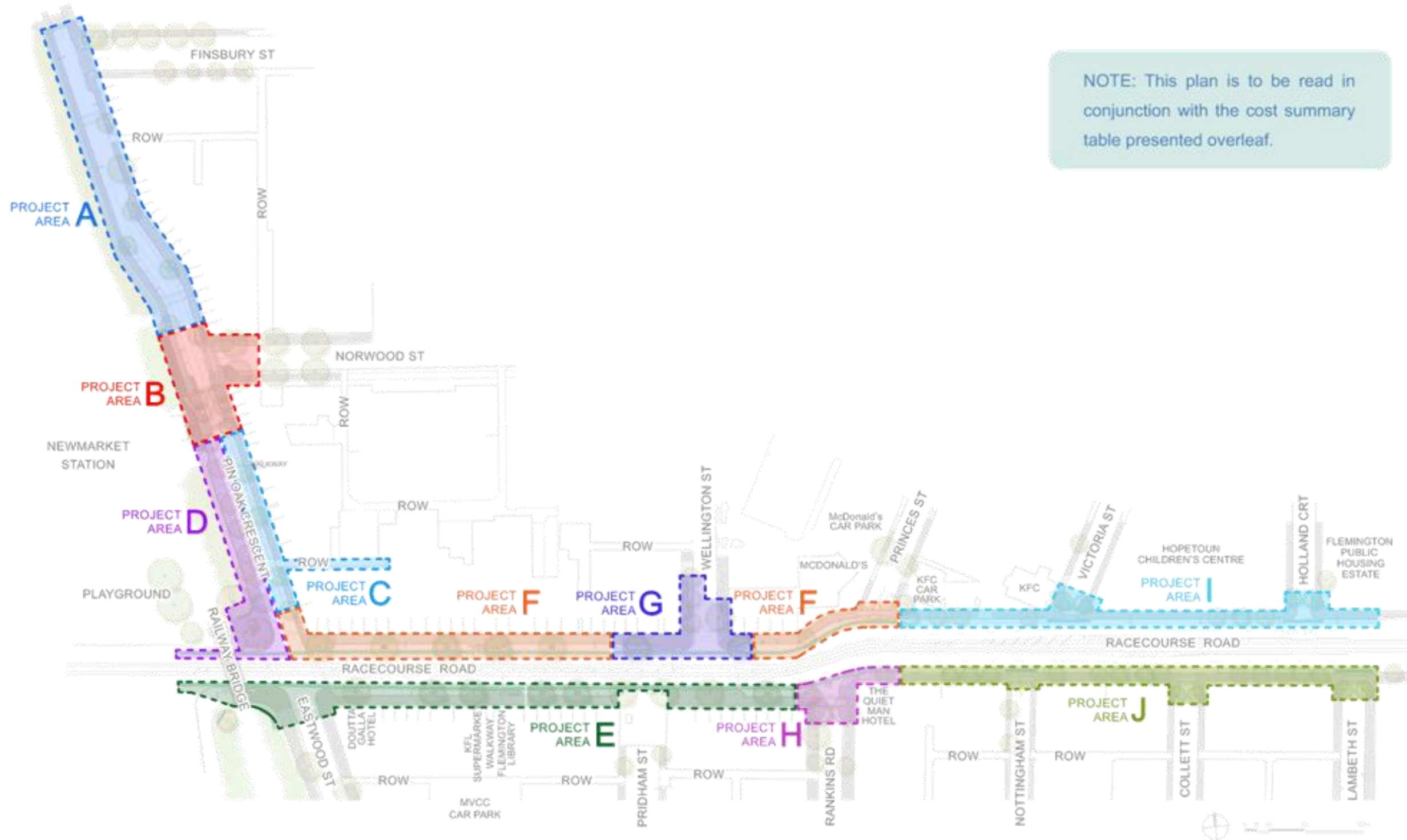
The estimated streetscape improvement and activation cost is approximately \$3.5 million. This amount excludes:

- Price escalation beyond 2015.
- Improvements to Telstra assets (i.e. pits and covers)
- Verandah replacement/improvements. These are the responsibility of private property owners. Council may contribute in part to these works.
- Statutory fees and levies. The estimate does not include Authority upgrade works.
- Accessible tram stop works.
- Upgrades to Pridham Plaza. Council and the State Government each contributed equal funding to implement the upgrade to Pridham Plaza.



Recent example of a constructed streetscape upgrade with raised pedestrian crossings, extended kerb outstands and feature paving to key areas

Implementation Cost Summary Plan



Implementation Cost Summary Table

Funding for all Projects/Actions to be sourced from existing grants, partnerships, local associations and Council. These costs are indicative only.

No.	ACTION	Project Area A	Project Area B	Project Area C	Project Area D	Project Area E	Project Area F	Project Area G	Project Area H	Project Area I	Project Area J	INDICATIVE TOTAL COST
OBJECTIVE 1: CREATE A GREEN LIVEABLE NEIGHBOURHOOD												
1.1	Engage an arborist to assess the ongoing health and safety of existing street trees.	-	-	-	-	-	-	-	-	-	-	\$1,300 per assessment
1.2	Provide additional street trees	\$1,730	\$1,010	\$4,800	\$900	\$4,420	\$1,910	\$1,750	\$2,890	\$5,500	\$8,950	\$33,860
1.3	Provide more understorey planting	\$7,770	\$13,200	\$2,400	\$1,640	\$9,710	\$5,890	\$11,810	\$8,500	\$11,000	\$11,930	\$83,850
1.4	Use Water Sensitive Urban Design treatment systems	\$28,780	-	-	\$24,180	\$14,720	\$15,920	-	-	-	-	\$83,600
1.7	Include additional bike parking in key social gathering spaces	\$4,030	\$10,530	-	\$9,080	\$7,210	\$6,690	\$3,060	\$2,250	-	-	\$42,850
1.8	Create a walking train between Newmarket and Kensington Stations	-	-	-	-	-	-	-	-	-	-	\$10,000
1.9	Investigate turning the laneway between Laksa King and Chef Lagenda into a temporary outdoor gallery space for local artists	-	-	-	-	-	-	-	-	-	-	\$13,310
OBJECTIVE 2: SUPPORT A SAFE, VIBRANT AND CARING COMMUNITY												
2.2	Provide raised pedestrian crossings	-	\$14,070	-	-	-	\$14,900	-	\$15,510	-	\$48,910	\$93,390
2.7	Upgrade tactile ground surface indicators	-	\$20,890	-	\$4,470	\$14,720	\$9,550	\$11,300	\$6,410	\$8,030	\$16,780	\$92,150
2.8a	Undertake traffic trials on the east side of Pin Oak Crescent between Racecourse Road and Norwood Street to determine the feasibility of appropriating car spaces	-	-	-	-	-	-	-	-	-	-	\$50,000
2.8c	Retaining walls for seating	-	-	-	\$41,510	\$9,710	-	-	-	-	-	\$51,220
2.8e	Widening of the existing pedestrian table top crossing	-	\$16,490	-	-	-	-	-	-	-	-	\$16,490
2.11	Undertake an assessment of public lighting levels to all public areas	-	-	-	-	-	-	-	-	-	-	\$3,500
2.12	Installation of feature lights to illuminate trees along Racecourse Road and Pin Oak Crescent	\$47,860	\$40,750	\$27,350	\$72,860	\$80,600	\$65,090	\$67,260	\$43,960	-	-	\$445,730
2.13	Engage an artist/s for a light based project addressing laneways and underpass spaces	-	\$40,750	-	-	-	-	-	-	-	-	\$40,750
2.15	Improve the visibility and safety for cyclists along Racecourse Road by re-line marking and applying green skid resistant paint to bike lanes	-	-	-	\$15,620	\$81,980	\$46,350	\$18,160	\$14,810	\$15,400	\$16,010	\$208,330
2.18	Consider the development of a range of satellite events to the Melbourne Food and Wine Festival, Spring Racing Carnival, Fringe Festival & Taste of Harmony Day	-	-	-	-	-	-	-	-	-	-	\$15,000 grant required
2.21	Consider implementing an annual activating shopfronts arts program in Racecourse Road and Pin Oak Crescent	-	-	-	-	-	-	-	-	-	-	\$10,000 grant required
2.25	Collaborate with and support local young people, Green Ninjas, Stationeers, Flemington Library, Farnham Street Neighbourhood House, Men's Shed, schools and other local community groups and residents to install a range of quick and temporary artworks and installations	-	-	-	-	-	-	-	-	-	-	\$5,000 per annum grant required
OBJECTIVE 3: CELEBRATE THE HISTORY, THE NOW AND THE FUTURE												
3.3	Support the Flemington Associations Heritage group to co-ordinate a range of history walks of the area on a regular basis, celebrating local Aboriginal heritage, multicultural heritage as well as Victorian era heritage.	-	-	-	-	-	-	-	-	-	-	\$2,000 grant required
3.4	Investigate introducing a Village Market along Pin Oak Crescent a few times per year.	-	-	-	-	-	-	-	-	-	-	Investigate only
3.5	Celebrate Flemington's history by developing resources or public art works to acknowledge and celebrate the area's Aboriginal and migrant history.	-	-	-	-	-	-	-	-	-	-	\$70,000

Implementation Cost Summary Table (Continued)

No.	ACTION	Project Area A	Project Area B	Project Area C	Project Area D	Project Area E	Project Area F	Project Area G	Project Area H	Project Area I	Project Area J	INDICATIVE TOTAL COST
3.8	Extend the cultural celebrations programmed by the library out into the streets including Pridham Plaza i.e. Chinese New Year celebrations, Eid	-	-	-	-	-	-	-	-	-	-	\$5,000
3.10	Consider activating laneways as 'shared spaces' possibly with landscaping in the form green walls/facades, improved lighting and public art.	-	-	-	-	-	-	-	-	-	-	\$20,000
3.14	Introduce wayfinding signage	-	-	-	-	-	-	-	-	-	-	Wayfinding strategy under implementation
3.15	Support the Traders Association to participate in an event as part of the Melbourne Food and Wine festival to highlight the restaurants in the Flemington Shopping Precinct	-	-	-	-	-	-	-	-	-	-	\$5,000
3.16	Facilitate a Foodie event with the café's and restaurant in the precinct for the local community bringing the restaurant to the outside.	-	-	-	-	-	-	-	-	-	-	\$52,500
3.17	Promote the shopping precinct as the most diverse foodies destination in the inner West including the development of a Taste of Flemington Map listing all the diverse cafes and restaurants in the precinct.	-	-	-	-	-	-	-	-	-	-	\$8,000
OBJECTIVE 4: CREATE A CONNECTED COMMUNITY												
4.1	Undertake community consultation to develop a distinct identity and name for the Racecourse Road/Pin Oak Crescent Shopping Precinct	-	-	-	-	-	-	-	-	-	-	In house
4.5	Consider customising and branding street furniture in key social gathering spaces	-	-	-	\$46,860	-	-	\$52,460	-	-	-	\$99,320
4.6	Consider feature paving in key social gathering spaces	-	\$284,940	-	\$195,460	\$157,570	\$68,040	\$249,170	\$107,190	-	-	\$1,062,370
4.7	Create opportunities to acknowledge, promote and celebrate a wide range of cultural celebrations, events and festivals in public spaces within the precinct. i.e.: displays in the library, street/shopfront themed exhibitions, decorations, events and activities.	-	-	-	-	-	-	-	-	-	-	\$10,000
4.8	Consider the development of an annual Flemington Community Festival/ Street Party	-	-	-	-	-	-	-	-	-	-	\$3,000
4.9	Close Pin Oak Crescent for a day and create a pop up park for the local community to connect and enjoy some green public open space.	-	-	-	-	-	-	-	-	-	-	\$15,000
4.10	Hold an outdoor movie night in Pridham Plaza. Alternatively, close Pin Oak Crescent or Norwood Street for this purpose.	-	-	-	-	-	-	-	-	-	-	\$6,000
4.11	Consider the long term improvement of the Newmarket railway bridge by potentially creating a public space and/or artwork	-	-	-	-	-	-	-	-	-	-	\$100,000
OBJECTIVE 5: A CLEAN, WELL MAINTAINED SHOPPING PRECINCT												
5.1	Use standard Moonee Valley City Council street furniture (seats) between key social gathering spaces	-	-	-	-	\$11,040	\$11,940	-	\$4,010	-	-	\$26,990
5.2	Remove the existing bollards and flag pole Racecourse Road to reduce street clutter	-	\$340	-	\$1,190	\$2,870	\$1,440	\$4,890	\$970	\$230	\$1,000	\$12,930
5.3	Consider introducing recycling bins into the streetscape	-	\$10,030	-	\$4,470	\$11,040	\$9,550	\$8,750	\$4,810	-	-	\$48,650
5.5	Resurface footpaths outside shopfronts with new asphalt	\$46,700	\$9,550	\$39,410	\$15,800	\$51,140	\$46,080	\$2,610	\$4,260	\$16,370	\$26,580	\$258,500
5.6	Replace utility pit covers within pavement areas	\$28,780	\$23,390	\$10,650	\$14,880	\$29,430	\$15,920	\$29,150	\$16,030	\$9,170	\$4,980	\$182,380
5.7	Repair and reinstate bluestone kerbs	-	-	-	\$35,700	\$53,250	\$93,390	\$6,780	\$46,150	-	-	\$235,270
5.8	Line mark all car parking spaces	\$2,080	\$250	-	\$720	\$850	\$1,290	-	-	-	-	\$5,190
TOTAL		\$167,730	\$486,190	\$97,920	\$485,340	\$540,260	\$413,950	\$467,150	\$277,750	\$65,700	\$135,140	\$3,527,130



The Doutra Galla Hotel on the corner of Racecourse Rd and Eastwood St. Image: Christian Capurro.

Chapter 6: Appendices

Appendix 1: Review of Relevant Plans, Strategies and Policies



Plan Melbourne

Metropolitan Planning Strategy

Plan Melbourne has now been released by the Victorian State Government. The proposed Metropolitan Planning Strategy replaces previous planning documents Melbourne 2030 and Melbourne@5Million.

Moonee Valley's designated activity centres remain unchanged under the new plan. The Racecourse Road Major Activities Area was initially identified through Melbourne 2030 as an area suitable for increased housing and commercial activity.



Racecourse Road Major Activities Area (Abandoned by Council)

Background Report - Structure Plan - Urban Design Guidelines

The Draft Racecourse Road Major Activities Area Structure Plan and accompanying documents were developed to guide the long term growth and development of the activity area. Council made the decision to abandon this particular plan along with the associated Planning Scheme Amendment C118 mid-2013. The area is still designated as an Activity Centre under the State Government's new Plan Melbourne.

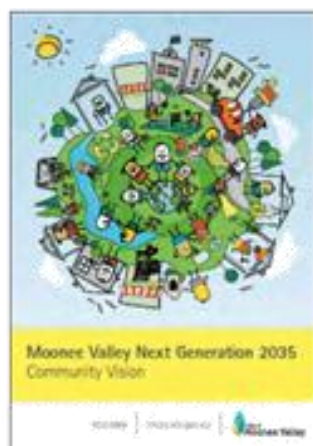


Water Sensitive Urban Design Guidelines

Moonee Valley City Council

The Water Sensitive Urban Design Guidelines facilitate application of WSUD principles to urban design projects. Part one of the document deals with WSUD policy context while the second part is geared towards the practical implementation of WSUD projects. The document provides comprehensive and directly applicable tools to help determine where WSUD is necessary and how to execute it.

In relation to road layouts and streetscapes the guidelines recommend stormwater harvesting and treatment. Where roads or streets are being upgraded it encourages using that as an opportunity to consider treatment system interventions such as raingardens and vegetated swales or other features like street trees in stormwater treatment planter boxes.



Moonee Valley Next Generation 2035

2035 Community Vision

"In 2035 Moonee Valley will be a city of clean, green and beautiful, vibrant, diverse and sustainable communities that people experience as friendly and safe to live in."

The Community Vision identifies Racecourse Road as a among the major areas of focus which should develop to reflect the Vision's key themes.

Key Themes

Friendly and safe

Clean, green and beautiful

Sustainable living

Vibrant and diverse

Common Challenges

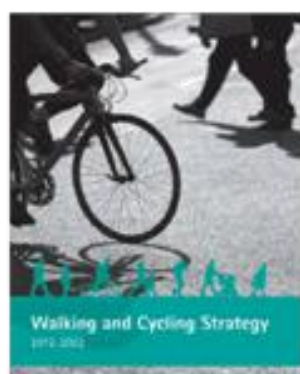
Management of increasing population

Development and loss of 'green'

Adequacy of infrastructure including schools and public transport

Traffic congestion and parking constraints

Ageing of the population



Walking and Cycling Strategy 2012-2022

Moonee Valley City Council

The Moonee Valley Walking and Cycling Strategy 2012-2022 is Council's long term plan to significantly increase and improve walking and cycling within the municipality. Section 5, the Implementation Plan includes 13 action packages that group specific actions to achieve more general objectives. Included are indicative budgets for each action item and relative time frame suggestions for when they should be achieved. The action packages relevant to the Racecourse Road Major Activity Centre are:

- 5.3 - Action Package 3 - Implement walking improvements across Flemington
- 5.8 - Action Package 8 - Support Epsom Road-Racecourse Road as a major east/west bicycle route in Moonee Valley
- 5.12 - Action Package 12 - Provide bicycle parking and promote it
- 5.13 - Action Package 13 - Advocate to improve Public Transport facilities



Road Safety Plan 2010 - 2014

Moonee Valley City Council

The Road Safety Plan 2010 - 2014 takes a holistic approach to improving road safety in Moonee Valley, from policy changes to educational measures to infrastructure improvements. Action Plan 3 focuses on developing and maintaining a safe road and path network. Action 3.1 relating to safety in activity centres has a number of specific proposals for pedestrian improvements including:

- Reduce vehicle speeds through traffic calming treatments, narrowed road pavements and speed limits supported by variable message signs
- Give highest priority to safe and unobstructed pedestrian and cyclist movements
- Provide a high level of pedestrian crossings and other pedestrian facilities
- Apply a range of suitable road surface textures and colours to warn drivers of the presence of pedestrians and cyclists including paving, painting pedestrian crossings yellow, and coloured bike lanes



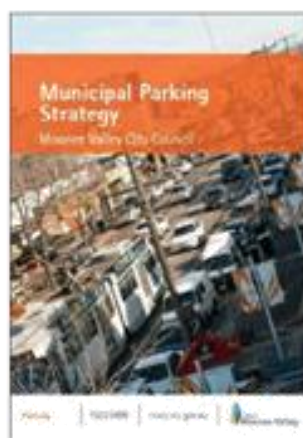
Water Strategy 2011

Moonee Valley City Council

The Moonee Valley Water Strategy 2011 guides and promotes sustainable water management objectives while introducing and relating to the Moonee Valley Water Sensitive Urban Design Guidelines. Council also developed and adopted a Sustainable Water Hierarchy to assist decision making:

1. Conserve water
2. Rainwater harvesting
3. Stormwater harvesting
4. Greywater diversion
5. On-site waste water recycling
6. Waterway sourcing

More specifically Action 14 of the Action Plan section dealing with implementation through Council activities recommends that Water Sensitive Urban Design (WSUD) objectives be incorporated into ongoing capital works. WSUD interventions in these instances can be included in the form of tree pits, raingardens, swales wetlands, tanks and porous pavement.



Municipal Parking Strategy

Moonee Valley City Council

Moonee Valley's municipal parking, while already presenting significant management challenges, has future increases in local residential density, metropolitan population and the consequent through traffic from adjacent growth corridors to contend with. The Municipal Parking Strategy aims to encourage appropriate parking solutions through addressing the issue at multiple scales, integrating targeted local solutions with overall policy. The strategy takes into account current parking demands while working towards a more sustainable future. The eight management tools adopted in the strategy are as follows:

1. Parking Demand Management Framework
2. Kerbside Road Space User Hierarchy
3. MVCC Parking Permit Policy
4. Parking on Narrow Streets Management Framework
5. MVCC Planning Scheme
6. Local Area Traffic Management (LATM) precincts
7. Parking Enforcement Operational Guidelines
8. Municipal Parking Strategy Implementation Plan

Racecourse Road forms the southern boundary of the Newmarket Local Area Traffic Management Precinct. As well as this the Kerbside Road Space User Hierarchy has direct implications for decisions regarding parking in the Activity Centre.



Moonee Valley Greenhouse Strategy 2010

Moonee Valley City Council

The Greenhouse Strategy 2010 and action plans are currently under review by Moonee Valley City Council's Environment and Sustainability team. Of the associated policies and strategies still current those relating to sustainable public lighting, water sensitive urban design (WSUD) and tree management are the most applicable to the Racecourse Road Activity Centre and specifically the Racecourse Road and Pin Oak Crescent Streetscape Plan.



Tree Management Strategy 2013 - 2017

Moonee Valley City Council

Moonee Valley's Tree Management Strategy 2013 - 2017 reinforces Council's investment in the current and future tree population of the municipality and their commitment to conserving and augmenting this community asset. Proposed tree species selection relies on a number of criteria including site suitability, life expectancy, safety, water use, sustainability, potential contribution to street amenity and the ability of the species to cope with predicted climate change when they reach maturity. The strategy recommends selecting native or indigenous trees and plants where appropriate and integrating Water Sensitive Urban Design (WSUD) is also encouraged wherever feasible.

Racecourse Road between Epsom Road and Flemington Road is identified in the strategy as a major road with avenue trees that would benefit from a unified street tree planting theme. Both ends of the Racecourse Road are also identified as city gateway locations. In Appendix 1 the tree species proposed to infill existing gaps is *Melia azedarach* (White Cedar).

During the preparation of this Streetscape Plan alternative infill plantings in the main retail strip along Racecourse road will be considered to complement the existing Plane trees.

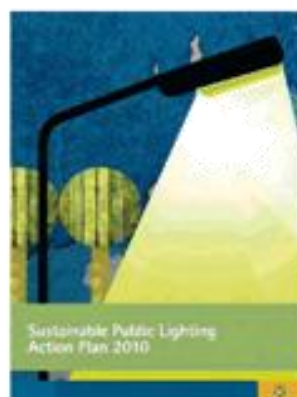


Moonee Valley Open Space Strategy 2011

Moonee Valley City Council

The Moonee Valley Open Space Strategy 2011 outlines a vision for a linked system of quality open space which is sustainable and accessible for frequent use by Moonee Valley's diverse community. The sites recognised as public open space in the strategy include creeks, reserves, parks and playspaces as well as civic and urban spaces which are particularly relevant to activity centres.

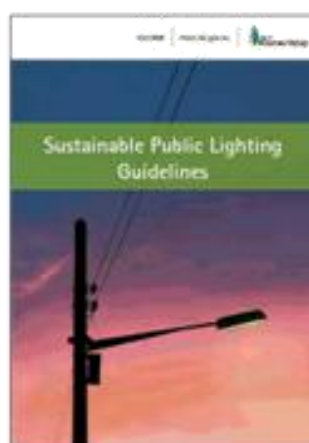
In relation to the Racecourse Road Major Activity Centre, Pridham Plaza on the south side of Racecourse Road is the only open space provision within that region. The sole other adjacent open space is Debneys Park to the north-east. These areas are not included in the project extent for the Racecourse Road and Pin Oak Crescent Streetscape Plan and as Racecourse Road itself is classified as ancillary open space the recommendations outlined in the Moonee Valley Open Space Strategy are not directly applicable.



Sustainable Public Lighting Action Plan 2010

Moonee Valley City Council

The Sustainable Public Lighting Action Plan 2010 aims to improve the sustainability of public lighting in Moonee Valley by encouraging energy avoidance, energy efficiency, improved design and renewable energy options. In line with this, initiatives that apply to the Racecourse Road Activity Centre include upgrading existing infrastructure to more energy efficient lighting, installing only necessary lighting and ensuring any new installations are sustainable.



Sustainable Public Lighting Guidelines 2010

Moonee Valley City Council

The Sustainable Public Lighting Guidelines 2010 help guide when and where new public lighting is required and what form this should take to conform to Council's sustainability objectives while providing appropriate visibility levels. All lighting in Moonee Valley is required to follow these guidelines.

One of the guiding principles for public lighting is to showcase urban features in an effective way. It is suggested that appropriately lighting urban elements such as public art, monuments and signs can be an effective way of achieving this in key locations such as the Racecourse Road Activity Centre.



Tackling Transport - Towards 2020

Integrated Transport Plan

The Moonee Valley Integrated Transport Plan provides strategies to create a safe, sustainable, accessible and inclusive transport network which can meet future challenges. These challenges include: population growth; increasing congestion and freight; an aging demographic and health issues; rising fuel costs and climate change.

The plan takes an integrated and holistic approach through considering initiatives aimed at pedestrians, cycling, public transport, private vehicles and freight. It particularly aims to encourage sustainable modes of transport especially in the municipality's Activity Centres such as Racecourse Road. Specific strategies related to pedestrian and cycling amenity are expanded on in the Moonee Valley Walking and Cycling Strategy 2012-2022.



Economic Development Strategy 2014

Moonee Valley City Council

The Economic Development Strategy outlines Council's vision for economic growth. Vision:

'Moonee Valley is a desirable place to live, work and visit. We have a vibrant and diverse economy which respects the needs of the environment, and we celebrate cultural diversity and social equality'

The strategy provides a clear roadmap for sustainable, long-term economic growth in the City of Moonee Valley under 5 key themes:

1. Active precincts for all
2. Home of professional services
3. Businesses emerging and entertaining
4. Businesses for healthy lifestyles
5. Creating jobs for everyone

The themes most relevant to this project include:

Theme 1: Active Precincts for All which highlights the importance of shaping a sense of identity for activity centres including urban design, landscaping, cultural landmarks, events and community connections including people's social experiences. It also highlights the importance of strengthening community pride through well designed, planned and maintained public infrastructure, public art and active street furniture.

Theme 3: Emerging businesses and the night economy highlights the importance of increasing visitation at night to activity centres by improving atmospheres through innovative design and infrastructure installations as well as making streets safer via pop up businesses, street performers and pop up art exhibitions which can complement existing dining and shopping experiences.

Appendix 2: Site Analysis and Assessment - Neighbourhood Facilities

There are number of parks, places of worship, schools, community services, train stations, sporting venues and tourist attractions within walking distance of the shopping precinct. To some, the navigation to and orientation of these facilities from a particular point is commonly known, however for visitors and people unfamiliar of the area, the location and proximity to community facilities is difficult to determine. Apart from a number of business directory signs within Racecourse Road, the precinct is devoid of any wayfinding signage or means to direct people to a specific end destination and conversely from the destination back to the point of origin. A wayfinding study was undertaken concurrently with the preparation of this plan.

PARKS, RECREATION AND ATTRACTIONS

- 1 Coronet Park
- 2 Canterbury Street Reserve
- 3 Debneys Park
- 4 Delhi Reserve
- 5 Farnham Street Park
- 6 Flemington – Kensington Bowling Club
- 7 Kensington Market
- 8 McCall Reserve
- 9 Moonee Pond Creek Trail
- 10 Newmarket Plaza
- 11 Travancore Park
- 12 Women's Peace Gardens

PLACES OF WORSHIP

- 13 Coptic Orthodox Church of St Mary
- 14 Holy Rosary Catholic Church
- 15 Kensington Anglican Uniting Church
- 16 Presbyterian Church of Victoria
- 17 St. Brendan's Catholic Church
- 18 Western Melbourne Romanian Baptist Church "Hope"

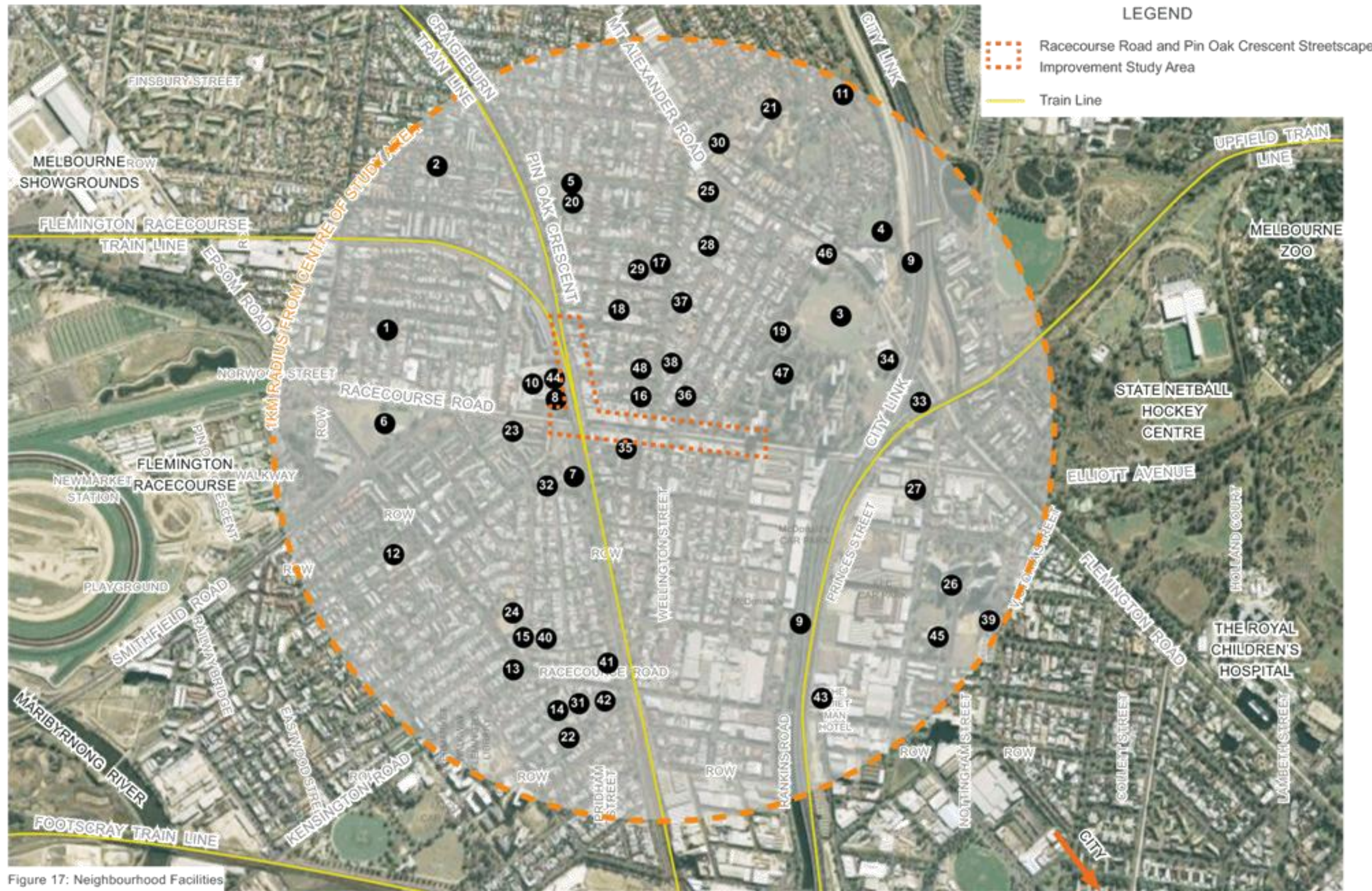
SCHOOLS

- 19 Debney Meadow Primary School
- 20 Farnham Street Neighbourhood Learning Centre
- 21 Flemington Primary School
- 22 Holy Rosary Primary School
- 23 Kensington Community High School
- 24 Kensington Primary School
- 25 Mount Alexander College/Flemington Farmers Market
- 26 North Melbourne Language & Learning
- 27 SCEI College

- 28 St. Brendan's Kindergarten
- 29 St. Brendan's Primary School
- 30 St. Vincent Institute of Education

LOCAL SERVICES AND PUBLIC TRANSPORT

- 31 Doutta Galla Community Health
- 32 Flemington & Kensington Community Legal Centre
- 33 Flemington Bridge Station
- 34 Flemington Community Centre
- 35 Flemington Library
- 36 Flemington Medical Centre
- 37 Flemington Police Station
- 38 Flemington Post Shop
- 39 Jean McKendry Neighbourhood Centre
- 40 Kensington Neighbourhood House
- 41 Kensington Station
- 42 Kensington Post Shop
- 43 Macaulay Station
- 44 Newmarket Station
- 45 North Melbourne Community Centre
- 46 St Vincent Liem Catholic Community Centre
- 47 Vietnamese Welfare Resource Centre
- 48 Wellington Street Medical Centre



Appendix 2: Site Analysis and Assessment - Existing Vegetation Analysis

Racecourse Road

Racecourse Road is tree lined with London Planes (*Platanus x acerifolia*) between the railway bridge and Rankins Road. Tree intervals are inconsistent and despite previous attempts to add additional trees within parking bays to establish a boulevard effect, the newer trees have not survived. The established Plane trees along the road show good form, however are root bound in a number of kerb island outstands. Their vigorous root systems are also causing upheaval to pathways increasing potential trip hazards. Root barriers have been installed along some building frontages to mitigate damage to buildings and whilst the London Plane is an iconic specimen in inner-city Melbourne, its suitability is often debatable.

Plane trees provide ample shade during summer and allow sunlight to penetrate during winter. They are also tolerant of pollution, neglect, vandalism and poor soils however they do have their downside despite these positive traits. Pollen, hairs from the leaves and seed capsules can cause skin, throat and eye irritations including allergic reactions and hay fever. The City of Melbourne have performed hormone injection trials on a number of Plane Trees in Carlton's Lygon Street Precinct aimed at preventing trees from flowering. The outcome of these trials should be monitored closely and consideration also given to using alternative, less physically damaging and low allergenic tree species of similar form in future tree planting in Racecourse Road.

Between Rankins Road and Holland Court, Racecourse Road is lined with White Cedar (*Melia azedarach*). The plantings on the south side have been undertaken by the City of Melbourne and continued by Moonee Valley City Council on the north side. Scope exist for additional infill planting of White Cedar in this section of Racecourse Road to assist in reducing building mass.

Understorey planting in Racecourse Road is also scarce to non-existent, which makes the streetscape appear visually harsh.

Pin Oak Crescent

Pin Oak Crescent is tree lined with White Cedar (*Melia azedarach*) and Ornamental Pears at the existing table top crossing. The specimens are young and positively contribute to the visual amenity of the boutique shopping/cafe strip. Opportunity exists to add additional trees where space permits.

The railway station embankment is partially planted with shrubs and groundcover species. These works were undertaken by local residents with plant stock supplied by Council. Plans are in place to vegetate the underside of the station access ramp.



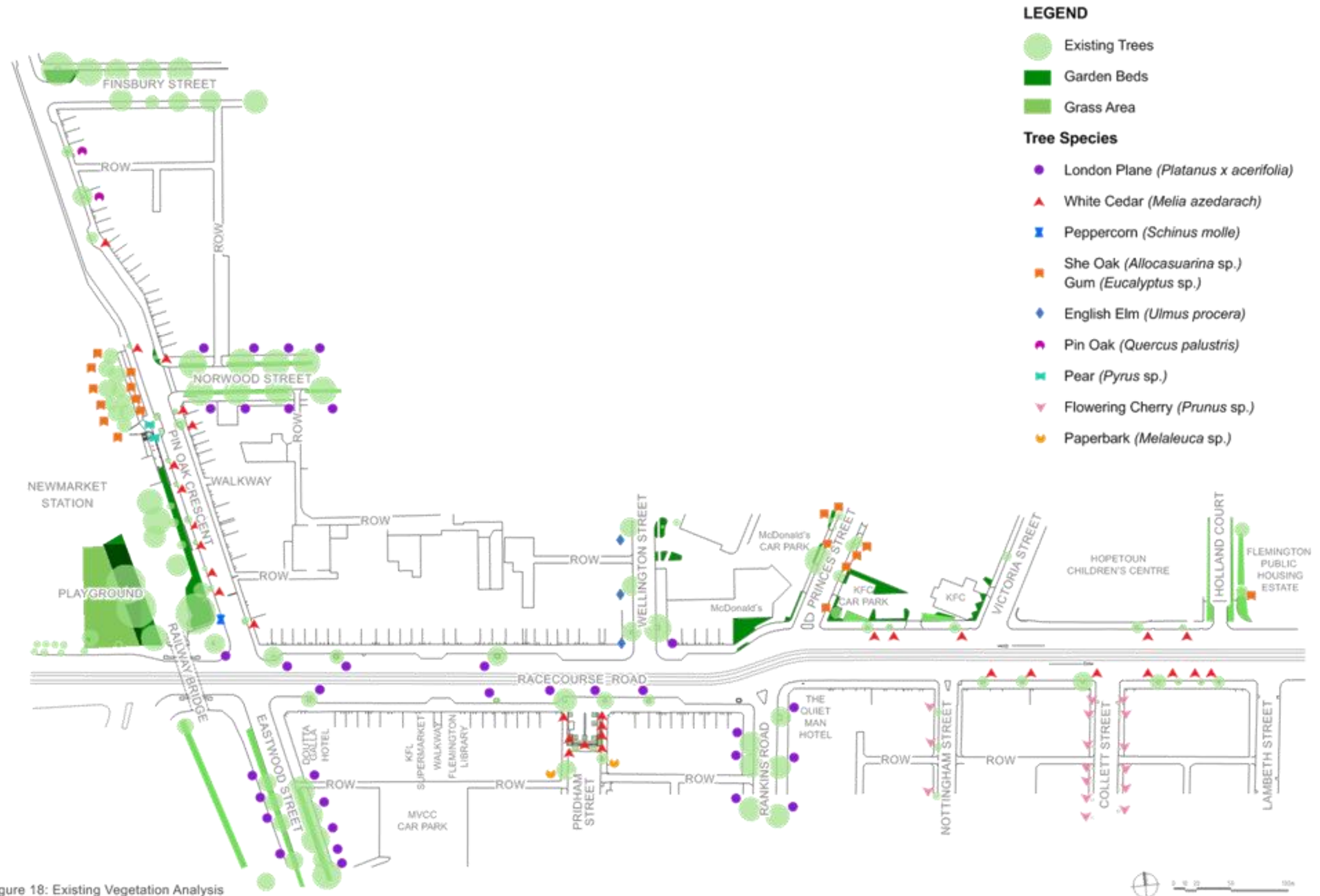
Mature Plane trees root bound



Young White Cedar in Pin Oak Crescent



Upheaval and damage to paths



Appendix 2: Site Analysis and Assessment - Existing Car Parking Analysis

Parallel parking is provided in Racecourse Road and Pin Oak Crescent restricted predominantly to a one hour limit. On Racecourse Road, parking bays are unmarked leading to inefficient parking arrangements where motorists have been observed to straddle over two car parking spaces. In contrast, parking bays in Pin Oak Crescent are individually marked yet their lengths vary considerably from one bay to the next.

The car park analysis plan also reveals that there is no disabled parking on the south side of Racecourse Road. In addition to this, where disabled parking bays do exist, they do not comply to current Australian Standards.

There is no street parking on Racecourse Road east of Princes Street due to the narrow road reserve and requirement for two lanes of traffic in each direction.

As the shopping precinct is busy at different times of the day, demand for car parking fluctuates accordingly. Moonee Valley City Council also owns the car park to the rear of the Flemington Library situated within the City of Melbourne.



Car parking spaces in Racecourse Road predominantly un-linemarked



Existing two way traffic on Pin Oak Crescent with parallel parking either side



Parallel parking in Pin Oak Crescent with varying bay lengths



Inefficient car parking arrangements where no linemarking exists

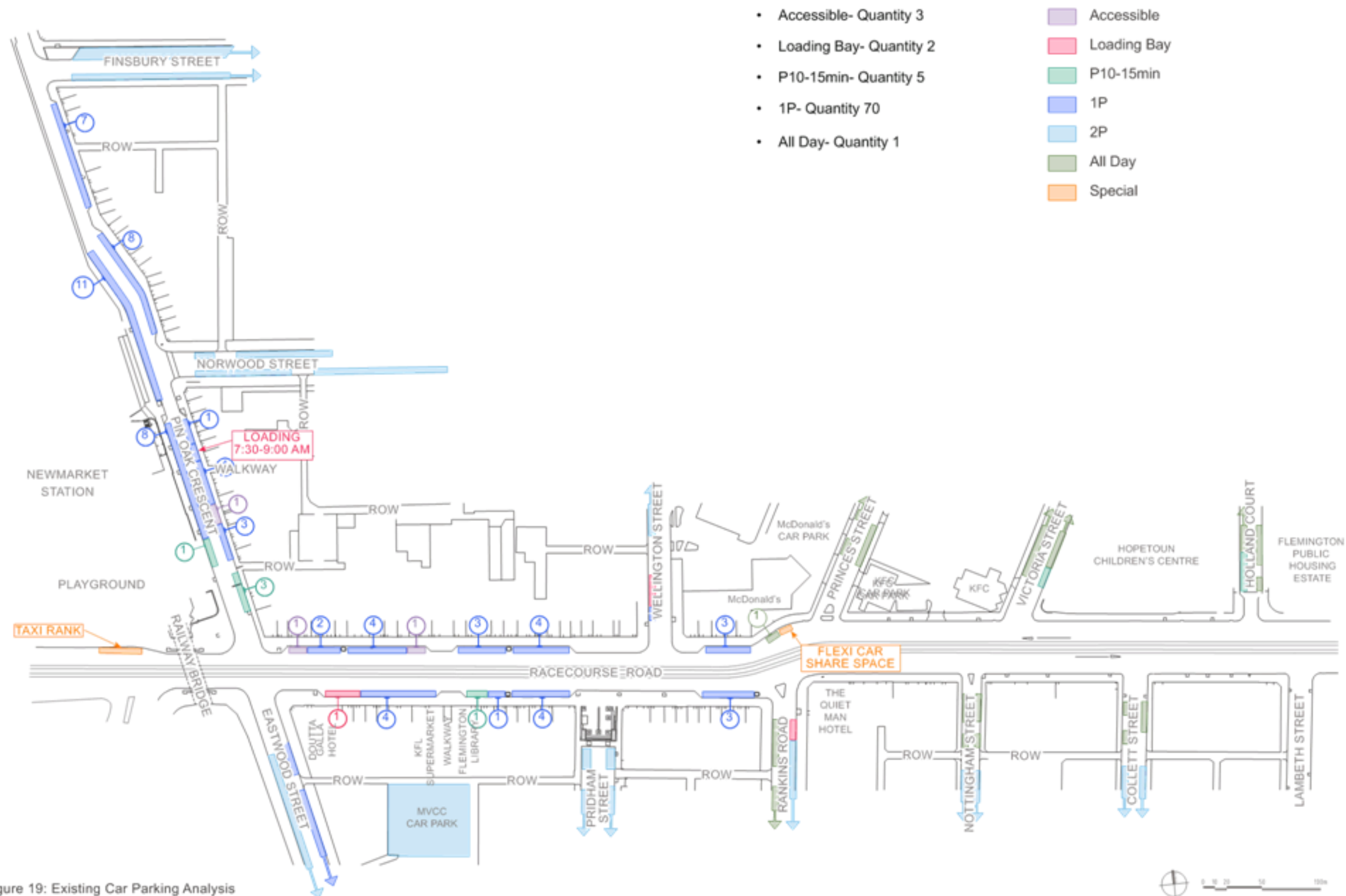


Figure 19: Existing Car Parking Analysis

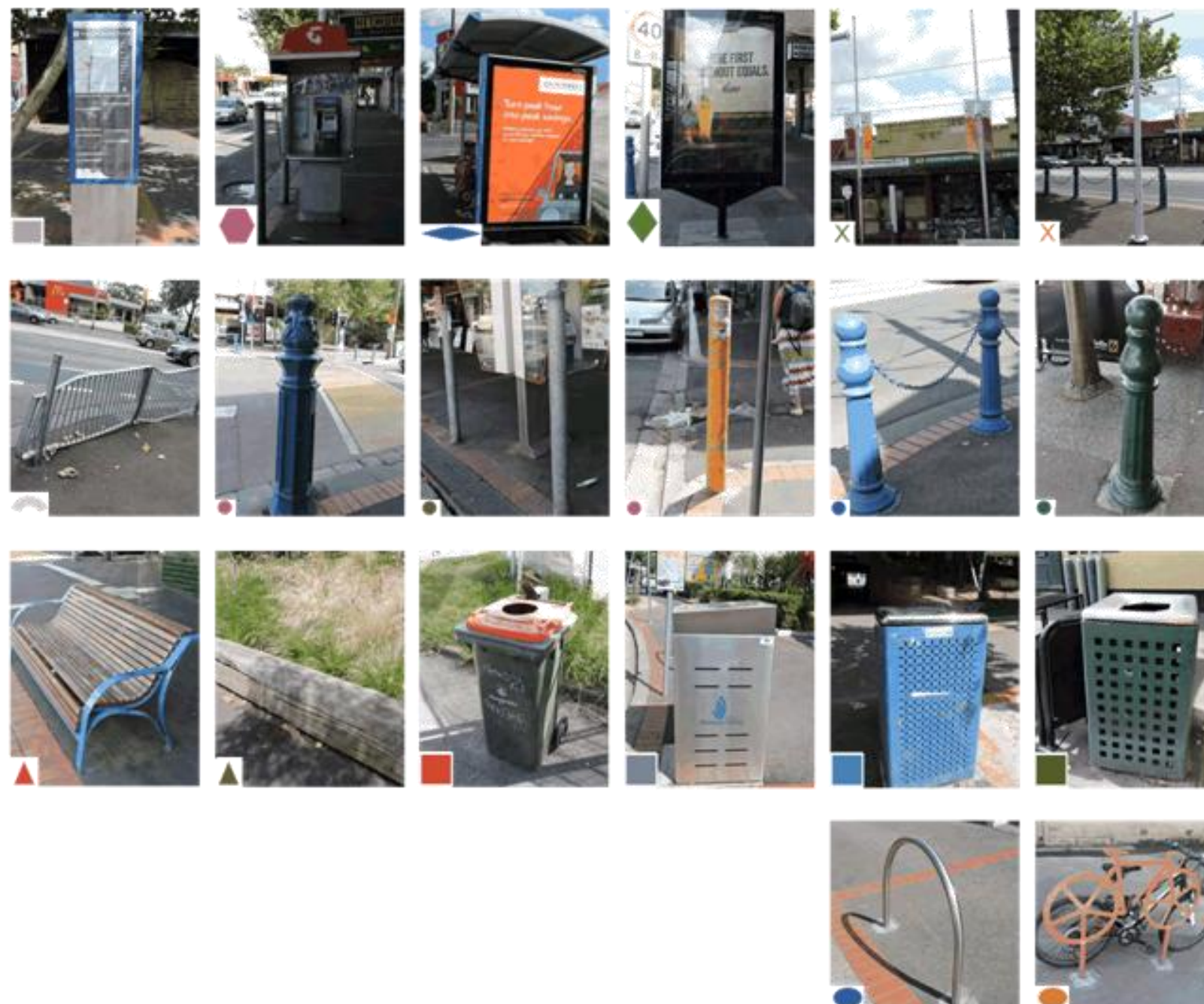
Appendix 2: Site Analysis and Assessment - Existing Street Furniture Analysis

Street furniture in the shopping precinct is aged, inconsistent in style and in need of an upgrade. Newer models of stainless steel bin enclosures have been added to the street however older styles remain in the shopping precinct reinforcing the inconsistent approach. Chain linked cast iron bollards clutter the street and whilst they have a heritage look and feel about them, their functional role within the streetscape is questionable. It is highly likely that the bollards were installed in the 1980s or 1990s a common practice in streetscape revitalisation during this period. Themed street furniture using similar fabrication materials and/or branding specific to the Racecourse Road and Pin Oak Crescent Shopping Precinct is needed.

The analysis plan shows the distribution of street furniture within the precinct. A number of points to note include:

- There is no logic in the layout or arrangement of furniture in the precinct;
- There is no seating in Pin Oak Crescent;
- There are no drink fountains or bottle refill stations within the shopping precinct. Opportunity exists to locate a drink fountain in Pridham Plaza where water supply to the public toilet exists;
- There is only one bin enclosure located at the railway underpass in Pin Oak Crescent. Consideration should be given to placing additional bins on both sides of Pin Oak Crescent; and
- Free standing billboards and banner poles add to street clutter and confusion and should be rationalised or omitted altogether.

Site observations also suggest that a shortage of bike racks exist near Newmarket Station and near a number of cafe's on the southern side of Racecourse Road frequented by bike riding groups.



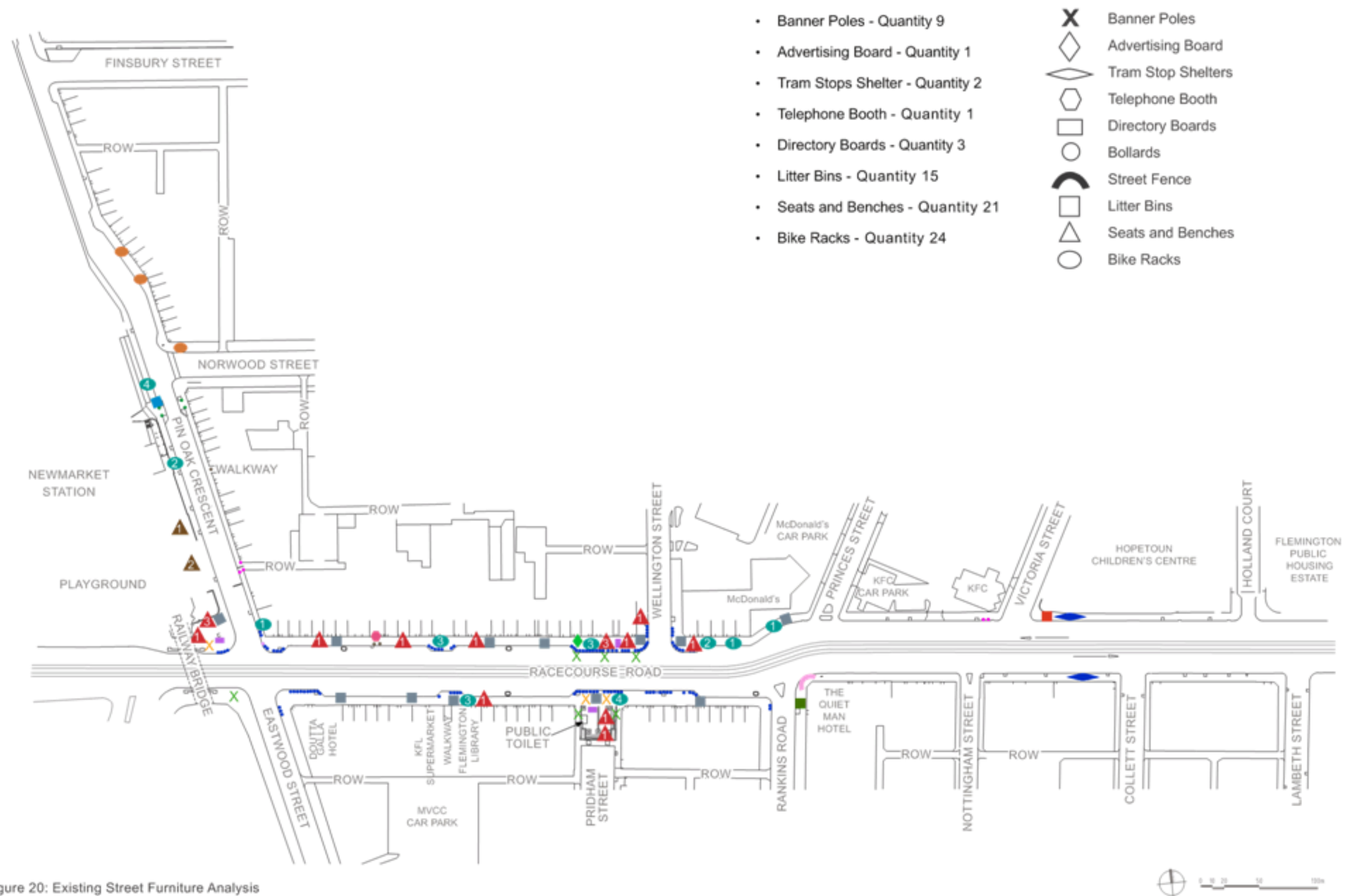


Figure 20: Existing Street Furniture Analysis

Appendix 2: Site Analysis and Assessment - Existing Access Analysis

Access to Racecourse Road and Pin Oak Crescent is well provided for by foot, tram, train, car and bike. The question is not so much about the physical access to the site but rather the experience and ease of moving through the site. Racecourse Road acts as a divider where people feel trapped on one side or the other. A number of deficiencies exist which can be summarised as follows:

- The pedestrian access across Rankins Road and Nottingham, Collett, Lambeth, Victoria and Princes Streets could be improved with the introduction table top crossings at each intersection similar to those located at Norwood and Finsbury Streets;
- The intersection of Rankin and Racecourse Road is particularly difficult for pedestrians to cross and negotiate;
- On-road bike lanes on Racecourse Road are faint and could be improved using textured coatings to clearly delineate between bike lanes and vehicle carriageways. Dedicated north-south bicycle linkages to the shopping precinct do not exist;
- Footpath widths in Pin Oak Crescent are narrow and outdoor dining, particularly south of Norwood Street is not possible;
- DDA compliance with respect to kerb ramps and tactile ground surface indicators need to be reviewed and updated;
- Tram stops are not accessible;
- Wayfinding for visitors unfamiliar with the shopping precinct is difficult.

Opportunities for improvement should reference strategies proposed in Moonee Valley City Council's Walking and Cycling Strategy.



Narrow path on north-east side of Pin Oak Crescent



Existing signalised crossing across Racecourse Road facing Pridham Plaza



Potential to introduce accessible tram stops



Rankins Road x Racecourse Road intersection

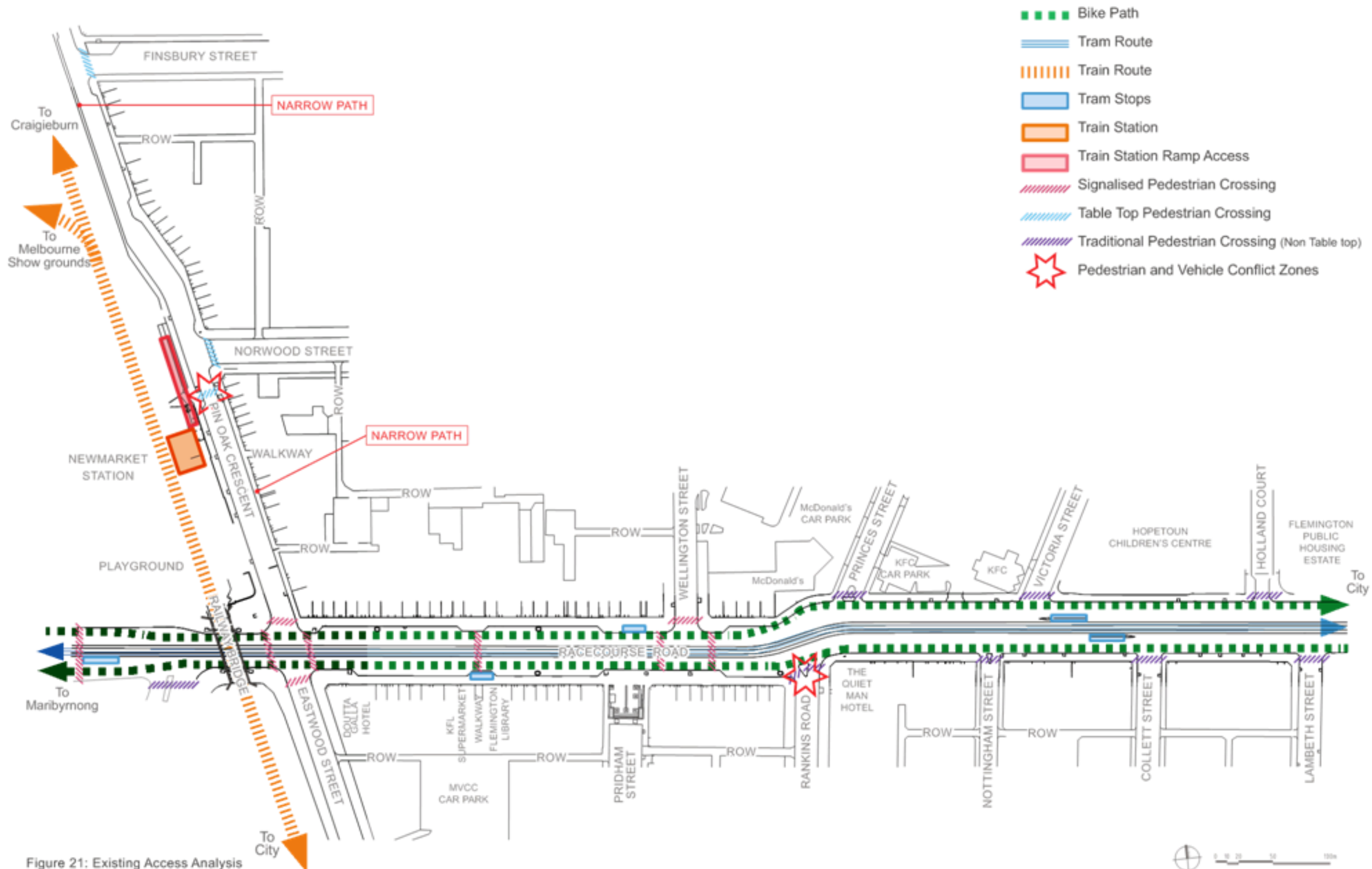


Figure 21: Existing Access Analysis

Appendix 2: Site Analysis and Assessment - Existing Shop Verandahs Analysis

The mapping analysis shows that sufficient protection from weather exists for shoppers and traders albeit in a few sections where there are no verandahs. The streetscape plan should consider opportunities to encourage building owners to install verandahs to improve visitor and shopper comfort. Verandahs should appeal to the heritage character of the shopping precinct. Verandahs also present opportunities for lighting, plants and artwork.



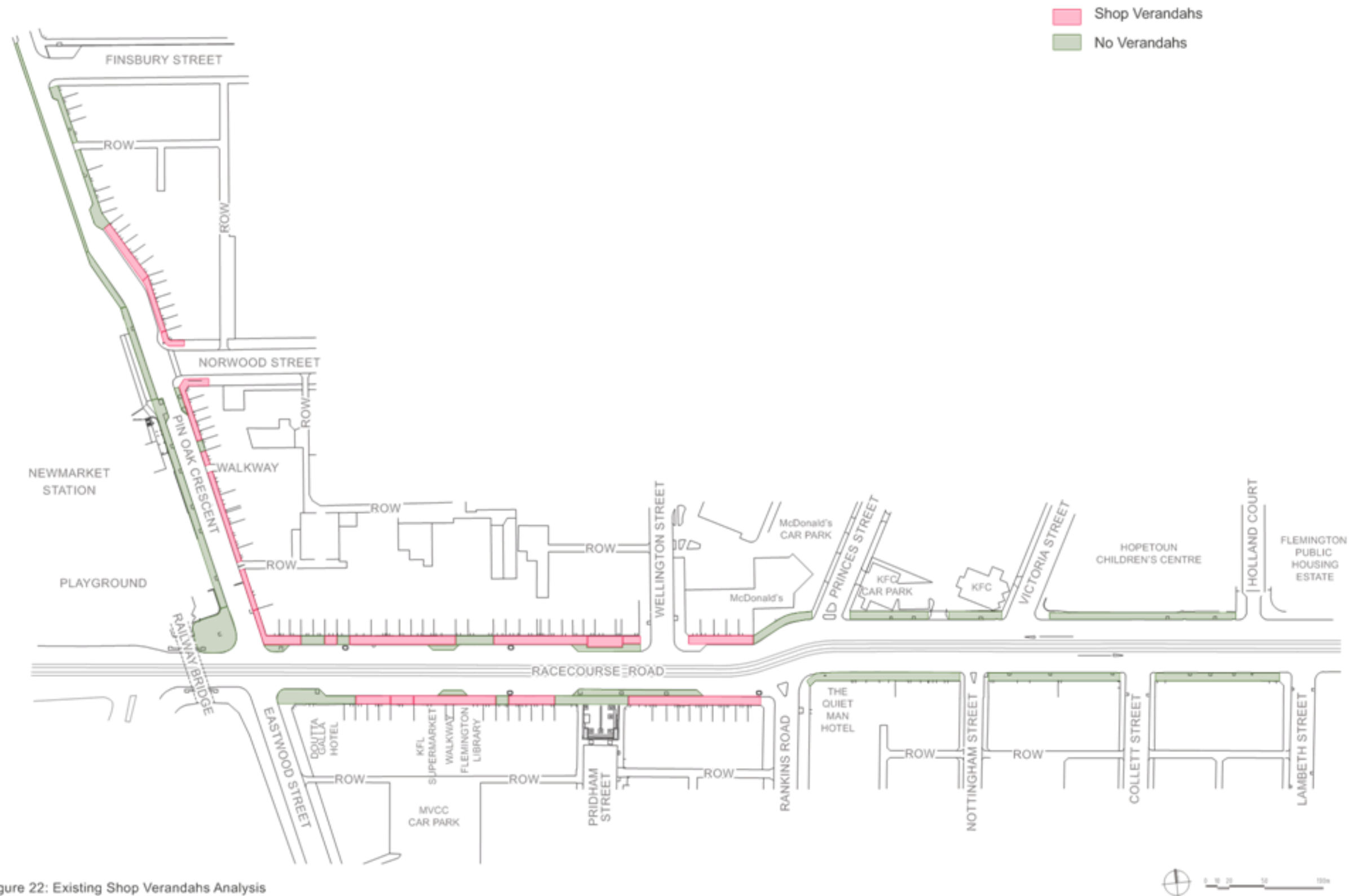


Figure 22: Existing Shop Verandahs Analysis

Appendix 2: Site Analysis and Assessment - Existing Businesses Analysis

There is a diverse mix of businesses within the shopping precinct. The mapping analysis identifies the number of cafes and restaurants within the precinct, a high proportion of them Asian and African, situated on the south side of Racecourse Road and within Pin Oak Crescent.

The analysis also highlights the location of vacant shops as visual detractors within the precinct, a number of them in Pin Oak Crescent and to the east of the main shopping village along Racecourse Road.

The streetscape would benefit from more outdoor tables and chairs and more planters in the street/footpaths.



KFC next door to McDonalds



Self storage facility on Racecourse Road



Outdoor dining at the Doutta Galla Hotel



Shop frontage along south side of Racecourse Road



Shop frontage along north side of Racecourse Road



Vacant shops along Pin Oak Crescent

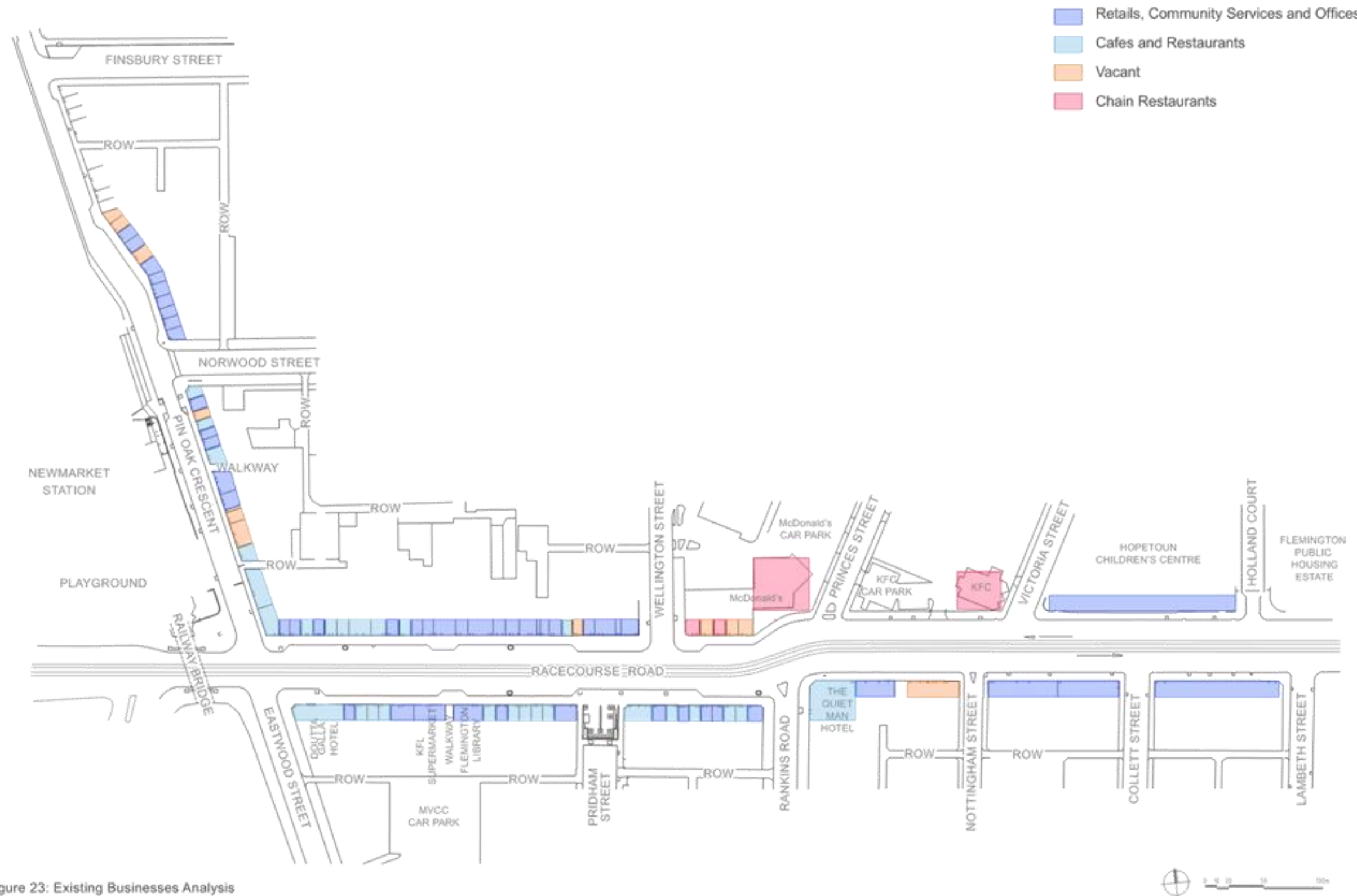


Figure 23: Existing Businesses Analysis

Appendix 2: Site Analysis and Assessment - Visual Analysis

Visually, the shopping precinct looks tired and in need of improved maintenance. From site observations some of the visual detractors include:

- Graffiti on the walls of shop fronts, street furniture and laneways;
- Patchy roadways and pavement areas;
- Faded linemarking and painted surfaces, particularly at pedestrian crossings;
- Displaced/damaged guard rails and some bollards not set plumb;
- Numerous service authority pits in pavement areas;
- Missing/dead trees from kerb outstands and tree plots;
- Dirty building facades and verandahs;
- Dominating billboard signage on Victrack land at key thresholds to the precinct;
- McDonald's and KFC as dominant visual landmarks and discontinuous building lines;
- High rise buildings not in character with the heritage village outlook of the shopping precinct;
- Newmarket station and railway bridge as visual and physical barriers disconnecting Newmarket Plaza and the Pin Oak Crescent Shopping Precinct.



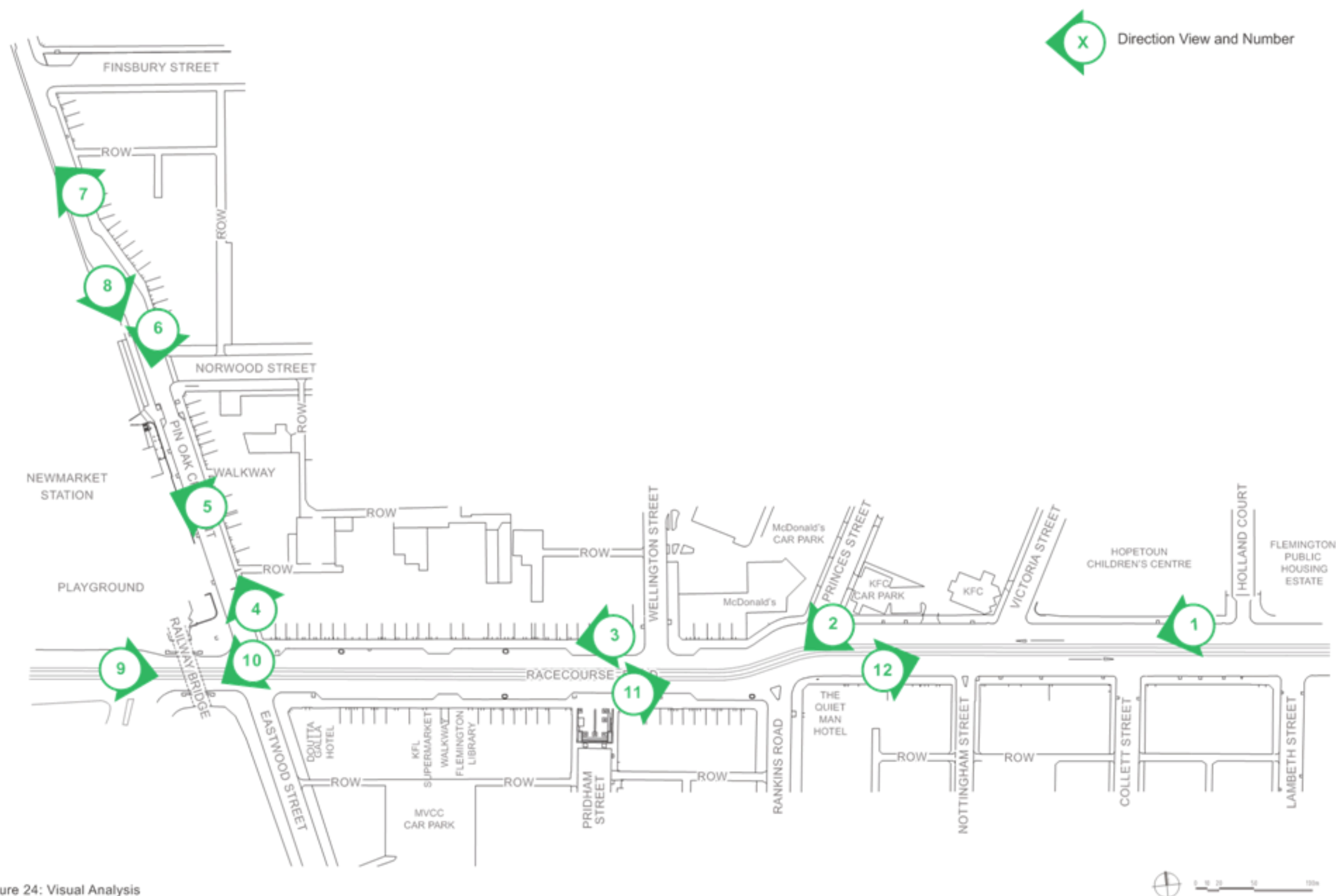


Figure 24: Visual Analysis

Appendix 2: Site Analysis and Assessment - Existing Stormwater/Drainage Analysis

A crest in Racecourse Road occurs near Pridham Plaza. From Pridham Plaza, stormwater running off pavement areas flows east towards the Moonee Ponds Creek and west towards Eastwood Street. It is assumed that the stormwater system is adequate and that flooding within Racecourse Road and Pin Oak Crescent is not an issue.

Typical of most inner city areas, property outlets penetrate the kerb face where no underground stormwater pipes exist. Aesthetically, the finish around kerb outlets is crude and often silted up and/or semi-blocked. There is no mechanism incorporated into the property outlet drainage system to flush out pipes to prevent blockages.

Water sensitive urban design (WSUD) initiatives do not exist. Improvement measures focusing on integrated WSUD treatment systems should be incorporated to passively irrigate trees and landscaped areas, particularly where new trees and plantings are proposed. These could be in the form of raingardens or permeable paving.



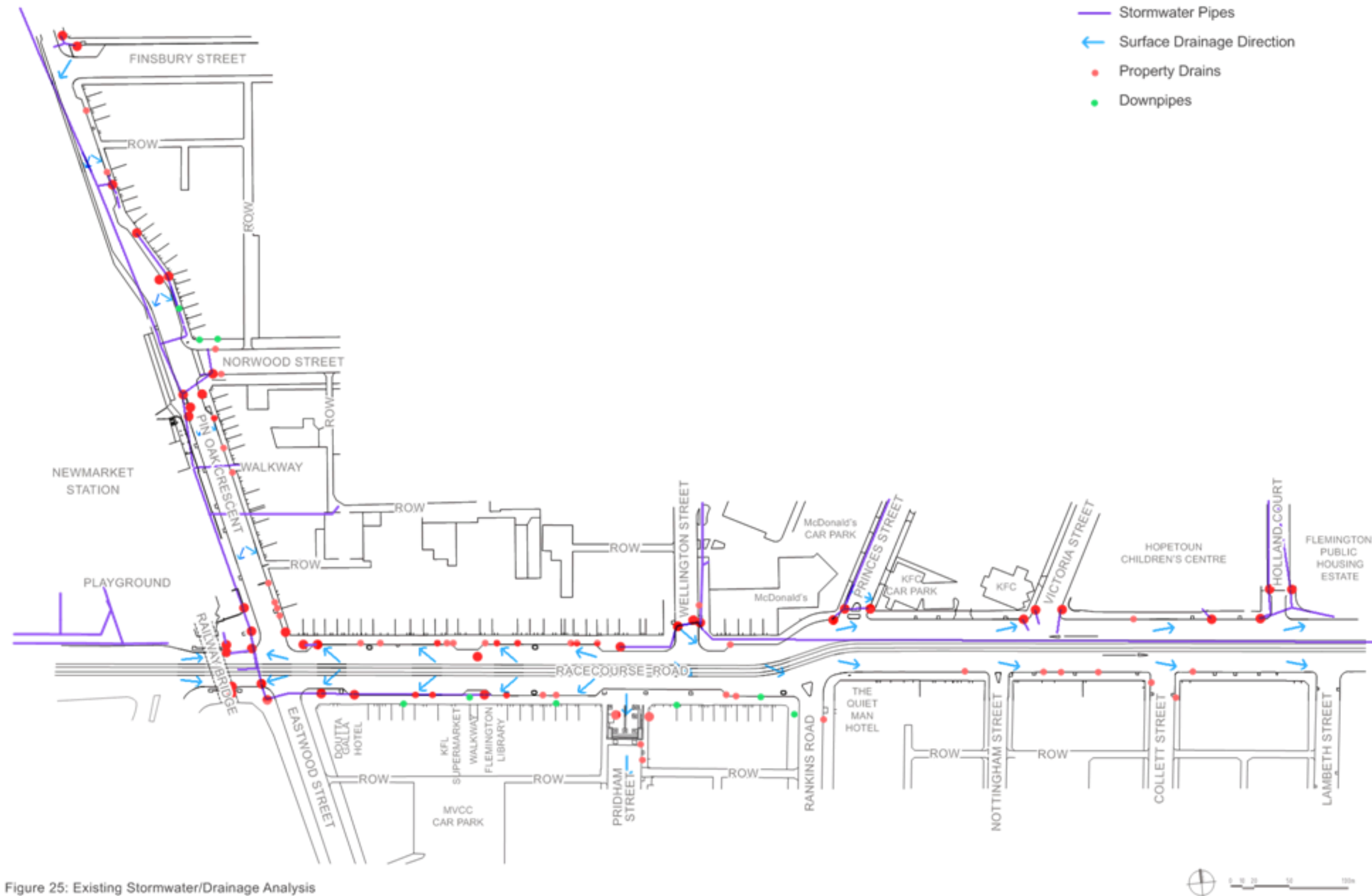


Figure 25: Existing Stormwater/Drainage Analysis

Appendix 2: Site Analysis and Assessment - Existing Electricity Lines Analysis

The street is dominated with overhead electrical lines serving electrical distribution to street lighting, properties and the PTV network system. Future street tree plantings will need to be mindful of these assets in ensuring that conflict is minimised.



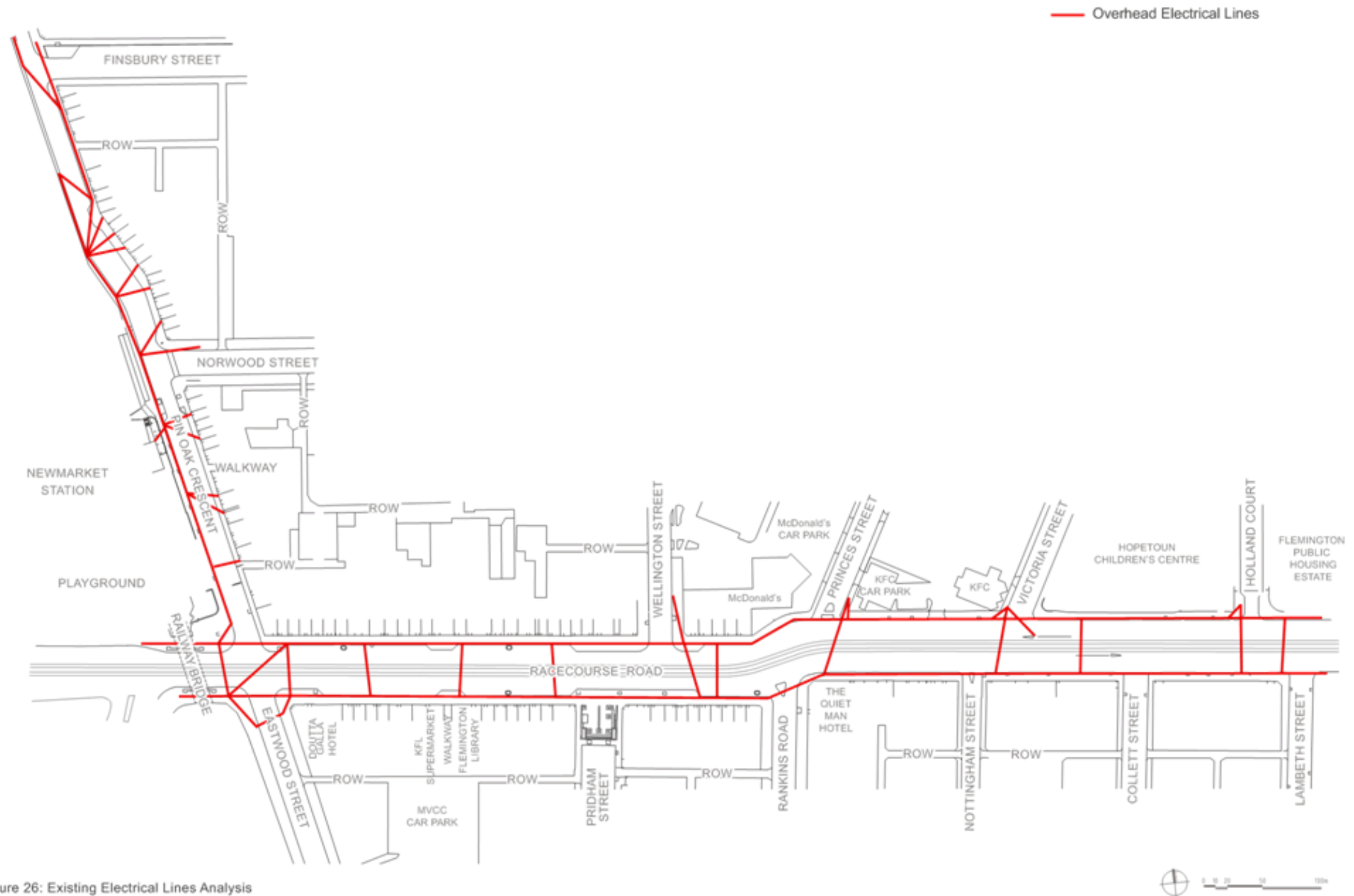


Figure 26: Existing Electrical Lines Analysis

**RACECOURSE ROAD AND PIN OAK CRESCENT STREETSCAPE
AND ACTIVATION PLAN
CONSULTATION RESULTS (ROUND 2)
16 November 2015**

- 44 fliers received/returned to Council.
- 3 letters
- 8 emails
- 1 person
- 3 telephone calls
- Comments captured by staff at the Consultation day (Flemington Off the Track Street Picnic)

ISSUE	NO.	COUNCIL RESPONSE	CONSIDERED IN PLAN
1.0 Character			
1. Very happy/its fantastic/I like everything	3	<p>The feedback is noted. The plan responds to the issues in the following manner:</p> <ul style="list-style-type: none"> • (Issue 3, 4, 7, 8) The plan includes many actions relating to art, performances and other temporary projects and events to capture and celebrate the cultural diversity and local festival in the area. This includes new events/projects as well as utilising the existing community / traders groups in the area (Action 1.9, 1.10, 2.13, 2.18, 2.19, 2.20, 2.21, 2.23, 2.24, 2.25, 3.3, 3.4, 3.6, 3.7, 3.8, 3.10, 3.12, 3.15, 3.16, 3.17, 3.18, 3.5, 3.6, 3.7, 3.8, 4.7, 4.8, 4.9, 4.10). • (Issue 9) The removal of graffiti on the Newmarket Bridge is managed by VicTrack. • (Issue 2, 10) Council is not directly responsible for private shop fronts can encourage shop owners to improve the heritage verandahs and facades via the Economic Development unit and the Flemington Traders Association. The plan states that property owners should be encouraged to restore heritage shops fronts and verandahs (Action 3.2). Often shop owners start to improve shop fronts and presentation when the general streetscape 	No change.
2. Celebrate the old heritage buildings (and change the awnings to be more sympathetic to the heritage style) – provide incentives/mini-grants to encourage shop owners to rebuild heritage verandas and up-grade their shops and presentation	3		
3. Involve people from different backgrounds and encourage diversity	2		
4. Themes to consider: special events, groups, computer jack, old aged, gas, cinema, visitors, conflict, food, water, material, pokies, finance, visual art, residents safety, ambulance	1		
5. Include flagpoles	1		
6. Suggest Council contact <i>Creative Victoria</i> for input/collaboration/funding for proposed art projects at Item No. 5, 8 & 13.	1		
7. Introduce a Melbourne Cup Live Site – for locals who would like to be involved in the racing festivities but are unable to attend the spring carnival.	1		
8. A small parade which could start at Rankins Road and finish at Epsom Rd – for the local community to be involved in the spring carnival.	1		
9. Improve the Newmarket railway bridge as it is a bleak and neglected eye-sore	1		
10. Traders would be encouraged to decorate shops for special and seasonal events, for which MVCC could lead by providing attractive street decorations	1		

		<ul style="list-style-type: none"> is improved in appearance with new street furniture and pavements as a spin off effect. (Issue 5, 9) The plan addresses the poor appearance of the bridge. It states that the Newmarket Stationeers and Green Ninjas should continue to be supported in their work planting and maintaining the train line embankment adjacent to the railway bridge (Action 1.5, 3.11). It also mentions advocating VicTrack to clean the bridge and bluestone abutments (Action 5.4). It also recommends light based art projects for the underside of the bridge and the pedestrian walkway at the station (Action 2.13). The report also suggests a long term improvement to the bridge to create a gateway element to Flemington (Action 4.11). 	
2.0 Strategic Direction			
1. Extend revitalisation shopping precinct works to the west of the Newmarket railway bridge	1	The feedback is noted. The plan responds to the issues in the following manner:	An Implementation Cost Summary Table and Plan has been included into the report which outlines capital works projects as actions and outcomes from the plan.
2. Investigate whether a unified theme for both Racecourse Road and Pin Oak Crescent if the best option – developing different identities may lead to greater commercial success	1	<ul style="list-style-type: none"> (Issue 1) Elements such as tree planting and furniture can be carried through the extent of Racecourse Road to create a consistent streetscape. 	
3. Serious problem and issue of parking is not adequately addressed in the Plan	1	<ul style="list-style-type: none"> (Issue 2) Elements have been chosen to address site conditions, such as the large embankment and feel to the precinct) 	
4. Investigate ways to engage more with traders, to provide a forum to share experiences and express concerns (develop a working group with representatives from MVCC, traders and the community to continue with the momentum generated by Chatterbox's work), and explore ways of extending future pop up events into Racecourse Road	1	<ul style="list-style-type: none"> (Issue 3) Parking study was not part of the scope of the project. (Issue 6) Council will continue to collaborate with other agencies and authorities in regards to improvements to the precinct. 	
5. Clarify the extent to which the Plan conflicts with MVCC's existing policies and strategies, as well as state government documents such as <i>Plan Melbourne</i>	1	<ul style="list-style-type: none"> (Issue 7, 8) The Implementation Cost Summary Table and Plan outlines projects, programs and events to implement the plan (pages 61-63). The Summary of Goals / Actions 	
6. Clear and vigorous collaboration and partnerships with other statutory authorities will be required to achieve the objectives and maintain the overall vision	1		

7. Provide clarification on the project's timeframes (length of time in months and years)	1	<p>(pages 27-49) indicates the duration / priority of the project.</p> <ul style="list-style-type: none"> • (Issue 5) The Plan draws from previous studies and does not conflict with background material. • (Issue 4, 10, 13) Council's Economic Development unit to continue to work closely with the traders group. • (Issue 12) City of Melbourne have been consulted for the duration of this project. Refer to page 25. • (Issue 14) The Graffiti Management Policy sets the direction for graffiti removal time frames. 	
8. Set some realistic short term goals for immediate impact, to ensure further stakeholder involvement (confirm timing/allocation of funding)	1		
9. Many stakeholders, especially traders and community groups will require help to access funding	1		
10. Develop a well-illustrated guide with advice on the main principles of window dressing, effective lighting, shop layouts and safe use of footpaths (traders require clear pictorial and written guidelines and extensive support to 'green' the front of their shops making them more inviting)	1		
11. Further consultation with residents is required as traffic management plans are implemented	1		
12. Connect a divided Racecourse Road – cooperation with Melbourne City Council is vital to extend the planning policy to prevent a lop-sided development	1		
13. Clarify the role of MVCC to regulate commercial premises	1		
14. Develop a plan to remove graffiti and posters in a timely manner to improve the precinct	1		
3.0 Amenities			
1. Address rubbish issues – provide more bins	3	<p>The feedback is noted. The plan responds to the issues in the following manner:</p> <ul style="list-style-type: none"> • (Issue 1, 2, 3) The final locations of new street furniture would be part of the detailed design of the plan. Refer to the Implementation Cost Summary Table and Plan (page 61-63 of the report). • (Issue 4) Included in the Pridham Plaza area. • (Issue 5) Inclusion of dog off leash areas are referred to in open space areas and not suitable in a streetscape location. • (Issue 7) Noted. • (Issue 6, 8) Maintenance of the street is consistent with Council regimes. 	No change.
2. Provide more drinking fountains	2		
3. Provide more seating	2		
4. Provide a bike repair station	2		
5. Provide a dog off leash area	1		
6. Improve and tidy up the amenity around the public housing areas	1		
7. Proposal Item 8, should be relocated to Item 7- the corner should not be a hangout area	1		
8. Develop a more effective plan for regular cleaning of the street and special preparation for (and clean ups after) events, busy periods etc.	1		
4.0 Landscape & Art			
1. Provide more trees (including Plane Trees)	10	<p>The feedback is noted. The plan responds to the issues in the following manner:</p> <ul style="list-style-type: none"> • (Issue 1, 2, 5, 6) More trees and low planting is shown in 	No change.
2. Avoid planting trees that cause hay fever (plant hypoallergenic trees such as Iron Barks on Norwood St or trees in Marwick St)	2		

3. Fencing along the showgrounds train line – include community graffiti to the southern fences, to offset tagging	1	<p>the plan (Action 1.2). This includes rationalising the carparking in Racecourse Road with line marking to create more spaces for more trees and to replace the existing trees with a more suitable/ less evasive species. It also indicates infill tree planting in Pin Oak Crescent.</p> <ul style="list-style-type: none"> (Issue 3, 4) The Plan includes activating small public spaces with seating and areas with art projects to reduce anti-social behaviours. This includes activating the laneways (Actions 2.11, 2.13, 2.25, 3.1, 3.9, 3.10). (Issue 7) The Plan includes Flemington Association's Heritage Group should continue to be assisted and promoted as well as public art work which reflects the local history of the area (Actions 3.3, 3.5) 	
4. More street art (similar to Hosier Lane, Melbourne)	1		
5. Planting around the streets is fantastic	1		
6. Residents should be consulted before established trees are removed or different trees are planted (understorey planting is supported)	1		
7. Include high quality historic photographs and heritage signs	1		
5.0 Safety/vandalism			
1. Improved lighting (particularly for walking from station at night (both sides of train line))	7	<p>The feedback is noted. The plan responds to the issues in the following manner:</p> <ul style="list-style-type: none"> (Issue 1, 8) Improved lighting has been included in the plan for key areas such the pedestrian underpass, laneways and Pridham Plaza. Comments in this section relate to general street cleaning rather than potential actions in the plan. By improving street furniture and pavement surfaces however the footpaths will be easier to maintain. (Issue 4, 5) Rather than discouraging loitering, spaces with perceived drug and other anti-social behaviours such as graffiti have been identified for art projects and to become new small public spaces with seating and lighting art projects. This includes activating the laneways (Actions 2.11, 2.13, 2.25, 3.1, 3.9, 3.10). (Issue 3) Noted, State Government legislates non-smoking areas in public spaces. 	No change.
2. Improvements are good, focus on family friendly spaces (safe for children and provide disabled access)	2		
3. No smoking in both streets on weekends, so families can enjoy the cafes in summer.	1		
4. Drug and alcohol problem- many spaces are used for drug use	1		
5. Prune existing Willows/Peppercorn trees in Newmarket- low arching canopies encourage unpleasant congregation	1		
6. More activation needed to discourage loitering – use CEPTED principles such as lighting	1		
7. Big increase in graffiti lately	1		
8. Development helps to clean up the area for a short time	1		
9. Funding and support for people affected by drugs	1		
10. Newmarket Plaza disabled toilet – clean the syringe bin more frequently (often full)	1		

		<ul style="list-style-type: none"> • (Issue 6) Council was successful a Department of Justice grant for Public Safety Infrastructure projects for the construction of the Pridham Plaza landscape upgrade. Refer to page 56 in the report for the design concept which addresses CPTED and other perceived public safety issues. • (Issue 7,10)The plan has a specific key objective for a well maintained shopping precinct which covers these maintenance issues. Please note Newmarket Plaza is a private building. Refer to page 48 and 27 in the report. 	
6.0 Access & Traffic			
1. Provide pedestrian overpass at the intersection of Racecourse Rd and Eastwood St/Pin Oak Crescent which can be unsafe to cross (vehicles not giving way to pedestrians at lights)	2	The feedback is noted. The plan responds to the issues in the following manner:	No change.
2. Too many cars, prioritise public transport	1	<ul style="list-style-type: none"> • (Issue 1, 2, 3, 4, 6)The Council has an Integrated Transport Plan and a Walking and Cycling Strategy which cover prioritising public transport and encouraging and supporting cyclists and walking. This is supported by the plan in that it includes streetscape improvements for cyclists such as a bike repair station and improvements to bicycle paths (Action 2.15, 2.16). The Council's transport and traffic unit already has LATM treatments and traffic studies underway in the immediate area, including Wellington Street. (Action 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 2.10, 2.14, 2.15) • (Issue 5) Noted. The space outside the post office is out of the scope of this project. This would be treated as a separate project. 	
3. More bike parking and safer bike lanes	1		
4. Investigate if the bike lane can disappear outside the housing estate	1		
5. Install a zebra crossing on Wellington St at the post office (people use the speed hump as a crossing)	1		
6. Encourage residents of Flemington Estate to walk/cycle, rather than drive to shopping precinct - a revised traffic/cycling/walking plan could use streets parallel to Racecourse Road to reduce traffic congestion	1		
7.0 Commercial/Food			
1. Provide more variety for fine dining, including Italian and French options – less take away fast food	2	The feedback is noted. The plan responds to the issues in the following manner:	No change.
2. Encourage local businesses to improve their shop frontages and awnings	2	<ul style="list-style-type: none"> • (Issue 1,2) Council is not directly responsible for type of businesses or private shop 	
3. Provide a community garden (possibly near railway bridge underpass)	1		

4. I Like the free ice cream	1	fronts. Council can encourage shop owners to improve the heritage verandahs and facades via the Economic Development unit and the Flemington Traders Association. The plan states that property owners should be encouraged to restore heritage shops fronts and verandahs (Action 3.2). The council cannot influence or dictate what types of restaurants or businesses open in the area. Although the plan does include supporting and encouraging current businesses to address the street more and to improve shop window displays (Action 2.20, 2.21, 2.23, 3.6, 3.7, 3.8)	
		<ul style="list-style-type: none"> (Issue 3) The land identified for a potential community garden is owned by VicTrack and not Council. 	
ISSUE	NO.	COUNCIL RESPONSE	CONSIDERED IN PLAN
8.0 Character			
1. Bring back the seasonal banners along Racecourse Road	1	The feedback is noted. The plan responds to the issues in the following manner:	No change.
2. More period features along Racecourse Rd (e.g. old verandas similar to Errol St in North Melbourne)	1	<ul style="list-style-type: none"> (Issue 1) Banners are under the responsibility of the Flemington traders group not Council. The Council's preference would be for shop fronts to reflect various seasonal festivals as the banners increase the visual clutter in the street and require a high level of maintenance and can become dated (Action 5.2). (Issue 2) Heritage building facades have been addressed in Issue 1.0 (Action 3.2). The report also mentions the paving of key spaces with sawn bluestone and to re-instate bluestone kerb and channel where repairs are needed to reflect the Victorian heritage character (Actions 4.6, 5.7). 	
9.0 Amenities			

1. Unpleasant to sit on the corners of Racecourse Rd	2	<p>The feedback is noted. The plan responds to the issues in the following manner:</p> <ul style="list-style-type: none"> (Issue 1, 2) The plan indicates the upgrade of the intersection corner spaces to create seating pockets with low planting to create a buffer from the seat and new seating. The public space at the corner of Pin Oak Crescent and Racecourse Road is covered at a conceptual stage only in the report to indicate what could be possible. This would need to be designed in detail as a separate project as an outcome of the implementation of the report. (Issue 3) Noted. Building heights not in this scope. (Issue 4) The location of a community notice board at Pridham Plaza will be highly visible to passers-by as opposed to the laneway adjacent to the Flemington Library. 	<p>An Implementation Cost Summary Table and Plan has been included into the report which outlines capital works projects as actions and outcomes from the plan.</p>
2. Proposed gathering space on corner of Racecourse Rd and Pin Oak needs a barrier from the traffic	1		
3. Racecourse Rd is a wind tunnel –alleviate with higher structure on south side	1		
4. Noticeboard – the laneway at the Library is a better place for a community noticeboard (incorporate lighting art project on the board – Debney College to be involved?)	1		
10.0 Landscape & Art			
1. More greenery and trees are needed along Racecourse Road (and Wellington St up to the post office).	2	<p>The feedback is noted. The plan responds to the issues in the following manner:</p> <ul style="list-style-type: none"> (Issue 1) More trees and low planting is shown in the plan (Action 1.2). This includes rationalising the carparking in Racecourse Road with line marking to create more spaces for more trees and to replace the existing trees with a more suitable/ less evasive species. It also indicates infill tree planting in Pin Oak Crescent. (Issue 2) The plan mentions on page 5 that the design principles, objectives and recommendations leading to physical improvements identified in this plan will be equally applicable to the western section of Racecourse Road also. (Issue 3, 4) Greening private spaces and large scale murals would be done at the discretion of the building owner and not Council. 	<p>The report has been updated to make reference to a further master planning study for the western section of Racecourse Road.</p>
2. The plan stops at the bridge, it needs to have a better tree design at the bridge further west	1		
3. Wellington St car park – coordinate with the landowner to green it up to discourage rubbish being dumped.	1		
4. Opportunity for a large mural on the western side of the apartments next to the Quiet Man Hotel (large blank wall).	1		

11.0 Safety/Vandalism			
1. VicRoads/Victoria Police need to monitor cars on Racecourse Road to stop them regularly going over the limit and ignoring traffic lights, which is a hazard to pedestrians	3	<p>The feedback is noted. The plan responds to the issues in the following manner:</p> <ul style="list-style-type: none"> (Issue 1,2) Racecourse Road is a VicRoads road. The plan does however state for Council to advocate for the speed limit to be reduced (Action 2.1). (Issue 3) The tram stops are managed by Yarra Trams and will be upgraded to super stops / accessible tram stops in the future. Council met with Yarra Trams for this project and a timeframe for this work could not be confirmed by them. The plan indicates advocating and working with Yarra Trams to establish a super stop in this location (Action 2.14). (Issue 4) Improvements are outlined for Nottingham Street in the plan to upgrade it with a raised pedestrian crossing. View lines would be addressed during the next stage of detailed design (Action 2.2). 	<p>An Implementation Cost Summary Table and Plan has been included into the report which outlines capital works projects as actions and outcomes from the plan.</p>
2. Introduce rumble strips for the bike lane (particularly on corners) to prevent cars cutting the corners into bike lanes	2		
3. Higher priority should be given to a tram safety zone, ahead of widening footpaths	1		
4. Move the variable speed limit signs when heading west (close to Nottingham St intersection on the north and south side), which are obscured by trees and poles.	1		
12.0 Access & Traffic			
1. Provide continuous bike paths along Racecourse Road (from Pin Oak Crescent all the way to Flemington Rd) in both directions. Connect gaps between Moonee Ponds Creek and Stubbs St (both sides) and both sides of tram safety stop near Victoria St – MVCC to lobby for these connections	5	<p>The feedback is noted. The plan responds to the issues in the following manner:</p> <ul style="list-style-type: none"> (Issue 1, 7, 9) Regarding traffic and cycling comments refer to Access and Traffic 6.0. (Issue 2) Regarding tram stops and associated pedestrian crossings refer to Safety and Vandalism 11.0. The plan shows a new public space area outside the Flemington Library. This would be a separate design project as an outcome of the report (Action 4.5). (Issue 8) Noted. Hopetoun Children Centre is outside of the scope. (Issue 3) The space outside the Flemington Library and Pridham Plaza is shown to have wider footpath areas for low buffer planting, bike parking and seating (Action 1.7, 3.1, 4.52.14). Regarding 	<p>No change.</p>
2. Improve the tram stop configuration in front of the Library – put in measures to highlight the tram stop, as cars pass by stopped trams creating a hazard for tram users (Advocate for a super tram stop?)	5		
3. Reduce parking and have wider footpaths on Racecourse Road with grassed nature strips (for tables and kids to sit)	3		
4. New left hand turn/slip lane – at the corner of Racecourse Rd and Pin Oak Crescent, to reduce bottleneck and improve pedestrian safety	1		
5. Trucks get stuck under the bridge – dangerous	1		
6. ROW at arcade (along Racecourse Rd) should be permeable with no dead ends	1		
7. Provide 10min parking for those picking up take away or going to the chemist	1		

8. Provide a pedestrian crossing at the tram stop outside the Hopetoun Children's Centre	1	tram stops refer to Safety and Vandalism 11.0.	
9. Widen the bike path under the Newmarket Station rail bridge (and 15m beyond the bridge on either side) - investigate narrowing footpaths between bridge struts and vehicle lanes to widen the bike lanes.	1	<ul style="list-style-type: none"> (Issue 6) Noted. (Issue 5) The train bridge / underpass is managed by VicTrack and outside the scope of this project. 	
13.0 Commercial/Food			
1. Provide more interesting and diverse shops along Racecourse Rd (many are undesirable and avoided by locals)	2	The feedback is noted. The plan responds to the issues in the following manner:	No change.
2. Open the Library on Sundays	1	<ul style="list-style-type: none"> (Issue 1) Noted. The Council's consultation found contrary to this comment that a wide diversity was noted and appreciated by the majority of local residents and visitors. Refer to Commercial/Food 7.0. 	
3. Improve the area behind the Library (boarded up area with no action for over 2 yrs.)	1	<ul style="list-style-type: none"> (Issue 2) The opening hours of the Flemington Library has been considered in the report (Action 2.222.19). (Issue 3) The area behind the Flemington Library is considered outside the scope of this project. 	

ISSUE	NO.	COUNCIL RESPONSE	CONSIDERED IN PLAN
14.0 Character			
1. One cool café (hipster coffee) then Pin Oak becomes a strip	1	Noted.	No change
15.0 Amenities			
1. Provide more bins on Pin Oak Crescent (including at the Finsbury Street underpass)	3	The feedback is noted. The plan responds to the issues in the following manner: <ul style="list-style-type: none">(Issue 1,2) Locations of new street furniture would be an outcome of the plan and looked at in detail at the design phase. Refer to the Implementation Cost Summary Table and Plan (page 61-63 of the report).(Issue 3) Refer to Safety and Vandalism 5.0(Issue 4 and 5) Noted. ROW to be considered through planning process.	An Implementation Cost Summary Table and Plan has been included into the report which outlines capital works projects as actions and outcomes from the plan.
2. Leave the station side – avoid seating on track side as it can create antisocial behaviour	2		
3. Support turning the laneway on Pin Oak Crescent (No. 9) into a shared space/outdoor gallery	1		
4. Council can influence ROW at Item 9 – this needs a more thorough strategic approach with private/public partnerships	1		
5. Establish a civic space/train station entrance at Item 4 location	1		
16.0 Landscape & Art			

1. Remove footpath on the western side of Pin Oak Crescent between Norwood and Finsbury St, and replace with street trees	1	<p>The feedback is noted. The plan responds to the issues in the following manner:</p> <ul style="list-style-type: none"> (Issue 1, 3) The plan shows additional tree planting in Pin Oak Crescent which is achieved by altering the carparking to remove 2 spaces on the eastern side. The consultation indicated a problem with carparking availability in Pin Oak Crescent. Refer to the plan on page 51-52 in the report. This would be preferable to losing a section of the pedestrian link along Pin Oak Crescent (Action 4.4, 1.1, 1.2). (Issue 2) Refer to Safety and Vandalism 5.0 (Issue 4) Concerns around safety in public spaces and laneways / underpass and public art and lighting projects is addressed in Safety and Vandalism 5.0. 	No change
2. Add some bright but light coloured artwork in both underpasses to prevent graffiti	1		
3. Substitute some of the car parks for interactive water features (such as the Royal Children's Hospital Playspace, and Southbank)	1		
4. Corner social gathering space (item 7) should be for visual interest only, not hanging out- potentially have an inspiring sculpture here	1		
17.0 Safety/Vandalism			
1. Provide better lighting in the pedestrian underpasses	1	Concerns around safety in public spaces and laneways / underpass and public art and lighting projects is addressed in Safety and Vandalism 5.0.	No change
18.0 Access & Traffic			
1. Support for widened footpath (west side is a good area for shelter and social gathering)	6	<p>The feedback is noted. The plan responds to the issues in the following manner:</p> <ul style="list-style-type: none"> (Issue 3,4, 5, 6, 7, 8, 9, 10, 11, 12, 13,14,15) The design concept in the plan for Pin Oak Crescent in relation to carparking, road and footpath arrangement width and traffic flow has responded to current studies by the Transport and Traffic Unit. A Structure Plan for the area would provide strategic transport direction. (Action 2.8, 2.9). (Issue 1, 2, 16) The widening of the western side footpath rather than the eastern side is to minimise the loss of car parking spaces, which again would require a Structure Plan and traffic study to implement. <p>The report outlines temporary events in Pin Oak Crescent in</p>	No change
2. Widen the path on the café side/eastern side of Pin Oak Crescent rather than the railway side (which will have more impact and encourage more café seating)	5		
3. Temporarily close Pin Oak Crescent on weekends for markets/picnics/food trucks/moonlight cinema and programmed events	5		
4. Close Pin Oak Crescent permanently to create a park	3		
5. Make Pin Oak Crescent a one way Road with parking on one side of the road	2		
6. Close Pin Oak Crescent at Finsbury St underpass, and one way northbound between Racecourse Rd and Norwood St	1		
7. Concerned about narrowing the road at Norwood Street, which may make it difficult to turn or for two cars to pass	1		
8. Widening of crossing adjacent to the train station could result in loss of parking which is an issue as it is currently hard to park	1		

9. Station ramp – replace with a lift as the ramp is an eye sore and takes up too much space	1	which the street could be blocked from traffic (Action 4.8, 4.9, 4.10) rather than a permanent closure which would need an extensive traffic study and consultation and a Structure Plan.	
10. Parking – between Norwood Ave & Finsbury St parking is unrestricted at 5.30pm, which conflicts with local residents returning from work. Extend parking restrictions till later in the evening (7.30pm)	1		
11. Laksa King parking an issue with shabby driving behaviour	1		
12. Remove a few car park spaces near the intersection of Pin Oak Crescent and Racecourse Road, to make this area safer for pedestrians and cyclists as drivers are often preoccupied with parking and holding up traffic	1		
13. Improve the Norwood St pedestrian underpass to provide DDA access (advocate to VicTrack)	1		
14. Clearer bike lane on Pin Oak Crescent	1		
15. Consider an 'all way/diagonal' pedestrian crossing at the intersection of Pin Oak Crescent and Racecourse Rd	1		
16. Prioritise the widening of footpath on west side of Pin Oak Crescent between station underpass and Finsbury Street	1		
19.0 Commercial/Food			
1. Encourage more pop up shops along Pin Oak Crescent where they are vacant	1	The report states that pop up's should be supported by Council (Action 2.23, 2.20, , 3.9)	No change
20.0 VicTrack land			
Minimise removal of established trees and shrubs on the embankment for the path widening works – as they provide shade and visual relief	2	<p>The feedback is noted. The plan responds to the issues in the following manner:</p> <ul style="list-style-type: none"> (Issue 1,2) This embankment is Vic Track land however the report indicates that local community groups planting and maintain these areas should continue to be supported (Action 1.5, 3.11) (Issue 3,4) Subject to Victrack maintenance regime and works. 	No change
Ensure the volunteer group who undertook the planting of the embankment are consulted should the works impact on their work (they have been overlooked in the past)	1		
Consider a fence along the embankment to discourage people throwing litter there	1		
Coordinate for VicTrack/Metro to collect litter on the embankment more frequently	1		

ISSUE	NO.	COUNCIL RESPONSE	CONSIDERED IN PLAN
21.0 Character			
1. Rename the plaza- one suggestion was to name it after an Aboriginal figure like Womba Square or Nathan Lovett Murray Square (indigenous AFL footballer)	2	<p>The feedback is noted. The plan responds to the issues in the following manner:</p> <ul style="list-style-type: none"> (Issue 1) Noted (Issue 2,3,4,5,6) The design concept for the plaza includes space for small events and performances as well as a bike repair station. Activation as outlined in the report includes cultural and community events taking place in the Plaza (Action 2.24, 3.1, 4.10). 	The design concept has been updated. This is included in the report page 56.
2. Plaza needs a purpose (with something to do), not just decking	2		
3. People don't busk there	1		
4. Already improved – perhaps spend the money on something else	1		
5. Seating space design doesn't capture the essence of the neighbourhood (instigate an image/aesthetic for Racecourse Rd)	1		
6. Encourage yarn bombing on the flagpoles or empty bird cages	1		
22.0 Amenities			
1. More variety of seating in the plaza	3	<p>The feedback is noted. The plan responds to the issues in the following manner:</p> <ul style="list-style-type: none"> (Issue 1,2, 4, 5, 6)The Pridham Plaza design concept shows taps in the garden bed, three phase electricity point. The design concept has evolved to show more of a variety of seating and seating spaces also. The toilet block would be cost prohibitive to relocate. (Issue 3) Concerns around safety in public spaces and laneways / underpass and public art and lighting projects is addressed in Safety and Vandalism 5.0. 	The design concept has been updated to create a small open space in the middle of the Plaza. This is included in the report page 56.
2. Toilet block is a problem	1		
3. Provide a temporary screen/exhibition/backlit projection/outdoor area	1		
4. Provide taps in garden beds	1		
5. Power box	1		
6. Seating - avoid additional seating opposite Wellington St (Pridham Plaza) – this will encourage further anti-social behaviour which will not be monitored at night	1		
23.0 Landscape/Art			
1. Provide a play area in the plaza (fenced in?)	3	<p>The feedback is noted. The plan responds to the issues in the following manner:</p> <ul style="list-style-type: none"> (Issue 1)There is an existing playground in Pridham Street away from the business of Racecourse Road, which is considered more suitable location for this use. 	The design concept has been updated. This is included in the report page 56.
2. Love the catenary lights idea (add more)	2		
3. Provide protection from the wind (wind tunnel along Pridham Street)	1		
4. Create smaller spaces within the plaza, avoid one flat open area (refer Brunswick Boulderling Plaza)	1		
5. There were existing holes for flagpoles with steel lids covered them – which allowed for art show picture to be hung many years ago – bring this back	1		

6. Provide tactile/sensory plants	1	<ul style="list-style-type: none"> (Issue 2-14) These items will be considered in the next stage of the design development for the Pridham Plaza landscape upgrade 	
7. Needs brighter surface materials	1		
8. Materials need to be robust and low maintenance (including decking)	1		
9. Potentially relocate the tree tubs to the bridge station (item 7 location), which should be for visual interest only, not a hangout area	1		
10. Upgrade the toilet - provide a notice board on the toilet block (east side), with gables on top (or a photographic billboard)	1		
11. Artwork hanging from the light Catenary cables (or a cinema screen)	1		
12. Side banners on the flagpoles	1		
13. Consider free Wi-Fi	1		
14. Consider days where a giant chess board/table tennis tables are set up for public use	1		
24.0 Safety/Vandalism			
1. Make Pridham plaza a more family friendly place	1	To considered as comments only. They can be considered in the next stage of the design development for the Pridham Plaza landscape upgrade.	The design concept has been updated. This is included in the report page 56.
2. Grass paving is a trip hazard	1		
25.0 Access & Traffic			
1. Provide parking spots at the base of the steps	1	To be considered in the next stage of the design development for the Pridham Plaza landscape upgrade.	The design concept has been updated. This is included in the report page 56.
26.0 Commercial/Food			
1. Encourage shop owners/landlords to open the shops up to Pridham Plaza and the laneways, with awning style openings (including Pacific House)	3	The feedback is noted. The plan responds to the issues in the following manner: <ul style="list-style-type: none"> (Issue 1) The design concept for Pridham Plaza allows space and seat for outdoor eating adjacent to the restaurants. (Issue 2) Food trucks have not been supported by the Flemington traders group and therefore have not been included in the report. 	The design concept has been updated. This is included in the report page 56.
2. Opportunity for food trucks to use the space (foods different to existing shops such as Mexican, Greek etc.)	2		



Flemington Hill and Epsom Road Advisory Committee

Submission from Moonee Valley City Council

FEBRUARY 2016

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1.0 EXECUTIVE SUMMARY AND COUNCIL'S POSITION

The proposed Amendment to rezone parts of the Flemington Racecourse to facilitate development in the manner proposed is not supported by Council. The Amendments appear to be based wholly on the needs and goals of the VRC, rather than on the fundamental principles that are typically expected to underpin proposals for land use and development of this scale in Victoria.

The proponents have assessed what land is considered surplus to their needs, and developed a high yield outcome for the site. However the proposal;

- Has no identifiable support in a strategic planning policy context,
- Does not enjoy the critical support from key government service authorities, including Public Transport Victoria (PTV),
- Bares no relationship to the surrounding urban built form,
- Does not adequately identify, or consider the likely living conditions for residents at the doorstep of the major events precinct, and how the interface between the need to manage and maintain reasonable residential amenity standards can realistically be achieved.

Whilst every future development scenario cannot be planned for, after considering the exhibited documentation it is apparent that the Amendment documentation prepared does not adequately justify the development outcomes proposed. To permit the proposed Amendments in their current form would be to support piecemeal development on a macro scale, without the requisite infrastructure provision that should be expected for land use planning on this scale.

Moonee Valley City Council's response is that:

- The proposal to rezone the Flemington Green site to facilitate high density development in buildings up to 25 stories is not supported.
- The Advisory Committee should recommend to the Minister for Planning that the municipal boundary 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.
- The Advisory Committee should recommend to the Minister for Planning that the City of Moonee Valley be the Responsible Authority for all further planning decisions made on the site.
- The proposal to rezone the Epsom Road site (City of Melbourne) is considered acceptable subject to amelioration works, developer contributions, and a lower maximum building height being agreed.

The Advisory Committee has directed that the proponent undertake research and prepare additional reports, which are due after this Submission is presented to the Committee. Council will review this material and respond to the Advisory Committee at the public hearings as required.

The proponent has not proposed sufficient on site public open space, or infrastructure contributions that are considered consistent with Council's own needs assessment and future planning for the area. Council will continue to work with the proponent and stakeholders to reach agreement on these matters.

2.0 SUBJECT LAND AND ENVIRONS

2.1 Strategic Context

Flemington Racecourse is located at the western periphery of the City of Moonee Valley. To the north is the City of Maribyrnong, including Footscray Activities Centre, Victoria University and sporting precinct separated by the Maribyrnong River.

The Moonee Ponds Principal Activity Centre is 2.3 km to the north of the site along Ascot Vale Road. This is the primary Activity Centre for the City of Moonee Valley.

2.2 The Flemington Green Site

The land within Moonee Valley which is affected by the draft amendment is irregular in shape, and has a total area of approximately 1.6 hectares. The subject site is located within a General Residential Zone and is within a neighborhood character precinct profile, Garden Suburban 1 (adopted by Council in 2012).

The site is not covered by any design related overlays. There are however, several overlays affecting sites adjacent to the subject site, including the following:

- Clause 43.02 - Design and Development Overlay (Schedule 1 – Skyline Area)
- Clause 43.02 - Design and Development Overlay (Schedule 2 - Maribyrnong River Protection)

These are at [Appendix 1](#) - Planning Controls

3.0 PLANNING FRAMEWORK AND THE REQUIREMENT FOR A STRATEGIC JUSTIFICATION FOR THE AMENDMENTS

3.1 Planning Framework

That part of the subject land that is within the City of Moonee Valley is within the General Residential Zone and contains dwelling stock that is consistent with that in the immediate surroundings, and an open carpark. Whilst there has been a gradual intensification over time, this has seen a transition from single dwellings on a lot, to multi-unit development, of a scale that is to be found elsewhere in the inner/middle ring of metropolitan Melbourne.

There has been ample opportunity for consideration of the subject area, and those surrounding it, for consideration of significant change to the urban form of the area. However the area has not been identified as an area for major change through the:

- *Plan Melbourne and Plan Melbourne Refresh 2015 Discussion Paper*
- *Residential Zones Review*
- *Moonee Valley Municipal Strategic Statement and Planning Scheme Review (which is a mandatory requirement for all Councils to be undertaken on five yearly cycle)*

Without any strategic direction for a development of the scale proposed, the amendment proposals can effectively be seen as an unsolicited bid by the proponent for a major change to the urban hierarchy of this part of the municipality.

For a development of the scale proposed by the proponent there must be a robust strategic justification which addresses the Moonee Valley Planning Scheme and *Plan Melbourne*. At present there is a lack of strategic justification for the scale of development proposed, particularly within the Flemington Green Precinct.

It is considered inappropriate to locate what would be one of the most significant developments in the municipality in an area with poor accessibility to public transport, convenience centres, schools and community facilities.

The Amendment does not adequately demonstrate whether or not the site can be considered as a "Strategic Development Site". Council considers that, as yet the amendment documentation does not clearly demonstrate a response to the Local Policy context in that it should:

- *Provide for growth in identified locations such as an expanded central city, key employment clusters/nodes, identified Activity Centres and on key transit orientated urban renewal sites consistent with Clause 21.04 of the Melbourne Planning Scheme and Clause 21.05 of the Moonee Valley Planning Scheme.*
- *Higher density residential development in locations which have the capacity for change or on strategic sites/locations in proximity to transport and services – Clause 21.07 of the Melbourne Planning Scheme and Clause 21.05-1 of the Moonee Valley Planning Scheme.*
- *Higher density residential development in locations in close proximity to existing Activity Centres and close to high capacity transport nodes, such as the identified Racecourse Road Activity Centre and Union Road Activity Centre which are in close proximity the site – Clause 21.05 of the Moonee Valley Planning Scheme.*

It is considered that the material presented does not provide justification for the Flemington Green precinct to be considered as a Strategic Development site, particularly in relation to its lack of connectivity in a public transport sense.

At the meeting held on 23 November 2015, the Advisory Committee was advised by Public Transport Victoria (PTV) that there is no demonstrated commitment for changes to the existing transport conditions. Particularly there is no proposal to activate the rail spur line due to capacity limitations and impacts on existing services.

The proponent is proposing some minor upgrades to the road network. Neither the proponent nor VicRoads is considering wholesale funding for modifications to the surrounding road infrastructure and access at this stage. While the mitigation measures proposed may, or may not be justified, it is clearly expected that the Flemington Green Site will be car dependent. High density, car-dependent development is not supported by Local or State Planning Policy.

As such, 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.

The lack of strategic justification is manifested in what would appear to be fundamental lack of understanding of the existing conditions, or at best an over generous assessment of the opportunities available to the VRC.

Council strongly disagrees with the basic tenet within the proponent's exhibited Amendment Documents under "Strategic Assessment of the Amendment" and "Why is the Amendment Required"?

The area around the Flemington Green site is already undergoing renewal, with catalysts for change including the proximity to the Flemington Racecourse rail line, the Victoria University and the development of individual parcels of land for higher intensity housing in the immediate locality.

This is not necessarily the case. Whilst the site is in close proximity to the Flemington Racecourse rail line, this is an irrelevant factor unless there are rolling stock and scheduled services assigned to the line. As discussed elsewhere within this report, and in written documentation provided by PTV, there is no commitment for this to be provided.

It has not been Council's experience that there has been the development of individual parcels of land for higher intensity housing in the immediate locality.

The role of Victoria University as catalyst for change on the subject site has not been made clear by the proponent. If anything, the proximity of the educational institution and any future expansion highlights that there will be an increasing demand for the limited available public transport infrastructure in the vicinity.

Council concurs with the Advisory Committee in their Stage 1 Report (P24);

It is evident that the density of residential accommodation on both sites has not been justified having regard to such aspects as road network capacity, public transport capacity (now and in the future), ease of access to community services and facilities, and impacts on the amenity of adjacent sensitive land uses. While these sites are new potential residential areas, they are not expressly identified in

strategic documents such as Plan Melbourne or the forward planning of either of the two municipalities.

The proponents have stated that:

The size of the subject site at 3ha and its limited interface with existing residential development presents an opportunity for an intensity of residential development that would not be possible on the majority of sites within Ascot Vale.

There are other large scale sites in Ascot Vale including the "TopCut" site (31-33 Ascot Vale Road and 161-163 Epsom Road, Ascot Vale) between Ascot Vale Road and Epsom Road that is being considered for residential development. Even on the above site it is extremely unlikely that Council would countenance supporting for a high density residential development to the level proposed by the VRC, despite the fact that it has much greater public transport connectivity than Flemington Green.

The Amendment does not accord with the State Planning Policy Framework (SPPF) as set out in the Moonee Valley and Melbourne Planning Schemes.

SPPF Clause 11.01-2 – Activity Centre Planning

The objective is: *To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community.*

If constructed, the proposed development at Flemington Green would be one of the highest and most intense developments within the municipality. This would undermine the current hierarchy of activity centres within the municipality.

SPPF Clause 16 Strategic Redevelopment Sites

The Amendment proposal does not comply with Clause 16.01-3 – Strategic Redevelopment Sites of the SPPF, as outlined below.

Clause 16.01-3 states:

Objective

To identify strategic redevelopment sites for large residential development in Metropolitan Melbourne
Strategies

SPPF Identify strategic redevelopment sites that are:	Flemington Proposal
• <i>In and around Central Activities Districts.</i>	Not in, or close to a CAD
• <i>In or within easy walking distance of Principal or Major Activity Centres.</i>	No
• <i>In or beside Neighbourhood Activity Centres that are served by public transport.</i>	No
• <i>On or abutting tram, train, light rail and bus routes that are part of the Principal Public Transport Network and close to employment corridors, Central Activities Districts, Principal or Major Activity Centres</i>	No Only Epsom Rd is on a tram route and one bus route.
• <i>In or near major modal public transport interchanges that are not in Principal or Major Activity Centres.</i>	No
• <i>Able to provide 10 or more dwelling units, close to activity centres and well served by public transport.</i>	No

SPPF Clause 16.01 -2 – Location of Residential Development

Objective: To locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport.

Strategy: Encourage higher density housing development on sites that are well-located in relation to activity centres, employment corridors and public transport.

Strategy: Facilitate residential development that is cost-effective in infrastructure provision and use, energy-efficient, incorporates water-efficient design principles and encourages public transport use.

It is considered that the proposed development at Flemington Green is not well-located in terms of services or public transport provision, and therefore is not an appropriate site for a high-density residential development.

SPPF Clause 18.01 – 1 – Land Use and Transport Planning

Objective: To create a safe and sustainable transport system by integrating land use and transport.

Strategy: Plan urban development to make jobs and community services more accessible by concentrating key trip generators such as higher-density residential development in and around Central Activities Districts, Principal, Major and Specialised Activity Centres on the Principal Public Transport Network.

It is considered that the subject site for the proposed development at Flemington Green is not an appropriate location for a key trip generator such as a higher-density residential development, as it is not located in close proximity to an activity centre, local services or public transport.

Clause 18.01 – 2 – Transport System

Objective: To coordinate development of all transport modes to provide a comprehensive transport system.

Strategy: Encourage higher land use densities and mixed-use developments near railway stations, major bus terminals, transport interchanges, tramways and principal bus routes. Pedestrian and cyclist access to public transport should be facilitated and safeguarded.

It is considered that the subject site for the proposed development at Flemington Green is not an appropriate location for high-density residential development and that the proposal will not function appropriately or be complimentary with the existing transport system.

Plan Melbourne

It is considered that any strategic justification for a redevelopment of the scale proposed and for one that will obviously have ramifications for future land use and development decisions, beyond the boundaries of the land that is subject to the current amendment, should be able to demonstrate a much higher level of integrated decision making and

agreement between key parties and government agencies than currently exists. The Victorian Government has a plan to transform the road and rail network, which will be reflected in *Plan Melbourne 2016*. The policy emphasis, and directions of these new projects continue to align well with *Plan Melbourne 2014* and transport system development.

Through the *Plan Melbourne Refresh* the Government will also:

- *Drive spatial change and support development of areas of concentrated jobs and housing,*
- *Integrate the transport system across modes and with land use,*
- *Increase the network's capacity, particularly to strategic employment, gateway and industrial locations,*
- *Plan for higher capacity and more sustainable transport such as public transport, walking and cycling as the city grows and consolidates,*
- *Use existing transport assets efficiently, with system improvements and support for more development near existing public transport corridors and key nodes, and*
- *Ensure transport improves Melbourne's liveability and amenity and supports development of key places and precincts.*

The Amendment should be supported by relevant information to demonstrate alignment with these strategic actions and show that key agencies, land holders and the proponents will be able to implement outcomes that support the vision of the State Government.

This does not appear to be the case to date.

3.2 Lack of Accessibility

Council has analysed the relative accessibility of the whole municipality to public transport and developed a Public Transport Accessibility Level (PTAL) heat map. (Figure 1) The benefit of this mapping is that we are able to determine and interrogate the real accessibility of individual land parcels based on its accessibility to transport options, rather than rely on generalised statements on the suitability of a site.

For the purposes of the Flemington Life proposal, Council is able to determine and demonstrate what the relative connectivity of the site is at present, and what it would be in the event that the spur line was made functional. Effectively a before and after snapshot of the having the spur line operational has been created. The PTAL mapping is based on the:

- Walkable distance to public transport
- Compares train/tram/bus modes of public transport
- Available service information

A modal hierarchy is applied which is based on service preference utilising perceived frequency, capacity and speed. A PTAL before and after map has been prepared adopting a train frequency using the existing Craigieburn schedule as a "shadow" timetable.

Analysis shows that at present, without the spur line open, Flemington Green has some of the lowest levels of neighbourhood accessibility within the Moonee Valley Council area. With the spur line operational the access score of the locality is lifted to be consistent with other local train stations in the municipality with a level of access similar to that of Strathmore train station.

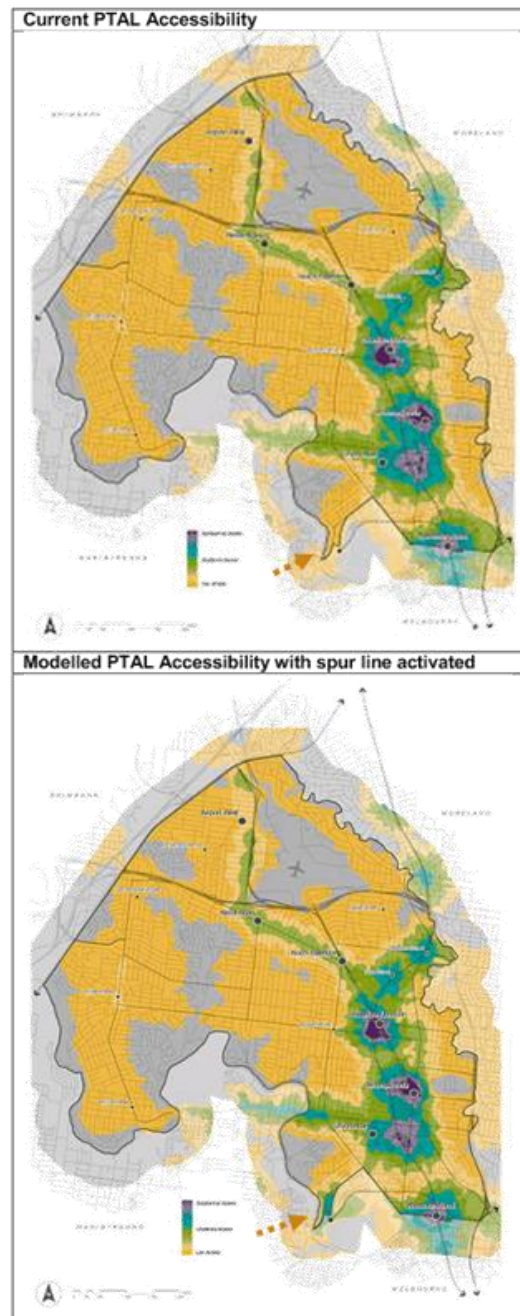


Figure 1 Public Transport Accessibility Level (PTAL) heat map.

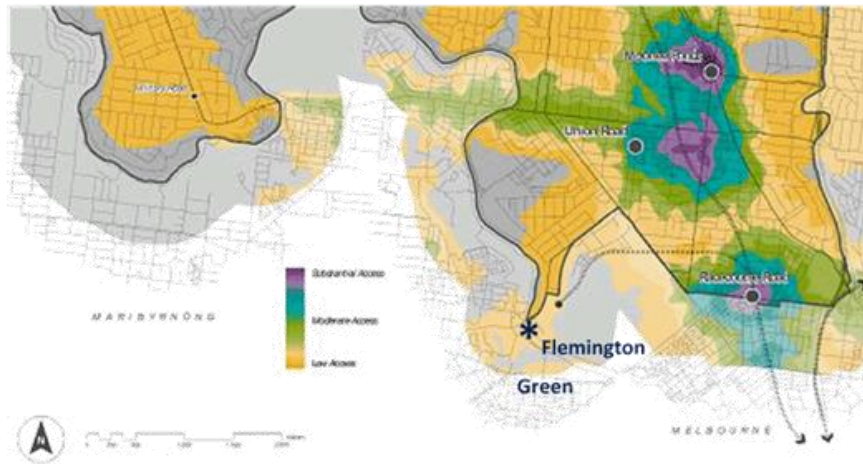


Figure 2 Current PTAL Accessibility

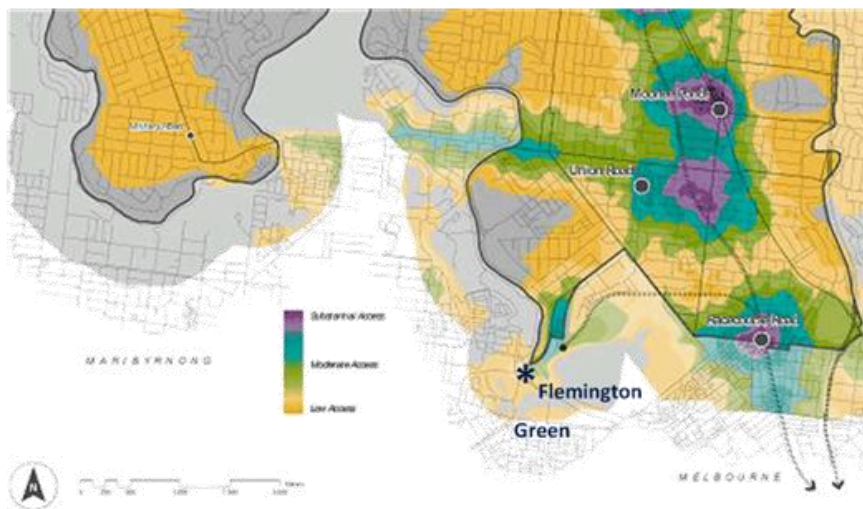


Figure 3 Modelled PTAL Accessibility with spur line activated

If the spur line were to open the density and scale of development that is proposed would not be appropriate. The proposed density is far more consistent with a major activity centre such as Moonee Ponds rather than Strathmore. Moonee Ponds Activity centre is well provided for in terms of retail offer, restaurants, medical facilities, public transport and off street parking as well as being an employment hub. Council's lower order centres generally exhibit a reduced scale of these elements relative to their reduced accessibility.

4.0 TRANSPORT, ACCESS AND PARKING

4.1 Traffic Modelling

The Flemington Green site is poorly served by public transport, and is not within convenient walking distance to goods and services, which are at least 1.5kms away. It is likely that future residents will be highly car dependent. It is against state and local planning policy to support high density, car-dependent development. It is considered the traffic modelling method adopted (a combination of mesoscopic and SIDRA) does not clearly represent the likely traffic conditions following development, given the limitations of the respective programs' capability to model intersection impacts, and network modelling.

All modelling files should be made available to all transport stakeholders for interrogation to confirm the phasing and timing of intersections.

Based on the information currently provided, it is considered that the following intersections require mitigation as a result of density of this proposal

- Princes Highway/Epsom Road – to address queuing into the Flemington Road / Epsom Road roundabout (which is not picked up in either the mesoscopic or SIDRA assessments)
- Epsom Road/Union Road – to address queuing through the Showgrounds Shopping Centre signalised intersection on Epsom Road; (which is not picked up in either the mesoscopic or SIDRA assessments), and
- Epsom Road/Showgrounds Shopping Centre Access – to address queuing through the Epsom Road / Union Road signalised intersection (which is not picked up in either the mesoscopic or SIDRA assessments).

4.2 Mitigation Treatments

The following proposed mitigation treatments require additional consideration to ensure they are feasible and safe options:

- Epsom Road / Racecourse Road / Ascot Vale Road roundabout – to ensure that appropriate traffic lane widths are provided for the eastbound lane extension on Racecourse Road and justification that the exclusive left turn lane on Epsom Road into Flemington Drive can be shortened.
- Fisher Parade / Leonard Crescent – to address the safety concerns associated with separate left and right turn stand up lanes and the practicality of providing left-in / left-out access for the driveways in the vicinity of the proposed pedestrian refuge.
- Langs Road / Leonard Crescent – to address the safety concerns associated with separate left and right turn stand up lanes, pedestrian movement and large vehicle access.
- The Epsom Road Tram Fairway – to ensure sufficient traffic lane widths are provided adjacent the fairway dividers;

Additional information regarding modelling for the following proposed mitigation treatments needs to be provided:

- Epsom Road / Langs Road – to confirm the correct phasing has been adopted for the analysis.
- Ballarat Road / Farnsworth Avenue / Droop Street – to consider the complexity of the three intersection group. An effective way of undertaking this would be microsimulation modelling.

Given the car dependent nature of the Flemington Green development, parking provision for this site should be in line with the Planning Scheme requirements. As such residential visitor parking rates for the Epsom Road site should not be lower than 0.1 spaces per apartment.

There is a significant omission in that the current use of the Flemington Green site as a location for approximately 410 VIP event parking spaces is not properly examined or addressed. The ITAP notes that all car parking currently provided on the Flemington Green site for events will be relocated to 'surplus' land within the Flemington Racecourse following development of the site. The loss/displacement of the existing car parking as a result of the Flemington Green development is not assessed – it is of concern that no attempt has been made to detail how the existing use will be accommodated elsewhere, and the associated impacts of such a relocation.

Essentially the proponent's position is that this is too difficult to model. What is clear is that there will be significant difficulties for new residents to access the new dwellings prior to, during and after event times. In the most extreme conditions Victoria Police are assigned to managing traffic in the vicinity.

It is essential that measures are identified in providing alternative car parking in the vicinity as part of this process.

The proposed internal layout of the Flemington Green site is considered deficient in that it is likely to encourage rat-running, and to lead to pedestrian and vehicle conflict, especially on event days. The entrance arrangements into the racecourse from Leonard Crescent also require redesign. The walking and cycling mitigation and improvement measures are poorly conceived with feasibility of shared paths being a particular issue.

For example:

- The proposed shared zone along Leonard Crescent is not in accordance with shared zone design principles, and the changes to 'Special Event Management' are incompatible with a shared zone.
- The proposed bicycle lanes (or shared path) to Langs Road have not been assessed for feasibility – Council's high level analysis based on current carriageway width indicates that there is insufficient spaces to provide these without extensive parking loss.
- It is considered unlikely to be feasible to provide a shared path along the west side of Fisher Parade as suggested, due to multiple crossovers, trees and poor visibility.
- Restriction on the hours of operation of existing paths through Flemington Racecourse is likely to exclude use by commuters and trips for social, shopping etc

purposes in the evening. Also, given the likely unfeasibility of the shared path on Fisher Parade, access to the Maribyrnong River Path, a key cycling route to the city, would be constrained to daytime hours only, removing much of its potential to provide a viable cycling option for access to/from the site.

- The proposed Epsom Road shared path may not fit entirely within the road reserve. VRC land may be required – this should be clarified. The path also has many obstacles which would affect effective width.
- A functional plan for proposed shared paths should be provided to show that they can be delivered.

Some mitigation measures have an impact on on-street parking. For example the removal of parking on Racecourse as proposed to mitigate the intersection of Racecourse Rd/Epsom Road to accommodate additional demand due to the development. Another example is the proposed bicycle connection to Langs Road. Any such impact would require assessment of the likely parking impacts.

Council will be undertaking further analysis of information prepared by PTV, VicRoads and the proponent, due to be provided to the Committee, and will respond appropriately at the public hearing.

5.0 URBAN DESIGN AND LAYOUT

5.1 Flemington Green

The lack of strategic justification for the proposal is manifested in the contradictions inherent within the design objectives found in the Comprehensive Development Plan put forward by the proponent. The proposal juxtaposes high-rise towers in an area surrounded by low-medium scale development.

The Objectives should be revised to recognise that there will be a wholesale change to the built form of the area (around Flemington Green) with a radical change to the skyline, rather than the contradictory and perhaps misleading, current objectives include;

- *To provide an appropriate building height transition between new development and the interface with adjoining properties.*
- *Materials and finishes to be of a high quality and generally consistent throughout the development drawing design cues from the Flemington Racecourse precinct and surrounding residential neighbourhood.*

The Moonee Valley boundaries are in part its major environmental features – the Maribyrnong River and Moonee Ponds Creek and their associated parks and reserves. In the south, the boundary forms on the outside of Flemington Racecourse and Racecourse Road. The Maribyrnong River is identified in both State Planning Policy under Clause 12 Landscape and Environmental Values (12.05 Rivers) as a key environmental asset of Metropolitan and State significance.

The site is located within the established residential area of Ascot Vale. The area is characterised by a variety of housing typologies. The built form along Leonard Crescent is predominantly single and double storey, and is very much eclectic, with no strong urban character. Recent development along both sides of Fisher Parade which include multi-level dwellings of a modern and contemporary nature. Recent multi-level developments generally extend the built form into the site and either present as double or triple storey developments to the street. Examples of recent multi-level developments on Fisher Parade provide a higher site coverage and larger built form than has traditionally occurred in the surrounding area.

The site interfaces with Leonard Crescent in the southern part of the site, separating the site into two sections. The site has an approximate frontage of 140m to the west of Leonard Crescent, and approximate frontage of 106m to the North of Leonard Crescent, and approximately 114.8m frontage to the South of Leonard Crescent. The site has a frontage to the east of Fisher Parade of 115.6m (excluding Leonard Crescent). In contextual terms these urban blocks are broader than the prevailing characteristic lot and further linkages and breaking down of these super blocks should be indicated on the CDZ maps to ensure future development presents a similar grain to the existing context.

Within the redevelopment area, existing dwellings fronting Fisher Parade (42-44, 46 and 50 Fisher Parade, Ascot Vale), are single storey from the Post-War period; triple-fronted brick-veneer and weatherboard houses. These style dwellings sit high on the site, and occupy the front two-thirds of allotments and have a pattern of detached outbuildings built in their rear, orientated towards one side boundary. The remaining areas of site are vacant, with some notable canopy trees to the east of Leonard Crescent.

5.2 Surrounding area

Generally, the newer larger developments on Fisher Parade are characterised by their setbacks from the Maribyrnong River and their recess with the hill face as the height of the development increases. However in close proximity to the subject site examples of two and three storey form exists along the river interface with minimal break in form for the lower levels.

On the western embankment (City of Maribyrnong) of the river a more intense and higher density of development has occurred within the Edgewater Marina development. That side of the river is developed with medium and multi density residential development, however there is a general horizontal vista to the skyline that is not punctuated by significantly tall buildings.

5.3 Planning Controls and Urban Design Planning Framework – Flemington

The subject site is located within a General Residential Zone and is within a neighborhood character precinct profile, Garden Suburban 1 (adopted by Council in 2012).

Neighborhood Character Guidelines - Garden Suburban 5 - These are at **Appendix 2**.

The subject land is identified as being within character area 'Garden Suburban 5'. The Precinct Description describes the area as:

The sloping streets covered with mature plants and trees establishes a vegetated, landscape character in this precinct. Undulating roadways and open streetscapes provide expansive views of surrounding reserves, creeks and waterways. Dwellings are built to follow the contours of the topography, with raised or lowered ground levels providing a contrasting dominance in appearance.

The Preferred Character Statement includes:

New developments will contribute to the character of this area with well established gardens, and consistent siting to ensure they are secondary in appearance from the streetscape.

The proposed Flemington Life development presents a much more intensive style of development that bears no relationship whatsoever to what is described in the Garden Suburban 5 precinct profile.

Overlays

The site is not affected by any design related overlays.

5.4 Proposed building typology

Council is not in agreement with the premise of the podium/tower format for Flemington Green. Broadly the arrangement of lower scale building footprints appears on face value to represent an orderly urban design. However Council finds the indicative development concept misleading in representing a lower scaled 3 storey podium interface to the public realm yet the Comprehensive Development Zone identifies super blocks of 5 and 6

storey podium heights, with the various tower forms protruding above. The wholesale application of the 5-6 storey podium results in quite a different urban form and street feel to the photo montages presented.

There is simply nothing to be found in the existing planning framework that directs or encourages, building form of the style provided for in the Planning Scheme Amendment.

In fact the planning controls affecting the site and surrounding area specifically deter buildings of the style proposed.

The Melbourne Planning Scheme (SUZ1) Flemington Racecourse Buildings and Works requirements (4.1) which states that *Development must not create tower forms*.

The Flemington Green site's proximity to the Maribyrnong River requires an appropriate design response and scale of development, so that it does not detract from the view lines of this important open space corridor. This is especially relevant considering the site sits on one of the highest points in the area, and therefore any built form will feature prominently within the surrounding context. The Design And Development Overlay DD01 Skyline Area – abuts the subject land to the west.

The design objectives include:

- *To protect areas along the Maribyrnong River from visual intrusion caused by the inappropriate siting or appearance of buildings and works.*
- *To encourage development in keeping with the character and appearance of the area.*
- *To protect and enhance the skyline when viewed from the river or its banks.*

Design and Development Overlay Schedule 2 (DDO2) Maribyrnong River Protection has the following design objectives:

- *To protect the significant features of the Maribyrnong River Valley from visual intrusion caused by the inappropriate bulk, outline, setbacks, height, siting and appearance of buildings and works.*
- *To encourage development that is in keeping with the landscape character and appearance of the Maribyrnong River Valley.*
- *To maintain publically accessible views into and along the Maribyrnong River Valley.*
- *To ensure buildings do not create dominant forms on the skyline when viewed from the river or parklands.*
- *To preserve and reinforce the long views across the floodplain of the Maribyrnong River Valley.*

It is quite clear that the proposal by the VRC is antithetical to the intent of these planning controls which have a clear objective of limiting height and having a relatively uniform skyline free from protruding tower designs. The proponents may well argue that this is not a matter for the consideration of the Advisory Committee as these controls do not apply to the subject land. However, Council considers these controls should be considered as the objectives of the DDO will effectively be made null and void if the tower heights within the CDZ are approved.

The proponent's Urban Context Report (P60) states that "*The Flemington Green Precinct site represents a great opportunity to create an identifiable city-wide landmark to locate Flemington Racecourse*".

This demonstrates the extreme discourse between the monumental outcomes proposed by the proponent, juxta-posed against the existing objectives within Planning Scheme in relation to the articulated built form sought along the Maribyrnong River. The DDO1 has

been developed with solid research and background, resulting in clear objectives with the required strategic justification.

Council would have to give consideration to amending the DDO overlays to take into account the changed circumstances if the VRC/Greenland development is commenced in its current form. For example it would be difficult to manage development proposals for taller buildings in Langs Road and Fisher Parade that would have previously punctuated the skyline, and would soon have 14/20/25 storey towers as the backdrop.

The surrounding neighbourhood of Ascot Vale is largely low scale detached suburban stock some of notable heritage value including the mid-rise Wingate Housing Estate east of Racecourse Road. In more recent times a number of developments have occurred along Fisher Parade and Leonard Crescent contributing to an emerging character of more diverse housing forms including unit developments of 2-4 storeys.

Recent VCAT determinations in the vicinity of the Flemington Green site note that surplus land is capable of accommodating a degree of housing change. However Council believes that the podium/tower typology is not in keeping with either the established or emerging character of the location. The significance of the allotments pronounced elevation with a rapid descent to the west from the ridgeline has the effect of rendering the ridgeline exposed to long range views across the Maribyrnong River and south from the CBD.

The impact of tower forms in this location is to attract and denote an urban node however this is at odds with the established Activity Areas identified in the municipal framework plan. Further, Council believes the prominent backdrop location behind the racecourse infrastructure and the significance of the location in terms of visibility from surrounding areas should dictate a lower scale development to allow the primacy of the grandstand and sense of openness surrounding the racecourse be maintained as primary attributes of the Flemington Green precinct. The determination of appropriate building heights in this location should be sensitive to the orderly planning of the City and not based upon opportunistic development scenarios.

Overall there appears to be no design justification for the scale of development sought by the proponents. Council considers that any new development should not be permitted to punctuate the existing building envelope and skyline views that are established via the DDO1 guidelines affecting the river and the existing heights of the grandstands on the racecourse. This height has an established acceptance in the community, and has been a reference point in many planning decisions. Council notes, and agrees with the Advisory Committee's statement in the Stage 1 Report, (p24)

- *The Design Response Report suggests that, in order to have landmark roles, the buildings need to be high-rise in terms of built form. This proposition is not convincingly made.*
- *Developments can achieve landmark status other than by height. Medium-rise apartments, more in keeping with the predominant built form in the vicinity of the two sites can achieve landmark status.*

The Racecourse has been an historical feature of the area for over a century. The main built form component, the grandstands, have been developed at different periods during this time. Although differing in design and scale each has a similar rectangular form, that, whilst visually dominant they establish a skyline that is familiar and appropriate to the use of the land as a racecourse.

It is against this skyline that planning controls and development decisions have been made. The Grandstands should continue to set the benchmark building envelope for future developments. The Amendments as proposed would allow buildings to harshly intrude into the skyline, without any supporting design justification for such a radical change.

It is considered that if development is to proceed a much greater sliding scale should also be provided for building separations within the CDZ controls to ensure future development maintains a sense of spaciousness and outlook between built forms and to eliminate screening between apartments.

The proximity of building envelopes to the Showground's boundary is also questioned. The potential of conflicts between future residents and the functioning of the Showgrounds needs to be carefully considered. Recent development has been to the west of Leonard Crescent which provides spatial separation to the new residential dwellings. The building envelope described in 6.1.12 Precinct A to the west side of Leonard Crescent would be more appropriately utilised as a buffer to the Showground's land and used as additional open space for residents particularly as during event days the village green will not be available as open space.

5.5 Office of the Victorian Government Architect's Response

The proposal was presented to the Victorian Design Review Panel (VDRP) by Urbis and Woods Bagot on 11 November, 2015. The Office of the Victorian Government Architect (OVGA) provided to the Committee (and others) a report titled 'Flemington Life', dated November 2015.

The Advisory Committee in their Stage 1 Report has outlined that the report emphasised the opportunity that the two sites provide for an exemplary development, noting that *"The scale of change ... requires more serious regard to be given to local conditions beyond the boundaries of each site"*. The OVGA encouraged the project team to *"undertake further options in studies of form, precinct/site-planning, and architectural design."*

The material that has been exhibited does not represent a significant change from that presented to the OVGA.

In regard to Flemington Green, the OVGA report noted that the site *"offers significant potential for an exemplar development"* but that *"the site's full potential has neither been convincingly explored nor realised in the current proposal"*.

The Advisory Committee notes in the Stage 1 Report that in particular, the report questioned the podium-and-tower model for built form and massing, considering that this site *"presents a completely different design opportunity"*.

The OVGA considers that the type and scale of open spaces was considered to require further design consideration. The Architectural response for each building *"do not combine into a harmonious and meaningful architectural composition"* and that this is an unsophisticated approach to interpretation.

Council concurs with the report submitted by the OVGA, and concurs with the comments provided by the Committee in their Stage 1 report.

5.6 Epsom Road

In the vicinity of the Epsom Road frontage, other commercial activity is located to the east within the Racecourse Road strip centre surrounding Newmarket Station with further employment areas along Union Road and Ascot Vale Road. Infill form has largely responded to the low scale traditional 1-3 storey scale. The skyline is punctuated periodically by feature built form particularly at the convergence of Racecourse Road and Mount Alexander Road where State Housing towers within the Flemington Estate and neighbouring redevelopment of the former Lombard's site (ALT tower) at Travancore provide the area's significant skyline contribution. The location of the proposed Epsom Road tower as a standalone site can be considered outside the existing established suburb of Ascot Vale. For all intents and purposes, the wider community will view the site as being within the Flemington Racecourse.

The development at 1 Ascot Vale Road is located at a major intersection interconnecting Epsom Road, Ascot Vale Road and Racecourse Road. It is a triangular site that is under construction for an (VCAT) approved 22 storey apartment building. Council acknowledges this precinct is under development pressure.

The Submission and supporting documentation does not provide a convincing argument for the tower height as proposed. In fact the material presented highlights the inherent flaws within the proposal and the contradictory documentation produced.

Within the 550 Epsom Road Comprehensive Development Plan the proponents have set themselves the following Principles;

- *Development should contribute to the character and identity of Flemington Racecourse whilst defining a new character for the apex of Racecourse Road/Ascot Vale Road.*
- *New building architecture should respond to and enhance existing key elements including the dominant element in the precinct which is the Racecourse.*

The proposal would achieve a single tower of 31 storeys which does not relate well to the approved form at 1 Ascot Vale Road and more generally from other buildings in close proximity. The Racecourse does not have any buildings of a tower form. Rather the vernacular is one of wide open spaces, gardens and the track itself, with a variety of lower scale buildings including Heritage assets. Where there are buildings (e.g. the grandstands, training facilities) a strong horizontal built form cluster presents a cohesive rhythm to the Flemington Green edge, with lower scaled form commensurate with the use of the land as a racecourse.

The height and form as proposed is in stark contrast to the racecourse context. If one is to accept that this site is more able to accommodate additional height, a vertical intrusion of 31 storeys in no way responds to, and enhances either the existing key elements in the Racecourse or the surrounding, albeit emerging urban context.

Council is of the view that a building of substantially lower height than that proposed could be accommodated on this site. An overall maximum form between 10 and 14 storeys dependant on the design execution would be appropriate to provide a transition between the higher built form of the approved 1 Ascot Vale Road and the Racecourse proper.

The OVGA has also provided commentary on the Epsom Road tower.

We question the difference in scale between the linear Epsom Road building and the tower. We are unconvinced by the arguments to support the height of the tower, and propose its scale needs to be reviewed more sensitively with regard to other tower proposals on the same road. We are concerned that the architectural composition of the buildings when read as a whole is compromised. We are not convinced that it is realistic to presume the Epsom Road frontage will be truly active as, based on the advice of the design team, there is a limited need for commercial/retail space in this location. The result is a linear building designed to the height of a typical podium that predominantly consists of residential apartments, including some at street level with a landscape buffer. In its current layout, we do not consider this a positive solution for the street, for residential amenity, or for the overall building and site composition. We encourage the design team to interrogate the context more deeply to come up with a more convincing design response. (p5 of 7)

Council agrees with the above position by the OVGA on this matter. There has been no adequate justification by the proponents for the excessive heights proposed for the Epsom Road site.

6.0 OPEN SPACE PROVISION

6.1 On site Open Space

There is a lack of suitable open space proposed to be provided both in terms of scale and location. Providing only five percent open space for such a large number of residents that must then be relied upon to provide amenity and access for events and race meetings is simply inadequate. The public open space will not be available at all times for residents' use as it will be unavailable or unsuitable when race meetings and events are being held.

Whilst Council acknowledges the five percent open space provision responds to Local Policy Clause 22.05 there are instances where additional area is sought particularly when examining the extent of the additional population and the anticipated demographics based on the development design.

By merely offering what would ordinarily be expected to be provided on any small to medium scale residential development fails to recognise the future conditions that would be experienced in the Flemington Green precinct.

The Moonee Valley City Council Open Space Strategy has as one of its primary objectives to:

'Promote the principle of multiple-use for all existing and new facilities where practical. Particular attention is to be given to areas where open space is in short supply including in Newmarket, Flemington, Ascot Vale, Niddrie, Essendon, Essendon North, Moonee Ponds and parts of Airport West'

The Flemington Racecourse development was not anticipated to occur within the timeframe of the adopted Open Space Strategy as it was not identified in any Strategic Planning documents. Therefore no specific recommendations for this site have not been included in the Precinct Directions. Hence the Open Space Strategy can only provide direction on development outside of the Racecourse.

When developing the Open Space Strategy the anticipated level of development within Ascot Vale and Newmarket were envisaged to be:

- Ascot Vale: 716 additional dwellings
- Flemington-Travancore: 415 additional dwellings

The proponent needs to demonstrate the Racecourse proposal is able to accommodate a much larger population in the immediate area, without impacting on existing open space in the surrounding area. This is in addition to demonstrating that it can include open space of sufficient scale to meaningfully provide for the new population that can be used for its primary purpose whilst catering for regular surges of patrons to the racecourse.

Council is concerned that the area provided in the village green is insufficient for the projected population and the programming of this space does not provide sufficiently for families particularly young children. This is as a development on this site is seeking as an objective *'to integrate the site with the surrounding neighbourhood'*.

The OVGA report states;

(The OVGA) Encourages the further design consideration to interrogate the different type and scale of spaces that might be required for this new residential population, and capture, locate and elevate these through the site masterplan.

While this area is currently identified as open space for crowd movement during peak times, we recommend consideration be given to long term protection of this area as public open space to ensure the safe management of people in the vicinity of the gates and station platforms, as well as to retain a level of amenity for residents of the development.

We advocate for diversity and generosity in the public space network to provide good amenity for the residential population.

Council concurs with these statements.

In principle, the Flemington Racecourse development should be expected to support a high level of open space needs for the population, right across the spectrum of regional to local, whether this is met through direct provision of open space or through cash-in-lieu contributions for provision of open space services off-site.

The Committee has stated in their stage 1 report that the issues of public open space and development contributions require further attention made the following recommendations to the VRC:

Provide the following information in support of the proposal to the Committee by close of business on 23 February 2016:

- a) Reconcile how the public open space contribution will be allocated and implemented.*
- b) Define the extent of development contributions required for the Project in consultation with the Cities of Melbourne and Moonee Valley.*

The information in a) is scheduled to be provided at a date following the deadline for the submission. Council will continue to consider the matter and work with stakeholders as directed.

Without prejudice to any future outcomes Council would expect that the proponents should be required to contribute an appropriate amount of open space per capita expected on the site. If this is not provided, cash in lieu contributions could be used to construct infrastructure, allow for access to the Racecourse and or provide to connections to open space resources in the Maribyrnong River vicinity.

It is abundantly clear that the management of public open space would be more efficient and more easily managed if it were contained within one municipality. This is discussed further in this submission.

7.0 IMPACTS ON MVCC SERVICES AND SOCIAL INFRASTRUCTURE

7.1 Council's Long Term Community Facilities Planning

Council is currently developing a Long Term Community Facility Planning Framework and Plan (LTCFPF) which aims to deliver community facilities more efficiently and effectively. It seeks to transition Council's facility planning and delivery approach from a decentralised to an integrated model. The LTCFP Framework and Plan (including objectives and planning principles) is in draft form and is due to be presented to Council for consideration and consultation in 2016. Appendix 3 contains a detailed review of the Impacts on Council Services and Social Infrastructure. The objectives of Council's LTCFP Framework are to:

- identify priorities for future community infrastructure (short, medium and long term)
- develop a consistent, collaborative and evidence based approach for community facility planning (through Service Infrastructure Profiles)
- provide a spatial analysis (through precinct planning) which identifies future population profiles, as well as existing and emerging commitments and opportunities
- inform decision making around planning, funding and delivery of community infrastructure (through shared principles, criteria and tools and adherence to defined planning processes)
- outline an approach to planning and delivery of future proposed community hub projects.

Seven planning precincts (Precincts) have been identified to guide community facility planning in Moonee Valley. The proposed Flemington Green site is located partially within Precinct 1.



Figure 4 Moonee Valley Community Facility Planning Precincts

7.2 Community facility needs in Precinct 1

The proposed Flemington Green site is located partially within Precinct 1, and the Epsom Road site is located adjacent to the Precinct boundary. Precincts boundaries were identified based on:

- Suburb boundaries.
- The collection areas used by the Australian Bureau of Statistics and council in population analysis.
- Resident movement patterns (considering natural and built form such as river corridors and train lines).

Figure 5 identifies existing community facilities in Precinct 1

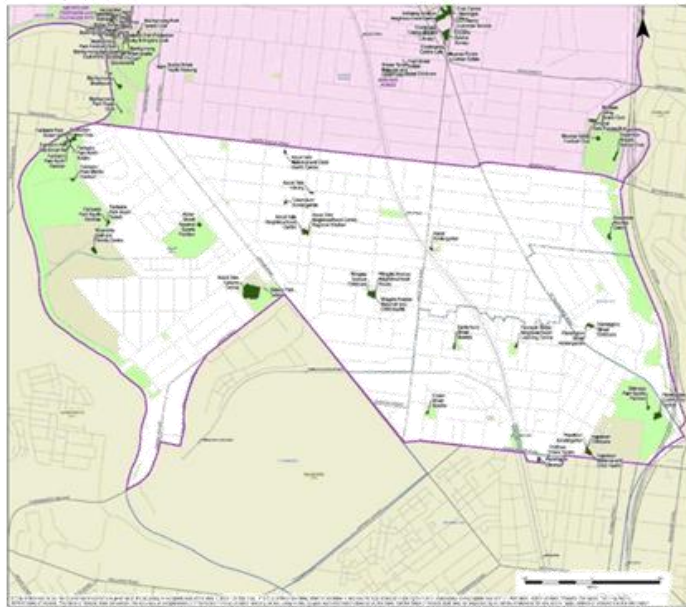


Figure 5 Existing community facilities in Precinct 1

Facilities include:

- a key sporting precinct at Fairbairn Park and the Riverside Golf and Tennis Centre in the north-west of the precinct.
- two sporting reserves (Walter Street Reserve and Debney Park)
- a hockey centre in the east of the precinct.
- two libraries located in activity centres (Flemington Library on Racecourse Road and Ascot Vale Library on Union Road).

- Eleven early years services across seven early years and multi-purpose facilities (eight of the services are Council-operated).
- three neighbourhood houses/community centres (one of which is Council-operated).
- one leisure centre (Ascot Vale Leisure Centre).
- two community hall-for-hire facilities (Crown Street Stables and Canterbury Street Stables).

7.3 Expected demographic profile of Flemington Life residents

The proponent projects that the Flemington Life development will attract the following demographic profile:

- higher income professionals (85 per cent are expected to be white collar workers with incomes 33 to 45 per cent higher than the Melbourne average)
- a comparatively low proportion of zero to 14 year olds (around 10 per cent) and residents aged 65 years and over
- a larger proportion of 15 to 39 year olds compared to the surrounding area
- over two-thirds of the dwellings will be lone person and couple households
- over one-third of the dwellings will be lone person households
- families and children will live in between 16 to 18 per cent of the apartments and townhouses
- children are most likely to be very young children up to four years of age.

Precinct 1 comprises Ascot Vale, Flemington and Travancore. Travancore has a higher proportion of high density dwellings compared to Flemington and Ascot Vale. Therefore, in order to assess whether the population projections for Flemington Life are accurate, it is more useful to compare them against the Travancore population than Precinct 1 as a whole.

Figure 6 shows that the projected Flemington Life population profile is in line with population trends in higher density areas in Moonee Valley and therefore can be used to determine the likely demand for community facilities.

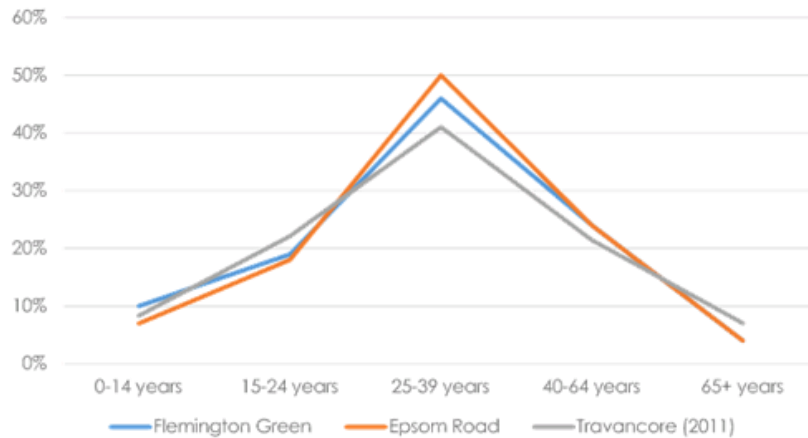


Figure 6 Comparison of the projected Flemington Life and existing (2011) Travancore population age profiles

7.4 Likely community facility demand generated from the Flemington Life development

The Flemington Life population profile suggests that residents are likely to require access to the following types of community facilities:

- libraries
- multi-purpose spaces
- early years services, particularly childcare
- informal sport and recreation facilities (leisure centres, pools and indoor recreation)
- informal social competitions (particularly indoor).

7.5 Community facility access for Flemington Life residents

Most of the Flemington Life development will be located within the City of Melbourne. However, user catchment maps (Figures 4 to 8) illustrate that residents living in the areas in which both Flemington Green and Epsom Road will be located will use Moonee Valley's community facilities.

A number of Kensington residents also access facilities in Moonee Valley, particularly the Flemington Library, Flemington Community Centre and Ascot Vale Leisure Centre. This is also evident in the facility catchment maps.

These access patterns demonstrate that it is likely that Flemington Life residents will utilise Moonee Valley's facilities.

Figure 7 Service Catchments of kindergartens located in Precinct 1

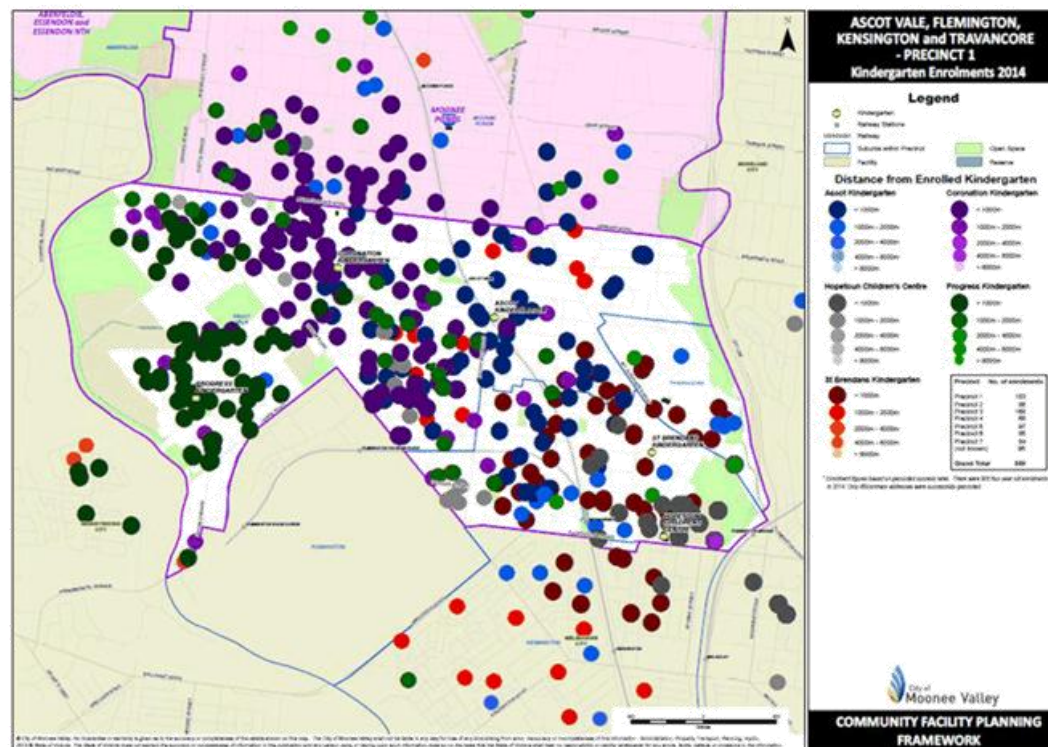


Figure 8 Ascot Vale Library user catchment map

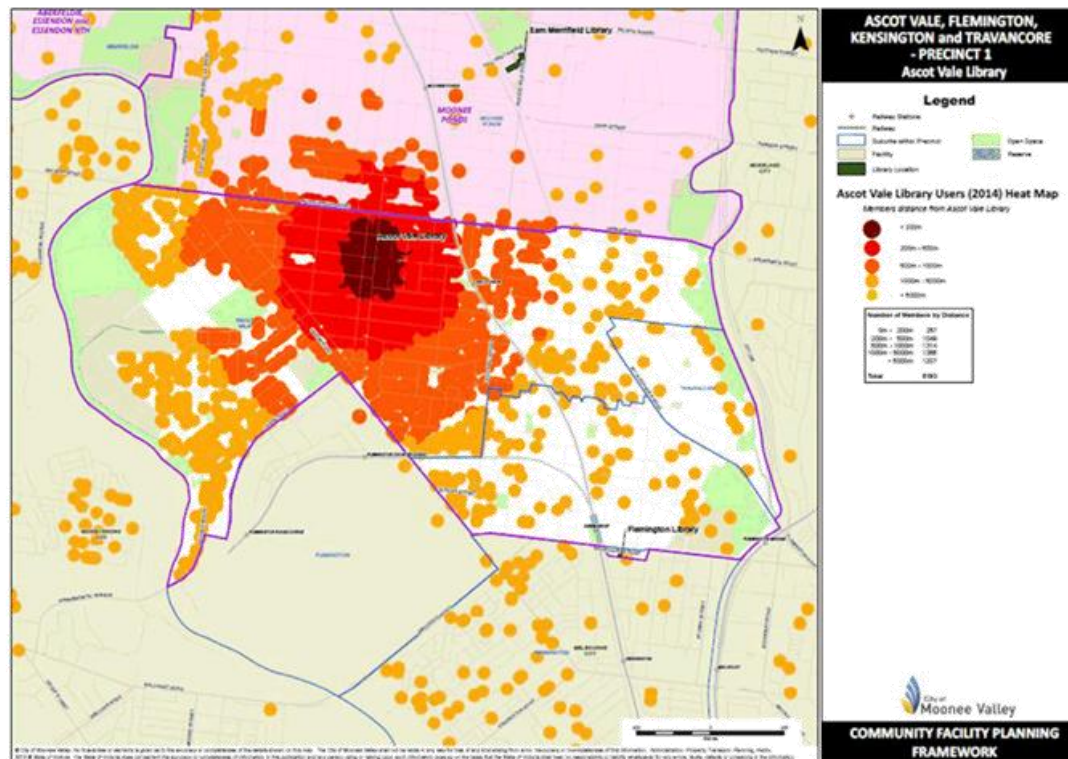


Figure 9. Flemington Library user catchment map

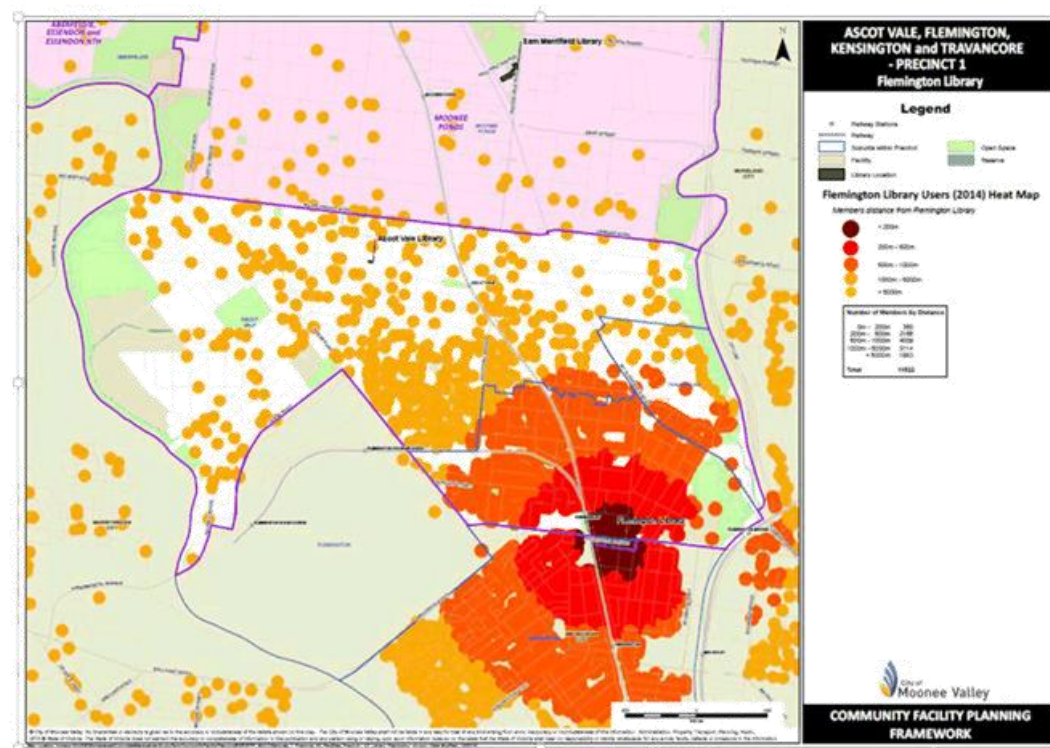


Figure 10 Ascot Vale Leisure Centre user catchment map

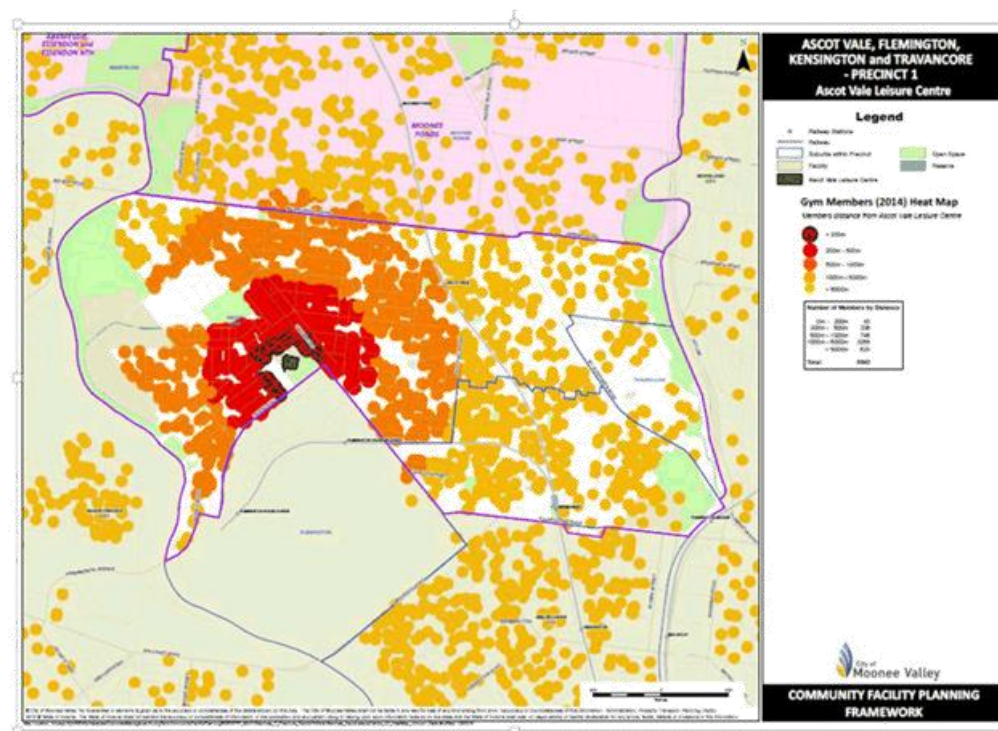
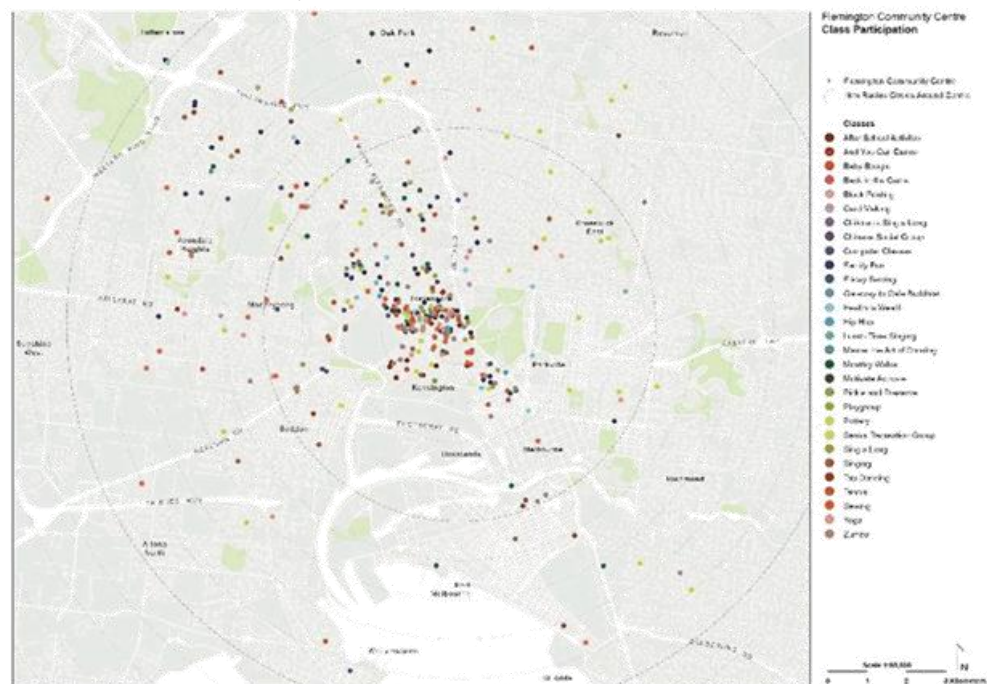


Figure 11. Flemington Community Centre user catchment map



The quantum of additional demand generated directly by these facilities by the Flemington Life population is as follows:

- approximately one MCH consultation per week (MCH centres are assigned based on residential address, therefore most Flemington Life residents will attend centres in the City of Melbourne)
- 3 licensed sessional kindergarten places
- 18 long day care places
- additional 79 square metres of library floor space
- 2.2 outdoor playing ovals and fields
- 1.4 outdoor courts
- 0.6 indoor courts.

The City of Moonee Valley does not apply benchmarks to determine the need for multi-purpose spaces. In keeping with Council's LTCFP principles, adaptable multi-purpose spaces will be provided in all future community facilities. The quantum, size and configuration of these will be determined at detailed feasibility stage.

It is likely that Flemington Life residents will require access to spaces for private, ad-hoc hire and will access some community programs. The development will therefore also generate some demand for multi-purpose spaces.

7.4 Capacity of existing community facilities in Precinct 1 to accommodate additional demand from the Flemington Life development

Council has considered the Capacity of existing community facilities in Precinct 1 to accommodate additional demand from the Flemington Life development. Table 1 assesses the capacity of existing community facilities in Precinct 1 to accommodate additional demand generated from the Flemington Life development, particularly with regard to the long term needs identified through Council's LTCFPF process.

Service/facility	Capacity
Early years	No capacity. Council's LTCFPF process has identified the need for an integrated early years facility in order to increase the capacity of existing services to accommodate future demand without the additional demand from Flemington Life.
Libraries	No capacity. Both Ascot Vale Library and Flemington Library have already been identified by Council as requiring additional floor space. Ascot Vale Library requires an additional 672sqm and Flemington Library requires an additional 214sqm.
Outdoor play ovals/fields	Fairbairn Park can accommodate the demand generated from the Flemington Life development if the capacity of fields is increased by realigning cricket wickets and ovals, investing in new field decks and installing field lighting.
Indoor courts	No capacity. Council is currently undertaking a feasibility study and business plan for the development of a highball stadium in Moonee Valley.
Leisure centre	Ascot Vale Leisure Centre can accommodate additional demand with the conversion of the group hall into program rooms.

Table 1 Capacity of community facilities in Precinct 1 to accommodate additional demand generated from the Flemington Life development

7.5 Assessment of proposed community facility development contributions

A number of community infrastructure contributions were proposed in the Flemington Life Social Impact Assessment Update (November 2015), assesses these proposals against Council's community facility priorities for Precinct 1.

The Assessment Committee's Stage 1 Report has required the proponent to:

Provide the following information in support of the proposal to the Committee by close of business on 23 February 2016:

- a) *Reconcile how the public open space contribution will be allocated and implemented.*
- b) *Define the extent of development contributions required for the Project in consultation with the Cities of Melbourne and Moonee Valley, and determine the planning mechanism for this to be implemented.*

In addition the Committee has required that the proponent prepare and submit

An independent peer review report on social impact assessment, including commentary on public open space, development contributions and affordable housing.

Council will continue to work with the proponent on the extent of development contributions required for the Project. At this time it is not possible to ascertain how large facilities will have to be or where they will have to be located to address the needs arising from this proposal. The parties cannot agree on facility capacity or location absent a development proposal. None is before the Committee.

Until Council has had the opportunity to review this material Council will not be in a position to finalise its consideration and determination of what is an appropriate level of contributions.

These matters will also be affected by the Committee's recommendation as to the appropriate municipal boundaries for the Flemington Green precinct, and what the ultimate site yield should be.

Council initial comments on the community infrastructure contributions proposed in the *Flemington Life Social Impact Assessment Update (November 2015)* and their relationship against Council's emerging community facility priorities for Precinct 1 are in Table 2.

Proponent Proposal	Alignment of proposal with Council's community facility priorities	Council's preferred development contributions from Flemington Life
Contribute to a new early recreation hub in Kensington.	<p>Assuming this proposal refers to the redevelopment of the Kensington Community Recreation Centre, the centre is located 4km from Flemington Green and 1.5km from Epsom Road. Moonee Valley's catchment mapping shows that 56 percent of children enrolled in kindergarten live less than 1km from the centre they attend and 88 percent live less than 2.5 km from the centre they attend. Moonee Valley facilities are closer to Flemington Green than City of Melbourne's facility and approximately the same distance from the Epsom Road site.</p> <p>At this stage it is unknown which early years' services the City of Melbourne will be developing at the Kensington Community Recreation Centre or if the development will progress as it has not yet been subject to feasibility.</p>	<p>Contribute to an integrated facility within the Union Road Activity Centre that will accommodate:</p> <ul style="list-style-type: none"> • a larger Ascot Vale Library • integrated early years services • shared, flexible multi-purpose spaces.
<p>Provide or contribute to a multi-purpose community hub. The facility should offer accessible, flexible and culturally appropriate community spaces. This may be located onsite at Flemington Green or at another location nearby pending discussion with Council. The facility should include:</p> <p>A local e-resource centre</p> <ul style="list-style-type: none"> • Areas suitable for 'maker spaces' for local art and cultural activities catering to an increasing youthful population in the area • Places that residents can hire for children's parties and other social activities • Areas suitable for book clubs, study groups, table tennis 	<p>Council's planning has determined the need for an increase in multi-purpose spaces in Precinct 1, therefore provision of such space is supported. However, Council's priority is to develop an integrated facility that will also accommodate a library and early years services as the anchor uses. Multi-purpose spaces will not be a primary focus of the facility, but rather will support the anchor uses, as well as provide space for other services such as aged and disability programs.</p> <p>Locating these services at the Flemington Green site does not align with Council's facility location principles. Specifically:</p> <ul style="list-style-type: none"> • the facility will not be central to the catchments of the services to be accommodated on the site • the facility is not located within, or close to an area of community activity • the site is unlikely to have capacity for potential future expansion • Council's historic visitation rates demonstrate that a library requires a ground level entrance and visual prominence in an area of high pedestrian activity 	
Contribute to new tennis and netball courts in the local area surrounding Flemington Green and Epsom Road.	Flemington Life is likely to generate demand for an additional 2 sports courts, therefore this proposal is supported.	Contribute to development of 2 new courts for netball and tennis at Riverside Golf and Tennis Centre.

Proponent Proposal	Alignment of proposal with Council's community facility priorities	Council's preferred development contributions from Flemington Life
	The Riverside Golf and Tennis Centre can accommodate additional demand through the development of additional sport-compliant courts for netball and tennis.	
Additional Council priorities not proposed by the proponent		
		Contribute to a capacity increase at Fairbairn Park (realigning cricket wickets and ovals, investing in new field decks and installing field lighting).
		Contribute to Ascot Vale Leisure Centre capacity increase – conversion of group hall into program rooms.

Table 2. Council's emerging community facility priorities for Precinct 1 and Proponent Proposal.

It has been demonstrated that both elements of the Flemington Life proposal, (Flemington Green and Epsom Road) will significantly impact on Council's community infrastructure. It is therefore expected that the land owner provide an appropriate level of financial contribution towards mitigating the impacts on community facilities, and that this be formalised in an agreement, pursuant to section 173 of the Planning and Environment Act, 1987. This is expected to be separate to any contribution towards transport mitigation or public open space.

Council's service planning has identified community facility priorities for this part of the municipality. Further to this, it has undertaken additional analysis into the likely community facility demand generated from the Flemington Life development. In light of this we have identified preferred development contributions towards community facility priorities. Implementation is not, at this stage, advanced to the point whereby an exact dollar figure can be identified for the required mitigation needs.

However what is clear that the impacts will be substantial and, as such, a figure commensurate to the impacts must be agreed. Council considers that a minimum figure of at least \$6,000 per dwelling must be agreed.

This figure is obtained by comparing the Flemington Life proposal against the Proposed Moonee Valley Racecourse development. In that instance, the relevant Advisory Committee found that the proposed development contributions amounting to approximately \$6,000 per dwelling is reasonable.

This is considered an appropriate benchmark in that each proposal is for a large scale, high density/residential mixed use development on existing land utilised for racecourse purposes. Council is prepared to work collaboratively and productively on the identification of necessary local infrastructure upgrades and improvements, including mitigating works, for the agreed development.

8.0 INTERFACE WITH SURROUNDING LAND USES

8.1 Events

The proponents have identified the land as a major residential development site. However it cannot be presented as an unfettered or "brownfield" site and must be considered in the context of its surroundings. The Flemington Green site has three distinctive and differing land uses at its boundaries:

- Northwest – established low/medium density residential development.
- Northeast – Royal Agricultural Showgrounds (RAS). This venue has a range of events throughout the year, including concerts and the annual Royal Melbourne Show held over two weeks in September.
- Flemington Racecourse – regular race meetings, with the Melbourne Cup Carnival held annually in November.

The varying functions of the uses at the interface with the subject makes the proposal a significantly different proposition than many other straightforward residential rezoning requests. As such, the proposal creates its own set of unique challenges which must be given appropriate consideration which in the view of Council, makes the proposal unsuitable. Two of these are dynamic and in nature and each has the ability to impact on the amenity of future residents at Flemington Green. As such the impacts of these sites and their lawfully established uses must be a major consideration in the proposal to create high density housing on the doorstep of two of Melbourne's signature event venues.

Table 3 outlines a list of events at each venue over the past three years. (A more detailed breakdown will be tabled at the forthcoming hearing). This shows that there was a combined attendance of over 3.5 million people over this time. Essentially, on an annual basis the visitor numbers in the precinct were equivalent to a quarter of metropolitan Melbourne's population.

Royal Agricultural Showgrounds		
Year	Events	Attendees
2013	46	806,800
2014	43	912,100
2015	22	249,300
Total	111	1,968,200
Flemington Racecourse		
Year	Events	Attendees
2013	43	767,00
2014	41	676,975
2015	20	311,183
Total	104	1,755,158
Events Precinct Total		
Year	Events	Attendees
2013	89	1,573,800
2014	84	1,589,075
2015	42	560,483
Total	215	3,723,358

Table 3 Events at Showgrounds and Racecourse 2013-2015

These events are not limited to race meetings and can attract large crowds, and often operate during the day and night.

By way of example The Melbourne Barbecue Festival is scheduled to be held at Flemington Racecourse on Saturday, 6 February from 10am-10pm. It is anticipated that the event will attract 10,000 people. There are several major events scheduled over the next few months:

Date 2016	Event	Venue
6 Feb	Melbourne Barbecue Festival	Flemington
13 & 14 Feb	ROC Race	Flemington
20 Feb	Black Caviar Lightning Day	Flemington
24 Feb – 29 Feb	Victorian Caravan, Camping & Touring Supershow	Showgrounds
5 Mar	Australian Guineas Day	Flemington
12 Mar	Super Saturday	Flemington

Table 4 Events at Showgrounds and Racecourse Feb – March 2016

Many of these create negative amenity impact, which are currently experienced by residents of the area, especially if they are poorly organised, excessively noisy or run over time. Council's experience is that Moonee Valley residents' key concerns relate to excessive noise, antisocial behaviour and inadequate public transport and parking.

These impacts are also familiar to Council as additional resources are required to manage and clean up after major events. Additional noise complaints waste collections, traffic management costs are imposed on Council every year during event times.

It calls into question the expectations of the future residents that would reside in Flemington Green. As currently planned, the residents would face a regular influx of pedestrians and vehicles restricting and slowing access to their premises. Accessibility to community facilities will be severely restricted and there will competition for the available open space. Noise from events is known to impact on residents in the surrounding area.

The proponent has not articulated how these real issues would be addressed if the development were to proceed. Would the Body Corporate be responsible for cleansing and maintenance of the external areas during and following these regular events and race meetings?

It is considered that the Advisory Committee needs to fully consider potential impacts from surrounding uses, and the impact on amenity for future residents. Whilst the Amendment documents have clearly highlighted the role and function of the Racecourse, they do not outline how the externalities associated with its function should be managed.

The proponent should be able to demonstrate how the number and types of events at the Racecourse will be managed. This brings into question whether 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.

At present the SUZ 1 schedule requires that the Racecourse and must not be used for an event for more than 15,000 people or for a place of assembly for more than 15,000 people, unless an Event Management Plan has been approved by the responsible authority. Prior to approving an Event Management Plan the responsible authority must consider the views of a

Consultative Committee comprised of the Victoria Racing Club, Department of Sustainability and Environment, Melbourne City Council and Moonee Valley City Council.

Council considers that there should be a review, and lowering of the threshold level of 15,000 participants before an event management plan is required. This is as there would be a significant intensification of the residential population in proximity to the Racecourse proper and an increase events could reasonably impact on their amenity and accessibility. Council notes that in their decision of *Bannister v Minister for Planning* 2009, (P121/2009) the Victorian Civil and Administrative Tribunal stated that:

Firstly we consider the context must influence reasonable expectations of amenity. The owners of residential properties proximate to the Showgrounds and the Racecourse (both being recognised in the Scheme as major recreational and entertainment resources of State and Metropolitan significance) cannot expect the same level of amenity as might be found in an entirely residential area.

This case related to the proposal to allow for an increase in music events by the Royal Agricultural Society of Victoria Ltd at the Showgrounds, a site in obvious close proximity to Flemington Racecourse and proposed amendment sites.

The externalities associated with an increase in events are felt through the impacts of increased noise, traffic and parking, pre-event and post-event set up and take down, and street cleansing and the like.

The difficulties in managing the interface between events and high density residential precinct are exposed within the proposed CDZ Zone put forward by the proponent. It is suggested that as part of the requirements for Buildings and works Permit Requirements "a permit is not required to construct a building or construct or carry out works directly associated with the Victoria Racing Club Ltd and /or management of the Flemington Racecourse".

This would appear to be totally unreasonable that works that would ordinarily require a permit, on land outside the racecourse would be exempt based on the fact that the works were being undertaken by the VRC. Once the land is excised the VRC should not expect to have control of land beyond the racecourse boundary.

8.2 Access and Parking

There is a limited availability of off-street parking in the vicinity of Flemington Green. There is increased demand during event periods at the Melbourne Showgrounds and/or Flemington Racecourse. In order to manage, the impacts of this demand, Council has established on street parking management regime that is triggered during events.

The two local roads directly impacted are Fisher Parade and Leonard Crescent. The parking restrictions on Fisher Parade are permit zones during major events at the Melbourne Showgrounds or Flemington Racecourse. The main demand for on-street parking is primarily from existing residential properties except during event times.

There are currently 131 dwellings with frontages to Fisher Parade. Of these, half (66) are not entitled to resident or visitor parking permits but are entitled to temporary parking vouchers. Over one third (46) are entitled to just one parking permit each and temporary parking vouchers and just less than one sixth (19) are eligible for more than one parking permit each. During major events, temporary parking vouchers can be used by residents with few or no parking permits to park on-street.

Leonard Crescent has sixteen properties fronting it. Of these, two are not entitled to parking permits, but can apply for temporary parking vouchers. At the moment, the on-street parking is unrestricted with the exception of a bus zone and taxi zone.

Any significant increase in dwelling numbers would be likely to have a significant impact on parking demand in these streets. Should the demand be of a scale that warrants the introduction of timed or permit parking restrictions, which typically occurs when occupancy levels consistently reaches 85 per cent or more, the residents of Fisher Parade and Leonard Crescent who do not hold resident or visitor parking permits will be significantly affected and will lose the ability to park on-street.

In accordance with Moonee Valley City Council policy, no occupier of the Flemington Green Precinct site would be entitled to resident or visitor parking permits.

The Flemington Events Precinct is identified in below in Figure 12.

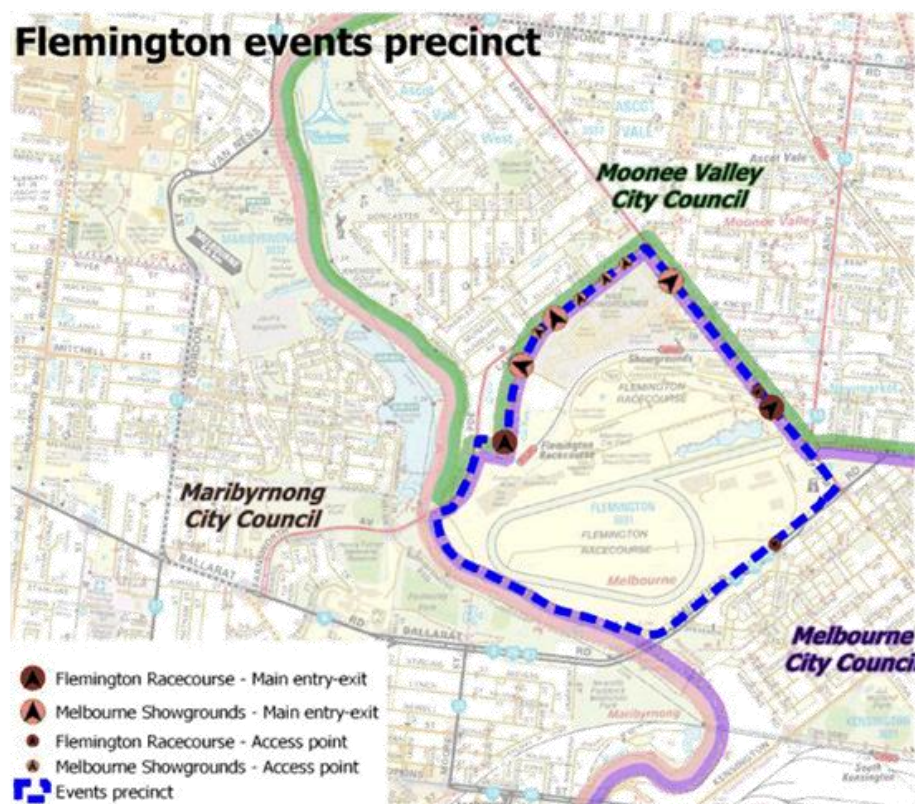


Figure 12 - Flemington Events Precinct

Council's Manager City Planning attends quarterly Community Reference Group meetings at the Flemington Racecourse and Melbourne Showgrounds and gathers a high level of understanding of forthcoming events held at both venues. From this, Council instigates event-based parking restrictions in the Events Area that are enforceable and where parking permits must be displayed. This requires good communication between the stakeholders, and imposes costs onto Council, in terms of sign and notification management, and parking enforcement.

Council recommends that the members of the Advisory Committee acquaint themselves with events held on the Showgrounds and Racecourse in order to appreciate the extent of impacts on the surrounding area.

9.0 AFFORDABLE AND ADAPTABLE HOUSING

9.1 Affordable Housing

The Committee in its Stage 1 Report stated that it considers that options to provide affordable housing needs to be further explored, and the VRC should include affordable housing as a topic for consideration and resolution at the Hearing.

Provide the following information in support of the Project to the Committee by close of business on 23 February 2016:

- a) *Work with the Cities of Melbourne and Moonee Valley to develop a proposal to identify reasonable affordable housing opportunities, and the planning mechanisms (or options) to implement such opportunity.*
- b) *An independent peer review report on social impact assessment, including commentary on public open space, development contributions and affordable housing.*

Council will continue to consider the matter and work with stakeholders as directed.

Affordable Housing is an issue that Council has been focussing on in recent times. The *Moonee Valley Affordable and Inclusive Housing Action Plan 2014/15* is based on the *City of Moonee Valley Affordable Housing Background Research Paper* (October 2012). It is also guided by the Council Plan (2013-2017), the *Moonee Valley Public Health and Wellbeing Plan (2013-2017)* and the *Housing Strategy 2010*.

A new Housing Strategy is currently being drafted. While not yet adopted by Council it contains a number of supporting actions regarding Affordable and Adaptable Housing. These actions include developing an internal policy that requires large-scale developments to provide a Social Impact Assessment, which addresses the provision of Affordable Housing and to work with Community Housing Providers and developers towards a goal of 10 percent provision of Affordable Housing as part of new large-scale housing developments.

The Draft Moonee Valley Housing Strategy 2016 adopts the following definitions of Affordable Housing.

Affordable Housing is housing managed by the not-for-profit sector such as Community Housing Providers and cooperatives. Affordable Housing is offered to purchasers or renters at below market rates (usually capped at 25-30 percent of the household's income).

There are three questions that require attention regarding the provision of Affordable Housing (in accordance with the above definition) as part of the proposed redevelopment of Flemington Green.

1. What is the right form of Affordable Housing to be provided?
2. What is the right amount of Affordable Housing to be provided?
3. How can the VRC be accountable for providing the agreed amount of Affordable Housing?

The State Government report *Making Social Housing Work: Better Homes for Low Income Victorians* (March 2014) highlights the need for the increased provision of Affordable Housing in Victoria. The report states that the demand for Social Housing is set to increase by 38% in Melbourne outstripping demand for private rentals at 27 percent between 2014 and 2024. Meaning the provision of Affordable rentals needs to grow faster than the private rental market.

The report concludes that social housing stock in Victoria needs to grow to between 5-6.5 percent of all housing stock in Victoria. Currently Social Housing (which includes Public Housing and Affordable Housing) accounts for 3.4 percent of total dwelling stock in Victoria (compared to 5.2 percent in NSW).

This would indicate that 10 percent is a reasonable provision of Affordable Housing in a project of the scale being proposed by the VRC as a contribution to the overall shortfall of Affordable Housing in Melbourne.

The provision of affordable rental stock is considered preferable over the provision of an affordable purchase due to the long term impact this stock has on the housing market. Affordable rentals, owned and managed by the non-for-profit sector have the ability to provide long term relief to people experiencing housing stress where as a dwelling offered for sale at a price below the current market rate provides a one off benefit to the purchaser. However, the long-term public benefit of the dwelling as a contribution to Social Housing is lost.

Through Amendment C134 the City of Moonee Valley pursued a policy position to require a minimum of 10 percent Affordable Housing as part of any new residential development of 10 dwellings or more. It is noted that the Panel presiding over the hearing for C134 recommended that Council re-word the proposed policy to 'encourage the provision of affordable housing in developments of 10 or more dwellings'.

This was partly on the basis of the difficulties in ensuring that a quota of affordable housing is secured. Given the wind down of the Commonwealth NRAS program this relies on the involvement of a third party Community Housing Provider as the owner and manager of the housing stock.

Nonetheless there are several cases throughout Melbourne, including one in the City of Moonee Valley, where a minimum quota of 5 percent affordable housing has been supported via a site specific planning control for a major re-development site. This was achieved for the proposed re-development of the Moonee Valley Racecourse through Schedule 1 to the Activity Centre Zone.

How this minimum quota will be achieved by the MVRC has not yet been resolved but it should be possible to work through this issue in cooperation with the site developer and interested Community Housing providers.

There are potential social benefit to a 'salt and pepper' approach to the provision of Affordable Housing where the Social Housing component is indistinguishable from the private stock. However, it is understood that this may not suit the needs of a not-for-profit provider.

Many Community Housing Providers prefer to design and manage their stock from the beginning as this allows them to design to the needs and specifications of their clients (many of whom require Accessible Housing) and keep maintenance and body corporate fees low.

This being the case the preferred arrangement may be to hand over a portion of the site or completed development in a manner that best suits the Community Housing partner. An agreement between all parties could be entered into prior to the rezoning of the site to ensure any arrangement is secured.

Moonee Valley Council is willing to work with the developer, the Community Housing sector and the City of Melbourne to come to a mutually agreeable arrangement that meets the needs of all parties and provides a reasonable provision of Affordable Housing product somewhere in the range of 5-10 percent of the overall housing stock.

The draft Moonee Valley Housing Strategy also discusses the need to provide Adaptable Housing as part of the overall housing mix in new large-scale residential developments. This is further supported by the Moonee Valley Disability Action Plan (2014-2023) and the Moonee Valley Affordable and Inclusive Housing Action Plan 2014/15.

Approximately 20 percent of Moonee Valley residents will acquire a disability or experience a physical limitation during the course of their life. Most will acquire disabilities over time as a result of injuries or increasing mobility restrictions and physical limitations as they age.

The National Disability Insurance Scheme will become available in the Western Melbourne area from 1 October 2018. The scheme is set to financially assist people with a disability to find appropriate housing, which supports their independence where possible. This is expected to increase demand for Accessible and Adaptable housing.

There is a strong link between the need for increased Adaptable Housing and Affordable Housing as often those affected by a disability are also low-income earners. Many Affordable Housing Providers are aware of their clients' needs and build to reflect this. However, increasing the percentage of Adaptable homes in the private market is required to cater for the increase in future demand and provide people with a disability with a variety of housing options.

Accessible Housing is housing that has been designed in a way which makes it easy for people with a mobility difficulty to enter, move around and to comfortably live in. For example by having wider doorways, step free entries and a bedroom on the ground floor. An accessible home meets the Australian Standard AS 1428.1-2001.

Adaptable Housing is housing that has been designed in such a way as to allow for lifestyle changes over time without the need for significant modifications. This may include aspects such as having contrasting colours between kitchen bench tops and cupboards to assist the visually impaired or having a clear circulation space in living areas for wheelchair manoeuvrability. The Australian Standard AS 4299-1995 specifies that housing be adaptable for a wheelchair.

It is therefore recommended that in addition to a quota of Affordable Housing the development should provide for a minimum of 10 percent Adaptable Housing. These dwellings may in part overlap with the provision of Affordable Housing but Adaptable Housing should be demonstrated in the design of a minimum of 5 percent of the private housing stock as well.

Council notes that in terms of Affordable Housing, the OVGA report considers that the proponents' response to be "unconvincing".

10.0 HERITAGE

10.1 Bluestone wall

Flemington Green site is partially covered by HO272, which relates to Flemington Racecourse, Epsom Road and Smithfield Road. Of particular relevance to the proposed development are the bluestone walls along Fisher Parade to the south of the site (identified as F2 in the Victorian Heritage Register).

"Flemington Racecourse is architecturally significant for its collection of structures relating to racing in Victoria since the nineteenth century, which demonstrate the various stages of development of the course. The most significant of these are the remaining nineteenth century structures (the 1880s bluestone stand remnants and bluestone walls and the former Convalescent Jockeys' Lodge), the 1920s Members' Stand and betting ring, and the 1930s tote buildings. The remnant of the 1880s bluestone grandstand, though partly hidden beneath the Old Hill Stand terraces, is an interesting example of a nineteenth century grandstand and demonstrates building techniques of the period. The bluestone walls at the base of The Hill and along Fisher Parade and Leonard Crescent are also of interest as examples of nineteenth century bluestone construction."

The Proponent's planning report states the following:

VRC sought advice from Lovell Chen on the potential for development in the Flemington Green precinct. The advice of Lovell Chen included the following:

Setbacks to the heritage wall

- *New development should be setback between 6-8 metres from the wall.*
- *Free space should be retained around the wall, to maintain its setting and presentation.*
- *Development on registered land area.*
- *Development in the eastern portion of the Hill Precinct is generally not constrained in heritage terms in regards to height and density.*

It is considered that this advice from Lovell Chen does not provided sufficient justification for the proposed built form of 73.7 metres (with no setbacks), 6 metres to the north of the subject bluestone wall. It is not possible to ascertain why a setback of 6-8 metres from the wall has been identified as being a suitable separation

At present, the wall is clearly visible from the public domain and presents as a useful and identifiable heritage element in the built Environment.

It is considered that a full heritage assessment is required to determine an appropriate built form for Precinct B which would complement the character of HO272, especially the bluestone walls to the immediate south. Without a full understanding and appreciation of this, the heritage value of the wall is likely to be diminished, and lost if the development is constructed as proposed.

This should assist in developing the appropriate the built form provisions of the Comprehensive Development Zone as the maximum building height and minimum setback for Precinct B.

11.0 MUNICIPAL BOUNDARY REALIGNMENT AND RESPONSIBLE AUTHORITY STATUS (Planning and Environment Act, 1987)

11.1 Boundary Realignment

The Terms of Reference requires the Advisory Committee to produce a written report for the Minister for Planning. In addition to recommendations as to the appropriateness of the proposed Planning Scheme Amendments, the Report is to provide:

- *A rationale in reviewing whether a municipal boundary re-alignment is required for the 'Flemington Hill' development site to ensure that the site is located within one municipality.*
- *An assessment on the current Responsible Authority status and whether the Minister for Planning should continue as Responsible Authority for the development sites.*

These sites are generally surrounded by residential areas within the City of Moonee Valley. If the Amendments are to proceed in the manner proposed by the Victoria Racing Club, there will be significantly higher numbers of residents living in the Flemington Green precinct. The new residents within the City of Melbourne will essentially be disconnected from the rest of that municipality.

It is proposed to have an additional 1,100 residents in the area, with no significant upgrade or change to the provision of public transport in the area. Being contained within a single municipality would assist in creating a sense of community for new residents within the development, and assist in integrating with the surrounding neighbourhood.

As outlined within this submission there will be a significant impact on the surrounding community, particularly in relation to traffic, parking, community services, recreation needs and open space. There will also be an increased demand on the local infrastructure and services provided, which are generally managed by Moonee Valley City Council.

Including the Flemington Green site within the City of Moonee Valley would ensure that there is the ability and the authority to develop a comprehensive strategy for key issues and provide for increased service demands as a result of future development and events, rather than applying fragmented solutions, or depending on extensive cooperation between two councils, and other stakeholders.

This would allow for a single managed approach to the issues that the VRC/Greenland proposal will generate and required to be managed across two municipal areas, such as;

- Waste Collection,
- Parking enforcement,
- Street and road furniture provision and maintenance,
- Maintenance of public open space,
- Provision and maintenance of municipal social infrastructure and services,
- Environmental Health management ,
- Co-ordination with infrastructure service authorities, and
- Event management.

Including the precinct within the City of Moonee Valley would have the following benefits:

- Allow for a municipal approach to management, creating consistent decision making on development contributions, planning applications and events management.
- Improved amenity for residents surrounding the Events Precinct.
- Provide Council with greater control over future development in terms of site layout and built form, as well as ensuring more efficient ongoing management once development is completed.
- Allow Council to more effectively plan for increased service demands resulting from new developments.

11.2 Responsible Authority Status

Council considers that there is significant benefit in the Flemington Green site being incorporated within the City of Moonee Valley and that Moonee Valley City Council is also made the Responsible Authority in relation to the Planning and Environment Act, 1987.

Council has previously written to the relevant Ministers and the City of Melbourne advocating that Moonee Valley City Council be the Responsible Authority for the Flemington Racecourse and the Melbourne Showgrounds. This was not supported by either.

It is considered that the Moonee Valley City Council is effectively best placed to consider the impacts of any proposed development on the Flemington Green site, given the geographic location of the site, reliance on providing services and our understanding of the interests of the local community.

12.0 PLANNING CONTROLS

12.1 Recommended Changes

If the Advisory Committee is minded to recommend to the Minister for Planning to support the Amendments, Council considers that there will be changes required be made to the relevant Planning Scheme documentation. The Council's recommended changes will be presented to the Advisory Committee at the Public Hearing.

This will allow Council the opportunity to review the information and consider all relevant material in advance of making recommendations for changes. This is considered advantageous in that it will eliminate the Advisory Committee receiving multiple iterations of proposed controls from various parties.

Notwithstanding this, it is clear that Clause 4.2 – Built Form Under '*Exemption from notice and appeal*' requires amendment. It is recommended to remove the word 'generally'. The building envelope plan must be very clear to be able to determine what is consistent or not. Council considers that maximum height limits should be mandatory.

13.0 OTHER MATTERS

The City of Moonee Valley held five separate information sessions to help the community stay informed of the Amendment process and to understand how to make a submission to the Advisory Committee. These events were well attended with over 200 people in attendance. Through these events a number of issues that are not addressed in the exhibition material or in the chapters above were raised by the community. These matters included:

- An analysis of the viability of economic impact of the new retail space that would be permitted as part of the development.
- A more comprehensive understanding of the wind impacts of any buildings permitted.
- Has there been a suitable consideration been given to issues with emergency vehicle access?

32.08 GENERAL RESIDENTIAL ZONE

01/07/2014
VC116

Shown on the planning scheme map as **GRZ, R1Z, R2Z or R3Z** with a number (if shown).

Purpose

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To encourage development that respects the neighbourhood character of the area.

To implement neighbourhood character policy and adopted neighbourhood character guidelines.

To provide a diversity of housing types and moderate housing growth in locations offering good access to services and transport.

To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

32.08-1 Table of uses

01/07/2013
VB

Section 1 - Permit not required

Use	Condition
Animal keeping (other than Animal boarding)	Must be no more than 2 animals.
Bed and breakfast	No more than 10 persons may be accommodated away from their normal place of residence. At least 1 car parking space must be provided for each 2 persons able to be accommodated away from their normal place of residence.
Dependent person's unit	Must be the only dependent person's unit on the lot.
Dwelling (other than Bed and breakfast)	
Home occupation	
Informal outdoor recreation	
Medical centre	The gross floor area of all buildings must not exceed 250 square metres. Must not require a permit under clause 52.06-3. The site must adjoin, or have access to, a road in a Road Zone.
Minor utility installation	
Place of worship	The gross floor area of all buildings must not exceed 250 square metres. The site must adjoin, or have access to, a road in a Road Zone.
Railway	
Residential aged care facility	

Use	Condition
Tramway	
Any use listed in Clause 62.01	Must meet the requirements of Clause 62.01.
Section 2 - Permit required	
Use	Condition
Accommodation (other than Dependent person's unit, Dwelling and Residential aged care facility)	
Agriculture (other than Animal keeping, Animal training, Apiculture, Horse stables and Intensive animal husbandry)	
Animal keeping (other than Animal boarding) – if the Section 1 condition is not met	Must be no more than 5 animals.
Car park	Must be used in conjunction with another use in Section 1 or 2.
Car wash	The site must adjoin, or have access to, a road in a Road Zone.
Community market	
Convenience restaurant	The site must adjoin, or have access to, a road in a Road Zone.
Convenience shop	
Food and drink premises (other than Convenience restaurant and Take away food premises)	
Leisure and recreation (other than Informal outdoor recreation and Motor racing track)	
Place of assembly (other than Amusement parlour, Carnival, Circus, Nightclub, and Place of worship)	
Plant nursery	
Service station	<p>The site must either:</p> <ul style="list-style-type: none"> Adjoin a commercial zone or industrial zone. Adjoin, or have access to, a road in a Road Zone. <p>The site must not exceed either:</p> <ul style="list-style-type: none"> 3000 square metres. 3600 square metres if it adjoins on two boundaries a road in a Road Zone.
Store	Must be in a building, not a dwelling, and used to store equipment, goods, or motor vehicles used in conjunction with the occupation of a resident of a dwelling on the lot.
Take away food premises	The site must adjoin, or have access to, a road in a Road Zone.

Use	Condition
Utility installation (other than Minor utility installation and Telecommunications facility)	
Any other use not in Section 1 or 3	

Section 3 – Prohibited

Use
Amusement parlour
Animal boarding
Animal training
Brothel
Cinema based entertainment facility
Horse stables
Industry (other than Car wash)
Intensive animal husbandry
Motor racing track
Nightclub
Office (other than Medical centre)
Retail premises (other than Community market, Convenience shop, Food and drink premises, Plant nursery)
Saleyard
Stone extraction
Transport terminal
Warehouse (other than Store)

32.08-2
01/07/2013
V8

Subdivision

Permit requirement

A permit is required to subdivide land.

An application to subdivide land, other than an application to subdivide land into lots each containing an existing dwelling or car parking space, must meet the requirements of Clause 56 and:

- Must meet all of the objectives included in the clauses specified in the following table.
- Should meet all of the standards included in the clauses specified in the following table.

Class of subdivision	Objectives and standards to be met
60 or more lots	All except Clause 56.03-5.
16 – 59 lots	All except Clauses 56.03-1 to 56.03-3, 56.03-5, 56.06-1 and 56.06-3.
3 – 15 lots	All except Clauses 56.02-1, 56.03-1 to 56.03-4, 56.05-2, 56.06-1, 56.06-3 and 56.06-6.
2 lots	Clauses 56.03-5, 56.04-2, 56.04-3, 56.04-5, 56.06-8 to 56.09-2.

32.08-3
01/07/2013
V8

Construction and extension of one dwelling on a lot

Permit requirement

A permit is required to construct or extend one dwelling on:

- A lot of less than 300 square metres.
- A lot of between 300 square metres and 500 square metres if specified in a schedule to this zone.

A permit is required to construct or extend a front fence within 3 metres of a street if:

- The fence is associated with one dwelling on:
 - A lot of less than 300 square metres, or
 - A lot of between 300 and 500 square metres if specified in a schedule to this zone, and
- The fence exceeds the maximum height specified in Clause 54.06-2.

A development must meet the requirements of Clause 54.

No permit required

No permit is required to:

- Construct or carry out works normal to a dwelling.
- Construct or extend an out-building (other than a garage or carport) on a lot provided the gross floor area of the out-building does not exceed 10 square metres and the maximum building height is not more than 3 metres above ground level.

32.08-4
22/08/2013
VC104

Construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings

Permit requirement

A permit is required to:

- Construct a dwelling if there is at least one dwelling existing on the lot.
- Construct two or more dwellings on a lot.
- Extend a dwelling if there are two or more dwellings on the lot.
- Construct or extend a dwelling if it is on common property.
- Construct or extend a residential building.

A permit is required to construct or extend a front fence within 3 metres of a street if:

- The fence is associated with 2 or more dwellings on a lot or a residential building, and
- The fence exceeds the maximum height specified in Clause 55.06-2.

A development must meet the requirements of Clause 55. This does not apply to a development of five or more storeys, excluding a basement.

A permit is not required to construct one dependent person's unit on a lot.

Transitional provisions

Despite the amendments made to Clause 55 by Amendment VC100, Clause 55 does not apply to:

- an application to construct or extend a development of four or more storeys made before the approval date of the planning scheme amendment that introduces those amendments into the planning scheme; and
- an application under section 69 of the Act to extend a permit to construct or extend a development of four or more storeys granted on or before the approval date of Amendment VC100.

32.08-5 Requirements of Clause 54 and Clause 55

01/07/2013
V8

A schedule to this zone may specify the requirements of:

- Standards A3, A5, A6, A10, A11, A17 and A20 of Clause 54 of this scheme.
- Standards B6, B8, B9, B13, B17, B18, B28 and B32 of Clause 55 of this scheme.

If a requirement is not specified in a schedule to this zone, the requirement set out in the relevant standard of Clause 54 or Clause 55 applies.

32.08-6 Buildings and works associated with a Section 2 use

01/07/2013
V8

A permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-1.

32.08-7 Maximum building height requirement for a dwelling or residential building

01/07/2013
V8

The maximum height of a building used for the purpose of a dwelling or residential building must not exceed the building height specified in a schedule to this zone.

This does not apply to:

- An extension of an existing building that exceeds the specified building height, provided that the extension does not exceed the existing building height.
- A building which exceeds the specified building height for which a valid building permit was in effect prior to the introduction of this provision.

If no building height is specified, the requirement set out in the relevant standard of Clause 54 and Clause 55 applies.

32.08-8 Application requirements

01/07/2013
V8

An application must be accompanied by the following information, as appropriate:

- For a residential development of four storeys or less, the neighbourhood and site description and design response as required in Clause 54 and Clause 55.
- For residential development of five or more storeys, an urban context report and design response as required in Clause 52.35.
- For an application for subdivision, a site and context description and design response as required in Clause 56.
- Plans drawn to scale and dimensioned which show:
 - Site shape, size, dimensions and orientation.
 - The siting and use of existing and proposed buildings.

- Adjacent buildings and uses.
- The building form and scale.
- Setbacks to property boundaries.
- The likely effects, if any, on adjoining land, including noise levels, traffic, the hours of delivery and despatch of goods and materials, hours of operation and light spill, solar access and glare.
- Any other application requirements specified in a schedule to this zone.

If in the opinion of the responsible authority an application requirement is not relevant to the evaluation of an application, the responsible authority may waive or reduce the requirement.

32.08-9 Exemption from notice and review

01/07/2013
V8

Subdivision

An application to subdivide land into lots each containing an existing dwelling or car parking space is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

32.08-10 Decision guidelines

01/07/2013
V8

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

General

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The purpose of this zone.
- Any other decision guidelines specified in a schedule to this zone.

Subdivision

- The pattern of subdivision and its effect on the spacing of buildings.
- For subdivision of land for residential development, the objectives and standards of Clause 56.

Dwellings and residential buildings

- For the construction and extension of one dwelling on a lot, the objectives, standards and decision guidelines of Clause 54.
- For the construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings, the objectives, standards and decision guidelines of Clause 55.
- For a development of five or more storeys, excluding a basement, the Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment 2004).

Non-residential use and development

- Whether the use or development is compatible with residential use.
- Whether the use generally serves local community needs.
- The scale and intensity of the use and development.
- The design, height, setback and appearance of the proposed buildings and works.
- The proposed landscaping.
- The provision of car and bicycle parking and associated accessways.
- Any proposed loading and refuse collection facilities.
- The safety, efficiency and amenity effects of traffic to be generated by the proposal.

32.08-11 Advertising signs

01/07/2013
V8

Advertising sign requirements are at Clause 52.05. This zone is in Category 3.

Notes: Refer to the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement, for strategies and policies which may affect the use and development of land.

Check whether an overlay also applies to the land.

Other requirements may also apply. These can be found at Particular Provisions.

MOONEE VALLEY PLANNING SCHEME

16/10/2014
C141

SCHEDULE 1 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO1**

SKYLINE AREA

1.0
16/10/2014
C141

Design objectives

- To protect areas along the Maribyrnong River from visual intrusion caused by the inappropriate siting or appearance of buildings and works.
- To encourage development in keeping with the character and appearance of the area.
- To protect and enhance the skyline when viewed from the river or its banks.
- To encourage development consistent with any concept plan approved by the Government for the area, the recommendations of the City of Moonee Valley Maribyrnong River Interface Urban Design Guidelines 2001 and the Maribyrnong River Valley Design Guidelines 2010.

2.0
29/06/2006
C60

Buildings and works

A permit is required for fences, roadworks and associated street furniture.

A permit is not required:

- to construct a building or to construct or carry out works in a residential zone or on publicly owned land if they are no more than 6 metres above ground level.
- for repairs and routine maintenance to buildings and works.
- to construct a building or to construct or carry out works including fences, roadworks and associated street furniture generally in accordance with a development plan approved under schedule 4 to the Development Plan Overlay.

3.0
29/06/2006
C60

Subdivision

A permit is required to subdivide land.

A permit is not required for subdivision of land which is generally in accordance with a development plan approved under schedule 4 to the Development Plan Overlay.

4.0
19/01/2006
VC37

Advertising signs

Advertising sign controls are at Clause 52.05-9.

5.0
16/10/2014
C141

Decision guidelines

Before deciding on an application, the responsible authority must consider:

- Whether the location, bulk and appearance of the buildings or works will be in keeping with the character and appearance of the area.
- Whether the location, bulk, outline and appearance of the building or works will be in keeping with or enhance the skyline when viewed from the river.
- Any concept plan approved for the area.

MOONEE VALLEY PLANNING SCHEME

6.0
16/10/2014
C141

Reference Documents

Maribyrnong River Valley Design Guidelines 2010.

MOONEE VALLEY PLANNING SCHEME

16/10/2014
C141

SCHEDULE 2 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO2**

MARIBYRNONG RIVER PROTECTION

1.0
16/10/2014
C141

Design objectives

- To protect the significant features of the Maribyrnong River Valley from visual intrusion caused by the inappropriate bulk, outline, setbacks, height, siting and appearance of buildings and works.
- To encourage development that is in keeping with the landscape character and appearance of the Maribyrnong River Valley.
- To maintain publically accessible views into and along the Maribyrnong River Valley.
- To ensure buildings do not create dominant forms on the skyline when viewed from the river or parklands.
- To preserve and reinforce the long views across the floodplain of the Maribyrnong River Valley.

2.0
16/10/2014
C141

Buildings and works

Permit requirements

A permit is required for the construction of a fence within 30 metres of the Maribyrnong River, measured from the junction with the top of the bank of the Maribyrnong River.

- The maximum height of a fence where a permit is required must not exceed 1.2 metres in height and be visually permeable.

A permit is required for buildings and works.

- The maximum building height must not exceed 9 metres above natural ground level at any point for properties on Woods Street, Ascot Vale.
- The maximum building height must not exceed 11 metres above natural ground level at any point for all other properties.

A permit is not required for repairs and routine maintenance to buildings and works.

A permit cannot be granted to vary the maximum heights specified in this schedule.

Application requirements

All applications must be accompanied by an urban context report and design response which demonstrates how the proposal meets the objectives specified in this schedule.

Notice Requirements

In accordance with section 52(1)(c) of the Act notice of an application must be given to Melbourne Water.

MOONEE VALLEY PLANNING SCHEME

3.0

16/10/2014
C141

Decision guidelines

Before deciding on an application, the responsible authority must consider:

- Whether the bulk, outline, setbacks, height, siting and appearance of the buildings and works will impact on the landscape character and appearance of the Maribyrnong River Valley.
- Whether the bulk, outline, setbacks, height, siting and appearance of the building or works assists in maintaining publicly accessible views into and along the Maribyrnong River Valley.
- Whether setbacks established for a building are appropriate and in keeping with the design objectives of this schedule, as measured from:
 - The junction with the top of the bank of the Maribyrnong River for properties on Woods Street, Ascot Vale; or
 - The landward boundary of the *Public Acquisition Overlay 2 'Public park and recreation'* adjacent to the Maribyrnong River for all other properties.
- Whether development reinforces the Maribyrnong River Valley floodplain edges and does not create dominant forms on the skyline when viewed from the publically accessible vantage points along the river or parklands environment.

4.0

16/10/2014
C141

Reference Documents

Maribyrnong River Valley Design Guidelines 2010

5.0

16/10/2014
C141

Expiry

The requirements of this overlay cease to have effect after 30 October 2016.



GARDEN SUBURBAN 1

ESSENDON, MOONEE PONDS, ASCOT VALE, FLEMINGTON
AND TRAVANCORE

MOONEE VALLEY NEIGHBOURHOOD
CHARACTER GUIDELINES

PRECINCT DESCRIPTION

The character of this area is attributed to an older, fine-grain subdivision pattern, with rear laneways, smaller road widths, consistent footpaths and bluestone kerbs and channels. Streets are wide and open, providing linear and panoramic views of surrounding properties and tree tops, emphasised by the moderately sloping topography.

Dwellings are clearly visible from the street and situated in modest sized lots, with well-established, low formal gardens. Streets are irregularly planted with native trees that contribute to the garden settings of the precinct. Front and side setbacks are predominantly consistent and establish a uniform streetscape. Intact older buildings and regular use of materials contribute to the traditional character of this precinct. Dwellings are well maintained, with sensitive extensions and modifications.

KEY CHARACTERISTICS

KEY CHARACTERISTICS	DESCRIPTIONS
Architectural style	Victorian and Edwardian, with mixed infill
Building materials	Predominantly timber weatherboards or brick with steel or tile roofing
Building form and layout	Articulated front facades with recesses, setbacks, timber detailing and verandahs Dwellings are generally detached or semi-detached, with some attached infill flats
Roof style	Gabled or hipped roof styles with prominent eaves
Setbacks	Consistent front setbacks of 2 to 4m. Some areas up to 7m Consistent side setbacks of 0.5 to 1m from at least one side boundary. Some older areas have no side setbacks
Building height	1 to 3 storeys
Garages, carports and outbuildings	Single crossover access, with driveways to the side of the property Garages and carports are usually located behind the front dwelling facade
Garden style	Low and well maintained, with mature vegetation contributing to the overall landscape quality
Front fencing	Low or transparent front fencing, up to 1.2m in height with materials appropriate to the dwelling style
Street layout and public realm	Streets have a formal grid layout, with footpaths, narrow nature strips and many examples of bluestone kerbs and channels Street trees are informally planted and generally native. Some intersections have formally planted roundabouts with tall trees
Views and vistas	Vistas along roadways of reserves, canopy trees and nearby developments

COMMUNITY VALUES

- Established trees and gardens around homes, including backyard garden areas.
- Regularly planted street trees.
- Bluestone kerbs and channels.
- Intact, traditional houses.
- Consistency in building style, fencing, setbacks, front gardens and street trees.
- Pedestrian and cycling friendly neighbourhoods and streets.
- Views of the CBD, Moonee Ponds Creek and open spaces.

PREFERRED CHARACTER STATEMENT

New developments will contribute to the predominant siting and finishes of existing buildings, with well-maintained gardens.

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

PRECINCT AREAS



ISSUES / THREATS

- Loss of the permeable street layout and fine-grain subdivision pattern.
- Loss of older buildings that contribute to the valued character of the precinct.
- Loss of front garden space, mature trees and vegetation, including street trees.
- Large areas of impervious surfaces around dwellings.
- Development that breaks the general rhythm of built form along the street with inconsistent setbacks.





DESIGN GUIDELINES

CHARACTER ELEMENTS	OBJECTIVE	DESIGN RESPONSES	AVOID
Architectural styles	<p>To encourage the retention of intact, older period dwellings that contribute to the character of the area.</p> <p>To ensure that new development is designed to complement the identified values of existing older buildings that date from the late 19th to early 20th century.</p>	<p>Retain intact and good condition Victorian, Federation and Interwar dwellings where possible. This is particularly important if the dwellings are located in a significant character area.</p> <p>New development should complement the building forms and siting of older, original dwellings. This is particularly important if the new development is in a significant character area, adjoins a site containing an existing heritage building or is located in a Heritage Overlay area.</p> <p>Distinguish new development, including additions to existing buildings, from original dwelling stock through the use of contemporary design details.</p>	<p>Replacement of older dwellings with buildings that do not respect the key characteristics of the remaining traditional dwellings.</p> <p>Mock historical style housing with excessive use of 'reproduction' or decorative detailing.</p>
Building height, form and layout	To ensure that new buildings and extensions do not dominate the streetscape, and make a positive contribution to the prevailing scale and form of existing buildings.	<p>Apart from areas within close proximity to shops, activity centres and principal public transport networks, buildings should respect the predominant height and form in the street (generally two storeys).</p> <p>Articulate the front facades of buildings through the use of setbacks, recesses, windows and materials.</p>	<p>Buildings without articulated front facades.</p> <p>Buildings that exceed two storeys at the front facade.</p> <p>Visually bulky new developments and extensions.</p>
Building materials, design and details	To ensure new dwellings positively respond to the preferred building styles of the precinct.	<p>Use finishes to complement the predominant palette of materials in the area (eg. reds, creams, browns and greens).</p> <p>Use finishes and colours that contribute to the streetscape and emphasise design details.</p>	<p>Excessive decoration and historic reproduction styles.</p> <p>Blank walls and facades.</p>
Roof styles	To ensure new dwellings complement the predominant roof styles of the street.	Buildings less than three storeys should provide a pitched roof; in areas where parapets occur, this may also be appropriate.	Flat roof forms without eaves.
Siting and setbacks	<p>To maintain and reinforce the predominant front boundary setback pattern in the street.</p> <p>To maintain the side boundary setback pattern and the existing spacing between dwellings.</p>	<p>Set back dwellings at least 0.5m from one side boundary.</p> <p>Orient dwellings parallel to the street.</p>	<p>Buildings set further forward than the average setback of the two adjoining dwellings.</p> <p>Loss of consistent front and side setbacks.</p> <p>Buildings set at an angle to the street.</p>
Garages, carports and outbuildings	To minimise the loss of front garden space and the dominance of car parking structures.	<p>Set back garages, carports and outbuildings behind the line of the front dwelling façade.</p> <p>Minimise paving in front garden areas.</p>	<p>Dominant car parking structures within the front setback area.</p> <p>Excessive use of impervious surfaces.</p>
Garden styles	To maintain and strengthen the garden settings of dwellings.	<p>Plant and retain vegetation around dwellings, including trees.</p> <p>Retain established or mature trees where possible.</p>	Loss of established vegetation and space for planting along setbacks
Front fencing	<p>To retain the spaciousness of the streetscape and views to dwellings and gardens.</p> <p>To complement the predominant style of fences in the street.</p> <p>To delineate the front boundary of properties.</p>	Provide a low, open style front fence up to 1.2m in height, and constructed of materials appropriate to the dwelling style.	High and solid front fencing





PRECINCT DESCRIPTION

The streets of this precinct have an open, avenue quality due to regularly planted street trees, large remnant eucalypts, wide nature strips, landscaped gardens and bluestone kerbs, channels and drains. The wide streetscapes provide spacious views of trees, reserves and nearby development.

Dwellings are situated in moderate to large lots along main streets, with smaller, modest sized dwellings located behind in rear laneways. Built form appears generally consistent with pitched roofs, regular use of materials, front and side setbacks. Front fences are low and permeable, allowing views of dwellings and into private gardens.

KEY CHARACTERISTICS

KEY CHARACTERISTICS	DESCRIPTIONS
Architectural style	Victorian and Edwardian, with Interwar, Postwar and 1960s infill Some buildings have detailed architectural qualities
Building materials	Predominantly timber weatherboards or brick, with some rendered finishes
Building form and layout	Articulated front facades with recesses, setbacks, timber detailing and verandahs Buildings are generally detached or semi-detached, with some attached infill flats
Roof style	Gabled or hipped roof styles with prominent eaves
Setbacks	Consistent front setbacks of 2 to 4m. Some areas are setback up to 8m Consistent side setbacks of 0.5 to 3m from at least one side boundary
Building height	1 to 3 storeys
Garages, carports and outbuildings	Single crossover access, with driveways to the side of the property Garages and carports are usually located behind the front dwelling facade
Garden style	Low and formally planted, with mature vegetation contributing to the overall landscape quality
Front fencing	Low or transparent front fencing, up to 1.2m in height and generally constructed of brick, timber or steel
Street layout and public realm	Streets are formally planted with tall, canopy trees Streets have a formal grid layout, with footpaths, nature strips and bluestone kerbs and channels. Main streets have bluestone drains through the centre of wide nature strips
Views and vistas	Views along roadways of parks and reserves, canopy trees and nearby developments

COMMUNITY VALUES

- Established trees and gardens around homes, including backyard garden areas.
- Regularly planted street trees.
- Bluestone kerbs and channels with grassy nature strips.
- Intact, traditional houses.
- Pedestrian and cycling friendly neighbourhoods and streets.
- Architectural diversity with examples of boom time Victoria.
- Access to shops and community services.

PREFERRED CHARACTER STATEMENT

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

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

PRECINCT AREAS



ISSUES / THREATS

- Loss of street trees, remnant eucalypts and formal planting pattern.
- Loss of bluestone kerbs, drains and channels.
- Loss of formal, grid layout.
- Loss of older buildings that contribute to the valued character of the precinct.
- Loss of garden settings, mature trees and vegetation within the private realm.
- Large areas of impervious surfaces around dwellings.
- Development that breaks the general rhythm of built form along the street with inconsistent setbacks.
- New developments that do not contribute to the character of the street.
- Poorly designed extensions that do not make a positive contribution to the streetscape.
- Inconsistent use of building materials.
- Unarticulated facades and blank walls.
- High, solid front fencing that restricts views of front gardens and dwelling facades from the street.
- Garages or carports that dominate site frontages.
- Additional or new crossovers along site frontages.





DESIGN GUIDELINES

CHARACTER ELEMENTS	OBJECTIVE	DESIGN RESPONSES	AVOID
Architectural styles	<p>To encourage the retention of intact, older period dwellings that contribute to the character of the area.</p> <p>To ensure that new development is designed to complement the identified values of existing older buildings that date from the late 19th to early 20th century.</p>	<p>Retain intact and good condition Victorian, Federation and Interwar dwellings where possible.</p> <p>New development should complement the building forms and siting of older, original dwellings. This is particularly important if the new development adjoins a site containing an existing heritage building or is located in a Heritage Overlay area.</p> <p>Distinguish new development, including additions to existing buildings, from original dwelling stock through the use of contemporary design details.</p>	<p>Replacement of older dwellings with buildings that do not respect the key characteristics of the remaining traditional dwellings.</p> <p>Mock historical style housing with excessive use of 'reproduction' or decorative detailing.</p>
Building height, form and layout	To ensure that new buildings and extensions do not dominate the streetscape, and make a positive contribution to the prevailing scale and form of existing buildings.	<p>Apart from areas within close proximity to shops, activity centres and principal public transport networks, buildings should respect the predominant height and form in the street (generally two storeys).</p> <p>Articulate the front facades of buildings through the use of setbacks, recesses, windows and materials.</p>	<p>Buildings without articulated front facades.</p> <p>Buildings that exceed two storeys at the front facade.</p> <p>Visually bulky new developments and extensions.</p>
Building materials, design and details	To ensure new dwellings positively respond to the preferred building styles of the precinct.	<p>Use finishes to complement the predominant palette of materials in the area (eg. reds, creams and greys).</p> <p>Use finishes and colours that contribute to the streetscape and emphasise design details.</p>	<p>Excessive decoration and historic reproduction styles.</p> <p>Blank walls and facades.</p>
Roof styles	To ensure new dwellings complement the predominant roof styles of the street.	Buildings less than three storeys should provide a pitched roof or a rendered parapet at the front facade.	Flat roof forms without eaves.
Siting and setbacks	<p>To maintain and reinforce the predominant front boundary setback pattern in the street.</p> <p>To maintain the side boundary setback pattern and the existing spacing between dwellings.</p> <p>To maintain the traditional appearance of a single house from the streetscape when proposing more than one dwelling on a site.</p>	<p>Set back dwellings at least 0.5m from one side boundary.</p> <p>Dwellings should be oriented parallel to the street.</p>	<p>Buildings set further forward than the average setback of the two adjoining dwellings.</p> <p>Loss of consistent front and side setbacks.</p> <p>Boundary to boundary development.</p> <p>No reflection of the predominant side boundary setback pattern.</p> <p>Buildings set at an angle to the street.</p>
Garages, carports and outbuildings	To minimise the loss of front garden space and the dominance of car parking structures.	<p>Set back garages, carports and outbuildings behind the line of the front dwelling façade.</p> <p>Minimise paving in front garden areas.</p>	<p>Dominant car parking structures within the front setback area.</p> <p>Excessive use of impervious surfaces.</p>
Garden styles	To maintain and strengthen the garden settings of dwellings.	<p>Plant and retain vegetation around dwellings, including trees.</p> <p>Retain established or mature trees where possible.</p>	Loss of established vegetation and space for planting along setbacks
Front fencing	<p>To retain the spaciousness of the streetscape and views to dwellings and gardens.</p> <p>To complement the predominant style of fences in the street and to delineate the front boundary of properties.</p>	Provide a low, open style front fence up to 1.2m in height, and constructed of materials appropriate to the dwelling style.	High and solid front fencing





The character of this area is established from an older suburban base, with some examples of bluestone kerbs and channels on a modified grid layout. The linear and open streets provide spacious views of dwellings, parks and reserves.

KEY CHARACTERISTICS

COMMUNITY VALUES

- Established trees and gardens around homes, including backyard garden areas.
- Regularly planted street trees.
- Bluestone kerbs and channels with grassy nature strips.
- Intact, traditional houses.
- Pedestrian and cycling friendly neighbourhoods and streets.
- Access to shops and community services.



Front facade articulation will be achieved through the use of recesses to complement the verandah and porch areas of the traditional dwellings. The use of lighter finishes will complement the palette of materials used in traditional buildings. Consistent front and side setbacks will reinforce the existing rhythm of the built form, while low or permeable front fences will retain the open appearance of the streets.

The map displays the City of Brisbane with its various streets and the 10 council wards highlighted in green. The wards are distributed across the city, with some in the north, some in the south, and some in the center. The highlighted areas include:

- North Brisbane (top left)
- West Brisbane (top center)
- South Brisbane (bottom left)
- East Brisbane (bottom right)
- Central Brisbane (center)
- Inner Brisbane (center right)
- Outer Brisbane (center left)
- Remaining three wards (center, bottom center, and bottom right)

The map also shows major roads and the city boundary. The streets labeled on the map include: MCCRACKEN ST, SPENCER ST, LINCOLN RD, WINIFRED ST, SALMON AV, GLASS ST, BUTLER ST, ARDOCH ST, PARSONS VILLAGE RD, BUCKLEY ST, MURRAY ST, RAILWAY CR, HOLMES RD, EGLINTON ST, SCOTIA ST, MARIBYRNONG RD, NEWSON ST, EPPSON RD, WALTER ST, CHARLES ST, LANDS RD, UNION RD, ASCOT VALE RD, BRISBANE ST, MASCOMA ST, FLEMINGTON ST, and WISEWOULD ST.

- Loss of older buildings that contribute to the valued character of the precinct.
- Loss of front garden space, mature trees and vegetation, including street trees.
- Large areas of impervious surfaces around dwellings.
- Boundary to boundary development that restricts views between dwellings where this is typical of the street.
- Development that breaks the general rhythm of built form along the street with inconsistent setbacks.
- New developments that do not contribute to the character of the street and poorly designed extensions.
- Inconsistent use of building materials.
- Unarticulated facades and blank walls.
- High, solid front fencing that restricts views of front gardens and dwelling facades from the street.
- Garages, carports or crossovers that dominate site frontages.



DESIGN GUIDELINES

CHARACTER ELEMENTS	OBJECTIVE	DESIGN RESPONSES	AVOID
Architectural styles	<p>To encourage the retention of intact, older period dwellings that contribute to the character of the area.</p> <p>To ensure that new development is designed to complement the identified values of existing older buildings that date from the late 19th to early 20th century.</p>	<p>Retain intact and good condition Victorian, Federation and Interwar dwellings where possible.</p> <p>New development should complement the building forms and siting of older, original dwellings. This is particularly important if the new development adjoins a site containing an existing heritage building or is located in a Heritage Overlay area.</p> <p>Distinguish new development, including additions to existing buildings, from original dwelling stock through the use of contemporary design details.</p>	<p>Replacement of older dwellings with buildings that do not respect the key characteristics of the remaining traditional dwellings.</p> <p>Mock historical style housing with excessive use of 'reproduction' or decorative detailing.</p>
Building height, form and layout	<p>To ensure that new buildings and extensions do not dominate the streetscape, and make a positive contribution to the prevailing scale and form of existing buildings.</p>	<p>Apart from areas within close proximity to shops, activity centres and principal public transport networks, buildings should respect the predominant height and form in the street (generally two storeys).</p> <p>Articulate the front facades of buildings through the use of setbacks, recesses, windows and materials.</p>	<p>Buildings without articulated front facades.</p> <p>Buildings that exceed two storeys at the front facade.</p> <p>Visually bulky new developments and extensions.</p>
Building materials, design and details	<p>To ensure new dwellings positively respond to the preferred building styles of the precinct.</p>	<p>Use finishes to complement the predominant palette of materials in the area (eg. reds, creams, browns and greens).</p> <p>Use finishes and colours that contribute to the streetscape and emphasise design details.</p>	<p>Excessive decoration and historic reproduction styles.</p> <p>Blank walls and facades.</p>
Roof styles	<p>To ensure new dwellings complement the predominant roof styles of the street.</p>	<p>Buildings less than three storeys should provide a pitched roof, using lightweight materials (eg. steel or iron) with prominent eaves.</p>	<p>Flat roof forms without eaves.</p>
Siting and setbacks	<p>To maintain and reinforce the predominant front boundary setback pattern in the street.</p> <p>To maintain the side boundary setback pattern and the existing spacing between dwellings.</p> <p>To maintain the traditional appearance of a single house from the streetscape when proposing more than one dwelling on a site.</p>	<p>Set back dwellings at least 0.5m from one side boundary.</p> <p>Orient dwellings parallel to the street.</p>	<p>Buildings set further forward than the average setback of the two adjoining dwellings.</p> <p>Loss of consistent front and side setbacks.</p> <p>Boundary to boundary development.</p> <p>No reflection of the predominant side boundary setback pattern.</p> <p>Buildings set at an angle to the street.</p>
Garages, carports and outbuildings	<p>To minimise the loss of front garden space and the dominance of car parking structures.</p>	<p>Set back garages, carports and outbuildings behind the line of the front dwelling façade.</p> <p>Minimise paving in front garden areas.</p>	<p>Dominant car parking structures within the front setback area.</p> <p>Excessive use of impervious surfaces.</p>
Garden styles	<p>To maintain and strengthen the garden settings of dwellings.</p>	<p>Plant and retain vegetation around dwellings, including trees.</p> <p>Retain established or mature trees where possible.</p>	<p>Loss of established vegetation and space for planting along setbacks.</p>
Front fencing	<p>To retain the spaciousness of the streetscape and views to dwellings and gardens.</p> <p>To complement the predominant style of fences in the street.</p> <p>To delineate the front boundary of properties.</p>	<p>If required, provide a low, open style front fence up to 1.2m in height, and constructed of materials appropriate to the dwelling style.</p>	<p>High and solid front fencing.</p>



PRECINCT DESCRIPTION

Significant garden settings and detailed architectural features are the key attributes to this precinct, providing a picturesque quality to the area. Chimneys, attic windows, ornamental decorations, low towers, gables and pitched roof forms are visible, protruding through the established vegetation and trees.

Streets have an open and spacious character, with panoramic views of distant housing along the undulating topography. The modified grid layouts, street tree planting, and bluestone kerbs and channels further enhance the qualities of the private realm. Many intact older dwellings are consistent in appearance, with generous setbacks, use of brick or timber, pitched roofs, and permeable or no front fencing. There are some areas with new developments that have a tendency to dominate the streetscape and existing built form due to a larger scale and inconsistent use of materials and colours.

KEY CHARACTERISTICS

KEY CHARACTERISTICS	DESCRIPTIONS
Architectural style	Federation, Interwar and Postwar periods, with Victorian and contemporary infill
Building materials	Predominantly brick, with slate or tile roofing and timber detailing. Some older buildings are constructed of timber or weatherboard, with steel or iron rooftops
Building form and layout	Articulated front facades with recesses, setbacks, timber detailing and verandahs Buildings are generally detached, with some semi-detached units
Roof style	Gabled or hipped roof styles with prominent eaves, constructed of tiles or slates. Some roof tops have attic windows
Setbacks	Consistent front setbacks of 5 to 7m, in some areas front setbacks are up to 10m Varied side setbacks of 0.5 to 6m from at least one side boundary
Building height	1 to 2 storeys
Garages, carports and outbuildings	Single crossover access, with driveways to the side of the property Garages and carports are usually located behind the front dwelling facade
Garden style	Formally landscaped, with exotic trees and vegetation
Front fencing	Permeable or low, and constructed from a mix of materials appropriate to the style of the dwelling, ranging from low to medium in height (0.4 to 1.4m) Some dwellings do not have front fences
Street layout and public realm	Streets are planted with a mix of native and exotic trees along nature strips
Topography	Moderate slope
Views and vistas	Views of main roads, rooftops, established gardens and canopy trees

COMMUNITY VALUES

- Established trees and gardens around homes, including backyard garden areas.
- Regularly planted street trees.
- Consistent streetscapes, including dominant patterns of detached housing.
- Consistency in building style, fencing, setbacks, front gardens and street trees.
- Pedestrian and cycling friendly neighbourhoods and streets.

PREFERRED CHARACTER STATEMENT

New developments will contribute to the character of this area with formal gardens, consistent siting, and use of brick with ornate detailing, pitched rooftops and eaves.

Buildings will be articulated with the use of recesses, setbacks and verandahs or porches to complement the pattern of the traditional dwellings. The use of lighter finishes will complement the existing palette of materials. Buildings will be setback from the front boundary a distance similar to those on adjoining properties, while consistent side setbacks will allow space for landscaping and planting. Low or permeable front fences will provide views of formal gardens from the street.

PRECINCT AREAS



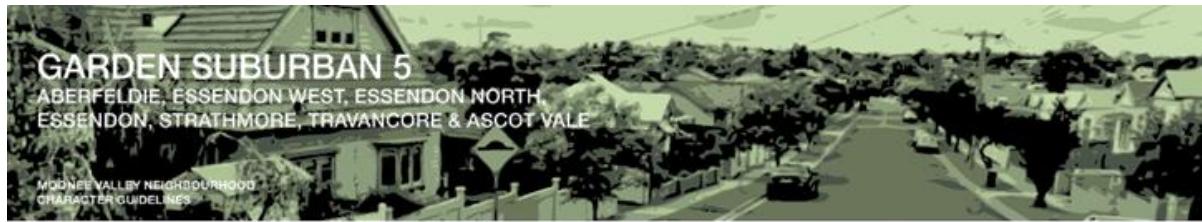
ISSUES / THREATS

- Loss of older buildings that contribute to the valued character of the precinct.
- Unarticulated facades and blank walls.
- Loss of detailed architectural features and complex roof forms in existing older dwellings.
- Loss of significant garden settings, and established trees and vegetation, including street trees.
- Large areas of impervious surfaces around dwellings.
- Boundary to boundary development that restricts views between dwellings where this is typical of the street.
- Development that breaks the general rhythm of built form along the street with inconsistent setbacks.
- New developments that do not contribute to the character of the street.
- Inconsistent use of building materials.
- High, solid front fencing that restricts views of front gardens from the street.
- Garages, carports or crossovers that dominate site frontages.



DESIGN GUIDELINES

CHARACTER ELEMENTS	OBJECTIVE	DESIGN RESPONSES	AVOID
Architectural styles	<p>To encourage the retention of intact, older period dwellings that contribute to the character of the area.</p> <p>To ensure that new development is designed to complement the identified values of existing older buildings that date from the late 19th to early 20th century.</p>	<p>Retain intact and good condition Victorian, Federation and Interwar dwellings where possible. This is particularly important if the dwellings are located in a significant character area.</p> <p>New development should complement the building forms and siting of older, original dwellings. This is particularly important if the new development is in a significant character area, adjoins a site containing an existing heritage building or is located in a Heritage Overlay area.</p> <p>Distinguish new development, including additions to existing buildings, from original dwelling stock through the use of contemporary design details.</p>	<p>Replacement of older dwellings with buildings that do not respect the key characteristics of the remaining traditional dwellings.</p> <p>Mock historical style housing with excessive use of 'reproduction' or decorative detailing.</p>
Building height, form and layout	<p>To ensure that new buildings and extensions do not dominate the streetscape, and make a positive contribution to the prevailing scale and form of existing buildings.</p>	<p>Apart from areas within close proximity to shops, activity centres and principal public transport networks, buildings should respect the predominant height and form in the street (generally two storeys).</p> <p>Articulate the front facades of buildings through the use of setbacks, recesses, windows, and verandahs or porches.</p>	<p>Buildings without articulated front facades.</p> <p>Buildings that exceed two storeys at the front facade.</p> <p>Visually bulky new developments and extensions.</p>
Building materials, design and details	<p>To ensure new dwellings positively respond to the preferred building styles of the precinct.</p>	<p>Use brick or timber to complement the existing use of materials where this is prominent in the streetscape.</p> <p>Use finishes and colours that contribute to the streetscape and emphasise design details.</p>	<p>Historic reproduction styles.</p> <p>Blank walls and facades.</p>
Roof styles	<p>To ensure new dwellings complement the predominant roof styles of the street.</p>	<p>Buildings less than three storeys should provide a pitched roof with prominent eaves.</p>	<p>Flat roof forms without eaves.</p>
Siting and setbacks	<p>To maintain and reinforce the predominant front boundary setback pattern in the street.</p> <p>To maintain the side boundary setback pattern and the existing spacing between dwellings.</p> <p>To maintain the traditional appearance of a single house from the streetscape when proposing more than one dwelling on a site.</p>	<p>Set back dwellings at least 1.5m from one side boundary.</p> <p>Orient dwellings parallel to the street.</p>	<p>Buildings set further forward than the average setback of the two adjoining dwellings.</p> <p>Loss of consistent front and side setbacks.</p> <p>Boundary to boundary development.</p> <p>No reflection of the predominant side boundary setback pattern.</p> <p>Buildings set at an angle to the street.</p>
Garages, carports and outbuildings	<p>To minimise the loss of front garden space and the dominance of car parking structures.</p>	<p>Set back garages, carports and outbuildings behind the line of the front dwelling façade.</p> <p>Minimise paving in front garden areas.</p>	<p>Dominant car parking structures within the front setback area.</p> <p>Excessive use of impervious surfaces.</p>
Garden styles	<p>To maintain and strengthen the garden settings of dwellings.</p>	<p>Plant and retain vegetation around dwellings, including trees.</p> <p>Retain established or mature trees where possible.</p> <p>Prepare a landscape plan for new developments that includes garden beds, plants and trees with open lawn areas in the front setback.</p>	<p>Loss of established vegetation and space for planting along setbacks</p>
Front fencing	<p>To retain the spaciousness of the streetscape and views to dwellings and gardens.</p> <p>To establish a predominant style of fencing in the street.</p> <p>To delineate the front boundary of properties.</p>	<p>Provide a low, open style front fence up to 1.2m in height, and constructed of materials appropriate to the dwelling style.</p>	<p>High and solid front fencing</p>



PRECINCT DESCRIPTION

The sloping streets covered with mature plants and trees establishes a vegetated, landscape character in this precinct. Undulating roadways and open streetscapes provide expansive views of surrounding reserves, creeks and waterways. Dwellings are built to follow the contours of the topography, with raised or lowered ground levels providing a contrasting dominance in appearance. Certain streets have a sense of enclosure when dwellings and front gardens are set above the street level.

Buildings are consistently setback from the front boundary, with space for vegetation and lawns along the front garden. Low to medium front fencing, established vegetation and tall trees contribute to the garden character of this precinct. Architectural styles are mixed, however built form appears consistent due to regularly applied setbacks and similar uses of materials. New developments have a tendency to dominate the streetscape and existing built form due to a larger scale and inconsistent use of materials and colours.

KEY CHARACTERISTICS

KEY CHARACTERISTICS	DESCRIPTIONS
Architectural style	Interwar and Postwar, with Victorian, Edwardian and contemporary infill.
Building materials	Predominantly timber or brick, with mixed roofing materials
Building form and layout	Articulated front facades with recesses, setbacks, timber detailing and verandahs Buildings are generally detached, with some semi-detached units and two or three storey flats
Roof style	Gabled or hipped roof styles with prominent eaves
Setbacks	Generous front setbacks of 5 to 10m. Some properties are setback up to 12m Consistent side setbacks of 1 to 3m from at least one side boundary
Building height	1 to 3 storeys
Garages, carports and outbuildings	Single crossover access, with driveways to the side of the property Garages and carports are usually located behind the front dwelling facade
Garden style	Well planted, and vegetated with established native and exotic species. Some properties have raised front gardens with retaining walls
Front fencing	Permeable or low, and constructed from a mix of materials appropriate to the style of the dwelling, ranging from low to medium in height (0.4 to 1.4m) Some dwellings do not have front fences
Street layout and public realm	Streets are informally planted with a mix of native and exotic trees along nature strips
Topography	Moderate slope
Views and vistas	Views of the Maribyrnong River, waterways, main roads, rooftops, established gardens and canopy trees

COMMUNITY VALUES

- Spacious streets with regularly planted trees.
- Diversity of well maintained building styles.
- Generous front setbacks framing private gardens.
- Open garden settings with vegetation.
- Parks and reserves.
- Views to distant objects and spaces.
- Pedestrian and cycling friendly neighbourhoods and streets.

PREFERRED CHARACTER STATEMENT

New developments will contribute to the character of this area with well-established gardens, and consistent siting to ensure they are secondary in appearance from the streetscape.

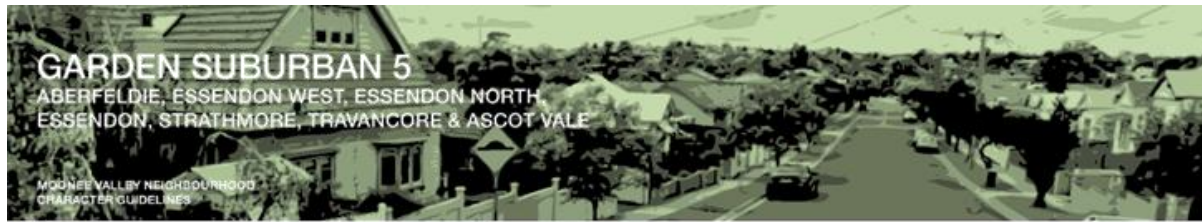
Buildings will be articulated with recesses and setbacks to complement the pattern of the traditional dwellings. The use of lighter finishes will maintain the existing palette of materials. Buildings will be setback from the front boundary at a distance similar those on adjoining properties, while consistent side setbacks will allow space for landscaping and planting. Low or permeable front fences will provide views of the vegetation in gardens from the street.

PRECINCT AREAS



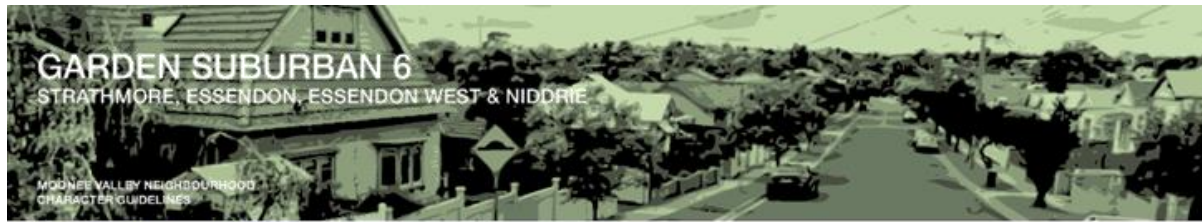
ISSUES / THREATS

- Loss of older buildings that contribute to the valued character of the precinct.
- Loss of mature trees and vegetation, including street trees.
- Loss of garden space around dwellings.
- Large areas of impervious surfaces around dwellings.
- Boundary to boundary development that restricts views between dwellings where this is typical of the street.
- Development that breaks the general rhythm of built form along the street with inconsistent setbacks.
- New developments that do not contribute to the character of the street.
- Inconsistent use of building materials.
- Unarticulated facades and blank walls.
- High, solid front fencing that restricts views of front gardens from the street.
- Garages, carports or crossovers that dominate site frontages.



DESIGN GUIDELINES

CHARACTER ELEMENTS	OBJECTIVE	DESIGN RESPONSES	AVOID
Architectural styles	<p>To encourage the retention of intact, older period dwellings that contribute to the character of the area.</p> <p>To ensure that new development is designed to complement the identified values of existing older buildings that date from the late 19th to early 20th century.</p>	<p>Retain intact and good condition Victorian, Federation and Interwar dwellings where possible. This is particularly important if the dwellings are located in a significant character area.</p> <p>New development should complement the building forms and siting of older, original dwellings. This is particularly important if the new development is in a significant character area, adjoins a site containing an existing heritage building or is located in a Heritage Overlay area.</p> <p>Distinguish new development, including additions to existing buildings, from original dwelling stock through the use of contemporary design details.</p>	<p>Replacement of older dwellings with buildings that do not respect the key characteristics of the remaining traditional dwellings.</p> <p>Mock historical style housing with excessive use of 'reproduction' or decorative detailing.</p>
Building height, form and layout	To ensure that new buildings and extensions do not dominate the streetscape, and make a positive contribution to the prevailing scale and form of existing buildings.	<p>Apart from areas within close proximity to shops, activity centres and principal public transport networks, buildings should respect the predominant height and form in the street (generally two storeys).</p> <p>Articulate the front facades of buildings through the use of setbacks, recesses, and windows.</p>	<p>Buildings without articulated front facades.</p> <p>Buildings that exceed two storeys at the front facade.</p> <p>Visually bulky new developments and extensions.</p>
Building materials, design and details	To ensure new dwellings positively respond to the preferred building styles of the precinct.	<p>Use finishes to complement the predominant palette of materials in the area (eg. reds, creams, greys, browns and greens).</p> <p>Use finishes and colours that contribute to the streetscape and emphasise design details.</p>	<p>Excessive decoration and historic reproduction styles.</p> <p>Blank walls and facades.</p>
Roof styles	To ensure new dwellings complement the predominant roof styles of the street.	Buildings less than three storeys should provide a pitched roof, using heavier materials (eg. tiles or slates) with prominent eaves.	Flat roof forms without eaves.
Siting and setbacks	<p>To maintain and reinforce the predominant front boundary setback pattern in the street.</p> <p>To maintain the side boundary setback pattern and the existing spacing between dwellings.</p> <p>To maintain the traditional appearance of a single house from the streetscape when proposing more than one dwelling on a site.</p>	<p>Set back dwellings at least 1.5m from one side boundary.</p> <p>Orient dwellings parallel to the street.</p>	<p>Buildings set further forward than the average setback of the two adjoining dwellings.</p> <p>Loss of consistent front and side setbacks.</p> <p>Boundary to boundary development.</p> <p>No reflection of the predominant side boundary setback pattern.</p> <p>Buildings set at an angle to the street.</p>
Garages, carports and outbuildings	To minimise the loss of front garden space and the dominance of car parking structures.	<p>Set back garages, carports and outbuildings behind the line of the front dwelling façade.</p> <p>Minimise paving in front garden areas.</p>	<p>Dominant car parking structures within the front setback area.</p> <p>Excessive use of impervious surfaces.</p>
Garden styles	To maintain and strengthen the garden settings of dwellings.	<p>Plant and retain vegetation around dwellings, including trees.</p> <p>Retain established or mature trees where possible.</p> <p>Prepare a landscape plan for new developments that includes planting and trees in the front setback.</p>	Loss of established trees, vegetation and space for planting along setbacks
Front fencing	<p>To retain the spaciousness of the streetscape and views to dwellings and gardens.</p> <p>To complement the predominant style of fences in the street.</p>	If required, provide a low, open style front fence up to 1.2m in height, and constructed of materials appropriate to the dwelling style.	High and solid front fencing



GARDEN SUBURBAN 6 STRATHMORE, ESSENDON, ESSENDON WEST & NIDDRIE

MOONBEE VALLEY NEIGHBOURHOOD
CHARACTER GUIDELINES



PRECINCT DESCRIPTION

The established gardens and tall trees located in wide streetscapes define the prominent characteristics of this precinct. Dwellings are partially hidden behind mature vegetation, and complement the garden settings. Tall, exotic street trees make a valued contribution to this area, and emphasise the formality of the streetscape. The street layout, street tree planting and lower fences or absence of fencing give the streets an open and spacious feel. The topography and grid layout allow long-ranging views along the streets and over dwellings, while emphasising the spacious qualities of this precinct.

Buildings are generally one to two storeys in height, and are detached or semi-detached. Architectural styles are predominantly Interwar and Postwar, with mixed infill from earlier and recent periods. Buildings are modest and simple in form and use of materials. New developments have a tendency to dominate the streetscape and existing built form due to a larger scale and an inconsistent use of materials and colours.

KEY CHARACTERISTICS

KEY CHARACTERISTICS	DESCRIPTIONS
Architectural style	Interwar and Postwar, with Victorian, Edwardian and contemporary infill
Building materials	Predominantly brick or rendered brick, with some instances of timber or weatherboard
Building form and layout	Articulated front facades with recesses, setbacks, timber detailing and verandahs Buildings are generally detached, with some semi-detached units
Roof style	Gabled or hipped roof styles with prominent eaves
Setbacks	Generous front setbacks of 5 to 10m Consistent side setbacks of 1 to 3m from at least one side boundary
Building height	1 to 2 storeys
Garages, carports and outbuildings	Single crossover access, with driveways to the side of the property Garages and carports are usually located behind the front dwelling facade
Garden style	Well established, with a mix of planting types and wide lawns
Front fencing	Front fences are either nonexistent or low, and constructed of timber, bricks or steel up to 1.2m in height
Street layout and public realm	Streets are irregularly planted with a mix of exotic and native species
Views and vistas	Views of rooftops, established gardens and canopy trees

COMMUNITY VALUES

- Spacious streets with regularly planted trees.
- Diversity of well maintained building styles.
- Generous front setbacks framing private gardens.
- Open garden settings with vegetation.
- Parks and reserves.
- Views to distant objects and spaces.
- Consistent building scales and heights.

PREFERRED CHARACTER STATEMENT

New developments will contribute to the character of this area with established gardens, simple design details and consistent siting to ensure they do not dominate the streetscape.

Buildings will be articulated with recesses, porch areas, large windows and setbacks to complement the pattern of the traditional dwellings. The use of light finishes will maintain the existing palette of materials. Buildings will be located from the front boundary at a distance similar to those on adjoining properties, while consistent side setbacks will provide space for landscaping and planting. Low or permeable front fences will allow views of the vegetation in gardens from the street.

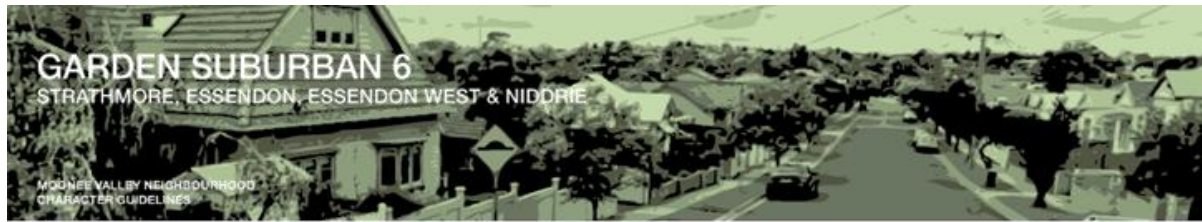
PRECINCT AREAS



ISSUES / THREATS

- Loss of older buildings that contribute to the valued character of the precinct.
- Poorly maintained dwellings.
- Extensions, additions and modifications that are highly visible and dominant from the street.
- Excessive decoration and historical reproduction styles, particularly styles not in keeping with the modest and simple character of the street.
- Loss of mature trees and vegetation, including street trees.
- Loss of front and side garden space around dwellings.
- Large areas of impervious surfaces around dwellings.
- Boundary to boundary development that restricts views between dwellings where this is typical of the street.
- Development that breaks the general rhythm of built form along the street with inconsistent setbacks.
- New developments that do not contribute to the character of the street.
- Inconsistent use of building materials.
- Unarticulated facades and blank walls.
- High, solid front fencing that restricts views of front gardens from the street.
- Garages, carports or crossovers that dominate site frontages.





DESIGN GUIDELINES

CHARACTER ELEMENTS	OBJECTIVE	DESIGN RESPONSES	AVOID
Architectural styles	<p>To encourage the retention of intact, older period dwellings that contribute to the character of the area.</p> <p>To ensure that new development is designed to complement the identified values of existing older buildings that date from the late 19th to early 20th century.</p>	<p>Retain intact and good condition Victorian, Federation and Interwar dwellings where possible. This is particularly important if the dwellings are located in a significant character area.</p> <p>New development should complement the building forms and siting of older, original dwellings. This is particularly important if the new development is in a significant character area, adjoins a site containing an existing heritage building or is located in a Heritage Overlay area.</p> <p>Distinguish new development, including additions to existing buildings, from original dwelling stock through the use of contemporary design details.</p>	<p>Replacement of older dwellings with buildings that do not respect the key characteristics of the remaining traditional dwellings.</p> <p>Mock historical style housing with excessive use of 'reproduction' or decorative detailing.</p>
Building height, form and layout	To ensure that new buildings and extensions do not dominate the streetscape, and make a positive contribution to the prevailing scale and form of existing buildings.	<p>Apart from areas within close proximity to shops, activity centres and principal public transport networks, buildings should respect the predominant height and form in the street (generally two storeys).</p> <p>Articulate the front facades of buildings through the use of setbacks, recesses, porch areas, and large windows.</p>	<p>Buildings without articulated front facades.</p> <p>Buildings that exceed two storeys at the front facade.</p> <p>Visually bulky new developments and extensions.</p>
Building materials, design and details	To ensure new dwellings positively respond to the preferred building styles of the precinct.	<p>Use finishes to complement the predominant palette of materials in the area (eg. reds, creams, browns and greys).</p> <p>Use finishes and colours that contribute to the streetscape and emphasise design details.</p>	<p>Excessive decoration and historic reproduction styles.</p> <p>Heavy masonry finishes.</p> <p>Blank walls and facades.</p>
Roof styles	To ensure new dwellings complement the predominant roof styles of the street.	Buildings less than three storeys should provide a pitched roof with prominent eaves.	Flat roof forms without eaves.
Siting and setbacks	<p>To maintain and reinforce the predominant front boundary setback pattern in the street.</p> <p>To maintain the side boundary setback pattern and the existing spacing between dwellings.</p> <p>To maintain the traditional appearance of a single house from the streetscape when proposing more than one dwelling on a site.</p>	<p>Set back dwellings at least 1.5m from one side boundary.</p> <p>Dwellings should be oriented parallel to the street.</p>	<p>Buildings set further forward than the average setback of the two adjoining dwellings.</p> <p>Loss of consistent front and side setbacks.</p> <p>Boundary to boundary development.</p> <p>No reflection of the predominant side boundary setback pattern.</p> <p>Buildings set at an angle to the street.</p>
Garages, carports and outbuildings	To minimise the loss of front garden space and the dominance of car parking structures.	<p>Set back garages, carports and outbuildings behind the line of the front dwelling façade.</p> <p>Minimise paving in front garden areas.</p>	<p>Dominant car parking structures within the front setback area.</p> <p>Excessive use of impervious surfaces.</p>
Garden styles	To maintain and strengthen the garden settings of dwellings.	<p>Plant and retain vegetation around dwellings, including trees.</p> <p>Retain established or mature trees where possible.</p>	Loss of established trees, vegetation and space for planting along setbacks
Front fencing	To retain the spaciousness of the streetscape and views to dwellings and gardens, and to complement the predominant style of fences in the street.	If required, provide a low, open style front fence up to 0.8 or 1.2m in height (consistent with the predominant height of front fences along the street), and constructed of brick or timber.	<p>High and solid front fencing.</p> <p>Inconsistent styles of front fencing.</p>





PRECINCT DESCRIPTION

The area is characterised by spacious, horizontal streetscapes, consisting of low brick dwellings spanning across low garden settings. The street layout, street tree planting and lower fences or lack of fencing emphasises the open nature of the precinct. Development is predominantly consistent with hipped tiled roofs, regular front and side setbacks and matching low front fences set within formal, established gardens. Dwellings are moderately set back to the front and side and are modest in form and materials.

KEY CHARACTERISTICS

KEY CHARACTERISTICS	DESCRIPTIONS
Architectural style	Postwar with some contemporary infill and the occasional interwar dwelling
Building materials	Predominantly brick or rendered brick, with some instances of timber or weatherboard
Building form and layout	Buildings are simple and modest in form and details. Facades are articulated with the use of setbacks, recesses and porches Buildings are generally detached, with some semi-detached units
Roof style	Hipped with prominent eaves
Setbacks	Very consistent front setbacks of 7 to 8m Consistent side setbacks of 1 to 3m from at least one side boundary
Building height	1 to 2 storeys
Garages, carports and outbuildings	Single crossover access, with driveways to the side of the property Garages and carports are usually located behind the front dwelling facade
Garden style	Low, formal and well established with wide lawns
Front fencing	Front fences are either nonexistent or low, and appropriate to the style of the dwelling
Street layout and public realm	Streets are wide and open, with many remnant native trees and semi-regular street tree planting
Views and vistas	Significant views along roadways to parks, reserves, waterways and nearby developments

ISSUES / THREATS

- Loss of older buildings that contribute to the valued character of the precinct.
- Poorly maintained dwellings.
- Extensions that are highly visible and dominant from the street and are not in character with the streetscape.
- Loss of established trees and vegetation, including street trees.
- Loss of private garden settings and front garden space.
- Large areas of impervious surfaces around dwellings.
- Boundary to boundary development that restricts views between dwellings where this is typical of the street.
- Development that breaks the general rhythm of built form along the street with inconsistent setbacks.
- New developments that do not contribute to the character of the street.
- High, solid front fencing and side fencing along the frontage that restricts views from the street.
- Garages, carports or crossovers that dominate site frontages.

PREFERRED CHARACTER STATEMENT

New developments will contribute to the character of this area with established gardens, simple design details, low front fencing and consistent siting to ensure they do not dominate the streetscape.

Buildings will be articulated with recesses, porch areas, large windows and setbacks to complement the pattern of the traditional dwellings. The use of brick, timber or weatherboard will maintain the existing palette of materials. Buildings will be located from the front boundary at a distance similar to those on adjoining properties, while consistent side setbacks will allow space for landscaping and planting. Low or permeable front fences will provide views of the vegetation in gardens from the street.

PRECINCT AREAS



COMMUNITY VALUES

- Wide streetscapes with mature plants and vegetation.
- Consistent era and forms of developments.
- Pedestrian and cycling friendly neighbourhoods and streets.
- Dominant garden settings with impervious ground coverings.



DESIGN GUIDELINES

CHARACTER ELEMENTS	OBJECTIVE	DESIGN RESPONSES	AVOID
Architectural styles	<p>To encourage the retention of intact, older period dwellings that contribute to the character of the area.</p> <p>To ensure that new development is designed to complement the identified values of existing older buildings that date from the late 19th to early 20th century.</p>	<p>Retain intact and good condition Interwar dwellings where possible.</p> <p>New development should complement the height, building forms and siting of older, original dwellings.</p> <p>Distinguish new development, including additions to existing buildings, from original dwelling stock through the use of contemporary design details.</p>	<p>Replacement of older dwellings with buildings that do not respect the key characteristics of the remaining traditional dwellings.</p> <p>Mock historical style housing with excessive use of 'reproduction' or decorative detailing.</p>
Building height, form and layout	<p>To ensure that new buildings and extensions do not dominate the streetscape, and make a positive contribution to the prevailing scale and form of existing buildings.</p>	<p>Apart from areas within close proximity to shops, activity centres and principal public transport networks, buildings should respect the predominant height and form in the street (generally two storeys).</p> <p>Articulate the front facades of buildings through the use of setbacks, recesses, porch / verandah areas, and large windows.</p>	<p>Buildings without articulated front facades.</p> <p>Buildings that exceed two storeys at the front facade.</p> <p>Visually bulky new developments and extensions.</p>
Building materials, design and details	<p>To ensure new dwellings positively respond to the preferred building styles of the precinct.</p>	<p>Use finishes to complement the predominant palette of materials in the area (eg. reds, creams, and browns).</p> <p>Use finishes and colours that contribute to the streetscape and emphasise design details.</p>	<p>Excessive decoration and historic reproduction styles.</p> <p>Heavy masonry finishes.</p> <p>Blank walls and facades.</p>
Roof styles	<p>To ensure new dwellings complement the predominant roof styles of the street.</p>	<p>Buildings less than three storeys should provide a pitched roof with prominent eaves.</p>	<p>Flat roof forms without eaves.</p>
Siting and setbacks	<p>To maintain and reinforce the predominant front boundary setback pattern in the street.</p> <p>To maintain the side boundary setback pattern and the existing spacing between dwellings.</p> <p>To maintain the traditional appearance of a single house from the streetscape when proposing more than one dwelling on a site.</p>	<p>Set back dwellings at least 1m from one side boundary.</p> <p>Orient dwellings parallel to the street.</p>	<p>Buildings set further forward than the average setback of the two adjoining dwellings.</p> <p>Loss of consistent front and side setbacks.</p> <p>Boundary to boundary development.</p> <p>No reflection of the predominant side boundary setback pattern.</p> <p>Buildings set at an angle to the street.</p>
Garages, carports and outbuildings	<p>To minimise the loss of front garden space and the dominance of car parking structures.</p>	<p>Set back garages, carports and outbuildings behind the line of the front dwelling façade.</p> <p>Minimise paving in front garden areas.</p>	<p>Dominant car parking structures within the front setback area.</p> <p>Excessive use of impervious surfaces.</p>
Garden styles	<p>To maintain and strengthen the garden settings of dwellings.</p>	<p>Plant and retain vegetation around dwellings, including trees.</p> <p>Retain established or mature trees where possible.</p>	<p>Loss of established trees, vegetation and space for planting along setbacks</p>
Front fencing	<p>To retain the spaciousness of the streetscape and views to dwellings and gardens.</p> <p>To complement the predominant style of fences in the street.</p>	<p>If required, provide a low, open style front fence up to 0.8 or 1.2m in height (consistent with the predominant height of front fences along the street), and constructed of brick or timber.</p>	<p>High and solid front fencing.</p> <p>Inconsistent styles of front fencing.</p>



REPORT

Impacts of the proposed Flemington Life
development on community facilities in
Moonee Valley

January 2016



Prepared by Moonee Valley City Council with support and assistance from Capire Consulting Group
Pty Ltd.

January 2016

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1 Introduction

The purpose of this report is to assess how the proposed Flemington Life development will impact on the demand for community facilities in Moonee Valley.

It details the community facility needs identified through Council's Long Term Community Facility Planning Framework and Plan and assesses the nexus between Council's priorities and the development contributions proposed in the *Flemington Life Social Impact Assessment Updated Report (November 2015)*.

The report assumes that the reader is familiar with the Flemington Life Exhibition Package and does not provide extensive descriptions of the proposed development.

2 Moonee Valley community facility planning context

2.1 Long Term Community Facility Planning Framework and Plan

Council is currently developing a Long Term Community Facility Planning Framework and Plan (LTCFPF) which aims to deliver community facilities more efficiently and effectively. It seeks to transition Council's facility planning and delivery approach from a decentralised to an integrated model. The LTCFP Framework and Plan (including objectives and planning principles) is in draft form and is due to be presented to Council for consideration and consultation in 2016.

The draft LTCFPF Framework objectives are to:

- identify priorities for future community infrastructure (short, medium and long term)
- develop a consistent, collaborative and evidence based approach for community facility planning (through Service Infrastructure Profiles)
- provide a spatial analysis (through precinct planning) which identifies future population profiles, as well as existing and emerging commitments and opportunities
- inform decision making around planning, funding and delivery of community infrastructure (through shared principles, criteria and tools and adherence to defined planning processes)
- outline an approach to planning and delivery of future proposed community hub projects.

Draft Community facility planning principles and criteria

The following draft principles have been developed to guide decision making around community facility projects in Moonee Valley. In summary they include:

- Improving coordination around community facility planning and delivery.
- Transitioning to community hubs and co-located services.
- Addressing community needs and aspirations.
- Implementing best practice in urban and environmental design. This includes location criteria such as proximity to activity centres and public transport.
- Providing facilities that ensure equity and access for the community.
- Ensuring facilities have effective and efficient management and governance models.
- Delivering facilities in a manner that is financially sustainable.

A more detailed description of criteria associated with these principles is outlined in the table below and will be presented to Council for further discussion in 2016 as part of the draft LTCFP Framework and Plan.

Principle	Driver
Principle 1: Coordinated planning	Ensuring collaboration and coordination across departments, Executive and Councillors.
Principle 2: Community participation	Creating opportunities for community and other relevant stakeholders to be engaged in planning and development of community facilities.
Principle 3: Community needs and evidence based planning	Providing facilities that address community needs and aspirations, and uses evidence in the decision making process.
Principle 4: Optimising existing facilities	Improving the utilisation of existing facilities.
Principle 5: Fitness-for-purpose	Improving the flexibility, functionality, capacity and utilisation of community facilities.
Principle 6: Service co-location ("multi-uses for multi-users")	Supporting the development of community hubs and co-located services.
Principle 7: Location appropriate	A network of facilities that are accessible and located close to areas of community activity.
Principle 8: Urban and environmental design	Provision of quality facilities that support participation and sustainability.
Principle 9: Facility management and governance	Facilities are well managed and governed.

Principle	Driver
Principle 10: Financial sustainability	Facilities are delivered and operated in a financially sustainable manner.

Scope of community facilities

Table 1 details the scope of community facilities considered in the draft LTCFP framework.

Table 1: Scope of community facilities considered in the LTCFP framework

Community facility type	Supporting uses	Description
Multi-purpose Community spaces	Community centres Neighbourhood Houses Community Halls Community Hubs Neighbourhood Centres Spaces within libraries Spaces within sporting pavilions Playgroup space	Multi-purpose community spaces are flexible spaces that can be used for a range of social, educational and recreational activities, meetings, health and support services. The events and activities that are accommodated in multi-purpose facilities in Moonee Valley are either delivered directly by Council, by groups/organisations on behalf of council or by groups that hire/lease spaces from council.
Early Years Facilities	Maternal & Child Health Centres Kindergartens Childcare Centres Occasional Care Toy Library	Space is usually dedicated to early years' activities and services.
Libraries	Library collections and programs space	Space is usually dedicated to library activities and services. Libraries also accommodate multi-purpose spaces (see above).
Youth Space	Youth centres	Space is usually dedicated to youth activities and services.
Aged and Disability Facilities	Neighbourhood Centres Mens' Sheds	Space is usually dedicated to aged and disability activities and services.
Aquatic and Leisure Facilities	Aquatic Leisure Facilities (Including Group fitness and gymnasiums) Specialised outdoor sport & recreation facilities (Golf pavilions and athletics centre)	Specialised outdoor sport & recreation facilities (golf pavilions and athletics centre). Space dedicated to informal and formal leisure activity, and usually requires specialised infrastructure.

Community facility type	Supporting uses	Description
Sports and Recreation infrastructure	Essendon Traffic School	
	Sporting pavilions	Space is usually dedicated to sporting clubs, association and businesses on either a seasonal or annual basis. May also accommodate multi-purpose spaces (see above).
	Indoor sports (court based) facilities.	
	Outdoor oval/field sports infrastructure	
	Outdoor courts infrastructure	
Arts and Cultural services	Performing Arts Venues	Space is usually dedicated to arts and cultural activities and services. May also accommodate multi-purpose space (see above).
	Exhibition venues	
Corporate Services	Civic Centre	Space is dedicated to Council's governance, administrative and operational activities. Council managed.
	Emergency Management	
Public Realm	Public amenities	Space is usually dedicated to providing public toilets either within other facilities or as stand-alone structures in parks or retail areas. Council managed.

Community facility planning precincts

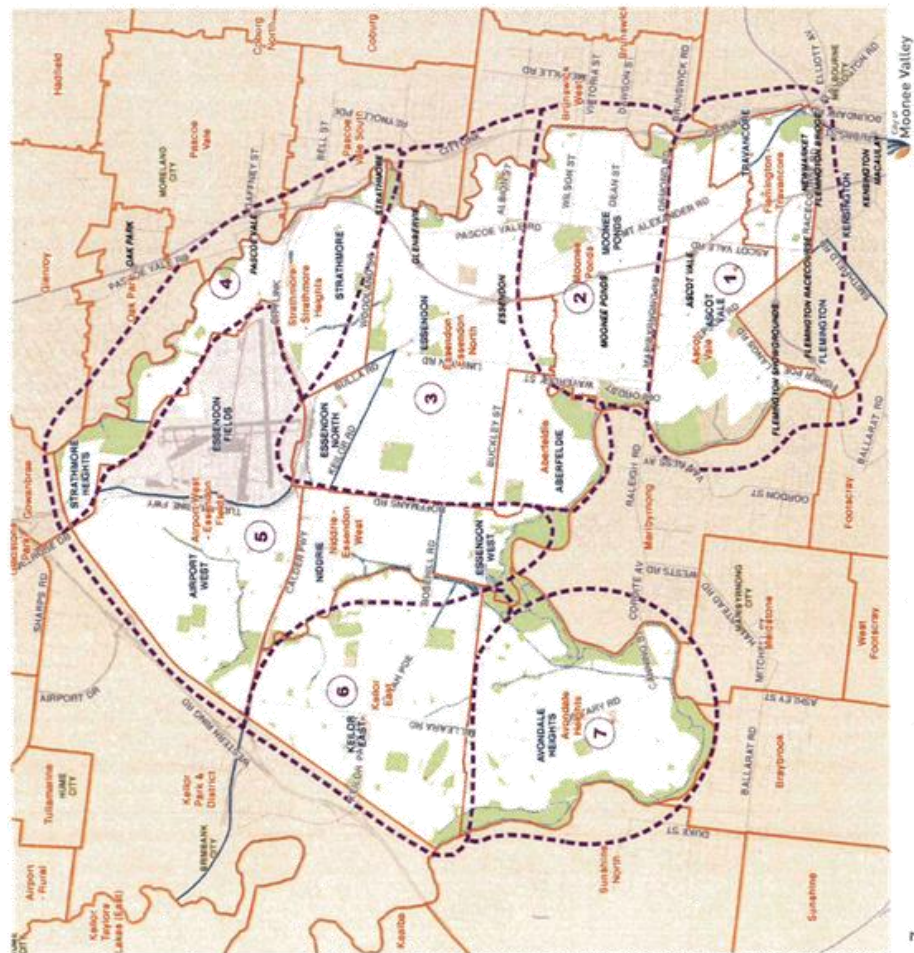
Seven planning precincts (Precincts) have been identified to guide community facility planning in Moonee Valley. The Precincts, illustrated in **Error! Reference source not found.**, are:

- Precinct 1 – Ascot Vale, Flemington, Travancore
- Precinct 2 – Moonee Ponds
- Precinct 3 - Essendon, Essendon North, Aberfeldie
- Precinct 4 – Strathmore, Strathmore Heights
- Precinct 5 – Airport West, Niddrie, Essendon, Essendon West
- Precinct 6 – Keilor East
- Precinct 7 – Avondale Heights

Precincts boundaries were identified based on:

- suburb boundaries
- collection areas used by the Australian Bureau of Statistics and Council in population analysis
- resident movement patterns (considering natural and built form such as river corridors and train lines)
- service catchments.

Figure 1 Moonee Valley community facility planning precincts



2.2 Service Infrastructure Profiles

One of the key elements underpinning the LTCFP framework are Service Infrastructure Profiles (SIP) for the community facility types identified in Table 1. The SIPs form the 'building blocks' of the LTCFP framework and identify current and future infrastructure needs for each service.

SIPs are prepared by individual departments and describe for each service:

- population projections relevant to the particular service (for example, the four-year-old population for kindergarten services)
- service and facility benchmarks (if applicable)
- future issues, opportunities and delivery models
- current and future levels of service
- community facility requirements in order to meet future levels of service.

Once the SIPs are completed, precinct planning is undertaken collaboratively across multiple Council departments. Using the service priorities identified in the SIPs, facility options for meeting needs in each precinct are identified, including nature of facilities, locations and timing.

3 Community facility needs in Precinct 1

The proposed Flemington Green site is located partially within Precinct 1, and the Epsom Road site is located adjacent to the Precinct boundary.

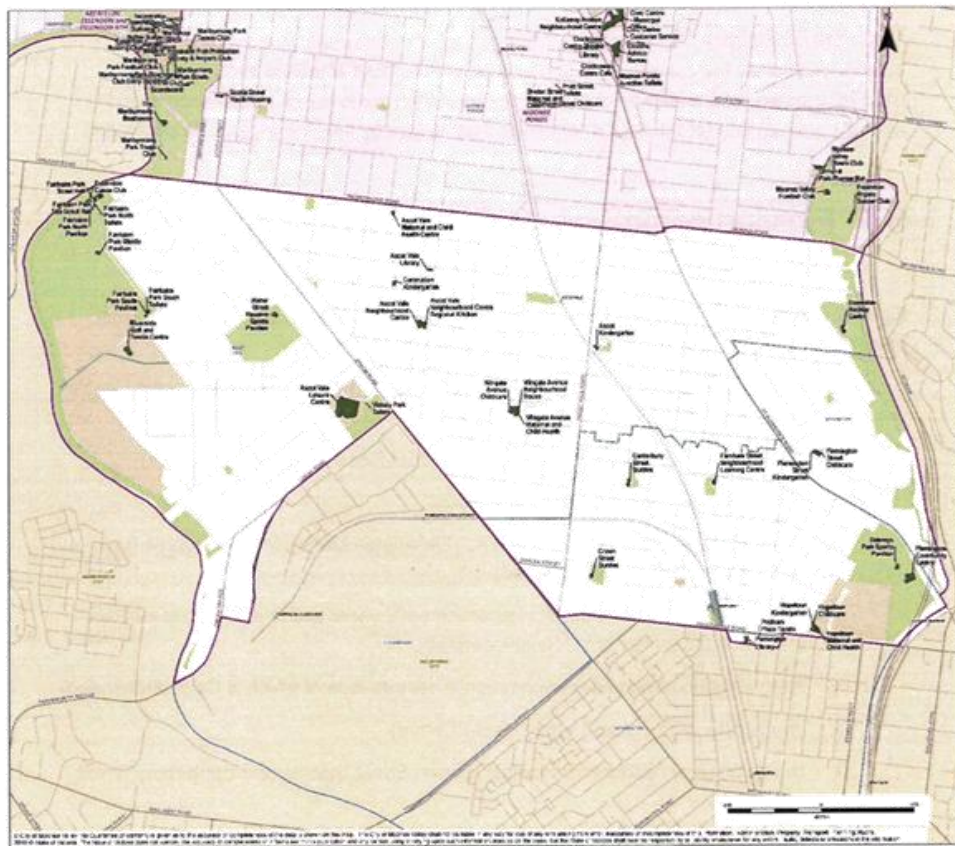
This section details the community facility needs for Precinct 1 identified through Council's LTCFPF process. It is based on demand generated from the Precinct 1 population to 2031 *without* consideration for the additional demand generated by the Flemington Life population.

3.1 Existing community facilities

Figure 2 illustrates that Precinct 1 has a broad range of community facilities distributed the precinct. Facilities include:

- a key sporting precinct at Fairbairn Park and the Riverside Golf and Tennis Centre in the north-west of the precinct
- two additional sporting reserves (Walter Street Reserve and Debney Park)
- a hockey centre in the east of the precinct
- two libraries located in activity centres (Flemington Library on Racecourse Road and Ascot Vale Library on Union Road)
- Eleven early years services across seven early years and multi-purpose facilities (eight of the services are Council-operated)
- three neighbourhood houses/community centres (one of which is Council-operated)
- one leisure centre (Ascot Vale Leisure Centre)
- two community hall-for-hire facilities (Crown Street Stables and Canterbury Street Stables).

Figure 2 Existing community facilities in Precinct 1



3.2 Precinct 1 community facility needs identified in SIPs

Table 2 details future community facility needs and recommendations for Precinct 1 identified in the SIPs, as well as recommendations made in existing Moonee Valley policies and assessments.

It shows that the findings in the SIPs are consistent with previous work undertaken by Council.

Table 2. Precinct 1 community facility needs and recommendations identified in SIPs and previous policies and assessments

Community facility type	SIP identified needs	Recommendations made in existing Moonee Valley policies and assessments
Multi-purpose community spaces and facilities	<p>Flemington Community Centre has significant functionality and capacity issues and is a priority for redevelopment.</p> <p>Unmet demand for space for community hire, particularly halls seating up to 100 people with access to outdoor space.</p> <p>Additional space is required for outreach services and programs.</p> <p>Unmet demand for space for community based schools.</p>	<p>Explore the feasibility of redeveloping the Ascot Vale Neighbourhood Centre as a multi-level community facility, including:</p> <ul style="list-style-type: none"> • Ascot Vale Library • Ascot Vale Neighbourhood Centre • meeting spaces • classrooms <p>(Draft Union Road Activities Area Structure Plan)</p> <p>The Flemington Community Centre Needs Assessment (2014) identified the need to increase the capacity and functionality of the centre.</p>
Early years facilities	<p>Hopetoun Children's Centre has recently been redeveloped, however the remaining early years facilities have functionality and capacity issues.</p> <p>Potential for a possible new integrated facility (location within the precinct to be determined) to increase the capacity of existing services and meet anticipated future demand. Explore opportunities to consolidate some existing smaller stand-alone services into this integrated facility.</p>	<p>Increase kindergarten places at Coronation Kindergarten to 33 (Moonee Valley Community Facilities Plan 2011)</p> <p>Upgrade/expand Flemington Street Children's Centre:</p> <ul style="list-style-type: none"> • Convert childcare into kindergarten of 33 places • Improve admin, staff and outdoor spaces • Improve drainage <p>(Moonee Valley Community Facilities Plan 2011)</p> <p>Improve Hopetoun Children's Centre:</p> <ul style="list-style-type: none"> • Extend kinder room • Extend 3.5 year old childcare room • Improve outdoor spaces <p>(Project completed) (Moonee Valley Community Facilities Plan 2011)</p> <p>A new or upgrade kindergarten or children's hub centrally located within Ascot Vale with capacity to accommodate kindergarten rooms.</p>

Community facility type	SIP identified needs	Recommendations made in existing Moonee Valley policies and assessments
Libraries		<i>(Racecourse Road Activities Area Structure Plan)</i>
	Both libraries in the precinct require more space. Flemington Library requires an additional 214sqm of space. Ascot Vale Library requires an additional 672qm of space.	Explore the feasibility of redeveloping the Ascot Vale Neighbourhood Centre as a multi-level community facility, including: <ul style="list-style-type: none"> • Ascot Vale Library • Ascot Vale Neighbourhood Centre • meeting spaces • classrooms <i>(Draft Union Road Activities Area Structure Plan)</i> Flemington Library entrance requires better presentation and integration with the street <i>(Racecourse Road Activities Area Structure Plan)</i> .
Youth spaces	A dedicated youth facility is not required in this precinct. Consider youth program uses in the design of multi-purpose spaces and facilities.	Facilitate a number of study zones in Council facilities and open spaces across the municipality to give young people more choice in where they can study (for example, facilitate young people-friendly study zones in libraries). Investigate options to provide free WiFi in parks, shopping precincts and other community facilities <i>(Thrive Youth Engagement Strategy. Action Plan One (to 2017))</i>
Aged and disability facilities	Ascot Vale Neighbourhood Centre has poor capacity and functionality. The Ascot Vale Regional Kitchen is in a poor location.	Explore the feasibility of redeveloping the Ascot Vale Neighbourhood Centre as a multi-level community facility, including: <ul style="list-style-type: none"> • Ascot Vale Library • Ascot Vale Neighbourhood Centre • meeting spaces • classrooms <i>(Draft Union Road Activities Area Structure Plan)</i>
Aquatic and leisure facilities	Increase capacity at the Ascot Vale Leisure Centre by converting the group hall into program rooms.	Ascot Vale Leisure Centre upgrade (\$1.2 million in capital works)
Sports and recreation infrastructure	Riverside Golf and Tennis Centre and Fairbairn Park to become a local sports destination precinct. Increase the number and capacity of fields at Fairbairn Park by realigning cricket wickets and ovals, investing in new field decks and installing field lighting.	Implement the Fairbairn Park Masterplan <i>(Moonee Valley Community Facilities Plan 2011)</i> Fairbairn Park Middle Pavilion Improvements (\$3.85 million in capital works - in progress) The Riverside Golf and Tennis Centre Masterplan was endorsed in 2015

Community facility type	SIP identified needs	Recommendations made in existing Moonee Valley policies and assessments
Arts and cultural services	<p>Build additional and sport-compliant courts at Riverside Golf and Tennis Centre for netball and tennis.</p> <p>Fairburn Park North Pavilion is recommended for demolition.</p> <p>Fairburn Park South Pavilion requires redevelopment.</p> <p>Walter Street Pavilion requires upgrade.</p>	
	<p>A need for suitable wet and dry spaces for community art.</p>	<p>There are gaps in Council's provision of smaller facilities for arts activity such as studio space, rehearsal rooms and workshops for 'hands-on and grass roots' creative participation in the arts. ...support access to and use of key public buildings and activity hubs such as the libraries and community houses for arts activities.</p> <p><i>MVCC Arts and Culture Plan 2014-2018</i></p>

3.3 Precinct 1 community facility priorities and implementation

Cross-Council workshop and consultation identified community facility priorities for Precinct 1 with consideration for the needs identified in the Service Infrastructure Profiles (SIPs) and Council's draft community facility planning objectives and criteria. These priorities will be presented to Council for further discussion in 2016 as part of the draft LTCFP Framework and Plan.

Council's priorities for Precinct 1 are to:

- Develop a multi-purpose, integrated facility within the Union Road Activity Centre that will accommodate:
 - a larger Ascot Vale Library
 - integrated early years services
 - shared, flexible multi-purpose spaces.

Appendix B provides an example of an integrated facility currently being developed by the City of Yarra on a constrained site. The facility will have approximately 2,800sqm of floor area over three storeys on a site of approximately 900 metres.

- Increase the capacity of Fairbairn Park by realigning cricket wickets and ovals, investing in new field decks and installing field lighting.
- Increase the capacity of the Riverside Golf and Tennis Centre by building additional and sport-compliant courts for netball and tennis.
- Increase the capacity of the Ascot Vale Leisure Centre by converting the group hall into program rooms.

- Redevelop the Flemington Community Centre in the Debneys Park precinct.
- Work with relevant state government departments to facilitate increased utilisation and access to community facilities at the Flemington Housing Estate and Debney Meadows Primary School.

4 Impact of the Flemington Life development on community facilities in Precinct 1

4.1 Expected demographic profile of Flemington Life residents

The proponent projects that the Flemington Life development will attract the following demographic profile¹:

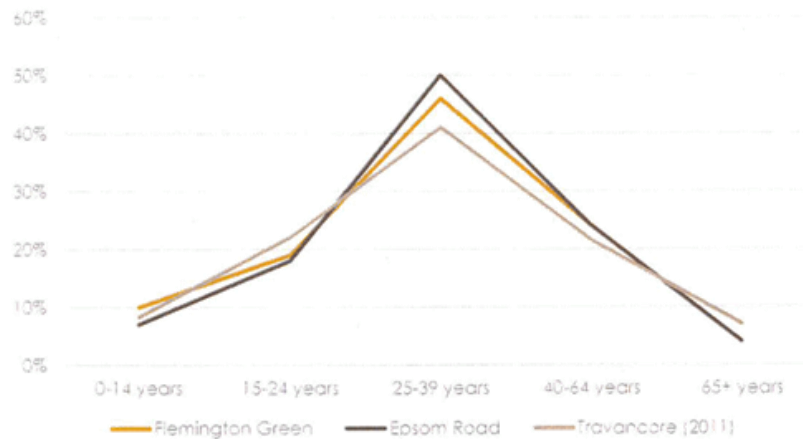
- higher income professionals (85 per cent are expected to be white collar workers with incomes 33 to 45 per cent higher than the Melbourne average)
- a comparatively low proportion of zero to 14 year olds (around 10 per cent) and residents aged 65 years and over
- a larger proportion of 15 to 39 year olds compared to the surrounding area
- over two-thirds of the dwellings will be lone person and couple households
- over one-third of the dwellings will be lone person households
- families and children will live in between 16 to 18 per cent of the apartments and townhouses
- children are most likely to be very young children up to four years of age.

Precinct 1 comprises Ascot Vale, Flemington and Travancore. Travancore has a higher proportion of high density dwellings compared to Flemington and Ascot Vale. Therefore, in order to assess whether the population projections for Flemington Life are accurate, it is more useful to compare them against the Travancore population than Precinct 1 as a whole.

¹ Urbis, November 2015. *Flemington Life Social Impact Assessment Update Report*, prepared for Greenland.

Figure 3 shows that the projected Flemington Life population profile is in line with population trends in higher density areas in Moonee Valley and therefore can be used to determine the likely demand for community facilities.

Figure 3. Comparison of the projected Flemington Life and existing (2011) Travancore population age profiles

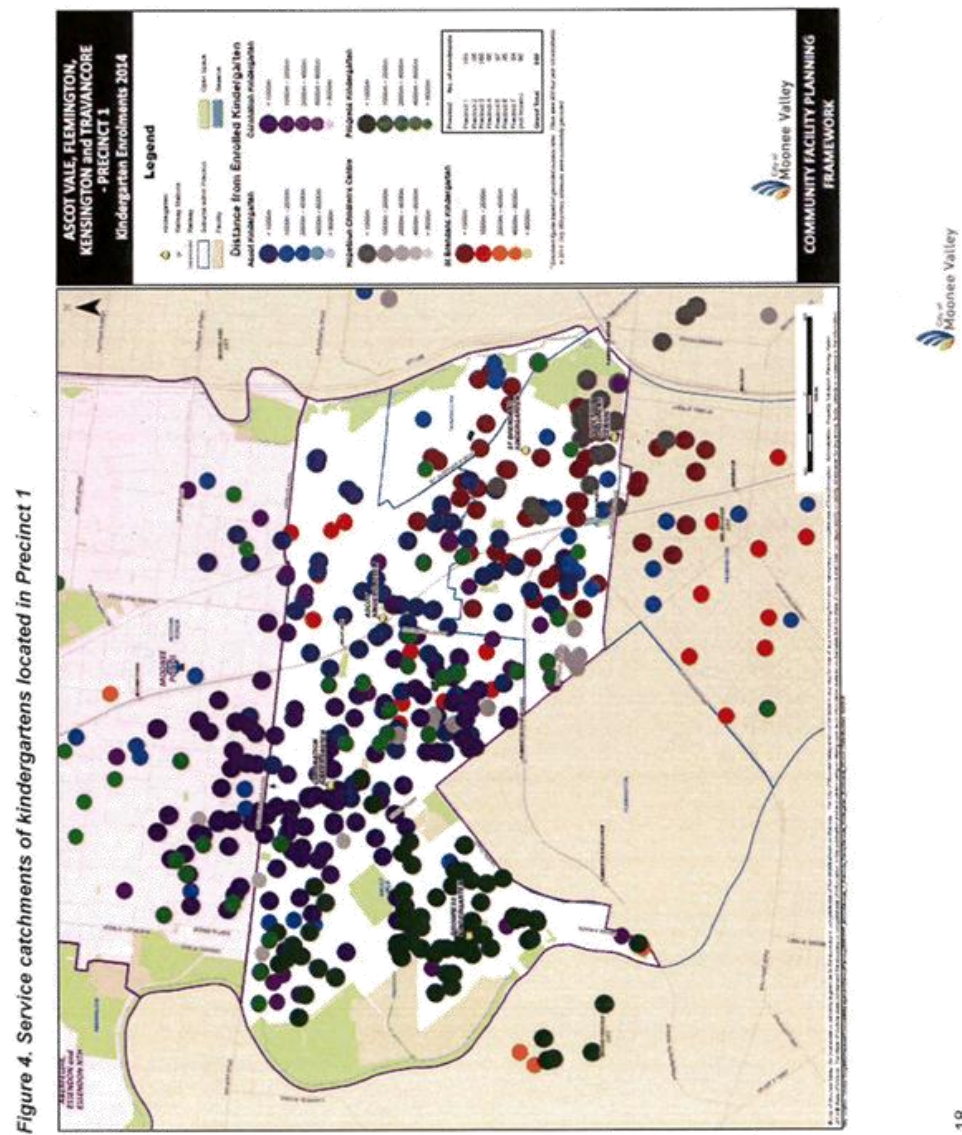


4.2 Community facility access for Flemington Life residents

Most of the Flemington Life development will be located within the City of Melbourne. However, user catchment maps (Figures 4 to 8) illustrate that residents living in the areas in which both Flemington Green and Epsom Road will be located will use Moonee Valley's community facilities.

A number of Kensington residents also access facilities in Moonee Valley, particularly the Flemington Library, Flemington Community Centre and Ascot Vale Leisure Centre. This is also evident in the facility catchment maps.

These access patterns demonstrate that it is likely that Flemington Life residents will utilise Moonee Valley's facilities.



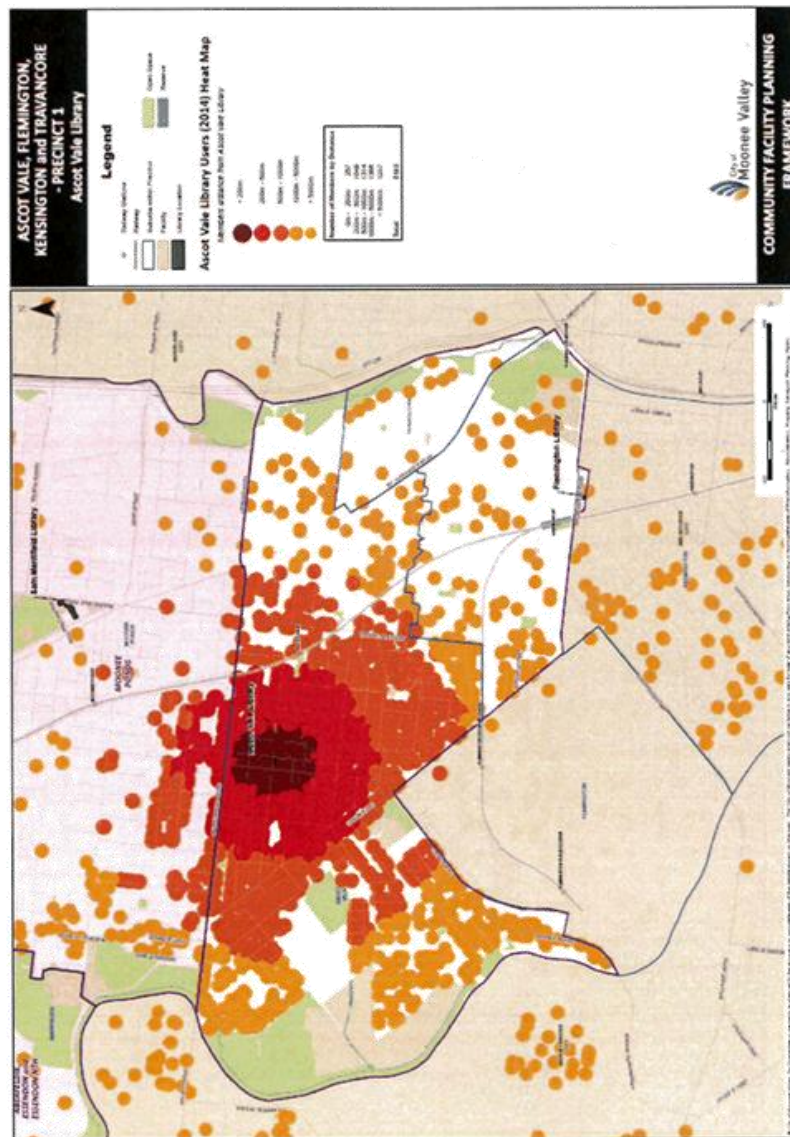


Figure 5. Ascot Vale Library user catchment map

Figure 6. Flemington Library user catchment map

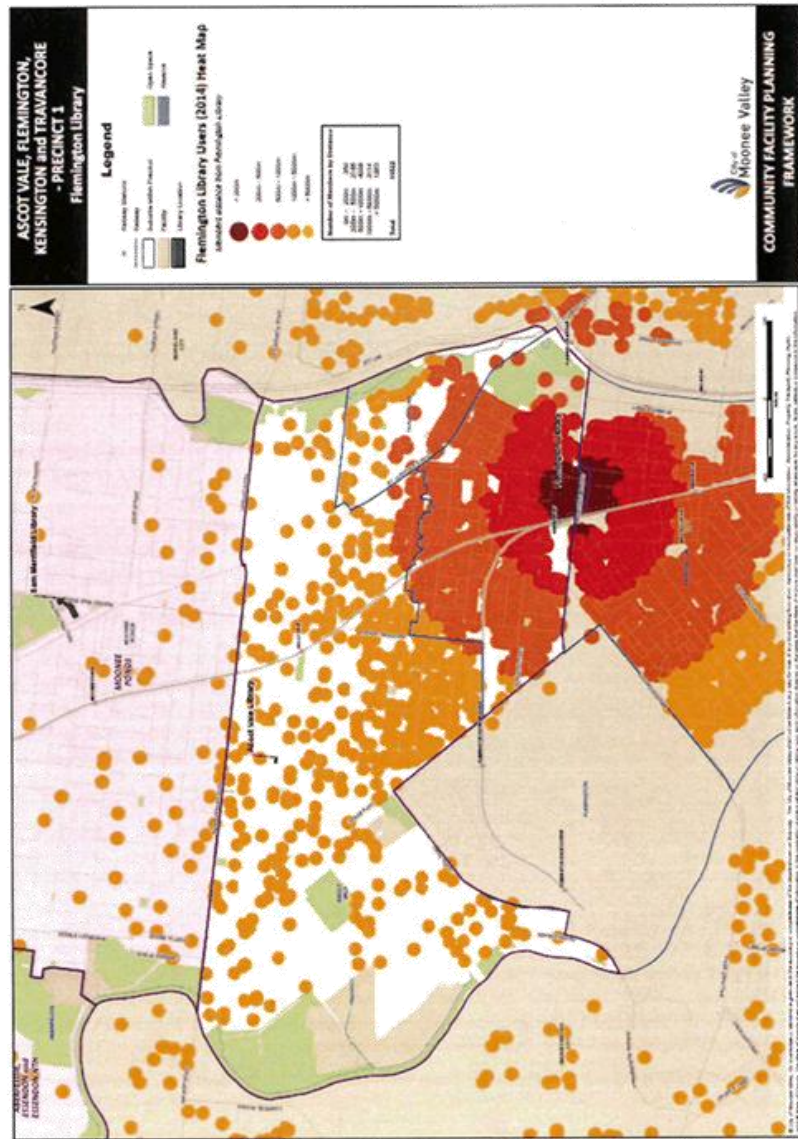
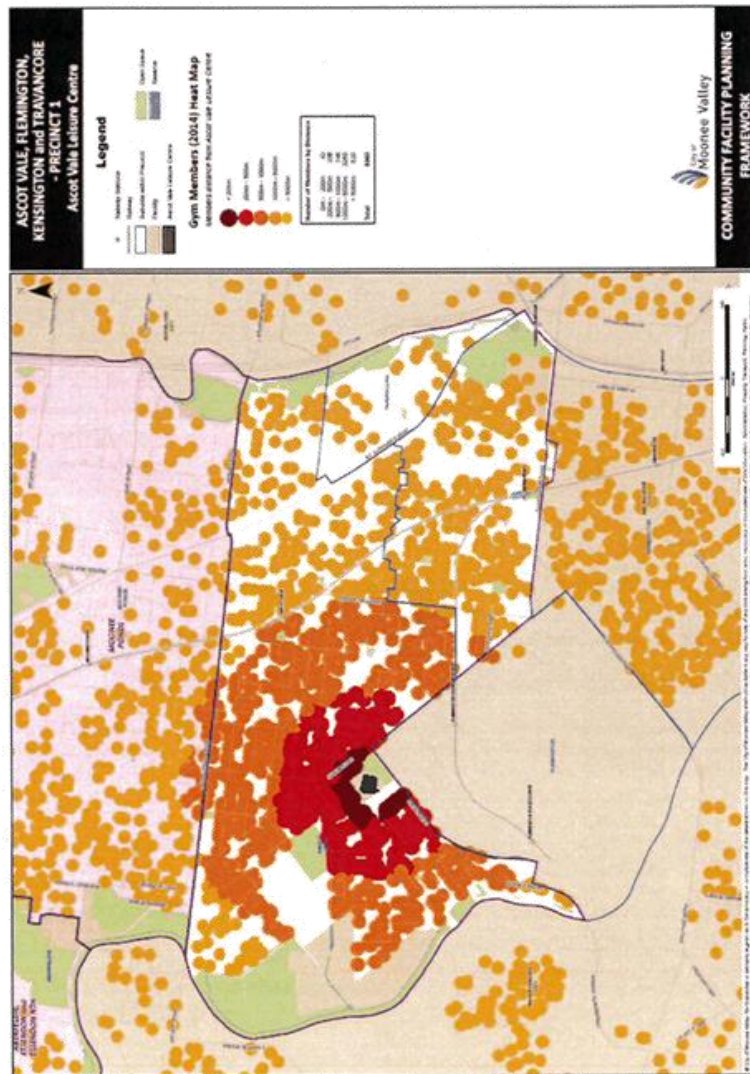


Figure 7. Ascot Vale Leisure Centre user catchment map





4.3 Likely community facility demand generated from the Flemington Life development

The Flemington Life population profile suggests that residents are likely to require access to the following types of community facilities:

- libraries
- multi-purpose spaces
- early years services, particularly childcare
- informal sport and recreation facilities (leisure centres, pools and indoor recreation)
- informal social competitions (particularly indoor)

The quantum of demand generated directly by these facilities by the Flemington Life population is as follows:

- approximately one MCH consultation per week (MCH centres are assigned based on residential address, therefore most Flemington Life residents will attend centres in the City of Melbourne)
- 3 licensed sessional kindergarten places
- 18 long day care places
- additional 79 square metres of library floor space
- 2.2 outdoor playing ovals and fields
- 1.4 outdoor courts
- 0.6 indoor courts

Demand calculations are provided in Appendix A.

The City of Moonee Valley does not apply benchmarks to determine the need for multi-purpose spaces. In keeping with Council's LTCFPF principles, adaptable multi-purpose spaces will be provided in all future community facilities. The quantum, size and configuration of these will be determined at detailed feasibility stage.

It is likely that Flemington Life residents will require access to spaces for private, ad-hoc hire and will access some community programs. The development will therefore also generate some demand for multi-purpose spaces.

4.4 Capacity of existing community facilities in Precinct 1 to accommodate additional demand from the Flemington Life development

Table 3 assesses the capacity of existing community facilities in Precinct 1 to accommodate additional demand generated from the Flemington Life development, particularly with regard to the long term needs identified through Council's LTCFPF process.

Table 3. Capacity of community facilities in Precinct 1 to accommodate additional demand generated from the Flemington Life development

Service/facility	Capacity
Early years	No capacity. Council's LTCFPF process has identified the need for an integrated early years facility in order to increase the capacity of existing services to accommodate future demand without the additional demand from Flemington Life.
Libraries	No capacity. Both Ascot Vale Library and Flemington Library have already been identified by Council as requiring additional floor space. Ascot Vale Library requires an additional 672sqm and Flemington Library requires an additional 214sqm.
Outdoor play ovals/fields	Fairbairn Park can accommodate the demand generated from the Flemington Life development if the capacity of fields is increased by realigning cricket wickets and ovals, investing in new field decks and installing field lighting.
Indoor courts	No capacity. Council is currently undertaking a feasibility study and business plan for the development of a highball stadium in Moonee Valley.
Leisure centre	Ascot Vale Leisure Centre can accommodate additional demand with the conversion of the group hall into program rooms.

5 Assessment of proposed community facility development contributions

A number of community infrastructure contributions were proposed in the *Flemington Life Social Impact Assessment Update (November 2015)*. Table 4 assesses these proposals against Council's community facility priorities for Precinct 1 and outlines Council's preferences for contributions.

Table 4 Assessment of proposed community infrastructure contributions for the Flemington Life development against Council's community facility priorities.

Proponent Proposal	Alignment of proposal with Council's community facility priorities	Council's preferred development contributions from Flemington Life
Contribute to a new early recreation hub in Kensington.	Assuming this proposal refers to the redevelopment of the Kensington Community Recreation Centre, the centre is located 4km from Flemington Green and 1.5km from Epsom Road. Moonee Valley's catchment mapping shows that 56 percent of children enrolled in kindergarten live less than 1km from the centre they attend and 88 percent live less than 2.5 km from the centre they attend. Moonee Valley facilities are closer to Flemington Green than City of Melbourne's facility and approximately the same distance from the Epsom Road site. At this stage it is unknown which early years' services the City of Melbourne will be developing at the Kensington Community Recreation Centre or if the development will progress as it has not yet been subject to feasibility.	Contribute to an integrated facility within the Union Road Activity Centre that will accommodate: <ul style="list-style-type: none"> a larger Ascot Vale Library integrated early years services shared, flexible multi-purpose spaces.
Provide or contribute to a multi-purpose community hub. The facility should offer accessible, flexible and culturally appropriate community spaces. This may	Council's planning has determined the need for an increase in multi-purpose spaces in Precinct 1, therefore provision of such space is supported. However, Council's priority is to develop an integrated facility that will also accommodate a library and early	

Proponent Proposal	Alignment of proposal with Council's community facility priorities	Council's preferred development contributions from Flemington Life
<p>be located onsite at Flemington Green or at another location nearby pending discussion with Council. The facility should include:</p> <p>A local e-resource centre</p> <ul style="list-style-type: none"> • Areas suitable for 'maker spaces' for local art and cultural activities catering to an increasing youthful population in the area • Places that residents can hire for children's parties and other social activities • Areas suitable for book clubs, study groups, table tennis 	<p>years services as the anchor uses. Multi-purpose spaces will not be a primary focus of the facility, but rather will support the anchor uses, as well as provide space for other services such as aged and disability programs.</p> <p>Locating these services at the Flemington Green site does not align with Council's facility location principles. Specifically:</p> <ul style="list-style-type: none"> • the facility will not be central to the catchments of the services to be accommodated on the site • the facility is not located within, or close to an area of community activity • the site is unlikely to have capacity for potential future expansion • Council's historic visitation rates demonstrate that a library requires a ground level entrance and visual prominence in an area of high pedestrian activity 	
<p>Contribute to new tennis and netball courts in the local area surrounding Flemington Green and Epsom Road.</p>	<p>Flemington Life is likely to generate demand for an additional 2 sports courts, therefore this proposal is supported.</p> <p>The Riverside Golf and Tennis Centre can accommodate additional demand through the development of additional sport-compliant courts for netball and tennis.</p>	<p>Contribute to development of 2 new courts for netball and tennis at Riverside Golf and Tennis Centre.</p>
Additional Council priorities not proposed by the proponent		
		<p>Contribute to a capacity increase at Fairbairn Park (realigning cricket wickets and ovals, investing in new field decks and installing field lighting).</p>
		<p>Contribute to Ascot Vale Leisure Centre capacity increase – conversion of group hall into program rooms.</p>



Appendix A

Facility demand generated from the Flemington Life population: detailed calculations

Table 1 calculates the demand for community facilities likely to be generated from the Flemington Life Development. Single year age projections are required to calculate demand for some community facilities, particularly early years. These were not available for the Flemington Life development. Single year age projections were therefore calculated by applying the 2011 Travancore population profile to the total Flemington Life population.

Service type	Relevant age cohort calculation			Service benchmark	Service/facility need generated from Flemington Life
	Relevant age cohort	Travancore proportion of total population	Likely population at Flemington Life		
MCH	0-3 year olds	3%	42 0-3 year-olds	Calculated using current participation rates for MCH, number of visits required each year and assuming 1 EFT nurse can provide 50 consults per week.	1.4 consults per week ²
Kindergarten	4 year olds	0.7%	9 4-year-olds	Calculated using participation rates in sessional kindergarten and assumes 1 licensed place can accommodate 2 enrolments.	3 licensed sessional kindergarten places
Long day care	0-5 year olds	4.6%	65 0-5 year-olds	Calculated by using the municipal average of 1 licensed places per 3.7 0-5 year-olds.	18 long day care places
Library	Total population	100%	1,416 people	Calculated based on the following area calculations: <ul style="list-style-type: none"> Base floor area (collection items area (2 items per person at 100 items per sqm) plus computer terminals (1 per 2,000, or part-there-of, at 5qm per terminal) Functional and service floor area (base floor area times 2) Total floor area is base floor area plus functional and service floor area. 	79sqm of total public library floor area

Table 1: Likely service/facility needs generated from the Flemington Life development

² Only a proportion of the MCH demand will access Moonee Valley operated MCH services as families are allocated a centre based on their residential address. Residents living in towers located within the City of Melbourne will not be eligible for Moonee Valley MCH services.

Sport and recreation demand calculations

Different methodologies have been applied to the proposed population of Flemington Life to assist in understanding the likely demand and impact on sport and recreation facilities.

These being:

- Participation model – sport facilities (used for outdoor sportsgrounds (turf), outdoor sports courts, indoor sports courts and other indoor sport and recreation facility needs)
- Facilities place model – playing ovals and fields
- Facilities place model – outdoor sports facilities
- Facilities place model – fitness centres
- Participation model – leisure centres.

Results from each of these methodologies are found in this section.

The following table, however, signifies the anticipated interest that Flemington Life residents have for a wide range of sport, recreation and active leisure activities. The demand has been calculated by applying anticipated trends³ for participation to the Moonee Valley population and projected populations for Flemington Life. The outcome from this calculation have been used for the participation models. The demand incorporates different rates for children versus adult participation.

Whilst a high series participation rate has been employed, it is anticipated that the outputs shown are potentially underestimated considering that the information:

- Is based on formal participation of an average Victorian community
- Does not reflect the age profile of proposed development (age structure)
- Does not reflect the socio-indicators that the projected population of Flemington Life residents are likely to have and that these are likely to exceed the average Victorian participation rates (in particular health, wealth and education status of residents)

³ Participation data is reflective of trends and information from the following datasets:

- Exercise, recreation and sport surveys (Australian Sports Commission)
- Physical activity surveys over three time periods (Australian Bureau of Statistics)
- Participation data from State Sporting Associations
- 2014 Moonee Valley City Council community survey

Type of facility	Activity	Number of residents playing...			
		2016 Moonee Valley pop.	Flem. Green projected pop.	Epsom Rd Precinct projected pop.	Flemingt on Life project pop.
Outdoor ovals and fields	Athletic/track and field	820	10	4	14
	Australian rules football	6,349	80	39	119
	Baseball	398	5	2	7
	Cricket (outdoor)	3,622	47	24	72
	Soccer (outdoor)	3,390	43	21	64
	Hockey (outdoor)	778	10	5	16
	Rugby league	334	4	2	6
	Rugby union	216	3	1	4
	Softball	183	3	1	4
	Touch football	274	4	2	6
Outdoor courts	Netball	2,027	24	10	34
	Tennis	3,764	50	26	77
	Volleyball	731	10	6	16
	Netball	2,686	36	19	55

Indoor sport courts	Badminton	548	8	4	12
	Basketball	4,934	63	31	94
	Cricket (indoor)	731	10	6	16
	Football (indoor)	1,815	25	13	38
	Hockey (indoor)	11	0	0	0
	Squash/racquet ball	274	4	2	6
Indoor sport (non-court)	Aerobics/fitness/gym	11,420	159	88	247
	Billiards/snooker/pool	100	1	1	2
	Boxing	548	8	4	12
	Carpet bowls	100	1	1	2
	Dancing	3,565	43	20	63
	Darts	100	1	1	2
	Gymnastics	863	10	4	13
	Martial arts	2,381	31	15	46
	Table tennis	731	10	6	16
	Tenpin bowling	548	8	4	12
	Weight training	548	8	4	12
	Yoga	2,193	31	17	47
Specialised outdoor sport	Aquarobics	685	10	5	15
	Canoeing/kayaking	320	4	2	7
	Cycling (and BMX)	1,553	22	12	34
	Fishing	1,096	15	8	24
	Golf	5,390	75	41	117
	Equestrian activities	411	6	3	9
	Lawn bowls	1,553	22	12	34

Motor sports	502	7	4	11
Orienteering	201	3	2	4
Rockclimbing	1,096	15	8	24
Roller sports	9,904	110	44	154
Rowing	320	4	2	7
Sailing	502	7	4	11
Swimming (and diving)	10,332	135	68	203
Waterskiing/powerboating	822	11	6	18
Water polo	137	2	1	3

Table 2: Likely demand for sport and recreation activities by projected residents of Flemington life proposal

Participation model – sports facilities (excluding leisure and aquatic centres)

Demand for this methodology has been derived by applying state trends to the population profile (children and adults), multiplied by the anticipated participation in the activity (high series formal participation because of wealth/education) and the industry standard for capacity of good quality playing surfaces for each activity. The number of facilities required represents the cumulative total of the average demand for individual activities. The rationale for a cumulative total is that there is not sufficient demand for a whole dedicated space for any one activity (field/oval/court etc). This methodology yields the lowest participation amounts.

The result from running this methodology culminates in the need for 2 ovals/fields and 2 courts.

Sport facility type	Number of participants (accumulation of individuals playing activities)			Facilities (number of facility types required)		
	Hill precinct	Epsom Rd precinct	TOTAL	Hill precinct	Epsom Rd precinct	TOTAL
Outdoor playing ovals fields	209	103	311	1.4	0.7	2.2
Outdoor courts	84	42	126	0.9	0.5	1.4
Indoor courts	146	75	221	0.4	0.2	0.6
Indoor sport and recreation (not court based)	320	169	489	Minimal demand generated for a space for formal recreation (councils demand assumptions ⁴ indicate 0.02 of a multipurpose room required)		
Specialised sport facilities	404	94	281	Not calculated		

Table 3: Anticipated demand for sports facilities

⁴ Assumptions employed for multipurpose spaces for sport and recreation uses are:

Assumption description	Large hall	Medium hall	Small hall
Activities included in this assessment being: indoor carpet bowls, dance sports, gymnastics, martial arts, table tennis and yoga/pilates			
% of demand to occur in Council facilities	75%	50%	25%
% of demand to occur in space type	40%	50%	10%
Hours of use for activities per week	20hrs	20hrs	15hrs
Duration of average activity (class)	1.25hrs	1.25hrs	1hr
Average class size (people)	30	15	8

Facilities place model – playing ovals and fields

This methodology applies the project population age profile of the Flemington life development multiplied by the rates of each age group that is formally physically active x place (in this instance 'playing ovals and fields'), a 20% increase is applied to reflect the health, wealth and education factors of the development proposal. The calculations are based on the Australian Bureau of Statistics' participation in sport and physical recreation survey (catalogue 4177.0). No demand has been generated for facilities for children in this methodology as they are not included in the ABS dataset. The result is the number of participants that are likely to use these facilities. The rate for children is calculated by the participation rate in formal sport (outdoor) by the population.

Age	Hill precinct	Epsom Rd precinct	Flemington Life
0-15yo*	104	39	143
15-24yo	117	59	176
25-39yo	207	120	327
40-64yo	67	36	103
65yo+	6	3	8
TOTAL	501	256	757

Table 4: Anticipated demand for sports facilities – playing ovals and fields

Facilities place model – outdoor sports facilities

This methodology applies the project population age profile of the Flemington life development multiplied by the rates of each age group that is formally physically active then considering place preferences (in this instance 'outdoor sports facilities'). A 20% increase is applied to reflect the health, wealth and education factors of the development proposal. The calculations are based on the Australian Bureau of Statistics' participation in sport and physical recreation survey (catalogue 4177.0). No demand has been generated for facilities for children in this methodology as they are not included in the ABS dataset. The result is the number of participants that are likely to use these facilities.

The rate for children is calculated by the participation rate in formal sport (outdoor) by the population.

Age	Hill precinct	Epsom Rd precinct	TOTAL
0-15yo	104	39	143
15-24yo	89	45	134
25-39yo	138	80	218
40-64yo	49	26	75
65yo+	7	4	11
TOTAL	388	194	582

Table 5: Anticipated demand for sports facilities – outdoor sports facilities

Facilities place model – fitness centres

This methodology applies the project population age profile of the Flemington life development multiplied by the rates of each age group that is actively engaged in gym and fitness activities. A 20% increase is applied to reflect the health, wealth and education factors of the development proposal. The calculations are based on the Australian Bureau of Statistics' participation in sport and physical recreation survey (catalogue 4177.0). No demand has been generated for facilities for children in this methodology as they are not included in the ABS dataset. The result is the number of participants that are likely to use these facilities. It must be noted that there is an increasing demand (more than 10 annual average growth in membership (head of population) every year) for health and fitness centres.

Age	Hill precinct	Epsom Rd precinct	TOTAL
0-15yo	0	0	0
15-24yo	56	28	84
25-39yo	162	94	256
40-64yo	65	34	99
65yo+	7	4	10
TOTAL	290	160	450

Table 6: Anticipated demand for fitness centres

Participation model – leisure centres

This methodology applies the project population age profile of the Flemington life development multiplied by the rates of each age group that is formally physically active then the place preferences is applied (in this instance 'indoor leisure and fitness centres'). A 20% increase is applied to reflect the health, wealth and education factors of the development proposal. The calculations are based on the Australian Bureau of Statistics' participation in sport and physical recreation survey (catalogue 4177.0). No demand has been generated for facilities for children in this methodology as they are not included in the ABS dataset. The result is the number of participants that are likely to use these facilities. It must be noted that there is an increasing demand (more than 10 annual average growth in membership (head of population) every year) for health and fitness centres.

Age	Hill precinct	Epsom Rd precinct	TOTAL
0-15yo	0	0	0
15-24yo	147	74	221
25-39yo	263	152	415
40-64yo	89	47	136
65yo+	6	3	10
TOTAL	505	277	782

Table 7: Anticipated demand for leisure centres

Appendix B

Example of an integrated community facility - North Fitzroy Community Hub

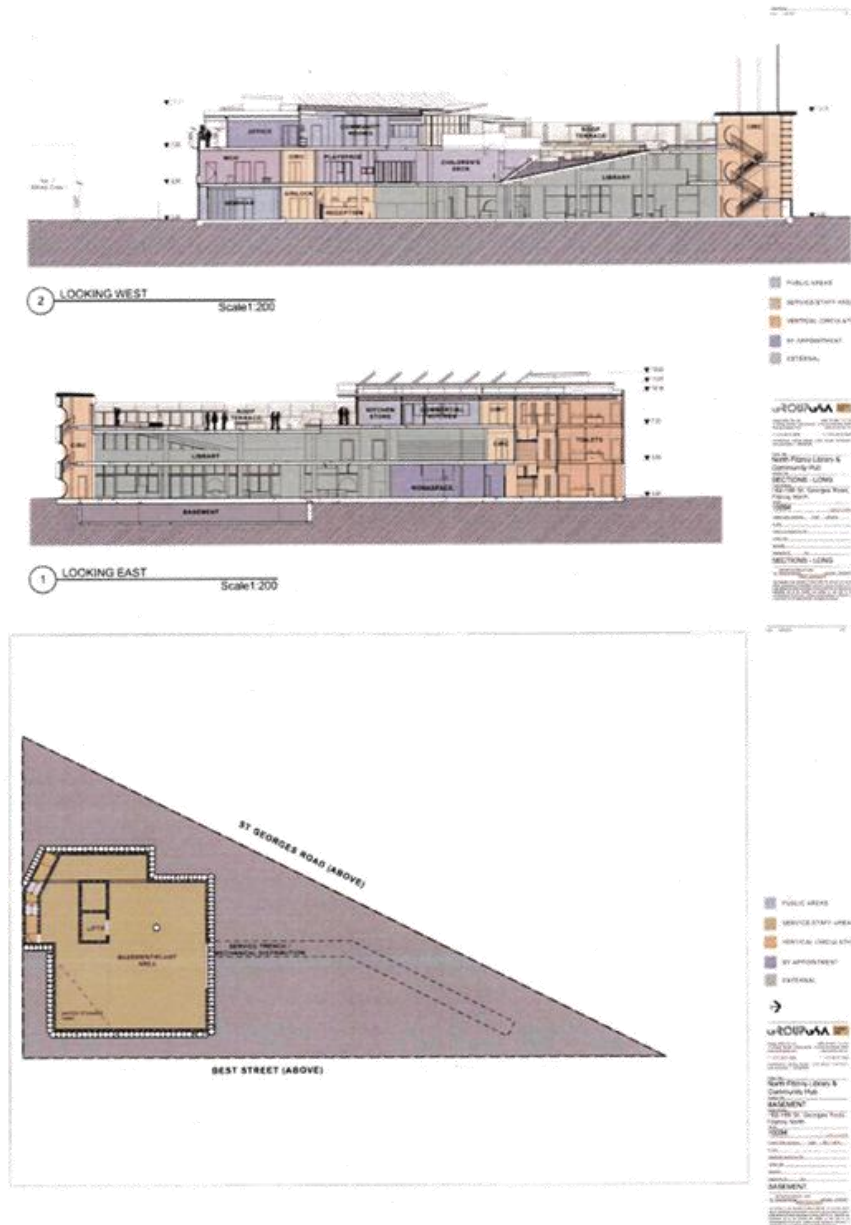
The North Fitzroy Community Hub will include a library, MCH centre, Council customer service centre, community meeting spaces and a rooftop garden.

The site for the hub is located at 182-186 St Georges Road and is approximately 940 square metres. The total floor area of 2,800sqm. The facility will be three-storeys and a basement level of the following sizes:

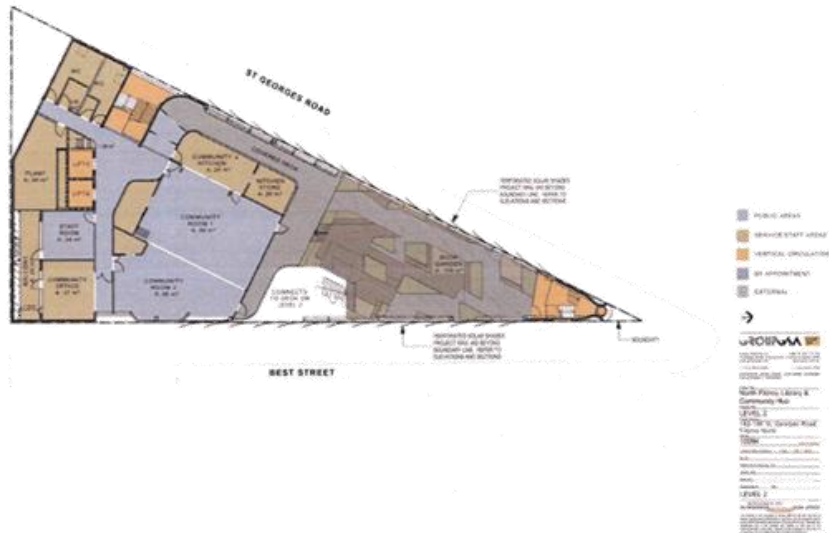
- Basement (279sqm)
- Ground floor area (893sqm)
- Level 1 area (717sqm)
- Level 1 external area (72sqm)
- Level 2 area (559sqm)
- Level 2 external area (280sqm).

The following images illustrate the design and layout of the hub.

The project is cost is approximately \$14.5 million, which includes site acquisition.







Moonee Valley submission to the Managing Residential Development Advisory Committee (MRDAC)

Part A. Introduction

1. The purpose of the MRDAC 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.

2. Background

- 2.1. The Neighbourhood Residential Zone (NRZ), General Residential Zone (GRZ) and Residential Growth Zone (RGZ) were introduced into the Victoria Planning Provisions through Amendment V8 in July 2013.
- 2.2. The Mixed Use Zone, Township Zone and Low Density Residential Zone were also amended shortly afterwards through Amendment VC100.
- 2.3. Each Council was given 12 months to prepare an amendment that justified the application of the new residential zones into their planning scheme.
- 2.4. 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.
- 2.5. On 3 February 2014 Council wrote to the Minister for Planning to request to be part of the RZSAC Stage 1 Process. A number of Councils did not go through the RZSAC process and instead applied directly to the Minister for the approval of their planning scheme amendments.
- 2.6. During Stage 1 the Committee considered 14 proposals, 8 of which were for metropolitan Councils. At the end of the process they provided an overarching issues report and 14 specific reports.
- 2.7. During Stage 2 the Committee reviewed a further 11 amendments. All of the Stage 2 reviews were for metropolitan Councils, some of which proposed modifications to schemes where the new residential zones had already been implemented. In such cases the Committee was limited to reviewing the proposed changes, not the original amendment, which may have been approved by the Minister for Planning without prior review by the RZSAC.
- 2.8. While not all Councils that declined the RZSAC process had their proposals approved, the following 13 metropolitan Councils had amendments to implement the new residential zones approved by the Minister without prior review by the RZSAC; Banyule, Bayside, Boroondara, Brimbank, Casey, Glen Eira, Greater Dandenong, Manningham, Maroondah, Monash, Nillumbik, Stonnington, Yarra and Yarra Ranges.
- 2.9. Some but not all of these local government areas were implementing the new residential zones based on an existing adopted housing strategy.
- 2.10. 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 7 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).

3. Amendment C137

- 3.1. Council resolved to request the Residential Zones Standing Advisory Committee to review its Amendment C137 at its meeting of 28 January 2014.
- 3.2. The Amendment sought to introduce the Residential Growth Zone, General Residential Zone and the Neighbourhood Residential Zone into the Moonee Valley Planning Scheme.
- 3.3. In general the Amendment sought to:
 - Apply the GRZ (Schedules 1 and 2) along transport corridors, around activity centres and along main roads.
 - Apply the NRZ Schedule 1 to all land in a heritage precinct or Neighbourhood Character Overlay. Including land considered to have heritage value (i.e. as identified in the Moonee Valley Heritage Gap Study) and significant intactness in Newmarket, Ascot Vale, Moonee Ponds and Essendon. The NRZ was also proposed for 'high amenity neighbourhoods' in the remainder of the municipality.
 - Apply the RGZ Schedule 1 to the Flemington Housing Estate.
 - Make a number of consequential changes to Clause 21.04 (Housing) by giving direction to the application of the new zones in Clause 21.04-5.
- 3.4. The Committee raised several issues with the application of the zones as proposed by Council. In summary these were:
 - A lack of strategic justification. The 2010 Housing Strategy did not give direction as to how housing growth would be allocated and managed spatially across the municipality.
 - That the criteria used by Council in applying the zones was not consistent with its own Local Planning Policy Framework or housing strategy.
 - No demonstration that the application of the zones as proposed would provide enough housing supply to meet the forecast demand for 4,000 detached dwellings, 2,500 semi-detached dwellings and 4,000 apartments (from 2011-2031). Specifically the committee did not believe that detached and semi-detached medium density housing would be possible in any significant capacity in the NRZ and GRZ as proposed.
 - That the NRZ had been applied too broadly, and as the 'default' zone rather than the GRZ. Application of the NRZ should be limited to areas with identified character which is sought to be protected or where there are constraints to more intensive development. Specifically, Council placed a disproportionate weight on the 80% intactness criteria from Practice Note: 78 (PN78) to justify the application of the NRZ to 'high amenity' housing areas.
 - Council's proposed use of a sliding scale in the NRZ would not substantially increase development yields as the proposed criteria (minimum 900sqm lot with a frontage greater than 20m) applied to less than 4.5% of lots in the municipality. In addition, the use of a sliding scale for density in the NRZ is not possible under the current drafting of the schedule to the NRZ.
 - There is an unintended consequence in applying the eight metre mandatory height limit imposed by the NRZ as it may restrict roof form options to a palette not consistent with the surrounding prevailing character (which the zone is designed to respect).
 - Council erred in its assumption that a significant amount of change could be expected within the GRZ. While the 9m height is discretionary, it is there for a reason, as is the reference to Neighbourhood Character in the purpose of the zone. Neither of which applied to the former Residential 1 Zone.
 - Housing typology should be influenced through housing policy not the schedules to the zones.

- There should be a greater use of the RGZ around development nodes and on strategic redevelopment sites, in accordance with Plan Melbourne. Council's concern about the purpose of the zone is considered to be overstated and unwarranted given the 13.5m discretionary height maximum. However, it is acknowledged that the RGZ may not be appropriate in areas where there is concern about neighbourhood character values as this is not referenced in the purpose of the zone.

Part B. Submission

4. Process by which the residential zones were implemented

- 4.1. Councils were given a 12 month timeframe in which to implement to the new residential zones. It is noted that this is an extremely tight timeframe for Local Governments, such as Moonee Valley, that did not have an adopted Housing Strategy that was readily transferable to the three new zones.
- 4.2. Nonetheless, to assist with the implementation of the new residential zones the State Government released a series of guiding documents.
- 4.3. Advisory Note. 50 Reformed Residential Zones (July 2013) suggested that a number of procedural options were available to Councils depending on their circumstances at the time.

Table 1. Process for implementation of the new residential zones

Circumstance	Suggested Approach
Tier 1 – Councils with existing policies A council that has existing and relevant policies/strategies such as housing and development strategies which have undergone a process of public exhibition. These policies can readily spatially convert into the three new residential zones. The existing policy work would generally reflect the principles and criteria set out in Tables 1 and 2 of this document.	A council can begin preparing an amendment to implement the new residential zones. This may include a request to the Minister for Planning to prepare the amendment and use his powers under Section 20(4) of the Planning and Environment Act 1987 to exempt himself from the requirements of giving notice depending on the earlier consultation informing the housing and development strategy and its implementation.
Tier 2 – Councils with draft policies A council currently developing relevant draft policies such as housing and development policies/strategies that can be used to apply the new residential zones.	A council can work to complete the draft policies and concurrently begin work on an amendment to implement the new residential zones. This amendment process would include notification of the amendment and consultation on the provisions of the zones and schedules.
Tier 3 – Councils with no relevant policy work A council that has not undertaken current or relevant policy work that can be used to apply the new residential zones.	A council can work to develop relevant policies that will provide the strategic basis for applying the new residential zones. Work can begin concurrently on the amendment to implement the new residential zones. This amendment process would include notification of the amendment and consultation on the provisions of the zones and schedules.

- 4.4. As a result, Tier 1 Councils were able to apply directly to the Minister for Planning for the approval of amendments to their planning schemes. It is not clear what level of review was given to the strategic basis of their amendments or existing housing policies. These amendment were not exhibited for public consultation prior to approval.

ITEM 9.9 - APPENDIX B

- 4.5. This is in stark contrast to those Tier 2 Councils which opted to be a party to the RZSAC Stage 1 process. Councils that went through the Committee process had their application of the zones reviewed against the relevant practice note criteria and had the strategic basis of their underlying housing policies tested against current planning policy (i.e. Plan Melbourne) and their ability to meet projected housing demand. It was also a public process open to submissions from industry and residents.
- 4.6. The RZSAC provided consistency in interpretation of the relevant practice notes and advisory documents across the amendments it reviewed. However, it does not appear that the same degree of consistency in interpretation of the material was applied to those Councils whose amendments were approved by the Minister.
- 4.7. This has resulted in inconsistencies to the way the zones have been applied across the state in particular regarding:
 - The extent and justification for the application of the NRZ and RGZ.
 - The level of scrutiny applied to the strategies and policies underpinning the application of the zones and how this impacts on existing development trends and future demand projections.
 - The amount of public consultation and opportunity for input into the process.
- 4.8. This has led to the perception that the zones have been approved in a manner which unfairly supports growth in some local government areas while restricting it in others.
- 4.9. Municipal housing strategies and their implementation through planning zones and other controls should be responsive to variations in local conditions. However, there also needs to be consistency and equity in development opportunity (or constraint) in like for like circumstances across the metropolitan region.

Conclusion

- 4.10. The process by which the former State Government undertook the roll out 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.
5. Current application of zones in the context of managing Melbourne and Victoria's residential growth in a sustainable manner and improving housing affordability
- 5.1. It is understood that the intention of the new residential zones is that the GRZ is to be considered the default residential zone and that the NRZ and RGZ are to be applied in areas where there is specific strategic justification for their use.
 - 5.2. In this way the majority of residentially zoned land should accommodate for a moderate level of infill development while some land is restricted and other land is identified as the preferred location for higher levels of growth including four and five storey apartments.
 - 5.3. In theory, by applying the zones in this manner a local government is allowing for a broad mix of housing types in an effort to meet projected demand, maintain housing affordability and direct growth to areas where it is best accommodated having regard to sustainability principals such as locating housing near to public transport and services.
 - 5.4. NRZ versus GRZ
 - 5.5. Demand projection figures estimated that between 2011 and 2031 the City of Moonee Valley would need to accommodate an additional 10,500 dwellings of which approximately 4,500 (43%) would be detached dwellings, 2,000 (19%) semi-detached and 4,000 (38%) apartments (SGS, 2014). It is now forecast that between 2016 and 2036 there will be demand for an additional 13,700 dwellings (ID Forecast 2016). If the same proportion of demand across dwelling type is applied this would equate to approximately 5,891 detached dwellings, 2,603 semi-detached dwellings and 5,206 apartments.
 - 5.6. However, housing preferences will change over time as people are required to make a trade-off between their preferred housing type, location and what they can afford. This is expected

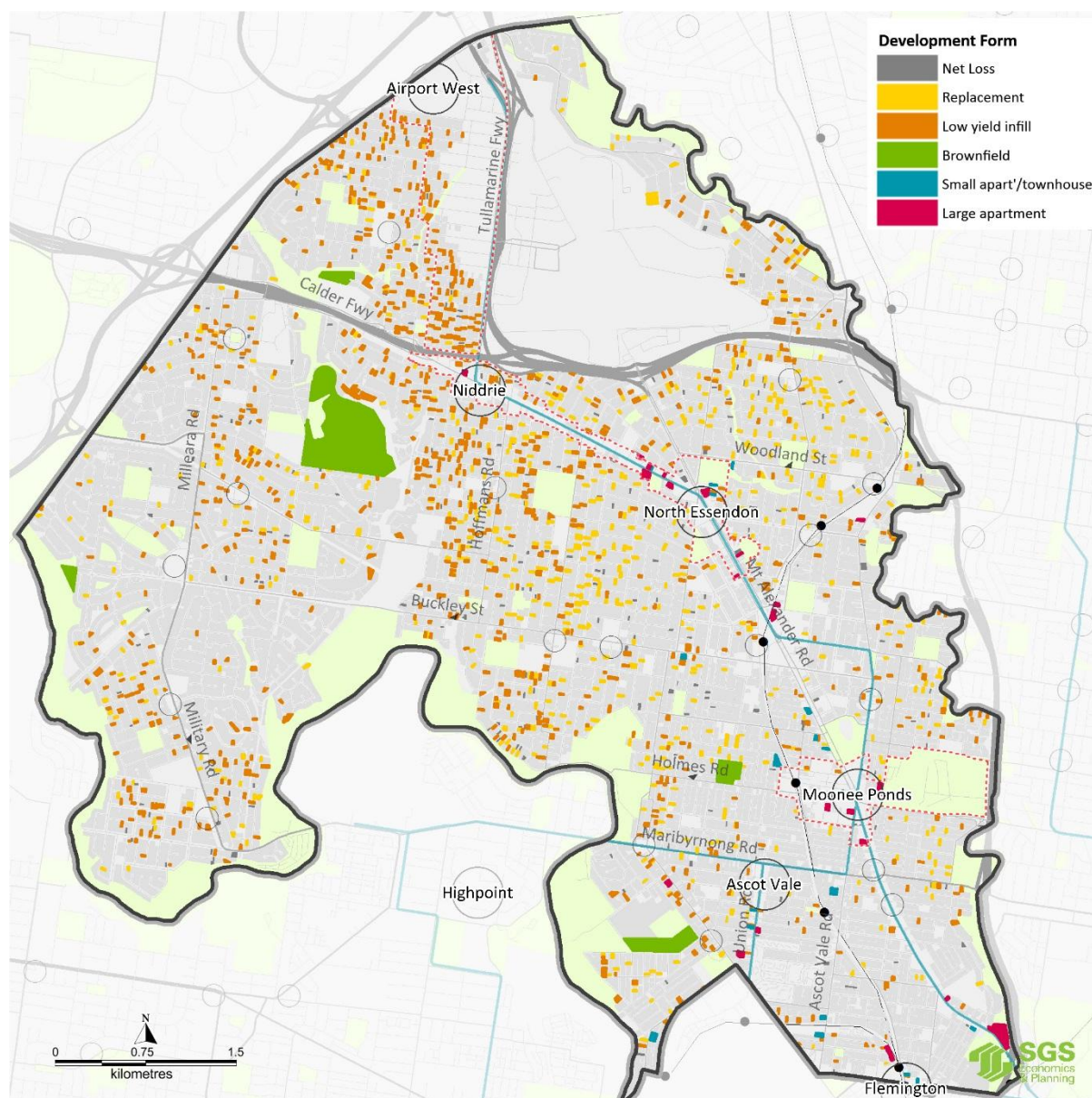
- to increase the demand for denser forms of housing, in particular low-moderate scale infill such as villa units and townhouses.
- 5.7. The Department's submission to the RZSAC Stage 1 hearing regarding Moonee Valley Amendment C137 included the following summary of the mix of zones proposed under Amendment C137.
- 5.8. Former proposed application of zones
- NRZ 69.6%
 - RGZ 0.3%
 - GRZ1 9.3%
 - GRZ2 15.3%
 - C1Z 4.8%
 - MUZ 0.5%
 - CDZ 0.2%
- 5.9. This proposed application of the zones was criticized for not providing enough opportunity for the moderate level of infill development expected to be in demand over the next 20 years as supported by the GRZ.
- 5.10. Notwithstanding the above, when viewed against the application of the NRZ in some other middle ring municipalities the application of the NRZ to approximately 70% of the municipality is not outstanding. Most notably there appears to be a divergence in the application of the zone between those Councils that were part of the RZSAC process and those that were not.
- 5.11. Several of the Councils that had their amendments approved by the Minister for Planning without referral to the RZSAC have applied the NRZ to mirror the application of the Heritage Overlay (HO) and / or Neighbourhood Character Overlay (NCO). For example, Banyule, Yarra and Brimbank.
- 5.12. Other Councils, appear to have applied the NRZ to areas much broader than that of identified heritage or neighbourhood character values, such as Boroondara, Glen Eira and Monash. For example Glen Eira was able to apply the NRZ to 80.8% of the municipality while the GRZ was applied to 13.4% and the RGZ to 2.2%.
- 5.13. It is understood that these Councils did so on the basis of their existing housing and neighbourhood character policies (in some cases dating back to the early 2000's) and reference to PPN78, which included the criteria of 80% intactness (subdivision pattern and built form) as a relevant criteria for the application of the NRZ.
- 5.14. In its Stage One Overarching Issues Report the RZSAC was clear to point out that that the 14 criteria detailed in PN78 are to be considered as a package, with no particular weighting given to one element over another and that multiple of the criteria should be present in order to justify the application of the zone.
- 5.15. It is accepted that Moonee Valley's proposed application of the zones under Amendment C137 was not strategically justified as it was not based on an existing housing strategy that spatially allocated growth across the municipality and that a detailed assessment of forecast supply had not been undertaken.
- 5.16. However, when viewed against approved amendments for other municipalities, it is hard to see how the application of the NRZ across the metropolitan region has been fair and consistent?
- 5.17. The Residential Zones State of Play Overarching Issues Report (29 January 2016) indicates that it is too early to know the full impact of the NRZ on dwelling supply as many permits that were issued prior to the implementation of the new zones are still in operation.
- 5.18. Nonetheless, it assumes that the current extensive application of the NRZ in municipalities such as Glen Eira and Boroondara is more likely to have an impact on local housing markets rather than impacting the overall metropolitan supply of housing, as the application of the NRZ in these municipalities' accords with their long standing housing policies of restricting growth.

- 5.19. It is suggested that this is not a fair or strategic way to look at the application of zones across metropolitan Melbourne. While the application of the NRZ within a given municipality might be justifiable when viewed in the context of their local housing policies this does seem to displace the supply of housing to other areas where housing policy has traditionally been less restrictive but may not be as well located in terms of access to public transport accessibility, services and other amenities.
- 5.20. For example only 7.4% of the entire Western Region is currently zoned NRZ while 29.2% of the entire Eastern Region is zoned NRZ and it is generally accepted that the Western Region suffers a lack of public transport and services by comparison.
- 5.21. In summary the NRZ has been used as the 'default' zone in some areas over the GRZ and while this may not make a significant impact on the overall supply of housing across metropolitan Melbourne it does mean that housing policies are not being applied in a fair and consistent way and that higher density forms of housing may be being directed to less appropriate locations due to this lack of consistency.

NRZ and Heritage

- 5.22. In their Stage 1 Overarching Issue Report 2014 the committee concluded that it was not appropriate to automatically apply the NRZ to areas of identified heritage or neighbourhood character value without consideration to other features of the area that may support growth such as proximity to public transport or lot size.
- 5.23. By contrast, the approved application of the NRZ in many municipalities (as described above) appears to not have considered any competing policies or attributes of the area. The NRZ has been used as the standard zone for areas of identified heritage and neighbourhood character.
- 5.24. In the city of Moonee Valley the majority of lots within a HO precinct are of relatively modest lot size (mostly under 500sqm) but they are also often located in highly accessible areas to public transport and services. Heritage and neighbourhood character are of high concern to the community and given the practical limitation imposed by the HO (i.e. protection of the existing dwelling and its context), it is considered reasonable that the NRZ be applied to these precincts.
- 5.25. This is supported by existing development trends which show that the majority of low-moderate scale infill projects are occurring further to the north where the lot sizes are larger. This is illustrated in Map 1 below, provided by SGS Economics and Planning (Population and Housing Trends in Moonee Valley, January 2014).

Map 1 – Dwelling Development Projects Dominant Form 2004-2011



5.26. The MRDAC should provide further clarity on how areas already subject to the constraints of the HO and NCO should be treated where there are competing policies at play.

RGZ

- 5.27. In the City of Monash the RGZ has been applied in two discrete locations in the suburb of Clayton only. One is a former school site where a DPO exists to guide its future development and the other is applied to a pocket of existing medium density residential development that includes a mix of town houses and three storey apartments. Both sites have a moderate level of accessibility to public transport but do not border the PPTN or a commercial zone.
- 5.28. As their amendment was approved by the Minister it is not clear how this limited use of the RGZ, not in connection to the PPTN or activity centres, was justified? Was there a predicted lack of demand for higher density development in the municipality or was it considered that there is already enough land in other non-residential zones that can accommodate for this demand?
- 5.29. In the City of Boroondara the RGZ was applied through Amendment C190 to a more significant area of land that follows the tram routes along Power St, Riversdale Road and Glenferrie

Roads in the suburb of Hawthorn. However, this still amounted to only 0.8% of all residential land in the municipality.

- 5.30. It is understood from the RZSAC Stage 1 Report for Amendment C199 that while the Minister approved Amendment C190 without referring it to the RZSAC, he requested the Council to find an additional 1.7% of land to make the total area of RGZ land equal to 2.5% of the municipality. It was this subsequent amendment (C199) that the Committee reviewed but were limited in scope to assessing the methodology used to identify the additional RGZ land only.
- 5.31. Under the proposed Amendment C199 Boroondara identified a further 1.7% of land for the RGZ. Land was generally selected on the basis that it was adjoining a main road or neighbourhood activity centre and where the existing built form, in accordance with the Boroondara Precinct Neighbourhood Character Statements, fitted in with the scale of development envisioned by the RGZ.
- 5.32. This approach was not supported by the Committee that noted “In the absence of a suitable adopted Local Housing Strategy, the onus is therefore upon the requirements of PN78 when determining those areas suitable for the RGZ”. PN78 suggests the RGZ should be used as a buffer between areas of higher density development and more sensitive residential uses, other considerations include location near to train stations, activity centres and strategic redevelopment sites.
- 5.33. Boroondara was not able to justify the application of the RGZ in accordance with the criteria of PN78 and the amendment did not propose a consistent application of the zone across all residentially zoned land even by their own criteria. As such, the RZSAC recommended that the amendment be abandoned.
- 5.34. However, at no point was there a discussion around why the additional 1.7% was required? The Committees report noted that the Metropolitan Planning Authority (MPA) had requested that the municipality increase the total amount of RGZ to 5% but there was no more justification provided for that as for the Ministers requirement for 2.5%. Both figures appeared to be completely arbitrary with no consideration of the municipality’s ability to meet demand for this moderate-higher density housing within other zones.
- 5.35. By contrast, the City of Moreland went through the RZSAC process. In this case the amendment presented by Council (C123) proposed the application of the RGZ to a total of 3% of residentially zoned land in the municipality. Moreland proposed the application of the RGZ to land within structure plan areas identified for residential growth. It was noted that with regards to the Coburg activity centre, the RGZ would eventually be replaced by the ACZ.
- 5.36. The Committee raised concerns that the RGZ had not been applied to PPTN corridors (i.e. along tram lines) and that the housing policy the amendment was based on did not provide enough strategic direction as to the scale of housing to be expected within these areas.
- 5.37. The committee questioned why the RGZ had not been applied consistently as a ‘buffer’ between commercial areas and lower scale residential areas. It also questioned the use of the RGZ Schedules 1 and 2 to limit heights to a mandatory 3 and 4 storeys in accordance with the adopted structure plans for those activity centres. While adopted by Council, the relevant structure plans had not already been incorporated into the planning scheme and the Committee questioned whether the DDO might be the more appropriate tool than the zone schedule?
- 5.38. Amongst all the concerns raised the Committee did not have a concern regarding the minimum percent of residential land within the municipality to which the RGZ should apply. Rather, it advised the City of Moreland that their amendment could not be supported due to a lack of strategic justification for their proposed application of both the NRZ and RGZ, as neither had been based on a municipal housing strategy which takes into consideration the future housing needs of the municipality and the directions of Plan Melbourne.
- 5.39. These examples highlight three very different approaches to the application of the RGZ. Moonee Valley has particular concern regarding any future directions for the RGZ given both

the scale of development envisioned by the zone and its lack of reference to neighbourhood character. The RZSAC advised that Council has been overly cautious about the potential impact of this zone, given the preferred height maximum would suggest development limited to 4-5 storeys.

- 5.40. However, this does not account for the way Council has developed its neighbourhood character policies over the last few years. The Moonee Valley Neighbourhood Character Precinct Profiles 2012 is an incorporated document to the planning scheme. It describes the existing neighbourhood character for all residentially zoned land in the municipality and gives direction around the key aspects of neighbourhood character to be protected in each precinct.
- 5.41. There is only one precinct type, 'Central Residential Areas', where development of this scale is supported outside of an activity centre. However, development in this character area is, to a large extent, restricted by other factors due to its proximity to Essendon Airport. In all other cases the height of existing development generally does not exceed three storeys and new development above three storeys is discouraged.
- 5.42. It is noted that the Neighbourhood Character Precinct Profiles 2012 is slated for review, in part to address more recent development along main roads, which does not reflect the directions of this policy. For example parts of Mt Alexander Road and Pascoe Vale Road. However, this development of 4-5 storeys has occurred without the facilitation of the GRZ.
- 5.43. So what role is there for the RGZ in Moonee Valley? PPN78 envisions that the RGZ should be used outside of activity centres as 'buffer' zone between taller heights in activity centres and traditional neighbourhoods. However, in Moonee Valley this role is already being fulfilled by activity centre structure plans and DDO controls and given the purpose of the zone does not allow for consideration of existing neighbourhood character its use would contradict existing approved neighbourhood character policies.
- 5.44. Council would oppose any suggestion that the RGZ should be applied on the basis of a minimum percentage of coverage across the municipality. This leaves the question, what is the mandate for a local government to the use of the RGZ to encourage development of 4-5 storeys when there are other tools in the VPP's to achieve this outcome?

Non-residential zones

- 5.45. The Residential Zones State of Play Western Region Report 2016, references data collected by the Urban Development Program 2015 on dwelling approvals in Moonee Valley by zone.

Table 2. Planned Major Residential Development Projects (UDP, 2015)

Moonee Valley: Planned major residential development projects

	GRZ	C1Z	ACZ	MUZ	SUZ	PUZ	PPR
Dwellings in planned UDP projects	2,127	1,063	1,649	146	2,000	564	157
Number of planned UDP projects	39	30	16	2	1	3	1

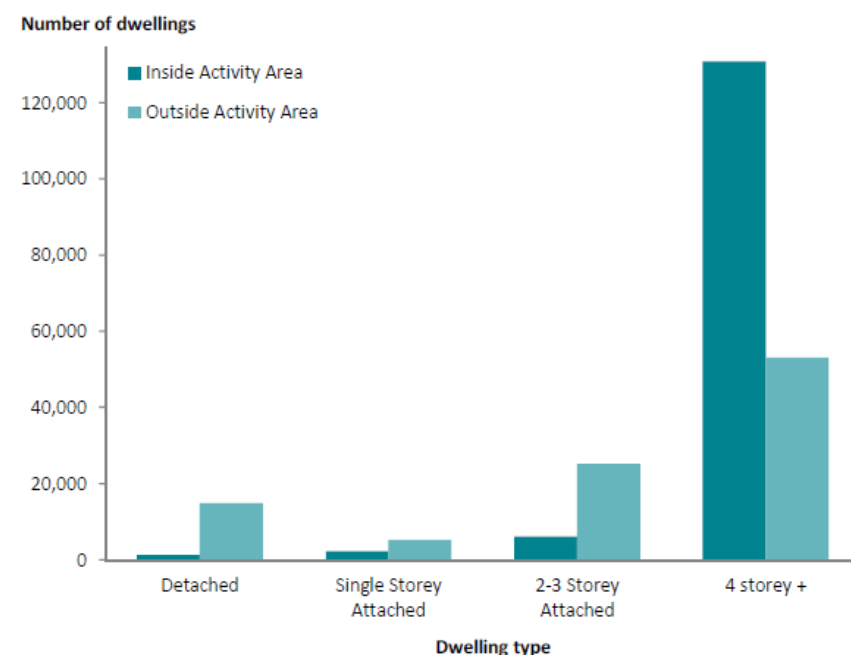
Source: Urban Development Program, 2015

- 5.46. The report indicates that these figures represent projects currently under construction or approved. While it is not known exactly what projects have been included in this forecast, it does not appear that it has included the following proposals which are currently seeking approval in the planning system but which have not yet been approved:
 - Moonee Valley Racecourse, Moonee Ponds – approximately 2000 dwellings (ACZ)
 - 40 Hall Street, Moonee Ponds (Stages 1 & 2) – approximately 1,300 dwellings (ACZ)
 - 687 Mt Alexander Road, Moonee Ponds – 217 dwellings (ACZ)
 - 3-9 Shutter Street, Moonee Ponds - 67 dwellings (ACZ)

- 5.47. The above proposals would add approximately 3,500 dwellings to the existing 1,649 under construction or approved in the Moonee Ponds Activity Centre alone. In addition, the proposed residential development at Flemington Hill, which is partly within the City of Moonee Valley and partly within the City of Melbourne, would provide approximately 2,000 new dwellings.
- 5.48. The Urban Development Program 2015 data below shows that dwellings in projects of 4 storeys or more are largely concentrated inside activity centres right across Melbourne.

Graph 1. Estimate 10-year Redevelopment Supply (UDP, 2015)

Figure 5: Estimated 10-year redevelopment supply for projects within and outside Activity Centres, by dwelling type



Source: Department of Environment, Land, Water and Planning 2015

- 5.49. The State Government's Urban Development Program report (2015) predicts that there are already 7,706 dwellings under construction or approved for development in projects of 10 dwellings or more across all zones in the City of Moonee Valley. This would suggest that the municipality is on track to exceed the projected demand for apartments under the current zoning regime.
- 5.50. It is therefore considered that not enough emphasis has been placed on the role of non-residential zones (including the mixed use zone) in delivering housing growth.

Conclusion

- 5.51. The RZSAC was clear in its recommendation that the 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.
- 5.52. Provide further guidance on the appropriate application of the NRZ in areas of identified heritage and neighbourhood character significance. How should a local government approach the application of the zone in areas where there are competing policy interests?
- 5.53. What is the mandate for using the RGZ? Is there a role for the RGZ in all municipalities if it does not provide a suitable response to existing planning policies and is not required in order to meet demand forecasts?

- 5.54. 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.
6. Advise on the level of evidence and justification needed when preparing relevant planning scheme amendments
- 6.1. The examples already discussed above show that the new residential zones have been applied with varying levels of strategic justification and scrutiny. It appears that while some of the amendments approving the new residential zones were based on an existing housing strategy, some were not. Even where the amendments were based on a housing strategy the degree of detail in the housing strategy and how the strategy was developed varies significantly.
- 6.2. Moonee Valley was required by the panel to review its existing housing strategy on the basis that it was insufficient to inform the application of the zones. A common theme repeated by the RZSAC across all of the amendments it reviewed is that despite the guidance provided by PPN78 the way the zones are used in combination relative to each other should be based on a Housing Strategy that spatially addresses the preferred scale of development across the municipality having regard to forecast demand and the need for dwelling diversity.
- 6.3. It is not clear to what extent those amendments approved outside of the RZSAC process had considered the impact of their amendments (or housing strategies) on the ability for the municipality to meet its forecast demand projections across a range of dwelling types. Nonetheless, one question this raises is what level of supply is enough? Strategic planning must look to a long term horizon and it is typically accepted that a strategy such as a housing strategy should look to a 20 year horizon being specifically focused on actions to be undertaken within the next 10 years.
- 6.4. It is understood that it is not appropriate to simply 'match' housing capacity to predicted demand as the actual supply of housing requires flexibility in the market, particularly if housing affordability is to be maintained. This requires a Council to consider the supply of housing in exceedance of predicted demand, but how far? What is a reasonable match of predicted supply to demand and what happens when the market in some parts of the municipality naturally tightens over time as development opportunities are realised while the same level of constraint remains (e.g. heritage protection)?
- 6.5. These conditions tend to push demand further afield where opportunity is easier to realise but how can a housing strategy account for this aspect of market progression? It would be helpful to a local government in the development of a housing strategy to have some guidance regarding how demand, capacity and supply will be considered by the Minister as the approval authority and to be assured of consistency in approach at the State level.
- 6.6. There are many ways a housing strategy can be approached. To date most Councils appear to have taken the approach of traditional activity centre planning combined with walking catchments to public transport and consideration of existing heritage and neighbourhood character policy as the basis of their housing strategies.
- 6.7. This is a sound approach however with changing technologies planning is increasingly moving towards more sophisticated geospatial data analysis and modelling. For example, the City of Brimbank took a completely different approach. It applied the residential zones on the basis of an adopted housing strategy which was underpinned by an Integrate Multivariate Assessment Tool (IMAT).
- 6.8. The IMAT took multiple criteria for assessing the suitability of an area for growth (or otherwise) and overlaid them into a single map of the municipality giving each individual lot 'score' based on its specific attributes. These scores were then averaged out using a process of standard deviation modelling with final mapping corrections to account for on the ground anomalies manually. In this way their housing strategy identified areas suitable for low,

moderate and substantial change in housing densities. This is the approach Moonee Valley has now adopted for its draft housing strategy.

- 6.9. This type of analysis has provided Council with a new way of looking at the relative suitability of parts of the municipality for housing growth. As each local government area is different there should be flexibility in the approach adopted to allow for local issues to be considered. However, it may be helpful for the Department to provide some guidelines on the range of matters that should be considered and their relative importance.
- 6.10. For example, in researching the 'Brimbank' approach to their IMAT it was learned that registered restrictive covenants were considered as a 'development constraint' within their modelling. However, the RZSAC was clear in their Stage 1 Overarching Issues Report that such covenants are not a relevant planning consideration and should not be considered when developing zoning policies for an area.
- 6.11. Further guidance could also be provided on how strategic planning should account for constraints such as licensed pipeline infrastructure and aircraft noise. There is policy basis within the SPPF to support the consideration of these matters as constraints to residential growth. However, to what extent should they represent a constraint? Local government has traditionally been left to make their own decisions on how to deal with these issues but they are common across metropolitan Melbourne and as such it would be helpful to have a consistent State-wide strategic planning approach.

Conclusion

- 6.12. 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.
- 6.13. 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.
- 6.14. 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, their relative importance and how certain constraints should be managed in a consistent way across metropolitan Melbourne.

7. Recommend improvements to the residential zones

NRZ

- 7.1. The purpose of the NRZ is to:
 - Implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
 - Recognise areas of predominately single and double storey residential development.
 - Limit opportunities for increased residential development.
 - Manage and ensure that development respect the identified neighbourhood character, heritage, environmental or landscape characteristics.
 - Implement neighbourhood character policy and adopted neighbourhood character guidelines.
 - Allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.
- 7.2. The NRZ is not currently applied anywhere in the municipality. However, it is anticipated that following the completion of a revised Housing Strategy some parts of the municipality will justify the application of this zone, primarily on the basis of their heritage significance, neighbourhood character significance or other constraint combined with a lack of accessibility.

Height restrictions in the NRZ

- 7.3. The mandatory 8m height restriction is problematic in some areas of the municipality where this control may otherwise be considered appropriate as the height of existing development, including the pitch of the roof, is more than 8m. This was noted in the RZSAC Report Stage One Moonee Valley Draft Amendment C137.
- 7.4. Any variation to building height made through the schedule is also a mandatory height which does not allow flexibility in consideration of other site specific issues such as flood levels or slope of the land. This matter was raised by the RZSAC in their Stage One Overarching Issues report. The RZSAC concluded that the wording of clause 32.09-8 (NRZ) should be revised to take into consideration any applicable flood levels and the slope of the land.
- 7.5. The RZSAC also expressed concern over allowing multiple schedules to each of the zones containing minor variations as this would increase the complexity of the overall system. To avoid this, it is suggested that the mandatory 8m building height may be revised to a discretionary height similar the GRZ and RGZ, which may be varied by a schedule to a mandatory height if required.

Dwelling density in the NRZ

- 7.6. Further research is currently being undertaken regarding the overlap between lot size and areas of identified heritage, neighbourhood character, environmental or landscape significance. Pending the results of this research it is anticipated that there may be some areas of the municipality which generally warrant the density limitation provided by the NRZ but contain a variety of lot sizes. In these areas some larger lots may be capable of being developed for more than two dwellings without disturbing the identified heritage, neighbourhood character, environmental or landscape values.
- 7.7. Any variations to lot density made through the schedule are mandatory. The RZSAC Report Stage One Overarching Issues concluded that density variations can only be expressed in terms of the maximum number of dwellings per lot but this does not account for important variations such as lot size.
- 7.8. Amendment C137 proposed to address this by varying the lot density to allow more than two dwellings on a lot where the lot is a minimum of 900sqm in size and has a frontage of 20m or more. This approach was not supported by the RZSAC on the basis of a lack of strategic justification and the limited number of lots in the proposed area of NRZ which would meet these criteria.
- 7.9. This feedback is acknowledged and accepted. However, it remains unclear from the current practice note PN78 Applying the Residential Zones (2013) what manor of strategic justification is required to support a variation to the two dwellings per lot density restriction and how this can be site responsive without requiring multiple specific schedules.

General Residential Zone

- 7.10. The purpose of the GRZ is to:
- Implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and Local Planning Policies.
 - Encourage development that respects the neighbourhood character of the area.
 - Implement neighbourhood character policy and adopted neighbourhood character guidelines.
 - Provide a diversity of housing types and moderate housing growth in locations offering good access to services and transport.
 - Allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.
- 7.11. All former R1Z land in the municipality now sits in the GRZ. It is requested that more clarity be provided with regard to two specific permit triggers within the zone. Clause 32.08-6 states that a permit is required to construct a building or carry out works for a Section 2 use. However, there appears to be no planning permit trigger for buildings and works associated with non-residential Section 1 uses such as a small scale medical centre or place of worship.

Are such buildings and works considered to not cause material detriment or are they considered to be appropriately covered by the National Construction Code/Building Code of Australia?

- 7.12. Similarly the permit requirements for alterations to dwellings on lots less than 300msqm could be clearer. Within the zone it is evident that a permit is required to construct or extend one dwelling on a lot less than 300sqm but it is unclear whether alterations to a dwelling on a lot less than 300sqm require a permit.
- 7.13. Clause 32.08-3 states that no permit is required to construct or carry out works 'normal to a dwelling'. Is it the intention that alterations to a dwelling that may, for example, introduce new windows or access arrangements are considered to be works 'normal to a dwelling' and are therefore exempt? It is noted that this ambiguity was also a feature of the previous R1Z.

Residential Growth Zone

- 7.14. The purpose of the RGZ is to:
- Implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
 - Provide housing at increased densities in buildings up to and including four storey buildings.
 - Encourage a diversity of housing types in locations offering good access to services and transport including activities areas.
 - Encourage a scale of development that provides a transition between areas of more intensive use and development and areas of restrictive housing growth.
 - Allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.
- 7.15. Currently the RGZ does not apply in the City of Moonee Valley. It includes a discretionary maximum building height of 13.5m.
- 7.16. Council is still in the process of evaluating areas within the municipality which may be suited to accommodating the kind of development anticipated by the RGZ. It is noted that the purpose to this zone does not include reference to existing neighbourhood character and therefore it is considered that the zone is best suited to land identified for growth within an activity centre structure plan, large strategic redevelopment site or areas close to transport and services where a preferred new character is appropriate.
- 7.17. Is it anticipated that many of these areas within the municipality might already be subject to other built form controls such as a Design and Development Overlay, Development Plan Overlay, Incorporated Plan or Activity Centre Structure Plan.
- 7.18. Council considers that these area specific plans would be best placed to guide the preferred height of new development. In some cases this may be above or below the discretionary 13.5m contained within the zone depending on whether a transition between areas of more sensitive character is required or not.
- 7.19. This raises the question of the respective roles of the residential zones and overlays. This issue is not limited to the RGZ but may be more problematic within this zone given the specific reference in the purpose of the zone to development 'up to and including' four storeys.

Conclusion

- 7.20. Review the mandatory height control in the NRZ so that a more flexible and site responsive approach can be adopted.
- 7.21. Review the mandatory density control in the NRZ so that a more flexible and site responsive approach can be adopted.
- 7.22. Clarify permit triggers for buildings and works associated with non-residential Section 1 uses.
- 7.23. Clarify permit triggers for alterations to a dwelling on a lot less than 300sqm.
- 7.24. Reconcile the reference to building heights in the purpose of the Residential Growth Zone with the provisions of the zone and associated references in PN78: Applying the Residential Zones (2013).

- 7.25. 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.

8. Summary of conclusions

- 8.1. The process by which the former government undertook the role out 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.
- 8.2. The RZSAC was clear in its recommendation that the 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.
- 8.3. Provide further guidance on the appropriate application of the NRZ with respect to areas of identified heritage and neighbourhood character significance. How should a local government approach the application of the zone in areas where there are competing policy interests?
- 8.4. What is the mandate for using the RGZ? Is there a role for the RGZ in all municipalities if it does not provide a suitable response to existing planning policies and is not required in order to meet demand forecasts?
- 8.5. 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.
- 8.6. 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.
- 8.7. 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.
- 8.8. 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, their relative importance and how certain constraints should be managed in a consistent way across metropolitan Melbourne.
- 8.9. Review the mandatory height control in the NRZ so that a more flexible and site responsive approach can be adopted.
- 8.10. Review the mandatory density control in the NRZ so that a more flexible and site responsive approach can be adopted.
- 8.11. Clarify permit triggers for buildings and works associated with non-residential Section 1 uses.
- 8.12. Clarify permit triggers for alterations to a dwelling on a lot less than 300sqm.
- 8.13. Reconcile the reference to building heights in the purpose of the Residential Growth Zone with the provisions of the zone and associated references in PN78: Applying the Residential Zones (2013).
- 8.14. 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.

Planning and Environment Act 1987

**MOONEE VALLEY PLANNING SCHEME
AMENDMENT C151
EXPLANATORY REPORT**

Who is the planning authority?

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

The Amendment has been made at the request of Melbourne Water.

Land affected by the Amendment

The Amendment applies to:

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

Areas affected by this Amendment are shown on the attached maps which form part of this amendment.

What the amendment does

The Amendment proposes to update the boundaries of the Land Subject to Inundation (LSIO) and Special Building Overlay (SBO) in the Moonee Valley Planning Scheme.

The Amendment proposes to:

- Delete and add Planning Scheme maps 2SBO, 5SBO, 6SBO, 7SBO, 8SBO, 10SBO, 11SBO, 12SBO, 14SBO, 15SBO, 2LSIO, 3LSIO, 4LSIO, 5LSIO, 6LSIO, 8LSIO, 9LSIO, 10LSIO, 11LSIO, 12LSIO, 12LSIO, 13LSIO, 14LSIO, 16LSIO to apply the updated Land Subject to Inundation and Special Building Overlays.

Strategic assessment of the Amendment

Why is the Amendment required?

The amendment is required to update the existing boundaries of the SBO and the LSIO in the Moonee Valley Planning Scheme.

The SBO and LSIO are Victoria Planning Provisions (VPPs), which affect certain properties throughout Victoria and aim to ensure that land subject to flooding and overland flow is developed in a way that minimises the risk of damage to properties.

The boundaries of the overlays, as illustrated in the Planning Scheme, are determined by Melbourne Water and were first identified with the introduction of the new format Moonee Valley Planning Scheme in 1999.

The provisions of the SBO and LSIO require that particular development and works require a planning permit and consent from Melbourne Water (relevant floodplain management

authority) to ensure that new development is protected from flooding and does not cause any significant rise in flood levels or flow velocities, which may adversely affect other properties.

Importantly, the amendment **does not** propose to alter the existing planning permit requirements in the Moonee Valley Planning Scheme for the SBO or LSIO. Further, pursuant to Section 55 of the *Planning and Environment Act 1987*, Council will continue to consider the requirements of Melbourne Water for proposed development of land included in a SBO or LSIO.

How does the Amendment implement the objectives of planning in Victoria?

Section 4 of the *Planning and Environment Act 1987* incorporates the following relevant objectives:

"to establish a system of planning schemes based on municipal districts to be the principal way of setting out objectives, policies and controls for the use, development and protection of land;" (Section 4(2)(b))

"to enable land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels;" (Section 4(2)(c))

"to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land;" (Section 4(2)(d))

"to facilitate development which achieves the objectives of planning in Victoria and planning objectives set up in planning schemes;" (Section 4(2)(e))

The proposed amendment will positively implement the objectives of planning in Victoria by providing for accurate planning overlay controls that ensure that water management issues are considered during the development process.

How does the Amendment address any environmental, social and economic effects?

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.

Further, the update of the existing SBO and LSIO boundaries in the Moonee Valley Planning Scheme will ensure that drainage issues are accurately identified at an early stage in the development process through the planning process. This will avoid the potential for timely and costly modifications to buildings, as well as damage to buildings, in the event of a flood or overland flow.

Therefore, it is considered that the amendment supports positive social, economic and environmental outcomes.

Does the Amendment address relevant bushfire risk?

The subject site is not located within a Bushfire Management Overlay and is not within a Designated Bushfire Prone Area.

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

The amendment is considered to be consistent with the *Ministerial Direction on the Form and Content of Planning Schemes* under Section 7(5) of the *Planning and Environment Act 1987*.

Ministerial Direction No.9 - Metropolitan Strategy

Direction 9 requires that Planning Scheme Amendments must have regard to the Metropolitan Strategy (*Plan Melbourne*). The proposed amendment is considered to be consistent with the relevant directions and initiatives of Plan Melbourne and Clause 12 of the State Planning Policy Framework as discussed below.

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

The amendment supports the following directions of Plan Melbourne.

Direction 5.5 is to integrate whole-of-water-cycle management to deliver sustainable and resilient urban development, in order to, amongst other things, "*minimise the impact of flooding*".

The amendment will enable Council and Melbourne Water to better manage development on land that is subject to flooding and help protect Melbourne's water quality.

By improving and implementing better flood shape modelling, Council and Melbourne Water can better plan for future flood impacts, and can reduce through planning permit applications, the impacts of flooding within the municipality.

How does the Amendment support or implement the State Planning Policy Framework and any adopted State policy?

The proposed amendment has been assessed against the objectives of the State Planning Policy Framework and is considered to be consistent with the principles of State Policy, in particular:

Clause 15.02 (Floodplain Management) of the State Planning Policy directs that:

Flood risk must be considered in the preparation of planning schemes and land use planning decisions to avoid intensifying the impacts of flooding through inappropriately located uses and developments.

Land affected by flooding including high hazard floodway areas, as verified by the relevant floodplain management authority should be shown on planning scheme maps.

State Planning Policy places a clear onus on Councils to ensure that flooding and drainage information is clearly shown in planning schemes and taken into consideration a part of the planning process. The proposed amendment will assist in the achievement of this intention.

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

The proposed amendment is consistent with Moonee Valley City Council's commitment to integrated water management. The Local Planning Policy Framework of the Moonee Valley Planning Scheme outlines objectives, strategies and policies that are relevant to flooding as follows:

- Clause 21.10-2 (Integrated Water Management)

The proposed amendment, to update the SBO and LSIO boundaries in the Moonee Valley Planning Scheme will enable Council and Melbourne Water to better manage future development on land subject to these overlays.

Does the Amendment make proper use of the Victoria Planning Provisions?

The amendment proposes to retain the existing SBO and LSIO overlays in the Moonee Valley Planning Scheme and update their boundaries to include some additional properties and remove some existing properties. It is considered that these overlays are the appropriate mechanism within the Victoria Planning Provisions to consider flooding and overland flow in a proposed development.

How does the Amendment address the views of any relevant agency?

The proposed amendment does not propose to alter the existing Section 55 (*Planning and Environment Act 1987*) referrals that require Melbourne Water's consent as part of a proposed development on land affected by the SBO or LSIO control.

Importantly, the proposed amendment was requested by Melbourne Water, which is the relevant statutory planning authority for flooding and overland flow matters.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

There are no relevant requirements of the Transport Integration Act 2010.

Resource and administrative costs

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

The costs afforded to Council in association with the proposed amendment will be minimal, as Melbourne Water will pay for all required statutory costs relating to the administration of the proposed amendment.

Further, it is not expected that Council Officer workload will increase significantly as a result of the proposed amendment and therefore, additional staff resources are unlikely to be required.

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, 9 Kellaway Avenue, Moonee Ponds
- Moonee Valley City Council website www.mvcc.vic.gov.au
- Melbourne Water website www.melbournewater.com.au

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.dtpli.vic.gov.au/publicinspection.

Submissions

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by **14 August 2015**.

A submission must be sent to:

Moonee Valley City Council
Strategic Planning Department
PO Box 126
Moonee Ponds VIC 3039

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: week commencing 19/10/15
- panel hearing: week commencing 9/11/15

Planning and Environment Act 1987

MOONEE VALLEY PLANNING SCHEME

AMENDMENT C151

INSTRUCTION SHEET

The planning authority for this amendment is the Moonee Valley City Council.

The Moonee Valley Planning Scheme is amended as follows:

Planning Scheme Maps

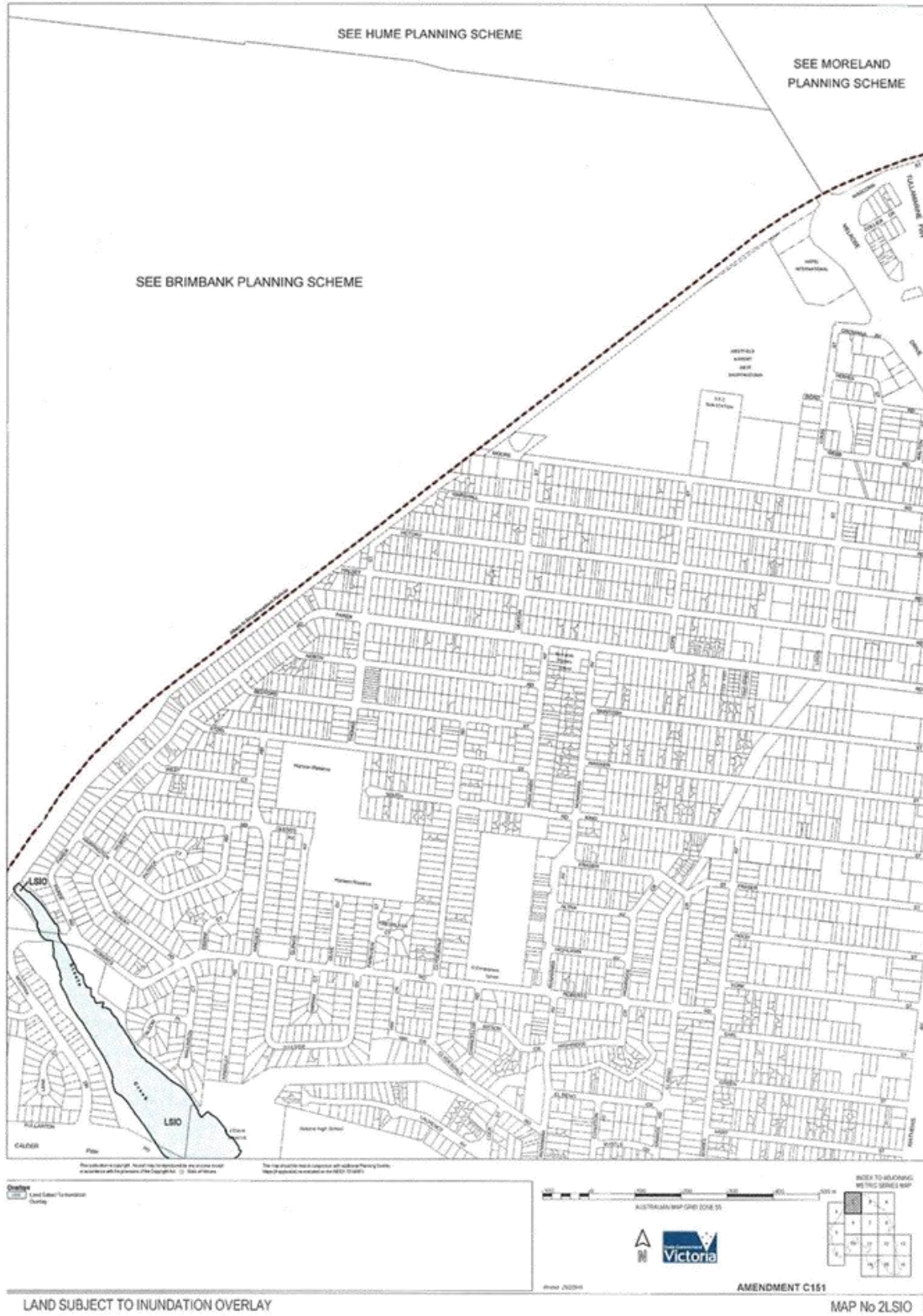
The Planning Scheme Maps are amended by a total of forty six (46) attached maps sheets.

Overlay Maps

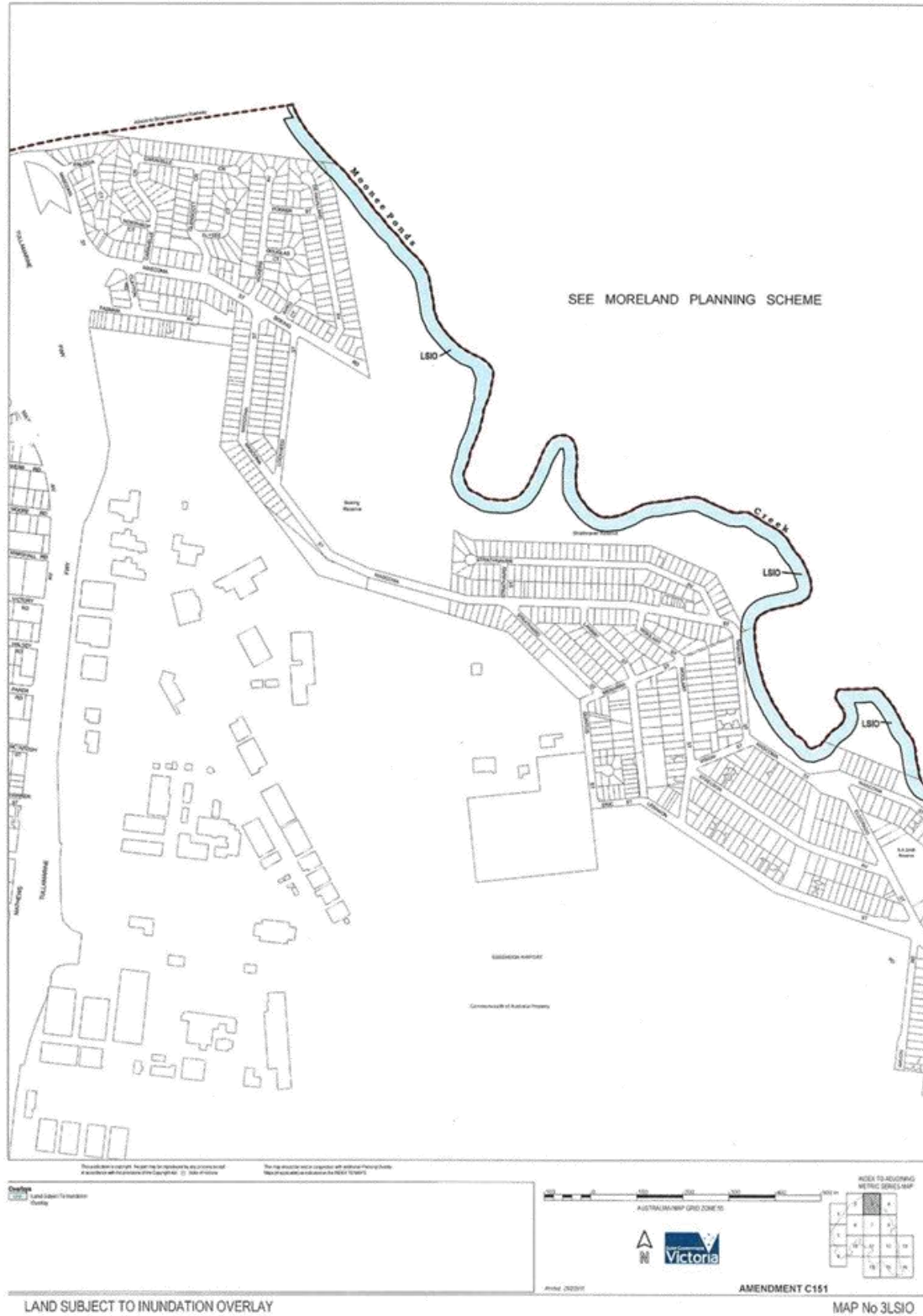
1. Insert new Planning Scheme Map Nos. 2SBO, 5SBO, 6SBO, 7SBO, 8SBO, 10SBO, 11SBO, 12SBO, 14SBO, 15SBO, 2LSIO, 3LSIO, 4LSIO, 5LSIO, 6LSIO, 8LSIO, 9LSIO, 10LSIO, 11LSIO, 12LSIO, 13LSIO, 14LSIO, 16LSIO in the manner shown on the twenty six (23) attached maps marked Moonee Valley Planning Scheme, Amendment C151".
2. Delete Planning Scheme Map Nos. 2SBO, 5SBO, 6SBO, 7SBO, 8SBO, 10SBO, 11SBO, 12SBO, 14SBO, 15SBO, 2LSIO, 3LSIO, 4LSIO, 5LSIO, 6LSIO, 8LSIO, 9LSIO, 10LSIO, 11LSIO, 12LSIO, 13LSIO, 14LSIO, 16LSIO in the manner shown on the twenty six (23) attached maps marked "Moonee Valley Planning Scheme, Amendment C151".

End of document

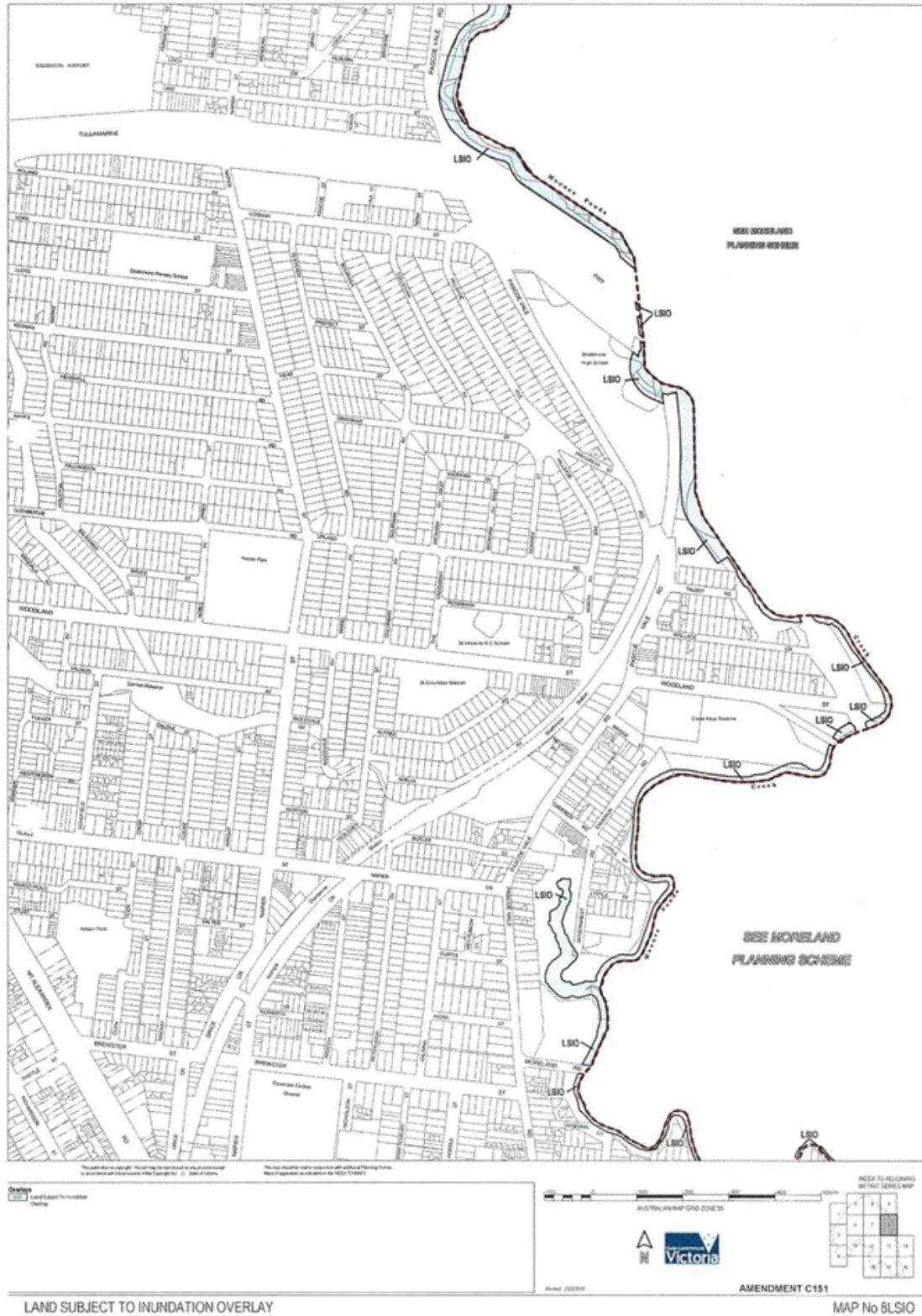
MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION



MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION



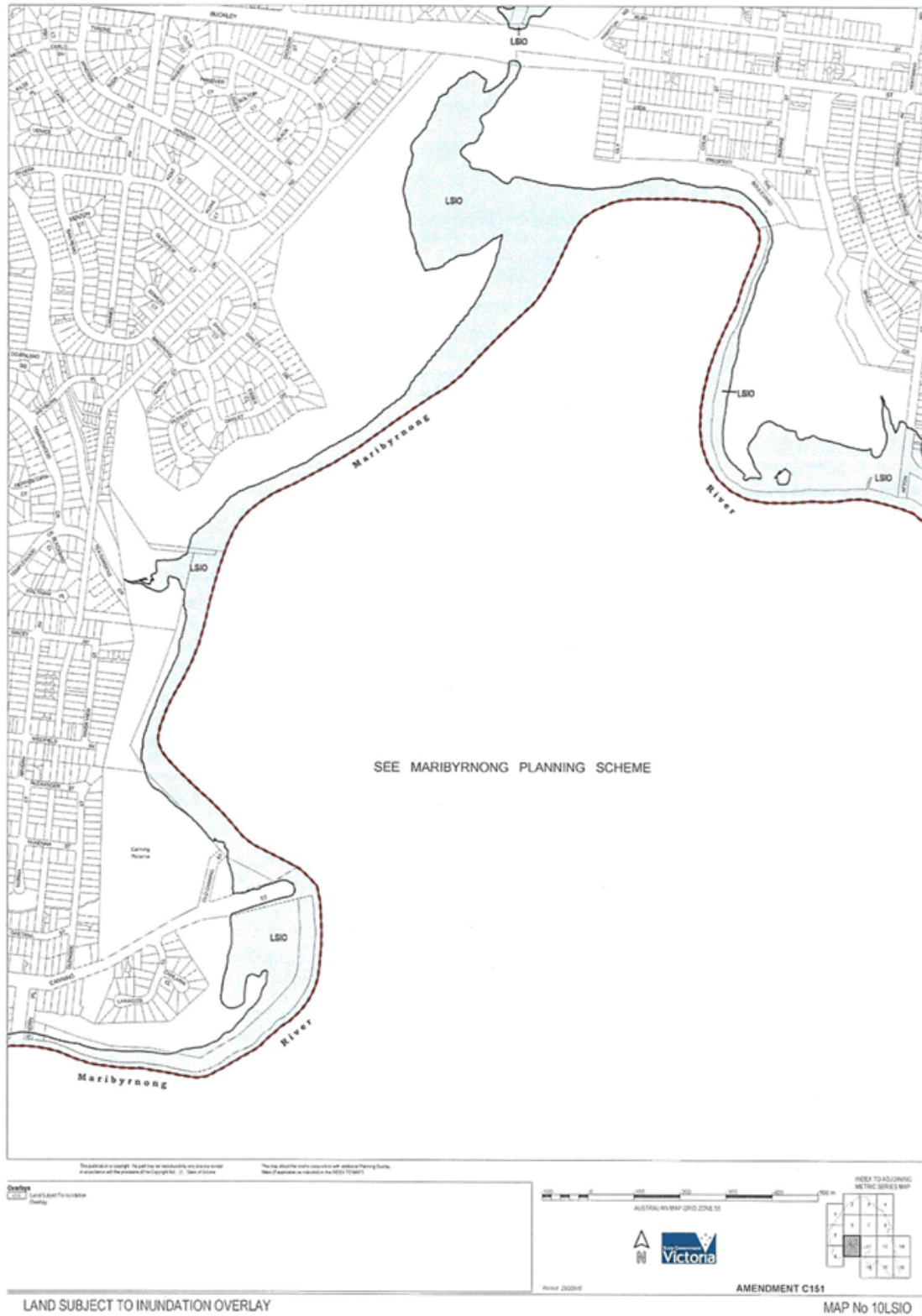
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MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION



MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION

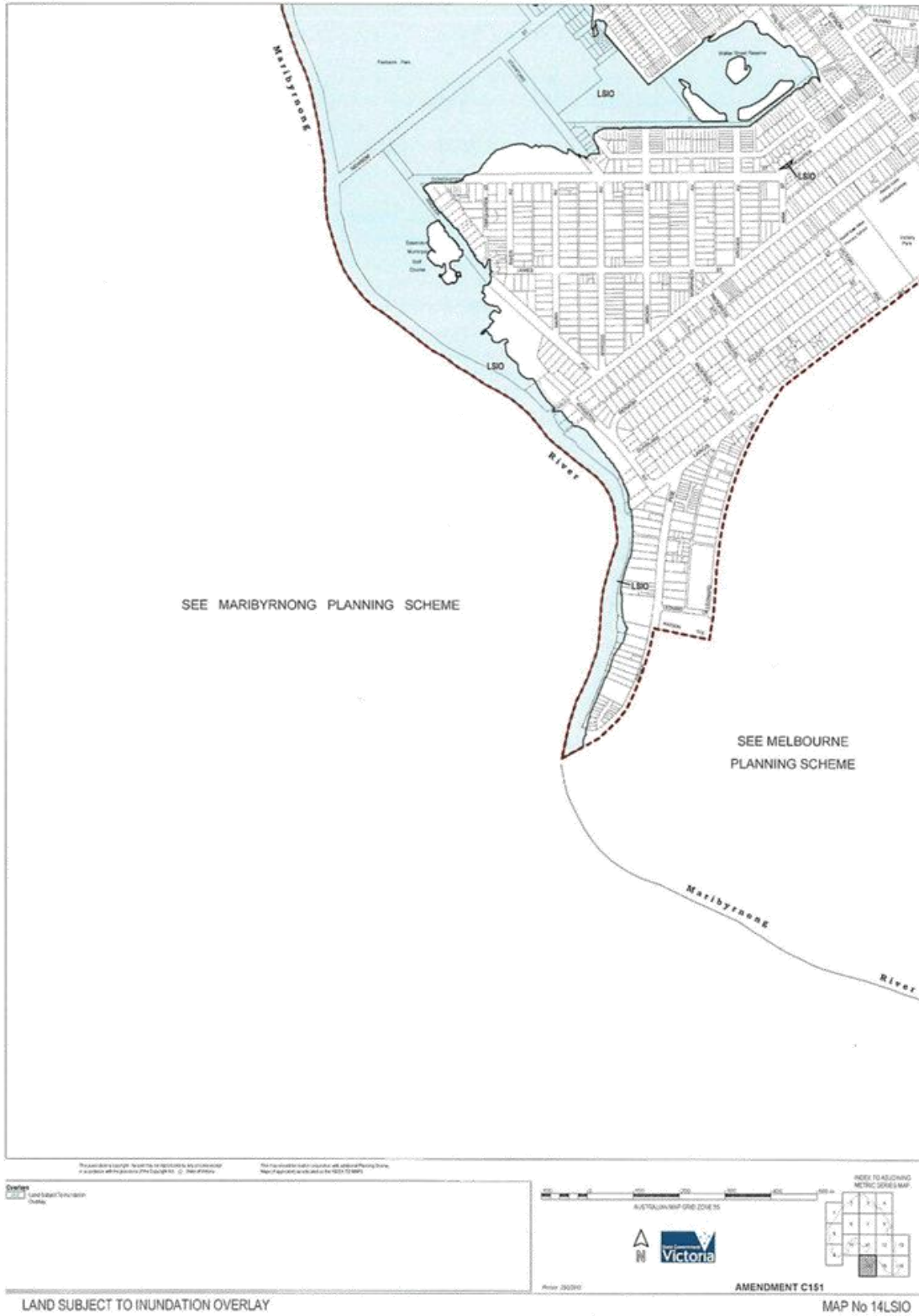




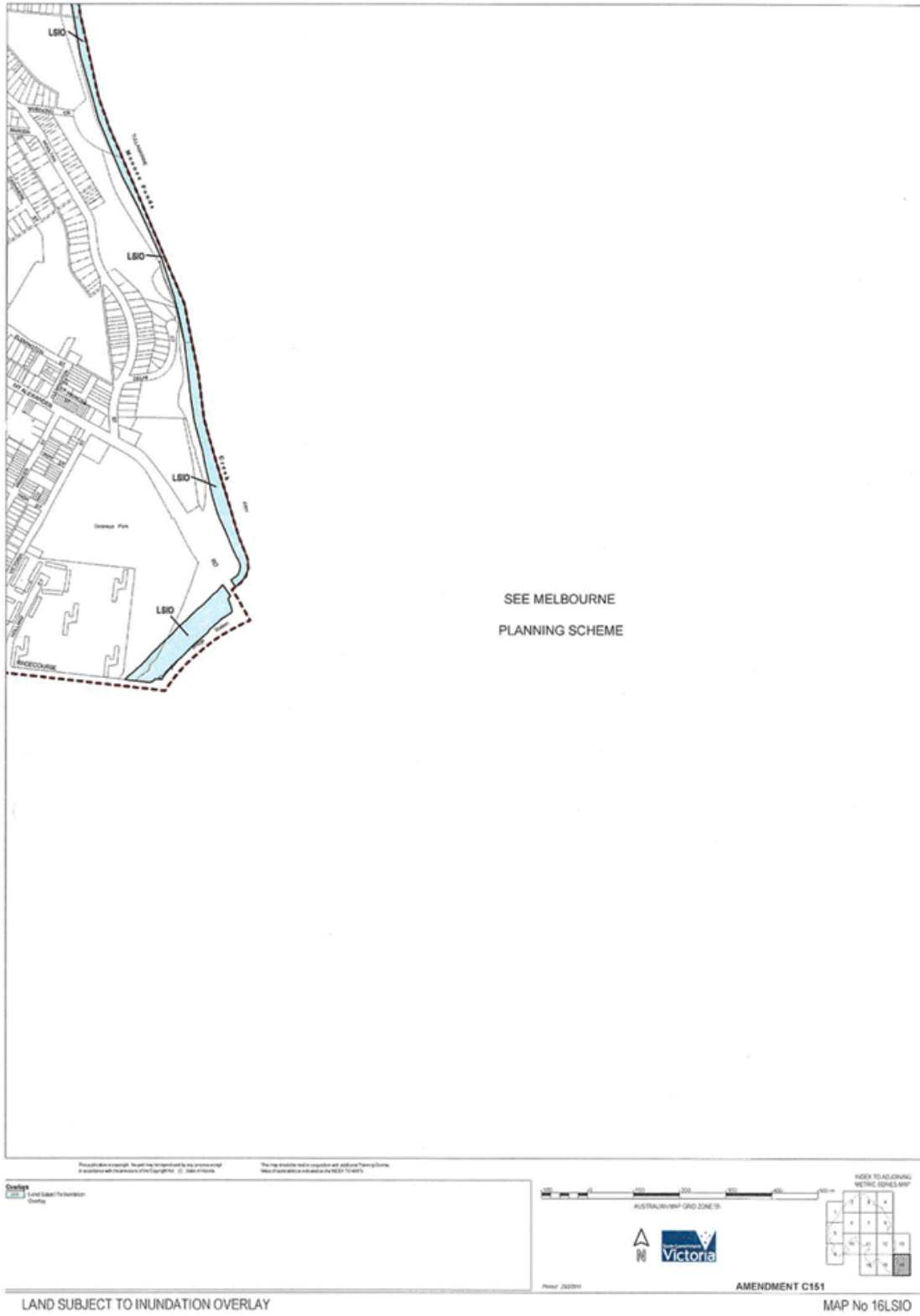
MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION



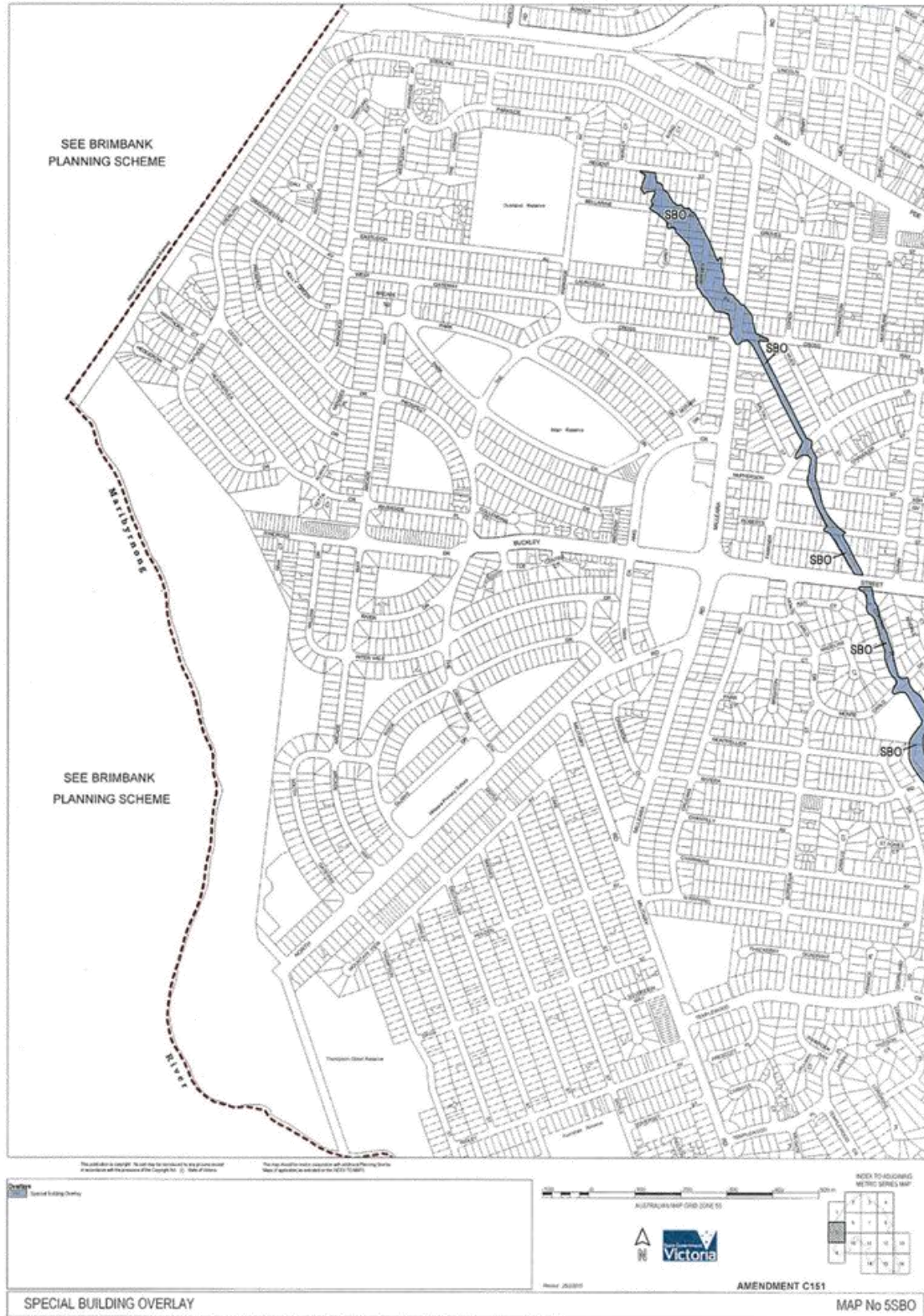
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MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION



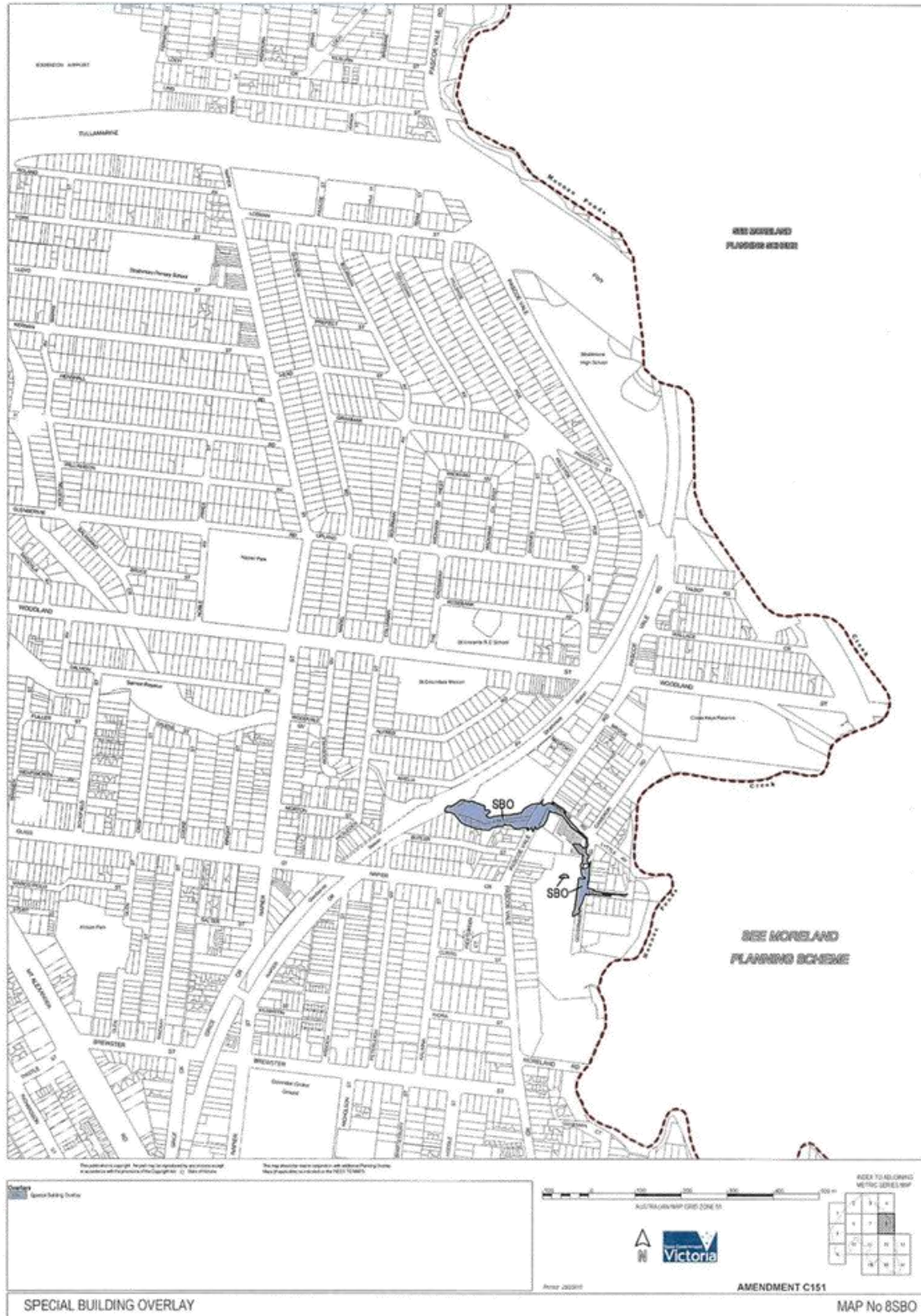
MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION



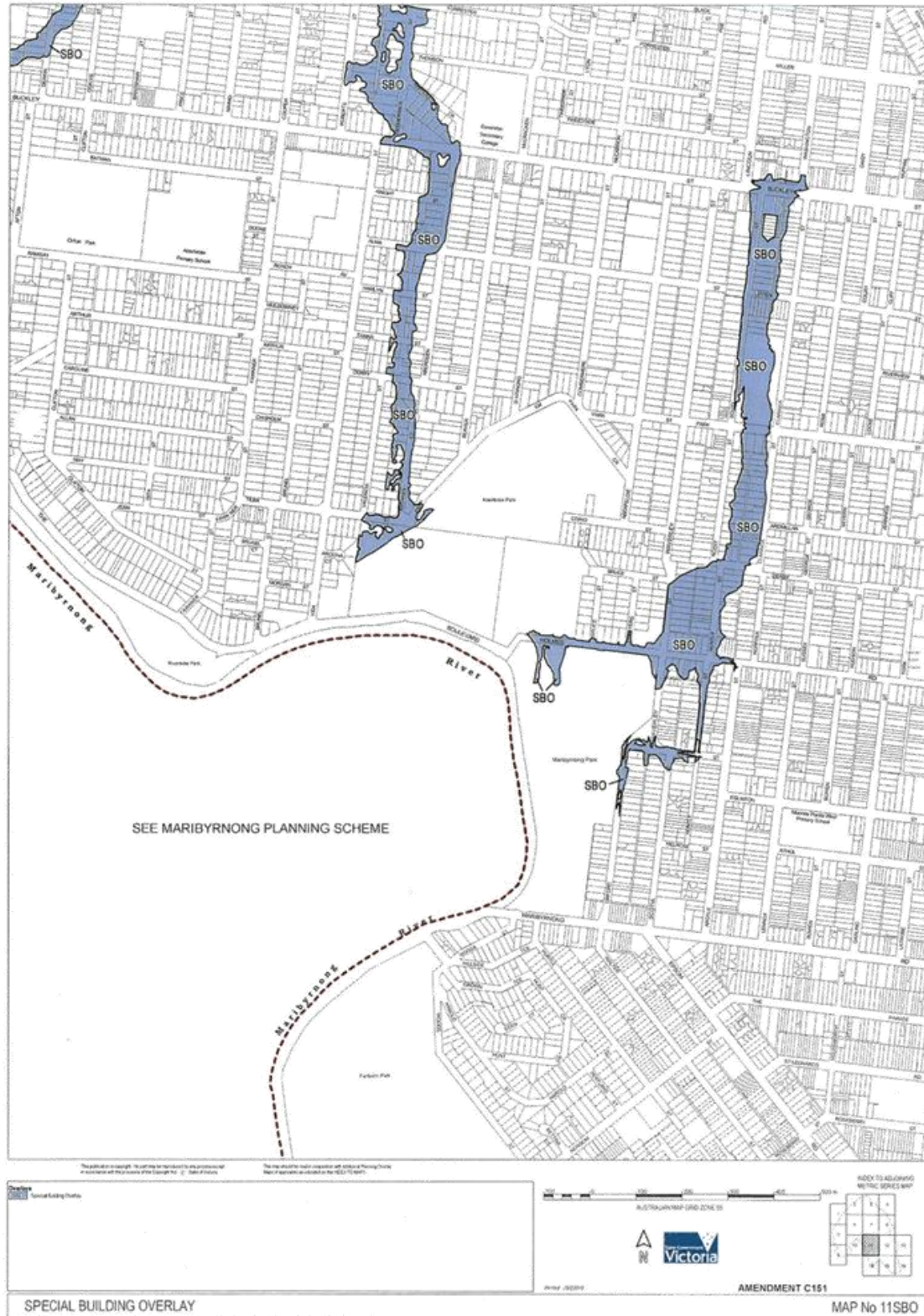
MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION



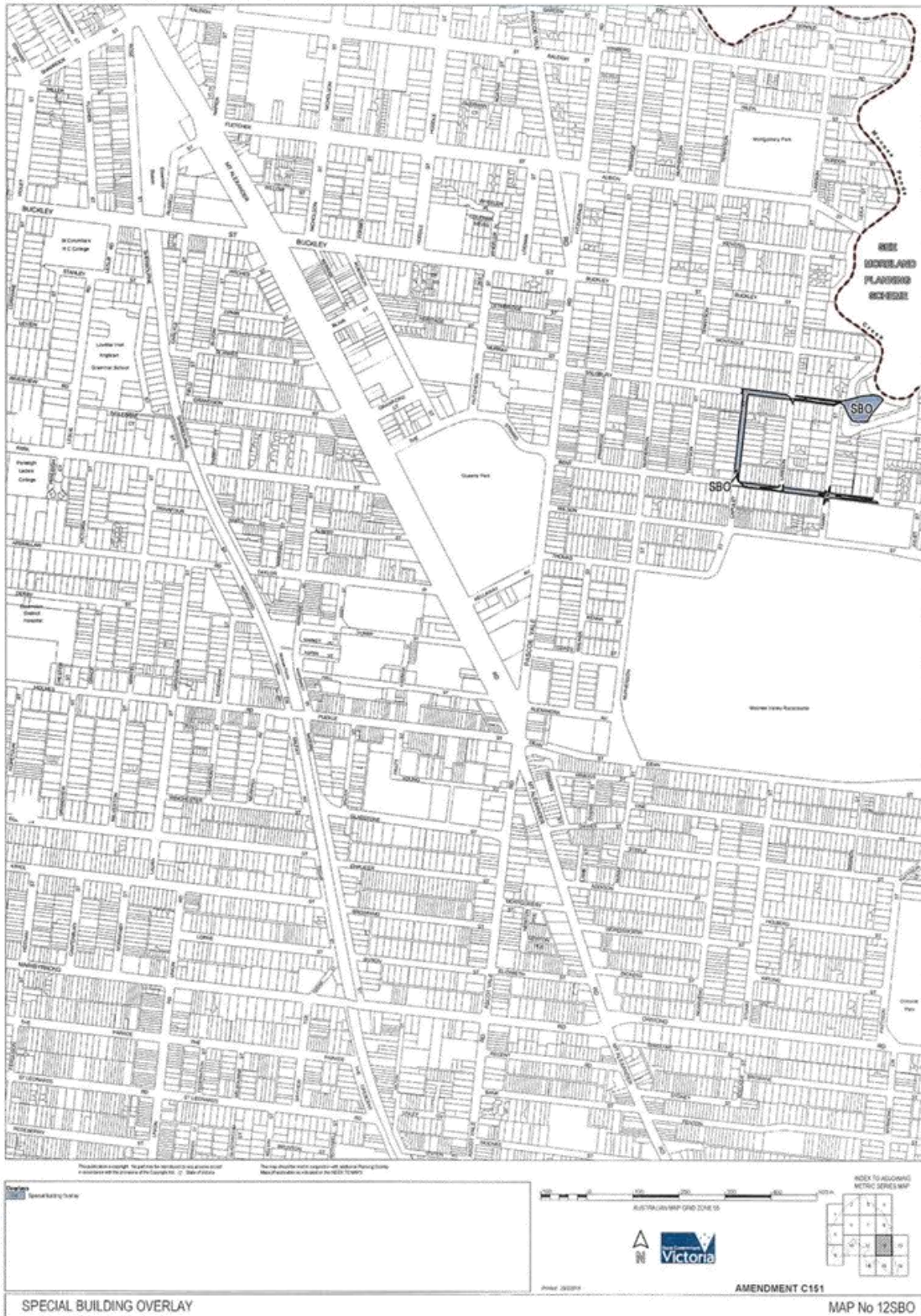
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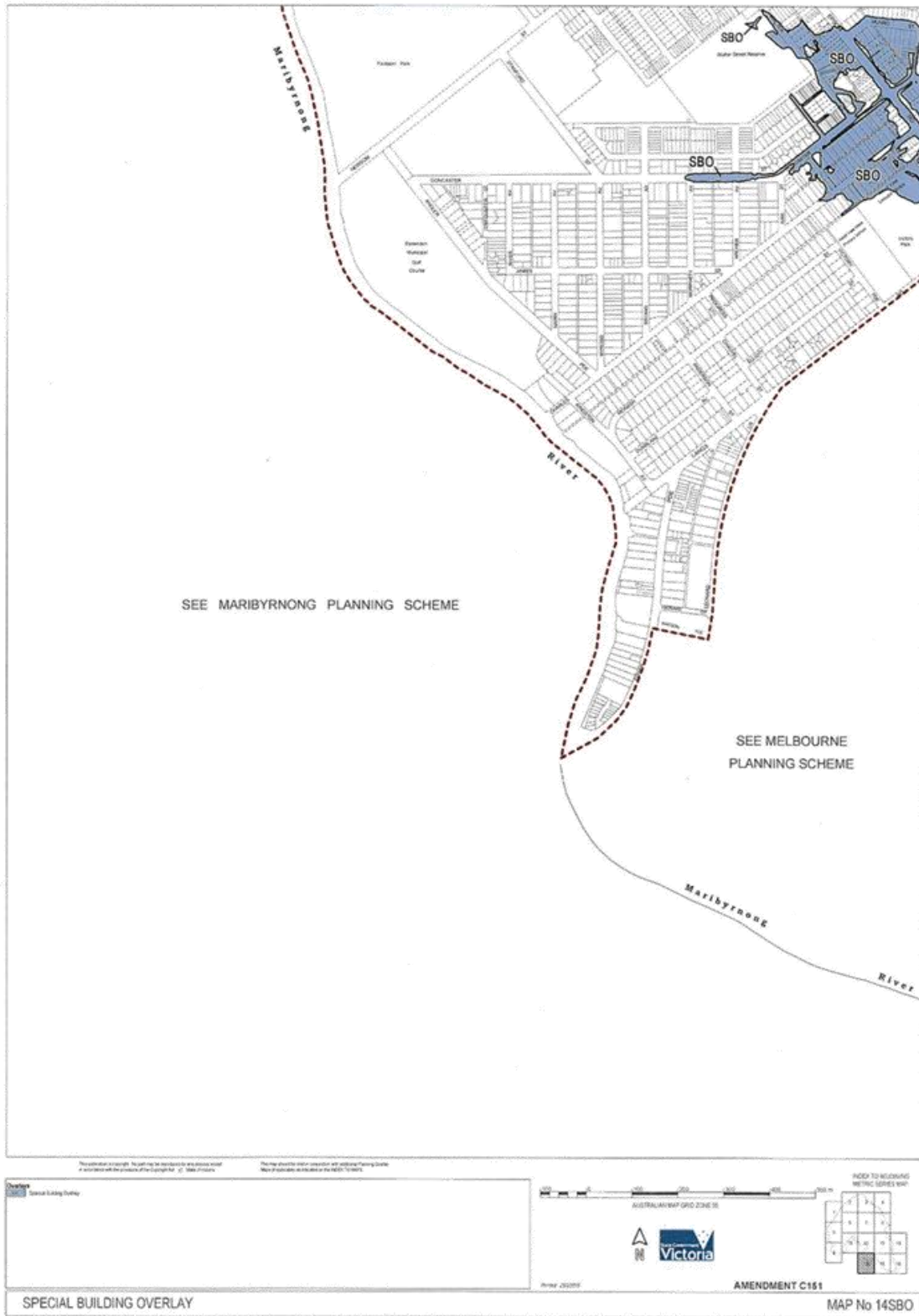
MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION



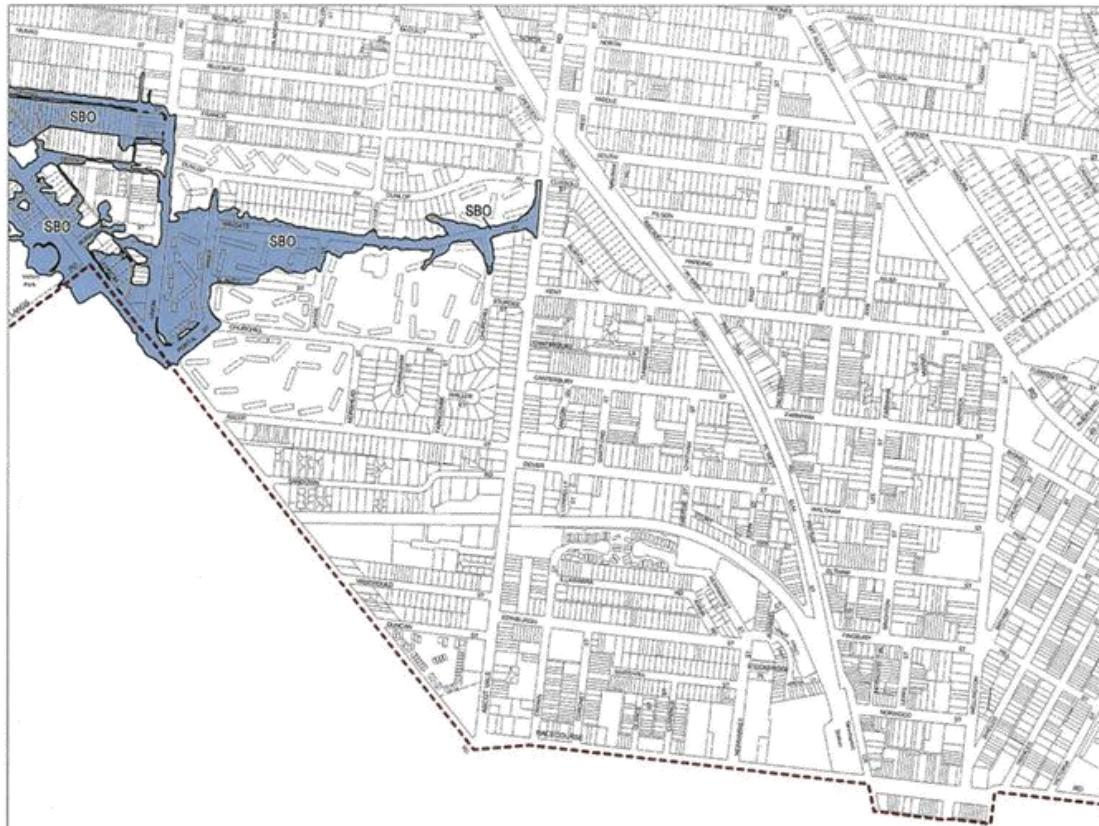
MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION



MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION



MOONEE VALLEY PLANNING SCHEME - LOCAL PROVISION



SEE MELBOURNE PLANNING SCHEME

Overlay
Special Building Overlay

AMENDMENT C151
MAP No 15SBO

SPECIAL BUILDING OVERLAY

INDEX TO ADJACENT METRIC SERIES MAP

0 100 200 300 400 500 600 700 800 900 1000

1:10,000

AMENDMENT C151
MAP No 15SBO

AMENDMENT C151
MAP No 15SBO

Planning and Environment Act 1987

Panel Report

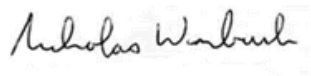
Moonee Valley Planning Scheme Amendment C151
Updating local flood mapping

30 November 2015

Planning and Environment Act 1987

Panel Report pursuant to Section 25 of the Act
Moonee Valley Planning Scheme Amendment C151
Updating local flood mapping

30 November 2015

A handwritten signature in black ink, appearing to read 'Nicholas Wimbush', is positioned above the printed name.

Nick Wimbush, Chair

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Appendix A Submitters to the Amendment

Summary and recommendation

Amendment C151 to the Moonee Valley Planning Scheme proposes to revise flood mapping to apply the Special Building Overlay (SBO) and Land Subject to Inundation Overlay (LSIO). The SBO revision will affect 1,538 properties and the LSIO revision 425 properties including removal, application and modification of the overlays.

The application of the overlays is based on Melbourne Water flood modelling and is to apply to the extent of a flood associated with a 1 in 100 year rainfall event. The LSIO is proposed to be applied to those areas subject to flooding from waterways and the SBO to those areas subject to flooding from the stormwater management system.

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 overlays.

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.

The Panel has considered the submissions 'on the papers' as no submitters requested to be heard. The Panel notes 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; ie to identify flood risk and put in place planning controls to ensure that development can be managed or designed to address such risk.

The Panel addresses a number of specific concerns of submitters in the body of this report. However, in principle the Amendment is sound, the Panel considers that it has strong policy support and that it should be adopted subject to minor agreed changes.

The Panel recommends:

Adopt Moonee Valley Planning Scheme Amendment C151 as exhibited subject to the following:

1. **Modify the application of the Land Subject to Inundation Overlay on 9 Canning Street, Avondale Heights in accordance with the plan *Proposed LSIO 9 Canning Street Avondale Heights* dated 12 November 2015 prepared by Melbourne Water.**
2. **Modify the application of the overlays to the Gillespie Avenue, Ascot Vale area in accordance with the plan *Ascot Vale (Ascot Chase) LSIO & SBO* dated 30 October 2015 prepared by Melbourne Water.**

1 Background

1.1 The Amendment

Moonee Valley Planning Scheme Amendment C151 (the Amendment) was prepared by the Moonee Valley City Council as Planning Authority at the request of Melbourne Water Corporation (MW) as Proponent.

As exhibited, the Amendment proposes to update the boundaries of the Land Subject to Inundation Overlay (LSIO) and Special Building Overlay (SBO) in the Moonee Valley Planning Scheme. The Amendment affects a large number of properties as shown in Table 1.

Table 1 Properties affected (from Explanatory Report)

Change	LSIO – Properties affected	SBO – Properties affected
New addition	54	284
Full removal	152	313
Addition to existing	95	352
Partial removal	42	307
Overlay boundary change	82	282
Total	425	1538

The proposed changes, and existing planning controls in many instances, apply to major waterways such as the Maribyrnong River and Moonee Ponds Creek as well as local drainage lines and other areas susceptible to flooding.

The intent of the Amendment is to update the flood mapping in the planning scheme to ensure properties and areas that may be exposed to flooding are identified as accurately as possible to ensure development is planned with appropriate regard to flood risk.

No changes to planning scheme provisions are proposed.

1.2 Flood modelling

The modelling undertaken by MW informing the application of the overlays is not entirely clear in the Amendment documentation. However, MW's response to submitters Mr Brown and Professor Pettit in correspondence of 7 August 2015 does provide significantly more information on the methodology.

In essence the modelling is undertaken using TUFLOW two dimensional modelling which combines accurate terrain modelling (topography) with rainfall data and pipe and channel drainage to determine the flood extent in the urban landscape in a 1 in 100 year rainfall event.

MW submitted that this model and methodology are currently industry best practice. The Panel notes that other Panels, for example in Port Phillip C111, have endorsed this approach in principle in recent times.

1.3 Exhibition and objections

The Amendment was exhibited between 9 July and 14 August 2015. Objections are listed in Table 2.

Table 2 Objections

Submission	Property	Comment
1	Fisher Parade, Ascot Vale	Objection, dealt with later in this report
2	Epsom Road, Ascot Vale	Objection, dealt with later in this report
3	Munro Street, Ascot Vale	Objection, dealt with later in this report
4	Gillespie Avenue, Ascot Vale	Objection, resolved by amendment to Map 14LSIO to remove LSIO from property completely. Not addressed further in this report
5	Canning Street, Avondale Heights	Objection, resolved by agreement to move LSIO to flood mitigation works boundary. Not addressed further in this report
6	Munro Street, Ascot Vale	Objection, dealt with later in this report
7	Roberts Street, Essendon	Objection, dealt with later in this report
8	McPherson Street, East Keilor	Objection, dealt with later in this report

Council noted that submissions were also received from Parks Victoria, the Department of Environment, Land, Water and Planning and VicTrack, but these submissions did not object to, or request a change to, the Amendment.

1.4 Panel process

At its meeting on 28 April 2015, Council resolved to prepare the Amendment and refer any submissions to a Panel. As a result, Mr Nick Wimbush was appointed as the Panel under delegation from the Minister for Planning on 28 September 2015.

A Directions Hearing was held in relation to the Amendment on 23 October 2015. As no requests to be heard were received apart from the Planning Authority and the Proponent, it was agreed to undertake an 'on the papers' process.

Owners representatives from Fisher Parade in Ascot Vale also attended the Directions Hearing and explained to the Panel their particular issues. These are discussed in Chapter 2.

The Panel inspected objector properties on 26 November 2015.

1.5 Planning context

The planning context for the Amendment was articulated in the Explanatory Report including the State and Local Planning Policy Frameworks and relevant provisions of the *Planning and Environment Act 1987*. The Panel has reviewed the Explanatory Report and submissions made in writing by Council and considers that the Amendment is clearly supported by relevant policy.

The Panel also observes that the Amendment appropriately uses the SBO and LSIO in accordance with *Planning Practice Note 12: Applying the flood provisions in planning schemes*.

Having viewed the outstanding objections, the Panel does not consider that any of these sought to fundamentally challenge the planning basis for the Amendment. Individual objections to application of the overlays are discussed in Chapter 2.

2 Individual objections

2.1 55 Fisher Parade, Ascot Vale (Submission 1)

(i) Submission

MBCM Strata Specialists made a submission on behalf of the owners of the strata development on Fisher Parade. In essence the LSIO affects a very small portion of the western edge of the site against the Maribyrnong River. The area covered is on the river side of a significant retaining wall and it is unlikely development will occur in this area.

The main concern of the submission is that even though the LSIO will have limited effect on the property, the 'encumbrance' of the overlay will show up on all property titles given the nature of those titles through, for example, a planning certificate in a section 32 statement.¹

Some of the owners of the properties attended the Directions Hearing to further explain the issue of concern.

Council and MW noted the concerns, but in written submissions considered that the LSIO mapping should still be applied as the modelled flood levels are accurate in their view. MW provided a detailed survey of the retaining wall area in support of their position.

MW also submitted that they considered the issue beyond the scope of the Amendment and have referred the submitter to their encumbrance information team.

(ii) Panel response

The Panel understands the concern of the submitters and agrees that it is 'unwieldy' at best to identify on strata titles remote from the waterway the presence of an LSIO on the parent title that will have no practical effect. However, this is an anomaly that should be considered further by the owners and MW rather than a reason to remove the LSIO, which in the Panel's view has been mapped correctly.

No change is recommended to the Amendment.

2.2 114 Epsom Road, Ascot Vale (Submission 2)

(i) Submission

The submitter was concerned that recently completed development on the site may be affected by the property now being subject to the SBO. The submitter wished further information on the flood modelling and data sets on the basis they considered other recent development in the area should result in reduced application of the overlay in this area.

MW provided 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.

¹ Under the *Sale of Land Act 1962*.

MW also provided significant detail on the flood modelling process and how data and methodology has been substantially updated since modelling was undertaken in this area in 1997.

MW submitted to the Panel that no change to the Amendment is required.

(ii) Panel response

The Panel has reviewed the submission and the response of Council and particularly MW. The Panel notes there is no technical challenge to the position as put by MW, and considers that the flood mapping and resultant SBO is appropriate.

No change to the Amendment is supported.

2.3 70 Munro Street, Ascot Vale (Submission 3)

(i) Submission

A small portion of the front of the property would be affected by the proposed SBO. In the initial submission the submitter raised two primary concerns. Firstly, that the Ascot Chase development to the west of Epsom Road has resulted in a displacement effect for water such that new or increased SBO areas, including in Munro Street, 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.

MW provided a detailed response dated 7 August 2015 that concluded on the first point 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 through the development.

In relation to modelling, MW responded that the modelling approach is effectively a 'worst case scenario' and assumes maximum flood levels simultaneously across all elements of the given drainage system. The response acknowledged that due to a lack of drainage catchment data the model had not been calibrated to real storm data in the area.

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.

The submitter indicated his appreciation to Council and MW for the detailed response, but remained concerned that the modelling is likely not as accurate as the mapping would suggest and that wider flood mitigation should have been undertaken as part of the Ascot Chase development.

In their response to the Panel, MW submitted that no change to the Amendment should occur.

(ii) Panel response

The Panel notes the concerns raised by the submitter. In relation to the drainage scheme for Ascot Chase, the Panel does not consider that it can comment on an existing approved

drainage scheme for that development. Whether that drainage scheme was done well or not is not an issue that the Panel can or should seek to consider and conclude on.

In terms of the accuracy of the modelling and the resultant mapping, the Panel notes that MW have fairly acknowledged the calibration limitations. In the Panel's view this means that the submitter's point that the accuracy of the modelling may not be as well resolved as the mapping would seem to suggest has some merit.

However, it does not mean that this should automatically flow to abandonment or a change to the Amendment. The Amendment is applying the SBO to a small portion of the submitter's property which would have the effect of triggering a permit in this area for development. It 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.

The alternative in the Panel's mind is that MW be required to collect more data and refine and rerun their modelling to possibly improve the degree of accuracy, a process that would take an unknown amount of time and likely have significant cost implications for MW, and thus the community.

The Panel does not think this necessary or reasonable in the absence of evidence that the modelling is substantially inaccurate. No one has submitted that the modelling is not an improvement on the 1997 exercise, and the Panel on the available information is satisfied that the model itself and the outputs are substantial improvements on that earlier time.

No change to the Amendment is recommended.

2.4 72 Munro Street, Ascot Vale (Submission 6)

(i) Submission

Similar to submission 3, the SBO will apply to a small portion of the front of the property. The submitter objected to the SBO and requested that drainage be improved and flooding 'fixed'.

Council and MW did not propose a change to the Amendment in response.

(ii) Panel response

Whilst improving drainage in the broader area may be a long term response by Council and MW, this does not take away the need to identify existing flooding areas. No change to the Amendment is recommended.

2.5 20 Roberts Street, Essendon (Submission 7)

(i) Submission

The SBO is to be applied to a small portion of the rear of the property. The submitter suggested that, based on their experience in the insurance industry, the probability of flooding is much less than 1:100 years. They also submitted that the insurance coverage for the property may increase because of the SBO.

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.

The MW detailed response of 1 September 2015 to the submitter provides additional information on the insurance issue.

(ii) Panel response

The Panel notes the submission, but considers there is nothing in it that should result in a change to the Amendment. The SBO applies to the modelled flood extent and the submitter did not provide any evidence to refute the modelling and resultant mapping. The Panel does not think any (unquantified) impacts on insurance premium for this property should result in the SBO being removed.

2.6 12 McPherson Street, East Keilor (Submission 8)

(i) Submission

The SBO is proposed to apply to a small area on the western edge of the property. The submitter advised that the property is 'hundreds of feet' above the Maribyrnong River and the property has not flooded in 40 years. 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.

(ii) Panel response

The Panel notes the submission does not go to the technical merit of the flood mapping, and that because the property has not flooded in the past 40 years does not mean it will not flood in future.

No change to the Amendment is recommended.

Appendix A Submitters to the Amendment

Submitter
P Maurici
S Bhaskaran
J Nolan
Riverwood Residential Development Pty Ltd
R Klemme and L McFarlane
C Pettit
J Brown
Owners of 55, 57, 59, 61, 63, 65, 67, 69, 71 and 73 Fisher Parade, Ascot Vale



POLICY TITLE	Council Property Leasing Policy
POLICY TYPE	Council
DIRECTORATE	City Services

1. Background

This policy will provide guidance for Council officers to prepare, negotiate and execute leases for tenanted properties within the municipality as they are required.

This policy is applicable to all tenanted properties, but provides particular guidance for all community and sporting groups that occupy Council facilities. Commercially occupied premises will be negotiated on commercial terms and at market rent.

2. Purpose

The purpose of the policy is to provide clear guidelines for the development of lease agreements which clearly define the roles and responsibilities of both Council and the tenant. The policy will provide a mechanism to ensure the best use of Council's leased assets is achieved consistent with the Council Plan, and a legal relationship is properly established between parties.

This purpose will be achieved by addressing issues in harmony with Council's values, inclusive of equity, accountability, transparency and responsibility. These values will provide the foundations for decision making. This will be done through the following key areas:

- Understanding and fostering community benefit
- Maximising the use of Council's leased assets
- Providing an equitable and transparent process for dealing with subsidised leaseholds
- Maximising commercial returns on Council's commercially leased assets

Group City Services	Responsible Manager Building, Health and Property Services	Document No 16/18124	Approval Date	Review Date
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3. Scope

This policy covers leases with community and commercial tenants relating to Council or Crown land property, where Council is the Lessor. It does not cover private or public property which Council leases from government, statutory bodies or commercial landowners.

4. Definitions

Lease

A lease is a right granted by the owner of land to an occupant to have the exclusive possession of that land for an agreed term in consideration for a payment, known as rent.

Nature of the interest:

- A lease creates an interest in land. An interest in land is:
 - i) binding on third parties (ie. if the lessor sells the land, the purchaser will take the land subject to the lease) and
 - ii) unless the lease specifies to the contrary, capable of being assigned.

Statutory Obligation

Council is prohibited under the *Local Government Act* 1989 from entering into a lease exceeding 50 years.

The *Local Government Act* 1989 (the Act) requires a council to give public notice of its intention to enter into a lease where:

- The rent exceeds \$50,000 per annum;
- The lease term is 10 years or more; or
- The lease is a building or improving lease, (which is a lease that includes the construction of a premise by either party).

A lease agreement may be used where Council's asset is exclusively occupied and used for a specific purpose or where a club/community group has made substantial financial contributions to the development of the facility.

Group	Responsible Manager	Document No	Approval Date	Review Date
City Services	Building, Health and Property Services	16/18124		



Commercial Activity

Commercial activity is any activity undertaken on a commercial basis or of a commercial nature but does not include the use of premises for fundraising activities (including canteen sales) by local community organisations.

5. Responsibility

This policy will be the responsibility of the Director City Services and will be administered by the various responsible units in conjunction with the Property Services unit.

6. Legislation

Relevant legislation is as follows:

- *Local Government Act 1989*
- *Retail Leases Act 2003*
- *Crown Land (Reserves) Act 1978*
- *Liquor Control Reform Act 1998*
- *Occupational, Health and Safety Act 2004*
- *Telecommunications Act 1997 (Cth)*
- *Food Act 1984*
- *Gambling Regulations Act 2003*
- *Environment Protection Act 1970*
- *Property Law Act 1958*
- *Transfer of Land Act 1958*

7. Policy

7.1 Tenants

The following factors shall be considered when accepting a tenant:

Group	Responsible Manager	Document No	Approval Date	Review Date
City Services	Building, Health and Property Services	16/18124		



- Council will give first priority to local community based tenants who service the Moonee Valley community and further the goals of the Council Plan.
- Council will only enter into a lease agreement with a person or an incorporated body.
- Evidence of appropriate insurance and liquor licence permit (where applicable).
- All commercial tenants shall be fully reference checked regarding background, financial viability and relevant legislative compliance (eg. *Occupational, Health and Safety Act 2004*, *Food Act 1984*, *Liquor Control Act 1988*).

An invitation to tender process may be conducted for commercial lease sites such as the Maribyrnong Boathouse Café/Restaurant and Queens Park Café and for any other similar operations.

7.2 Optimum Use of Facilities

Council's goal is to ensure the greatest community benefit can be achieved by the utilisation of Council's facilities. This is done by encouraging multi-purpose facilities and tailoring the services provided by tenants to best suit community needs and requirements. Council will work with tenants to ensure the highest potential use of the leased asset is achieved.

7.3 Crown Land

Where Council acts as the Committee of Management over Crown land, leases will be prepared in accordance with the *Crown Land (Reserves) Act 1978* and the Department of Environment, Land, Water and Planning (DELWP) guidelines. In such cases, leases may take the form of those provided by DELWP and Council's standard agreement will not be used. Council's standard maintenance schedules shall be included within these agreements.

7.4 Standard Form and Terms of Agreement

Council will use a standard form of agreement for all recreational and community occupancies which has been specifically developed by Council's solicitor for this purpose. The lease agreement shall be reviewed on a periodic basis to ensure its legal currency.

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City Services	Building, Health and Property Services	16/18124		

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Standard terms of agreement shall be applied as appropriate. A summary of the standard terms of agreement is provided as follows:

- Definitions
- Compliance with *Local Government Act 1989*
- Duration of Lease
- Payment of Rent
- CPI Adjustment of Rent
- Outgoings (ie. rates and taxes)
- Other Expenses
- GST
- Security Deposit
- Payment Requirements
- Repairs, Refurbishment and Alterations
- Insurance
- Release, Indemnity, Compensation and Liability
- Community Use
- Other Obligations Concerning the Premises
- Dealing with Interest in the Premises
- Tenant's Obligations at the end of the Lease
- Council's Rights and Obligations
- Termination of Lease
- Insolvency Event
- Deduction or Damage of Premises
- Personal Property Securities Act
- Disputes
- General
- Interpretation

Group	Responsible Manager	Document No	Approval Date	Review Date
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Council will endeavour to bring any existing lease agreements into the standard form of agreement by negotiation with the tenant prior to expiry of the lease.

Long term leases may be negotiated by both parties, if it is deemed to be in the best interests of the parties and overall community benefit.

7.5 Telecommunications Leases

Telecommunications carriers and service providers have wide powers to install mobile telecommunications facilities on most land including public land under the Commonwealth *Telecommunications Act* 1997 ('the TA').

The main object of the TA is to provide a regulatory framework that promotes: the long term interest of consumers; industry efficiency and competitiveness; and the availability of accessible and affordable telecommunications services for the enhancement of Australians.

The Australian Communications and Media Authority (ACMA) regulates significant matters relating to the performance and activities of carriers and carriage service providers. ACMA oversees the development of Industry Codes and Standards.

The ACIF Industry Code ACIF C564:2004 Deployment of Mobile Phone Network Infrastructure covers the steps telecommunications carriers must take when deciding to place a telecommunications facility such as a mobile phone base station.

Any new telecommunications lease or renewal will be presented to Council for consideration. Depending upon the proposed term and rental amount, Council may need to advertise its intention to enter a lease in accordance with sections 190 and 223 of the Act Local Government Act 1989.

7.6 Process for Establishment Leases

All new leases and lease renewals shall be referred to Council for endorsement.

The following process shall generally apply for negotiating and establishing leaseholds:

- Internal meeting to discuss particulars of proposed tenant with appropriate Council departments

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- Check status of land (ie. title information, Crown land, etc.)
- Confirm any statutory requirements (ie. retail or non-retail lease, Crown land, planning permit)
- Identify suitable tenants of the property
- Review proposal in accordance with this policy
- Obtain current market rental valuation for any commercial and telecommunications lease
- Apply Council's standard community rental as appropriate
- Meet with tenant to discuss proposed terms and conditions of lease
- Forward copy of draft lease to tenant for review
- Prepare Council report to consider and resolve on proposed lease
- If required, arrange public notice of Council's intention to enter into a lease pursuant to section 190 and 223 of the Act
- Arrange for tenant to sign lease
- Council to sign lease under the Chief Executive Officer's delegation
- Update Council's Lease and Asset Register, TRIM and store original deed as a Vital Record
- Make available for public inspection Council's Property Lease Register in accordance the *Local Government Regulations* 2015
- Forward an original copy of the lease to the tenant
- Advise all relevant internal stakeholders (ie. Finance, Revenue Services, Valuations, Information Services, Infrastructure Services, Operations)

Group	Responsible Manager	Document No	Approval Date	Review Date
City Services	Building, Health and Property Services	16/18124		

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7.7 Lease Performance Management Process

The Property Services unit shall conduct an annual review of community and commercial leases (where appropriate), to ensure the tenant is operating in accordance with the essential and other terms and conditions of the lease.

The annual review is in addition to any ongoing monitoring of Council leases and the tenant's obligations, accountabilities and performance under the lease.

Council officers will provide tenants with appropriate notification concerning rental payments, renewal of leases and rent reviews and shall maintain any evidentiary documentation required to be provided by the tenant under the lease.

The following general and special performance criteria shall be applied as part of the lease performance management process.

General

Compliance with essential terms of lease

- Ensuring payment of rent when due and payable
- Keeping premise open for use in accordance with lease operating/trading hours (minimum and maximum)
- Carrying out the permitted use in lease area
- Compliance with all relevant laws
- Payment of rates and taxes where applicable
- Maintaining and producing certificates of currency of insurances annually

Special

Compliance with any special terms of lease

- Providing audited financial reports for the end of most recent financial year where required and demanded
- Implementing Environmental Sustainability Principles (eg. Eco- Buy Green) where applicable

Group	Responsible Manager	Document No	Approval Date	Review Date
City Services	Building, Health and Property Services	16/18124		



- Compliance with Heritage requirements where applicable
- Performing maintenance, repair and improvement obligations where applicable

Complaints/Feedback

- Investigate any complaints received about tenant's operating performance from other Council departments and the community
- Liaise with other Council departments, Victoria Police and Liquor Licensing Victoria (where the tenant is a holder of a liquor license permit) as part of Council's routine referral process when entering into any new lease or lease renewals.

7.8 Liquor License

In relation to the issue of a liquor license, any expected affect upon the security of the premises will be reviewed in detail with Council. Organisations will be required to suitably amend security arrangements to satisfy Council requirements. Tenants shall be reminded to minimise stock holding levels to reduce the temptation of break-ins.

7.9 Gaming

Gambling and gaming machines are generally prohibited in Council facilities and a tenant must not apply for a licence or permit pursuant to the Gambling Regulation Act 2003 (GRA) without the prior consent of Council.

The tenant must seek the prior written consent of Council before applying for any licence under the GRA. Council may withhold its consent or grant consent subject to any special terms and conditions as Council determines in its absolute discretion.

7.10 Lease Variation

Council reserves the right to amend the lease rental if a tenant gains liquor or gaming licenses or gains access to any other similar commercial means of income generation during the life of an

Group	Responsible Manager	Document No	Approval Date	Review Date
City Services	Building, Health and Property Services	16/18124		



agreement. The written consent by Council is required for any such use.

Also, from time to time, variations to a lease may be required regarding legislative changes, alterations to the lease area or changes to any terms and conditions of the lease.

Any lease variations may be authorised by the Chief Executive Officer under his instrument of delegation.

7.11 Maintenance Requirements

The requirement of tenants to maintain their premises will vary depending upon the following factors:

- Type of occupancy (ie. land lease or land and building lease)
- Ability to maintain premises
- Commercial and or revenue potential
- Any special maintenance needs

Two standard maintenance schedules have been developed depending upon whether the subject lease is a land lease or a land and building lease. These schedules will be tailored to specific site requirements as appropriate and will be reviewed annually.

The maintenance schedule will form part of the lease agreement. It is expected that the tenant's use of premises will not have a detrimental environmental impact.

7.12 Building Condition Audits

Council, in conjunction with the tenant, shall be required to complete a building condition report of the premises prior to entering any new lease. Council may carry out random audits during the term of the lease.

The condition reports will enable tenants to clearly identify and record the condition of the Council facility they occupy. These reports are for the benefit of tenants and Council to be aware of the ongoing condition of premises and to ensure properties are properly maintained and budgets are prepared in accordance with ongoing maintenance requirements.

Group	Responsible Manager	Document No	Approval Date	Review Date
City Services	Building, Health and Property Services	16/18124		



7.13 End of Lease Procedures

Council will inspect a premises prior to the termination or expiry of a lease. The tenant shall provide vacant possession of the premises (where appropriate) in a condition agreed to by Council.

It is acknowledged that many community and recreational occupancies will be ongoing, but shall require formalisation by a new Council lease.

Over holding clauses are included in Council lease agreements to allow continued use of the premises by tenants, in the situation where new lease agreements have not been finalised prior to expiry date. Where a clear termination of an agreement is to occur and the tenant is to vacate premises, no over holding clauses will be included in agreements.

8. Consultation

Internal consultation was undertaken in the development of this policy.

9. Related Documents

Essential

- Sporting Grounds and Pavilion Seasonal Allocation Policy
- Sports Development Plan 2014-23
- Club User Guide

General

- Council Plan
- Standard lease documents

Group	Responsible Manager	Document No	Approval Date	Review Date
City Services	Building, Health and Property Services	16/18124		

Quarterly Financial Report

For the financial year to date 31 December 2015



9243 8888

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QUARTERLY FINANCIAL REPORT

financial year-to-date ended

31 December 2015

Quarterly Financial Report – 31 December 2015



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Executive Summary

1. Operating Performance

	YTD Forecast \$'000	YTD Actuals \$'000	YTD Variance \$'000	Annual Budget \$'000	Annual Forecast \$'000	Annual Variance \$'000
Operating						
Revenue	121,375	121,326	(49) ●	139,698	141,222	1,524 ●
Expenditure	(62,961)	(61,846)	1,115 ●	(134,648)	(135,088)	(440) ●
	58,414	59,480	1,066 ●	5,050	6,135	1,085 ●
Other						
Developer and other contributions	2,530	2,596	67 ●	3,016	4,114	1,098 ●
Capital grants & contributions	1,175	1,175	0 ●	833	1,281	448 ●
Contributions - Non Monetary	30	30	0 ●	0	30	30 ●
Profit/(Loss) on asset disposal	217	149	(68) ●	234	439	206 ●
Surplus	62,365	63,429	1,064 ●	9,133	11,999	2,866 ●

Favorable Variance ● Unfavorable Variance < 10% ● Unfavorable Variance > 10% ●

For the financial year-to-date ended 31 December 2015, Council has recorded a surplus of \$63.4M, which is \$1.1M favourable to forecast. The annual forecast is \$12M surplus, \$2.9M favourable to budget. The main contributing factors are a forecast increase in rates & charges (\$0.6M), open space contributions (\$1.1M) and capital grants (\$0.4M).

2. Capital Performance

	YTD Budget \$'000	YTD Actuals \$'000	YTD Variance \$'000	2014/15 C/Forward \$'000	Total Allocation \$'000	Annual Forecast \$'000	Variance \$'000
Corporate & Community Services	1,465	1,258	206 ●	1,376	2,161	2,273	(112) ●
Planning & Development	3,379	1,206	2,172 ●	3,034	8,362	6,483	1,879 ●
City Services	11,134	7,241	3,893 ●	4,064	22,532	22,876	(344) ●
Total capital works	15,977	9,706	6,271 ●	8,474	33,054	31,632	1,423 ●

For the financial year-to-date ended 31 December 2015, Council has expended \$9.7M on the capital works program, \$6.3M behind the year to date budget.

3. Financial Position

	YTD Actuals \$'000	June 2016 Budget \$'000	June 2016 Forecast \$'000	Variance \$'000
Cash and cash equivalents	49,200	33,025	39,040	6,015
Net current assets	88,057	17,951	25,728	7,777
Net assets and total equity	1,334,699	1,255,775	1,281,400	25,625

The June 2016 forecast of \$39.0M is \$6.0M higher than budget due to the higher opening cash balance at the start of the financial year and improved forecast surplus. The Net Asset variance (\$25.6M) is due to the re-valuation of non-current assets which occurred in June 2015.

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4. Procurement Policy Compliance

Procurement YTD compliance is 89.30%. At the same time last year the compliance rate was 84.14%.

Chief Executive	Compliance* (Current Mth)	Compliance* (2015/16)	Compliance* June 2015	Procurement Policy Compliance 2015/16
EM - Chief Executive Office	62.50%	78.95%	100.00%	
Communications & Customer Service	94.12%	88.17%	88.85%	
Human Resources	96.58%	92.00%	89.47%	
Weighted Average	94.74%	90.97%	89.51%	
Corporate & Community Services				
EM - Corporate & Community Services	87.88%	77.87%	80.25%	
Aged & Disability Services	86.50%	86.11%	87.88%	
Family & Children Services	79.58%	89.30%	79.98%	
Finance	92.86%	88.52%	89.30%	
Information Services	90.24%	88.25%	90.84%	
Legislative Services & Support	80.56%	87.99%	92.53%	
Weighted Average	84.38%	87.52%	88.95%	
City Services				
EM - City Services	66.67%	74.07%	66.67%	
Arts, Culture & Libraries	95.43%	95.01%	86.30%	
Building, Health & Property Services	85.71%	90.41%	85.92%	
Infrastructure Services	97.39%	91.13%	88.27%	
Operations	92.01%	91.29%	89.72%	
Weighted Average	88.96%	92.41%	83.20%	
Planning & Development				
EM - Planning & Development	50.00%	72.41%	96.77%	
City Planning	85.71%	71.64%	79.10%	
Community Planning	92.71%	87.35%	86.11%	
Statutory Planning	96.30%	94.24%	79.10%	
Technical Services	63.49%	72.53%	86.35%	
Weighted Average	83.41%	80.24%	88.34%	
Organisational Average				
	89.73%	89.30%	86.96%	

*Please note: Highlighted figures indicate compliance below 85% target.

Quarterly Financial Report – 31 December 2015



5. Financial Indicators

Financial Performance Measures		Measure	Sustainable	Budget	Forecast
Underlying Result	Measure whether revenues exceed expenses	Net Surplus (Deficit) less: - Capital grants & contributions	> \$1	\$8M	\$11M ●
Working Capital	Measures the ability to pay existing liabilities in the next 12 months	$\frac{\text{Current Assets}}{\text{Current Liabilities}}$	120%-200%	173%	205% ●
Unrestricted Cash	¹ Measures the proportion of current liabilities that can be paid from unrestricted cash	Cash balance less: - Capital Carry Forwards - LSL obligations - Conditional grants - Statutory reserves	> \$1	\$3M	\$10M ●
Indebtedness	² Measures the proportion of rates that is required to underwrite existing debt	$\frac{\text{Interest bearing loans} + \text{borrowing}}{\text{Total rates}}$	20%-60%	1%	1% ●
Debt Repayments	Measures the capability to service current debt	$\frac{\text{Interest} + \text{loan principal repayments}}{\text{Total rates}}$	0%-5%	3.1%	3.1% ●
Asset Renewal	³ Measures the ability to meet asset renewal demand	$\frac{\text{Asset renewal expenditure}}{\text{Depreciation}}$	90%-110%	74%	76% ●
Rates Concentration	Measures the concentration of revenue sources and reliance on rates	$\frac{\text{Rates}}{\text{Total underlying revenue}}$	50%-110%	72%	72% ●

1. Increased forecast is due to a higher than budgeted cash balance as at 30 June 2015.
2. The 1% indicates Council has sufficient rate revenue to underwrite existing debt.
3. Council includes asset renewal expenditure in operating expenses so the actual renewal amount is higher than 76%. End of year processes including the capitalisation of asset investment results in a re-alignment of renewal expenditure.

6. Other Business

1. Loan Portfolio – It is recommended to use part of the operating performance annual variance of \$2.9M to extinguish Council's loan portfolio by no later than 30 June 2016.

Dale Monk
 Manager Finance

Quarterly Financial Report – 31 December 2015



1. Operating Performance

a. Operating Revenue

	YTD Forecast \$'000	YTD Actuals \$'000	YTD Variance \$'000	Annual Budget \$'000	Annual Forecast \$'000	Annual Variance \$'000
Revenues						
Rate and Charges	101,127	101,141	14 ●	101,010	101,601	591 ●
Grants Operating	7,433	7,448	15 ●	15,103	15,155	52 ●
User Fees and Charges	8,460	8,427	(33) ●	15,974	16,391	417 ●
Statutory Fees and Fines	3,271	3,200	(71) ●	5,983	6,292	309 ●
Other Revenue	1,084	1,110	26 ●	1,629	1,784	155 ●
Total operating revenue	121,375	121,326	(49) ●	139,698	141,222	1,524 ●

Annual variance is primarily due to a forecast increase in rates and charges (see further analysis below), as well as an increase childcare grant funding and user fees (\$291K), road reinstatement fees (\$135K), Clocktower income (\$143K) and town planning fees (\$70K).

Rates & Charges	YTD Forecast \$'000	YTD Actuals \$'000	YTD Variance \$'000	Annual Budget \$'000	Annual Forecast \$'000	Annual Variance \$'000
Rates Non Residential	9,012	9,018	6 ●	8,739	9,005	266 ●
Rates Residential	74,611	74,615	4 ●	74,608	74,633	25 ●
Ex Gratia Rates	1,387	1,387	(0) ●	1,428	1,387	(41) ●
Municipal Charge	7,264	7,264	(0) ●	7,198	7,263	64 ●
Garbage Charge	6,755	6,753	(2) ●	6,411	6,744	333 ●
Green Waste Service Charge	1,626	1,628	2 ●	1,608	1,629	21 ●
Commercial Vacant Land Rates	414	414	0 ●	503	414	(89) ●
Rates Recovered	57	62	5 ●	150	161	11 ●
Special Charge	0	0	0 ●	365	365	0 ●
Total rates & charges revenue	101,127	101,141	14 ●	101,010	101,601	591 ●

b. Operating Expenses

	YTD Forecast \$'000	YTD Actuals \$'000	YTD Variance \$'000	Annual Budget \$'000	Annual Forecast \$'000	Annual Variance \$'000
Expenses						
Employee Benefits	32,404	32,085	319 ●	67,748	67,489	260 ●
Materials and Services	20,643	19,912	731 ●	46,765	47,476	(711) ●
Finance Costs	99	99	0 ●	289	289	0 ●
Depreciation and Amortisation	9,491	9,491	1 ●	18,982	18,982	(0) ●
Bad and Doubtful Debts	1	0	1 ●	333	333	(0) ●
Other Expenses	259	258	1 ●	531	519	12 ●
Internal Allocations	63	(0)	63 ●	(0)	(0)	0 ●
Total operating expenses	62,961	61,846	1,115 ●	134,648	135,088	(440) ●

YTD variance is due to timing related payments for materials and services and timing related payments for employee benefits.

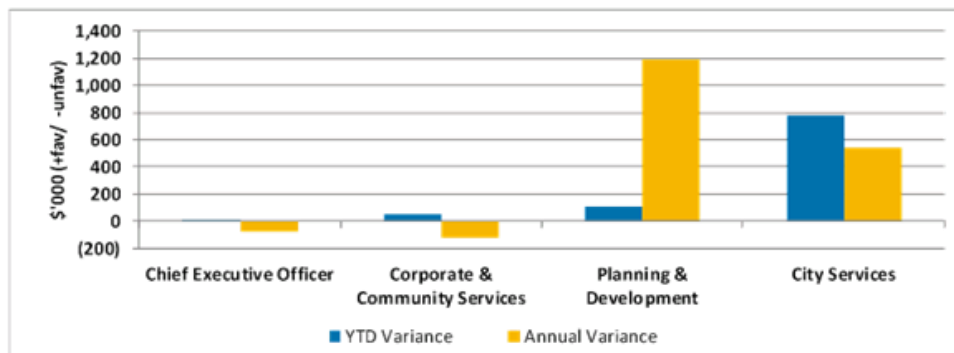
Annual variance is due to an increase in agency staff across the organisation (\$890K) which is partially offset by savings in employee benefits.

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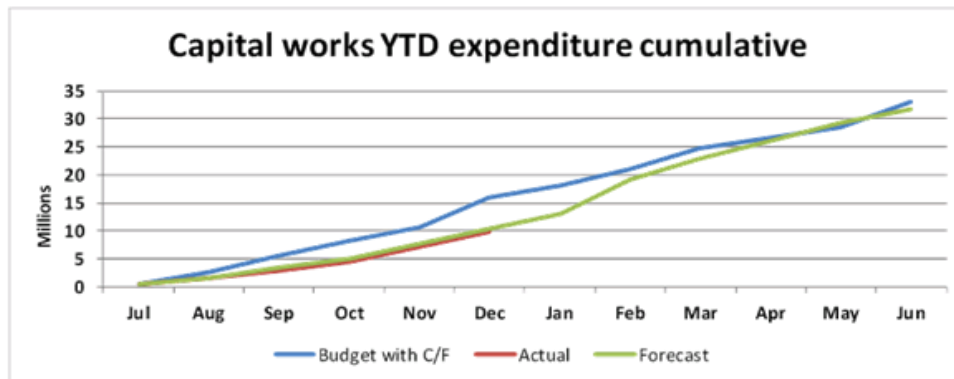


c. Directorate Analysis

	YTD Forecast \$'000	YTD Actuals \$'000	YTD Variance \$'000	Annual Budget \$'000	Annual Forecast \$'000	Annual Variance \$'000
Chief Executive Officer	2,981	2,981	0	6,145	6,219	(74)
Corporate & Community Services	9,138	9,087	50	20,615	20,734	(119)
Planning & Development	3,579	3,469	110	12,393	11,203	1,189
City Services	15,824	15,047	777	37,308	36,768	541
	31,522	30,584	938	76,461	74,925	1,537
Corporate items & rate revenue	(93,887)	(94,013)	126	(85,594)	(86,924)	1,329
Surplus	62,365	63,429	1,064	9,133	11,999	2,866



2. Capital Performance



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3. Financial Position

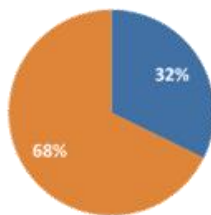
	YTD Actuals \$'000	June 2016 Budget \$'000	June 2016 Forecast \$'000	Variance \$'000
Cash and cash equivalents	49,200	33,025	39,040	6,015
Net current assets	88,057	17,951	25,728	7,777
Net assets and total equity	1,334,699	1,255,775	1,281,400	25,625

Loan Portfolio

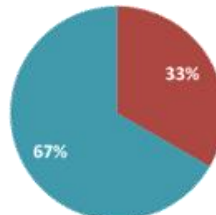
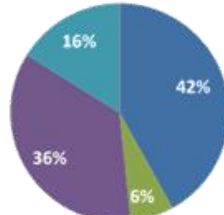
Description	Started	Term Years	End	Principal \$'000	Interest Rate %	Balance \$'000
Loan 203 - Westpac	23/06/2006	10	23/06/2016	3,856	6.40	382
Loan 204 - NAB	26/06/2007	10	26/06/2016	7,563	7.02	1,501
Loan 208 - CBA	26/06/2013	3	26/06/2017	4,000	4.06	701
Total						2,584

Investments

Short Term < 90 Days



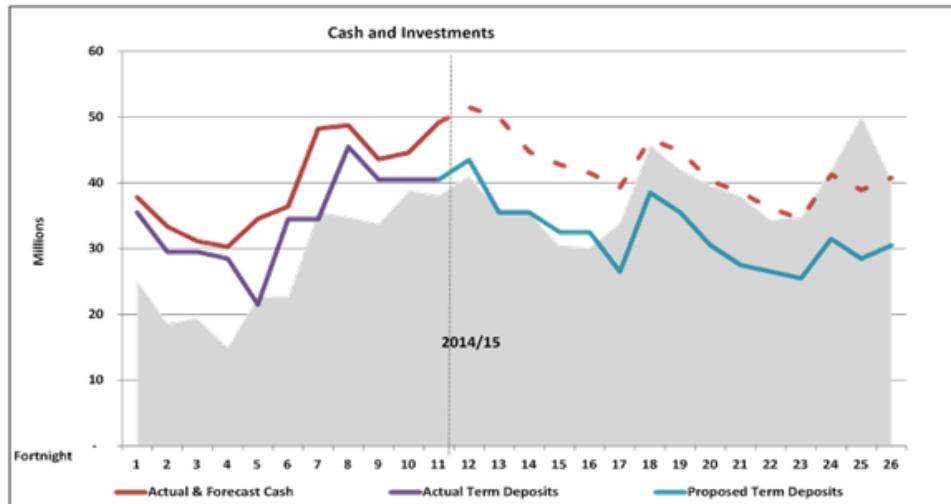
Medium Term 90 - 180 Days Long Term > 180 Days



■ Bank West
 ■ Bendigo Adelaide
 ■ IMB
 ■ ME Bank
 ■ NAB
 ■ Westpac

Financial Institution	S & P Rating	Invest Type	Principal \$'000	Maturity Date	Term Days	Interest Rate %
Westpac	A1+/AA-	At Call	4,200	At Call	At Call	2.30
ME Bank	A2/BBB	Term Dep	4,000	04/01/2016	90	2.90
NAB	A1+/AA-	Term Dep	5,000	04/01/2016	90	2.98
Bank West	A1+/AA-	Term Dep	2,000	05/01/2016	88	2.85
NAB	A1+/AA-	Term Dep	8,000	11/02/2016	365	3.20
Bank West	A1+/AA-	Term Dep	2,000	17/02/2016	125	2.85
Bendigo Adelaide	A2/A-	Term Dep	4,000	29/02/2016	181	2.80
ME Bank	A2/BBB	Term Dep	4,000	02/03/2016	90	3.00
Bank West	A1+/AA-	Term Dep	4,000	10/03/2016	90	3.05
Bank West	A1+/AA-	Term Dep	5,000	29/03/2016	118	3.00
IMB	A2/BBB	Term Dep	2,000	29/03/2016	118	2.75
Bank West	A1+/AA-	Term Dep	2,000	11/04/2016	116	3.00
ME Bank	A2/BBB	Term Dep	3,000	09/05/2016	144	3.00
Total			49,200		Weighted Av	2.93

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4. Project Detail

a. Projects carried forward from 2014/15

Projects by Category	YTD Budget \$'000	YTD Actuals \$'000	YTD Variance \$'000	Total Alloc \$'000	2015/16 Forecast \$'000	Budget Variance \$'000
Corporate & Community Services						
Server Applications Upgrade	96	66	29 ●	156	156	-
Hopetoun Children's Centre Improvements	902	927	(25) ●	1,300	1,300	-
Strathmore Family and Childrens Centre Upgrade	50	46	4 ●	50	130	(80)
Planning & Development						
Arterial Road Issues	41	-	41 ●	82	22	60
Avondale Heights Community Precinct Improvements - Clarendon	38	-	38 ●	38	38	-
Avondale Heights Community Precinct Multi-Purpose Facility	62	-	62 ●	62	62	-
Better Moves Around Schools Program Implementation	83	82	0 ●	165	165	-
Bicycle Path Audit Actions	39	-	39 ●	77	77	-
Brees Road Drainage Improvements	-	1	(1) ●	288	288	-
Clifton Street Easement Drainage Improvements -	-	-	-	430	-	430
Craigieburn Rail Corridor Bicycle Lanes	42	-	42 ●	42	42	-
Drainage Related WSUD Works	92	78	14 ●	183	98	85
Fairbairn Park Master Plan Implementation -	64	68	(4) ●	258	258	-
Glenferrie Road Drainage Study	253	224	29 ●	253	216	37
Hamilton Street Drainage Improvements	265	3	262 ●	265	265	-
Hockey Lane Public Lighting Installation	-	-	-	55	-	55
Integrated Transport Plan Implementation	118	30	88 ●	235	235	-
Maribyrnong River Master Plan Implementation	100	25	75 ●	182	182	-
Moonee Ponds Activity Centre Structure Plan Implementation	50	-	50 ●	50	16	35
Moonee Ponds Creek Master Plan Development	80	7	73 ●	130	130	-
Pascoe Avenue Road Safety Works	-	4	(4) ●	42	2	40
Racecourse Road Revitalisation Project	46	49	(3) ●	46	50	(4)
Retail Shopping Centres Improvement Program	85	45	40 ●	158	158	-
Signage / Infrastructure and cycle parking	24	-	24 ●	24	24	-
Signage Renewals	40	23	17 ●	40	30	10
Term Street - Loeman Street to Strathmore	102	198	(96) ●	102	198	(96)
Traffic Management Related WSUD Works	55	-	55 ●	110	91	19
Traffic/Transport Joint Infrastructure Projects (Dept of Jus	210	4	206 ●	210	210	-
Travancore Park Shared Path Feasibility & Implementation -	-	5	(5) ●	540	5	535
Urban Design Related WSUD Works	50	13	37 ●	75	75	-
Walking and Cycling Strategy Implementation	299	58	240 ●	597	472	125
City Services						
Library and Learning Infrastructure Planning	-	-	-	30	30	-
Public Art Renovations	10	-	10 ●	41	30	11
Plant and Equipment	1,172	865	307 ●	3,337	3,337	-
Public Street Lighting (Distributor owned)	200	86	114 ●	455	1,229	(774)
Facilities Related Air-conditioning and Heating	53	63	(10) ●	68	68	-
Facilities Related Renewable Energy and Efficiencies -	117	129	(13) ●	292	292	-
MAV Shade Grant Project	6	-	6 ●	6	6	-
Ladies Cricket Club Pavilion/Facilities Refurbishment	2,000	1,410	590 ●	2,030	2,031	(1)
Lebanon Reserve Pavilion Improvements -	300	2	298 ●	1,223	1,223	-
Strathmore Tennis Club Court Improvements	340	146	194 ●	340	340	-
Niddrie Shopping Centre Public Convenience	230	226	4 ●	230	695	(465)
Fairbairn Park (Middle) Pavilion Improvements	157	9	148 ●	157	19	138
Airport West Tennis Club Court Improvements -	200	4	196 ●	499	499	-
Boeing Reserve Sports Field Lighting -	103	1	102 ●	171	1	171
Bridge Remedial/Renewal Works	41	37	4 ●	101	101	-
Cost	8,211	4,934	3,276 ●	15,224	14,893	331

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b. Capital Works 2015/16 Projects

Projects by Category	YTD Budget \$'000	YTD Actuals \$'000	YTD Variance \$'000	Annual Budget \$'000	2015/16 Forecast \$'000	Budget Variance \$'000
Corporate & Community Services						
Aged & Disability Services						
Burley Griffin Neighbourhood Centre Improvements -	130	154	(24) ●	130	154	(24)
HACC Minor Capital Works	-	7	(7) ●	-	7	(7)
Strathmore Men's Shed Feasibility	-	1	(1) ●	-	1	(1)
Information Services						
Corporate Applications	30	-	30 ●	60	60	-
End User Improvements	20	-	20 ●	60	60	-
Infrastructure Replacement Program	15	12	3 ●	15	15	-
Mobile Technologies Implementation	40	13	27 ●	60	60	-
Network Link Upgrades	30	2	28 ●	30	30	-
Server Hardware Replacement	75	18	57 ●	150	150	-
Family & Children's Services						
Family & Children's Services Facilities Furniture & Fittings	28	9	19 ●	50	50	-
Family & Children's Services Facilities Outdoor Playspace	50	4	46 ●	100	100	-
Total	418	220	198 ●	655	687	(32)
Planning & Development						
Community Planning						
Flemington Community Centre Concept Plan Development -	50	-	50 ●	50	50	-
Technical Services						
Alfred Road & Amelia Avenue Drainage Improvements	-	15	(15) ●	-	14	(14)
Amelia Avenue Drainage Improvements - In the vicinity of No.	-	-	-	470	470	-
Do Not Leave Children in Cars' Community Safety Campaign	40	5	35 ●	40	40	-
Epsom Road/Doncaster Street Traffic Signals -	260	-	260 ●	260	-	260
Flemington Hill Traffic and Parking Study Implementation	-	6	(6) ●	-	6	(6)
Heritage Street Drainage Improvements - ROW from Buckley	-	-	-	-	-	-
Kelvin Close Street Diversion Drainage Works - Albert St,	-	26	(26) ●	450	450	-
Laluma Street Drainage Upgrade - Laluma Street	-	-	-	30	30	-
Local Area Traffic Management ("LATM")	-	-	-	50	50	-
Local Area Traffic Management ("LATM")	103	0	102 ●	205	50	155
Local Area Traffic Management ("LATM")	-	0	(0) ●	50	50	-
Local Area Traffic Management ("LATM")	83	2	80 ●	185	50	115
Moonee Ponds Creek Shared Path Works	-	-	-	20	20	-
Pascoe Vale Road Drainage Improvements -	-	-	-	50	50	-
Reactive Traffic Management Works	-	2	(2) ●	-	-	-
Reactive Traffic Management Works	120	14	106 ●	360	360	-
Road Safety Plan Implementation	65	1	64 ●	130	70	60
Safe Pedestrian Links to Railway Links Improvements	-	82	(82) ●	-	-	-
Steele Creek Footbridge Upgrade -	173	-	173 ●	173	173	-
Treadwell Street Car Park	-	0	(0) ●	-	-	-
Windsor Avenue & Balmoral Avenue Drainage Improvement Study	-	-	-	30	30	-
Works to Rectify Defective Drains	55	0	55 ●	110	110	-
City Planning						
Aberfeldie Park Master Plan Implementation-Wetland Design	-	-	-	-	-	-
Airport West Green Spine Project Implementation -	-	17	(17) ●	700	700	-
Cross Keys Reserve Master Plan Review -	20	18	2 ●	20	20	-
Five Mile Creek Reserve Improvements	20	11	9 ●	30	30	-
Moonee Ponds Creek Master Plan Development - Creek Corridor,	-	24	(24) ●	-	25	(25)
Mount Alexander Road Landscape and Streetscape Upgrade -	30	-	30 ●	30	30	-
Pridham Plaza Landscape Upgrade - Racecourse	10	4	6 ●	40	36	4
Queens Park Master Plan Implementation -	40	34	6 ●	60	60	-
Rose Hill Park Master Plan Review - Rachelle Road,	25	13	12 ●	30	30	-
Rosehill Park Easement Improvements - St. Bernards Drive to	20	5	15 ●	30	30	-
Union Road Streetscape Upgrade - Union Road, Ascot Vale	30	8	22 ●	40	40	-
Total	1,143	288	855 ●	3,623	3,074	549
City Services						
Arts, Culture & Libraries						
Clocktower Centre Renewal & Improvements -	15	20	(5) ●	60	60	-
Clocktower Theatre Improvements	-	-	-	-	-	-
Incinerator Gallery Renewal Works -	10	0	10 ●	300	90	210
Library Audio Visual Resources	93	91	2 ●	145	145	-
Library Books and Other Resources	234	241	(7) ●	470	470	-
Library External Signage	25	-	25 ●	25	95	(70)

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Projects by Category	YTD Budget \$'000	YTD Actuals \$'000	YTD Variance \$'000	Annual Budget \$'000	2015/16 Forecast \$'000	Budget Variance \$'000
Library Furniture and Shelving Renewal	65	50	15 ●	105	105	-
Premiers Reading Challenge - Books	-	-	-	16	16	-
Operations						
Afton Street Conservation Park Master Plan Implementation -	25	33	(8) ●	50	50	-
Arcade Way Reserve Improvements - Arcade Way, Keilor East	8	6	1 ●	15	15	-
Barbeque Renewal Program	26	7	19 ●	26	26	-
Boeing Reserve Improvements - Mascoma Street, Strathmore	40	1	39 ●	80	80	-
Buildings Renewals & Upgrades	70	169	(99) ●	220	220	-
Christmas Decorations Renewal	60	50	10 ●	100	100	-
Civic Centre Improvements	-	-	-	-	-	-
Civic Centre Renewal & Improvements -	100	22	78 ●	150	150	-
Collier Park - Fencing for Dogs Off-Leash Area -	-	3	(3) ●	100	30	70
Drinking Fountain Renewal Program	17	11	6 ●	17	17	-
Edging Renewal Program	10	14	(4) ●	20	20	-
Facilities Related WSUD Works	10	10	0 ●	20	20	-
Fence Renewal Program	40	7	33 ●	80	80	-
Flags, Banners and Decorations	3	-	3 ●	10	10	-
Gate Renewal Program	7	-	7 ●	13	13	-
Master Key System Upgrade	50	50	(0) ●	50	50	-
Mobile Bin Renewals	50	92	(42) ●	110	110	-
Napier Park Management Plan Implementation - Napier Street,	15	16	(1) ●	30	30	-
Neighbourhood and Local Parks Greening	30	44	(14) ●	150	150	-
Nets Renewal Program	47	57	(10) ●	63	63	-
Path (soft paths) Renewal Program	20	38	(18) ●	124	124	-
Play Space Plan Implementation	-	134	(134) ●	300	300	-
Remnant Grassland Vegetation	35	27	8 ●	70	70	-
Seating Renewal Program	46	27	19 ●	92	92	-
Shelter Renewal Program	75	11	64 ●	150	150	-
Sign Renewal Program	7	-	7 ●	13	13	-
Sports Field Renewal Program	190	80	110 ●	325	325	-
Steele Creek Master Plan Implementation - Rachelle Road	38	37	1 ●	75	75	-
Street Furniture Renewals	60	8	52 ●	100	100	-
Tree Planting & Replacement - In local streets	150	223	(73) ●	300	300	-
Urban Forest Renewal	-	61	(61) ●	80	80	-
Water Assets Renewal Program	6	-	6 ●	12	12	-
Whitegoods, Furniture, Small Plant Replacements	18	13	5 ●	45	36	9
Woodlands Park/Salmon Reserve Master Plan Implementation -	-	-	-	10	10	-
Infrastructure Services						
Arcade Square - Arcade Way to West Gateway, Keilor East	16	26	(10) ●	32	27	5
Arcade Way - Prospect Drive to Arcade Square, Keilor East	23	31	(8) ●	46	33	13
Ascot Vale Leisure Centre Aquatics Renewal and Upgrade Works	1,400	591	809 ●	2,600	1,434	1,166
Ascot Vale Leisure Centre Improvements -	100	56	44 ●	230	230	-
Ascot Vale Leisure Centre Major Air-Conditioning and Heating	250	-	250 ●	500	500	-
Asset Management System Implementation	-	7	(7) ●	50	50	-
Bond Court - Sterling Drive to Dead End, Keilor East	8	11	(4) ●	15	11	4
Clocktower Centre Painting - Mt. Alexander and	80	6	74 ●	310	420	(110)
Clough Street - Intervale Drive to Ridge Drive,	9	16	(8) ●	17	17	-
Cross Keys Reserve Sports Field Lighting -	-	7	(7) ●	180	7	173
Dinah Parade Retail Precinct Lighting -	-	-	-	17	17	-
Drainage Pit Repairs	30	7	23 ●	60	60	-
Duffy Street - Keilor Road to No. 12, North Essendon	25	-	25 ●	49	-	49
East Keilor Leisure Centre Redevelopment -	50	-	50 ●	100	100	-
East Keilor Leisure Centre Renewal Works -	75	92	(17) ●	150	150	-
El Reno Crescent - McNamara Avenue to Grange Road,	24	35	(12) ●	47	36	11
El Reno Crescent - Roberts Road to Fraser Street,	23	34	(11) ●	46	35	11
Essendon Traffic School Improvements	-	1	(1) ●	-	1	(1)
Footpath Replacement and Renewal Works	300	156	144 ●	600	600	-
Fullarton Road - Bus stop to Mooma Drive, Airport West	178	367	(189) ●	356	367	(11)
Harold Street - Hurtle Street to No. 30, Ascot Vale	23	-	23 ●	45	-	45
Hurtle Street - Newsom Street to Maribymong Road,	45	73	(29) ●	89	73	16
Intervale Drive - The Crossway South to Dead End,	38	55	(18) ●	75	55	20
Intervale Drive - The Crossway South to first road hump	11	17	(6) ●	21	17	4
Kendale Street - McNamara Avenue to Dead End, Airport West	7	8	(1) ●	14	8	6
Louis Street - Victory Road to Moore Road, Airport West	76	-	76 ●	151	115	36
Marshall Road - Sexton Street to Matthews Avenue,	307	-	307 ●	613	571	42

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Projects by Category	YTD Budget \$'000	YTD Actuals \$'000	YTD Variance \$'000	Annual Budget \$'000	2015/16 Forecast \$'000	Budget Variance \$'000
Merchiston Grove - Magdala Avenue to Camarvon	24	24	(1) ●	47	24	23
Montgomery Park Northern Playspace Upgrade -	-	0	(0) ●	105	105	-
Myross Avenue - James Street to Charles Street, Ascot Vale	25	-	25 ●	50	-	50
P.A. Kirchner Reserve Improvements	-	76	(76) ●	-	76	(76)
Pedestrian Paths Accessibility and Mobility Improvements	50	24	26 ●	100	100	-
Players & Umpires Benches & Shelters -	20	-	20 ●	20	20	-
Prince Street - Keilor Road to Kerferd Street,	39	3	36 ●	78	79	(1)
Queens Park Pool Renewal and Improvements -	65	56	9 ●	65	65	-
Ridge Drive - The Crossway South to North Road,	40	92	(52) ●	80	94	(14)
Right of Way Renewal and Reactive Works	50	-	50 ●	100	100	-
River Avenue - Doncaster Street to No. 21, Ascot Vale	12	-	12 ●	23	-	23
Riverside Golf and Tennis Centre Renewal Works -	40	37	3 ●	50	50	-
Road Renewals and Reactive Works	288	338	(50) ●	575	2,558	(1,983)
Rodd Road - Walton Street to End of Road, Airport West	54	-	54 ●	107	46	61
Rosehill Park Public Convenience Improvements -	-	-	-	280	-	280
Rostella Crescent - Norwood Drive to Grantchester	29	48	(19) ●	57	48	9
Scoreboard Implementation	90	1	89 ●	120	120	-
Scorers Box, Players Dugout & Fencing -	61	55	6 ●	61	61	-
Sexton Street - Parer Road to Moore Road, Airport West	110	-	110 ●	220	-	220
Sterling Drive - Parkside Avenue to Grantchester	126	189	(63) ●	252	189	63
Strathnaver Reserve Car Park Improvements -	-	-	-	30	30	-
Victory Road - Cope Street to Matthews Avenue, Airport West	244	-	244 ●	488	305	183
Woodland Street - No. 30 to Wallace Crescent, Strathmore	18	15	3 ●	35	15	20
Woods Street - Newsom Street to Harold Street, Ascot Vale	38	-	38 ●	76	-	76
Works to Rectify Defective Drains	-	56	(56) ●	-	56	(56)
Total	6,205	4,264	1,941 ●	13,553	12,977	576
Sub Total	7,766	4,771	2,995 ●	17,831	16,738	1,093
Cost	15,977	9,706	6,271 ●	33,054	31,632	1,424

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Appendix A

- Income Statement
- Balance Sheet
- Cash Flow Statement
- Capital Works Statement

Quarterly Financial Report – 31 December 2015



Income Statement

For the financial year to date ending 31 December 2015

	YTD Forecast \$'000	YTD Actuals \$'000	YTD Variance \$'000	Annual Budget \$'000	Annual Forecast \$'000	Annual Variance \$'000
Income						
Rate and Charges	101,127	101,141	14	101,010	101,601	591
Statutory Fees and Fines	3,271	3,200	(71)	5,983	6,292	309
User Fees	8,460	8,427	(33)	15,974	16,391	417
Grants - Operating	7,433	7,448	15	15,103	15,155	52
Grants - Capital	1,175	1,175	0	833	1,281	448
Contributions - Monetary	2,530	2,596	67	3,016	4,114	1,098
Contributions - Non Monetary Assets	30	30	0	0	30	30
Other Income	1,084	1,110	26	1,629	1,784	155
Total income	125,109	125,127	18	143,548	146,648	3,100
Expenses						
Employee Benefits	32,404	32,085	319	67,748	67,489	260
Materials and Services	20,643	19,912	731	46,765	47,476	(711)
Bad and Doubtful Debts	1	0	1	333	333	(0)
Depreciation and Amortisation	9,491	9,491	0	18,982	18,982	(0)
Borrowing Costs	99	99	0	289	289	0
Other Expenses	259	258	1	531	519	12
Internal Allocations	63	(0)	63	(0)	(0)	0
Total expenses	62,961	61,846	1,115	134,648	135,088	(440)
Surplus for the year	62,149	63,281	1,132	8,899	11,560	2,661
Profit/(Loss) on Sale of Assets	217	149	(68)	234	439	206
Surplus for the year	62,365	63,429	1,064	9,133	11,999	2,866

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Balance Sheet

As at 31 December 2015

	YTD Actuals \$'000	Annual Budget \$'000	Annual Forecast \$'000	Annual Variance \$'000
Current assets				
Cash and Cash Equivalents	49,200	33,025	39,040	6,015
Receivables *	61,833	8,787	10,661	1,874
Inventories	40	0	0	0
Other Assets	363	689	574	(115)
Total current assets	111,437	42,501	50,274	7,773
Non-current assets				
Financial Assets	425	245	245	0
Property, Plant and Equipment, Infrastructure	1,244,993	1,234,501	1,253,813	19,312
Investment Property	2,878	4,161	2,878	(1,283)
Intangible Assets	211	471	357	(114)
Total non-current assets	1,248,507	1,239,378	1,257,293	17,915
Total assets	1,359,944	1,281,879	1,307,567	25,688
Current liabilities				
Trust Funds	7,196	1,471	1,508	(37)
Trade and Other Payables	2,046	10,089	9,697	392
Employee Provisions	12,574	11,970	12,322	(352)
Interest Bearing Loans and Borrowings	1,564	1,020	1,020	0
Total current liabilities	23,381	24,550	24,547	3
Non-current liabilities				
Employee Provisions	844	1,554	1,621	(67)
Interest Bearing Loans and Borrowings	1,020	0	0	0
Total non-current liabilities	1,864	1,554	1,621	(67)
Total liabilities	25,245	26,104	26,168	(64)
Net assets	1,334,699	1,255,775	1,281,400	25,625
Equity				
Accumulated Surplus	542,280	479,689	488,120	8,431
General Reserves	12,132	15,754	12,992	(2,762)
Asset Revaluation Reserve	780,288	760,332	780,288	19,956
Total equity	1,334,699	1,255,775	1,281,400	25,625

* This amount will reduce as rates instalments are paid each quarter.

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Cash Flow Statement

For the financial year to date ending 31 December 2015

	YTD Budget \$'000 Inflows (Outflows)	YTD Actuals \$'000 Inflows (Outflows)	YTD Variance \$'000 Inflows (Outflows)	Annual Budget \$'000 Inflows (Outflows)	Annual Forecast \$'000 Inflows (Outflows)	Annual Variance \$'000 Inflows (Outflows)
Cash flows from operating activities						
<i>Receipts</i>						
Rates	40,979	55,885	14,906	100,791	101,471	680
Capital Grants & Contributions	114	1,175	1,061	833	833	0
Grants - Operating	6,608	7,448	840	15,103	15,233	130
Statutory Fees	3,545	3,005	(540)	6,581	6,751	169
User Fees & Charges	6,761	7,758	997	17,571	17,918	346
Reimbursements & Contributions	182	6,083	5,901	2,500	3,236	736
Repayment of Trust Funds and Deposits	0	(115)	(115)	0	0	0
Interest	881	446	(435)	0	860	860
Other Revenue	0	358	358	7,240	6,228	(1,013)
	59,071	82,042	22,971	150,620	152,529	1,908
<i>Payments</i>						
Payments to Employees	(25,809)	(31,284)	(5,475)	(66,999)	(66,922)	77
Payments to Suppliers	(23,212)	(31,234)	(8,023)	(52,391)	(53,318)	(927)
	(49,021)	(62,518)	(13,497)	(119,390)	(120,239)	(850)
Net cash (used in) / provided by operating activities	10,050	19,524	9,474	31,230	32,289	1,059
Cash flows from investing activities						
Proceeds from sales of property, plant & equipment	414	330	(84)	1,359	1,565	206
Payments for property, plant & equipment	(15,977)	(9,705)	6,272	(29,171)	(32,112)	(2,941)
Net cash used in investing activities	(15,562)	(9,375)	6,187	(27,811)	(30,547)	(2,736)
Cash flows from financing activities						
Repayment of Borrowings	(2,125)	(1,273)	852	(2,837)	(2,837)	(0)
Repayment of Trust Funds and Deposits	0	0	0	0	0	0
Finance Costs	(453)	(99)	354	(289)	(289)	(0)
Net cash used in financing activities	(2,578)	(1,372)	1,206	(3,126)	(3,127)	(0)
Net decrease in cash held	(8,090)	8,776	16,867	293	(1,384)	(1,677)
Cash at beginning of period	32,732	40,424	7,692	32,732	40,424	7,692
Cash at 31 December 2015	24,642	49,200	24,558	33,025	39,040	6,015

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Capital Works Statement

For the financial year to date ending 31 December 2015

	YTD Budget \$'000	YTD Actuals \$'000	YTD Variance \$'000	Total Allocation \$'000	2014/15 Forecast \$'000	Annual Variance \$'000
Property						
Land	0	0	0	0	0	0
Land improvements	0	0	0	0	0	0
Total land	0	0	0	0	0	0
Buildings	6,365	4,070	2,295	10,697	9,581	1,115
Building improvements	0	0	0	0	0	0
Leasehold improvements	0	0	0	0	0	0
Heritage buildings	0	0	0	0	0	0
Total buildings	6,365	4,070	2,295	10,697	9,581	1,115
Total property	6,365	4,070	2,295	10,697	9,581	1,115
Plant and equipment						
Plant, machinery and equipment	1,172	865	307	3,337	3,337	0
Fixtures, fittings and furniture	330	222	107	559	620	(61)
Computers and telecommunications	306	117	188	581	580	0
Heritage plant and equipment	0	0	0	0	0	0
Library books	327	332	(6)	631	631	(0)
Total plant and equipment	2,134	1,537	597	5,107	5,168	(61)
Infrastructure						
Roads	2,968	1,805	1,163	5,845	6,257	(412)
Bridges	214	37	177	274	274	0
Footpaths and cycleways	691	243	447	1,899	1,239	660
Drainage	695	409	285	2,619	2,137	482
Recreational, leisure and community facilities	801	238	563	1,409	1,238	170
Waste management	0	0	0	0	0	0
Parks, open space and streetscapes	2,100	1,366	734	5,164	5,707	(543)
Aerodromes	0	0	0	0	0	0
Off street car parks	0	0	0	0	0	0
Other infrastructure	10	0	10	41	30	11
Total infrastructure	7,478	4,099	3,379	17,251	16,882	368
Total capital works expenditure	15,977	9,705	6,271	33,054	31,632	1,423
Represented by:						
New asset expenditure	283	32	251	578	235	344
Asset renewal expenditure	6,292	4,195	2,097	14,037	14,361	(324)
Asset expansion expenditure	2,323	1,482	841	3,515	3,103	412
Asset upgrade expenditure	7,079	3,996	3,083	14,925	13,934	991
Total capital works expenditure	15,977	9,705	6,271	33,054	31,632	1,423

Appendix B - Procurement and Contract Management Data

Procurement and Contract Compliance – December 2015						
Contracts Recently Executed					Contracts Soon to be Executed	
Tech3 Contract Number	Contract Name	Contract Value	Supplier Name	Contract Start Date	Contract Expiry Date	Responsible Department
100013	2014 MOONIE VALLEY FESTIVAL	111,040.00	MOI GROUP PTY LTD	01/01/2014	31/03/2014	CITY PLANNING
100014	CLOCKWORK CENTER PAINTING PROJECT	375,150.00	TANIMOR BUILDING GROUP PTY LTD	04/01/2014	24/03/2014	INFRASTRUCTURE SERVICES
100015	MONTGOMERY PARK PLAYGROUND UPGRADE WORKS	115,110.00	MOI GROUP PTY LTD	01/01/2014	31/03/2014	INFRASTRUCTURE SERVICES
100017	MOONIE VALLEY SPORTS HUB FLOOR LAYING	136,100.00	POWERS TRIST & SUTHERS	04/01/2014	30/03/2014	INFRASTRUCTURE SERVICES
100018	ELECTRONIC SCOREBOARDS	134,260.00	STONKS TECHNOLOGIES PTY LTD	04/01/2014	31/03/2014	OPERATIONS
100019	ELECTRONIC SCOREBOARDS	68,950.00	N.F. COMMUNICATIONS PTY LTD	04/01/2014	31/03/2014	INFRASTRUCTURE SERVICES
* A "Contract Value" of other PA, M&S, S&C related to contracts entered into with Procurement Australia, Member Association of Victoria or the State Government. These contracts have no set value.						LEGISLATIVE SERVICES & SUPPORT
* A "Contract Value" of other PA, M&S, S&C related to contracts entered into with Procurement Australia, Member Association of Victoria or the State Government. These contracts have no set value.						LEGISLATIVE SERVICES & SUPPORT
Spent with Non Contracted Suppliers Between 1 January 2014 to 31 December 2015						
Supplier Name	Total Spent (\$m-GST)	Spent Proportionately With	Supplier Name	Total Spent (\$m-GST)	Spent Proportionately With	
ASPECT PERSONNEL PTY LTD	161,030.92	TECHNICAL SERVICES	BOX FREE AUSTRALIA PTY LTD	136,033.99	OPERATIONS	
INVO GLOBAL SOLUTIONS (AUS) PTY LTD	104,761.08	INFORMATION SERVICES	VIP PERSONNEL PTY LTD	131,511.86	AGED & DISABILITY SERVICES	
URBAN DESIGN GROUP	304,562.50	OPERATIONS	CONTEXT PTY LTD	131,115.47	CITY PLANNING	
O'BRIEN TRAFFIC	261,333.05	TECHNICAL SERVICES	THE TRUSTEE FOR BMA MECHANICAL PLUMBING SERVICES	127,867.80	OPERATIONS	
FINMA & FINMA	246,222.39	CITY PLANNING	A T CAMPBELL BROOKS PTY LTD	125,968.31	OPERATIONS	
TRUSTEE FOR K & L LAMENDOLA (DISCRETIONARY TRUST)	236,733.03	CONSUMER SUPPORT	TRAFFICWORKS PTY LTD	122,982.35	TECHNICAL SERVICES	
METRO MEDIA SERVICES PTY LTD	227,494.93	COMMUNICATIONS AND CUSTOMER SERVICE	SPORT AND LEISURE SOLUTIONS PTY LTD	121,740.35	CITY PLANNING	
ALTE TENNIS COURTS PTY LTD	123,537.30	OPERATIONS	MTRIE SS	120,014.00	OPERATIONS	
NOBACRE PLUS LTD	208,504.00	DISPOSAL ITEMS	CONTRACT COMMERCIAL PTY LTD	119,822.24	OPERATIONS	
TC (AMT875) MECHANICAL PTY LTD	203,834.75	OPERATIONS	WILLIE MENTON PTY LTD	116,905.38	DISPOSAL SERVICES	
REGIONAL KITCHEN PTY LTD	190,000.00	AGED & DISABILITY SERVICES	REBELLED KID EDUCATIONAL RESOURCES	113,786.10	FAMILY & CHILDREN SERVICES	
STONKS MONITORING SYSTEMS PTY LTD	186,600.00	AGGREGATIVE SERVICES & SUPPORT	CLACKER ENGINEERING GROUP LTD	113,558.00	OPERATIONS	
STONKS ADVERTISING & MARKETING PTY LTD	175,240.00	ARTS, CULTURE & LIBRARIES	NEW MORGANS LEARNING CENTRE (INC) PTY LTD	109,919.00	HUMAN RESOURCES	
AREA EDUCATION AND CAREERS LTD	176,143.03	OPERATIONS	SALUTE GROUP PTY LTD	109,067.00	ARTS, CULTURE & LIBRARIES	
RAMPS SERVICES PTY LTD	173,349.50	INFORMATION SERVICES	JO OFFICE DESIGN	108,363.40	OPERATIONS	
CAM MANAGEMENT SOLUTIONS	168,423.95	COMMUNICATIONS AND CUSTOMER SERVICE	METRO CLOTHING SERVICES PTY LTD	104,179.90	CITY PLANNING	
SMITH COMMERCIAL INTERIORS	157,882.95	OPERATIONS	CAIRNIE VICTORIA PTY LTD	103,642.00	CITY PLANNING	
SUPRORR FOOD SERVICES	151,330.80	AGED & DISABILITY SERVICES	MARK MOORE & ASSOCIATES	101,902.10	HUMAN RESOURCES	
MS ECONOMICS AND PLANNING PTY LTD	144,261.20	CITY PLANNING	DATABASE CONSULTANTS AUSTRALIA	100,860.40	LEGISLATIVE SERVICES & SUPPORT	
COFFY GROTHOMES PTY LTD	140,672.30	TECHNICAL SERVICES	M.A.N. MAJOR CREATIONS PTY LTD	99,923.65	FAMILY & CHILDREN SERVICES	
BARBERS ADVANCED TIPS	137,890.30	OPERATIONS	SUNSHINE DRY	99,179.50	INFRASTRUCTURE SERVICES	
			GRAND TOTAL	7,461,029.48		
* Information above reflects expenditure not linked to a valid contract in Tech3. A valid contract may be in place however the responsible officer has not advised the Procurement and Contracts unit.						
Local Government Act 1989						
Section 186 of the Local Government Act 1989 requires Council to undertake a formal tender process where the total combined actual or anticipated expenditure exceeds the threshold (\$750,000 including GST) for goods and services. \$750,000 including GST (for works) with the same or similar supplier, though the Act is silent with respect to the time period, it is generally accepted that 7 years is a prudent period. Accumulated expenditure greater than \$750,000 including GST has been captured.						
Procurement Policy Compliance - 2015/2016						
85.30% COMPLIANT WITH PROCUREMENT POLICY 14.70% NON COMPLIANT WITH PROCUREMENT POLICY						
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